

## **Airworthiness Assessments – NSW 2018**

- **Replacement of Components Rating**
- **Annual Inspector Rating**

**Bathurst, 2<sup>nd</sup> – 8<sup>th</sup> September 2018**

### **INFORMATION and APPLICATION**

NSW Gliding is conducting a Course and Assessments for GFA Airworthiness Authorities for Replacement of Components from 3:00pm 2<sup>nd</sup> September to Saturday 8<sup>th</sup> September 2018 at Piper's Field Bathurst, NSW (see map on last page), at the facilities of Bathurst Soaring Club.

The course involves a week of intensive yet appropriately paced work and answers to some frequently asked questions given below.

#### **What is the course structure?**

The course is made up of workshop and seminar sessions on practical sailplane inspection, component replacement and maintenance. All work will focus on approved procedures and data as well as interpretation and completion of all appropriate documentation for annual inspection of non-powered sailplanes. Organised activities are scheduled daily throughout the course from 8am to approximately 8.30pm from Monday to Friday and activities on the first day (Sunday) will commence at 3.00 pm. Activities will be end before lunch on Saturday, the final day.

#### ***What documentation should I read prior to the course and where is it available?***

Sailplane maintenance in the GFA system is controlled by the GFA Manual of Standard Procedures, Part 3, which is a series of documents available for download at the Gliding Australia website (under *Docs/Forms, Document and Form Library, Manual of Standard Procedures, MOSP Part 3 Airworthiness*, weblink:

[http://www.doc.glidingaustralia.org/index.php?option=com\\_docman&view=tree&slug=mosp-part-3-airworthiness&Itemid=101&layout=table](http://www.doc.glidingaustralia.org/index.php?option=com_docman&view=tree&slug=mosp-part-3-airworthiness&Itemid=101&layout=table) .)

MOSP 3 currently lists 15 sections and you should also download *MOSP Part 3 Version 8, Basic Sailplane Engineering V23* (weblink:

[http://www.doc.glidingaustralia.org/index.php?option=com\\_docman&view=tree&slug=basic-sailplane-engineering&Itemid=101&layout=table](http://www.doc.glidingaustralia.org/index.php?option=com_docman&view=tree&slug=basic-sailplane-engineering&Itemid=101&layout=table) ) and the *Registered Operator's Handbook*

(weblink:

[http://www.doc.glidingaustralia.org/index.php?option=com\\_docman&view=tree&slug=registered-operators-handbook&Itemid=101&layout=table](http://www.doc.glidingaustralia.org/index.php?option=com_docman&view=tree&slug=registered-operators-handbook&Itemid=101&layout=table) ). You will be referring to these documents in either digital or paper format throughout the course. You will also need Basic Sailplane Engineering ("BSE") to complete theory workbook package that will be sent to you

about 4 weeks prior to the course commencing and these should be completed prior to attending the course.

Other material and documentation will be provided after enrolment via online access and during the course.

#### **What are the prerequisites for attending and completing the course?**

The prerequisites **for** acceptance in the course are as follows:

1. The candidate must be a current member of the GFA
2. The candidate must hold a Daily Inspection Authority for at least one airframe type.

3. Work on components and/or airframes under the supervision of a qualified Airworthiness Inspector should have been recently undertaken.

If you are uncertain about these prerequisites contact Len Diekman on 0401 713 610 or [ljd@ihug.com.au](mailto:ljd@ihug.com.au) for information and to discuss any issues.

### ***What parts of the course do I need to attend?***

Attendance on all days is required to gain an Authority or rating so that all assessment exercises can be completed. Candidates are expected to familiarize themselves with all materials issued to them and to have completed any and all pre-course work assigned to them. In particular, all course workbook material will be assessed and must be satisfactorily completed before any certification of an Airworthiness Authority. The instructors at the course will assist candidates to achieve their objectives in any way that they can and they will assess candidates' abilities, attitudes, diligence and workmanship during workshop sessions and their understanding and ability to work within the GFA's airworthiness system.

### **What certifications, ratings or Airworthiness Authorities might I expect to gain during the course?**

Candidates who meet the relevant prerequisites and satisfactorily complete the Basic Airworthiness Assessment will be issued with an authority for *Replacement of Components* for one or more sailplane types (metal, FRP, wood and/or tube). Candidates who already have an Airworthiness Authority with a rating for *Replacement of Components* and satisfactorily complete the Airworthiness Assessment will be issued with an authority for *Annual Inspection* for one or more sailplane types (metal, FRP, wood and/or tube). The Gliding Federation of Australia, as a delegate of the Civil Aviation Safety Authority (CASA), is the issuer of the Airworthiness Authorities for maintenance work on Sailplanes registered in Australia as Australian Registered Aircraft.

### **What tools and equipment should I bring to the course?**

Candidates should bring their own basic set of tools, including the following:

1. Metric spanners (ring and open ended)
2. ¼" drive metric socket set
3. A selection of phillips and flat head screw drivers
4. A strong battery operated or low voltage (**not** 240 volts) light or torch
5. A small mirror, such as as used for daily inspection
6. Personal protective Equipment, including protective eye wear (rather than ordinary reading glasses), protective clothing (e.g. overalls), sturdy or (preferably) steel capped footwear, ear muffs or ear plugs.
7. Clip board, writing paper and writing materials.

Candidates who may not be able to bring their own equipment, for example if they are flying-in from interstate, should contact Len Diekman to make alternative arrangements.

### **What tools and equipment will be available at the course?**

Specialized tools, measurement devices, equipment and hardware will be provided for use during the assessment period. Candidates will be required to demonstrate their ability to competently and safely use these items for a number of tasks that will be assessed. A list is given below:

1. Cable tensiometer
2. Tost release testers (spring and hydraulic)
3. Metric (and/or imperial) vernier calipers
4. Metric (and/or imperial) micrometer
5. Small hole gauges
6. Hand magnifying lens and loupe
7. Low powered reflective microscope
8. Safety wire-tie pliers
9. Fluorescent dye crack detection equipment
10. Water tube manometer and low pressure pneumatic tubing
11. Stethoscope

12. Optical econoscope, boroscope and/or digital endoscopes
13. Nicopress tools, swages, thimbles and aircraft cables
14. Doping and finishing systems
15. Maule fabric tester
16. Tap-test hammers
17. Spring balances and weighing scales
18. self-locking fasteners and other safety locking hardware
19. Aviation fasteners

What Documentation will be needed for the course?

Prior to the course, candidates should familiarise themselves with the contents of *MOSP Part 3 Version 8*, *Basic Sailplane Engineering Version 24* and the *Registered Operator's Handbook*. The pre-course theory workbook package sent to each candidate should also be attempted and returned as requested. Other reference materials, information notes and workbooks will be issued to all candidates during the course.

### **What accommodation is available for the course?**

Bunkhouse accommodation is provided for candidates. Bathurst Soaring Club runs its own caravan park and the club owns two onsite vans available for a small fee. Limited camping or caravan sites are also available at no additional cost. Candidates are free, of course, to make their own arrangements in the Bathurst area at their cost. There are also some nearby B&Bs.

### **What are the arrangements for meals?**

Full catering is provided for the duration of the course (breakfast, lunch, dinner and two daily tea breaks). There will be no kitchen facilities available for candidates to prepare their own meals.

### **What type of weather can I expect?**

The club's facilities are located at an altitude of 2200 feet in the mountains, so the weather is usually cold in Bathurst during Early September, with sub-zero temperatures common overnight. So, candidates should bring appropriate bedding (sleeping bags or blankets) as well as suitable clothing for a workshop environment. Day temperatures peak in middle teens. Lectures will be conducted in the clubhouse (heated) and workshop sessions will take place in the hangar, (which has a concrete floor).

### **What is the course fee?**

The Course fee is \$575 which is inclusive of all meals and onsite-bunkhouse accommodation. Payment details are on the application form.

### **Who should I contact to enroll in the course or to ask questions about the course?**

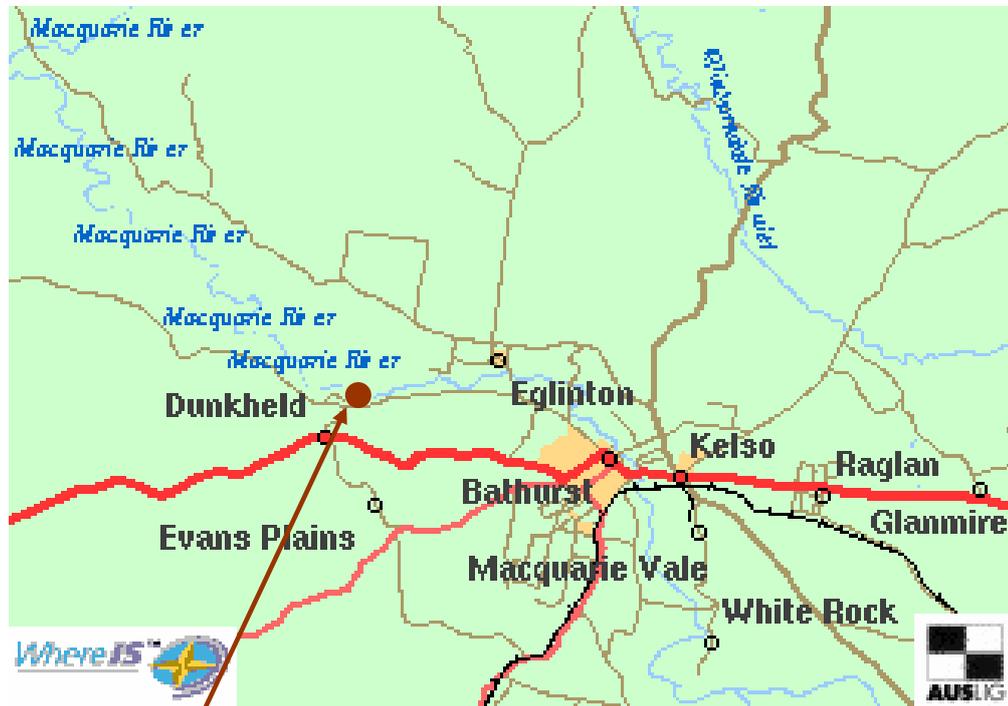
To enroll, or ask questions about enrolment, you can contact either Contract Len Diekman on 0401 713 610 or [ljid@ihug.com.au](mailto:ljid@ihug.com.au) Graeme Cant, 0427 483 621 or [graemecant@internode.on.net](mailto:graemecant@internode.on.net) . Graeme will be able to answer your questions about enrolment details, administrative matters, accommodation, club facilities and any dietary related matters. Contract Len Diekman on 0401 713 610 or [ljid@ihug.com.au](mailto:ljid@ihug.com.au) regarding any questions that you may have regarding technical issues, your prerequisites for attendance. In particular, please contact either Graeme or Len, in confidence, if you have any special requirements or if you feel that you may have some issue which may hinder you from involvement in aircraft maintenance. In previous years we have been able to help candidates overcome a wide variety of perceived obstacles and achieve successful outcomes.

### Where is the course located and how do I get there?

The club's address (Piper's Field) is 167 Freemantle Rd Eglinton 2795, just a few kilometres to west of Bathurst. Road access is via the village of Eglinton.

The club's phone (02 6337 1180) is not usually attended mid-week but is useable for contact during the course.

#### LOCATION OF BATHURST SOARING CLUB (PIPERS FIELD)



**BATHURST SOARING CLUB**