



THE SUPPLIER

A SUPPLIER OF NEWS AND INFORMATION

CASE AIR CARRIER SECTION

COORDINATING AGENCY FOR SUPPLIER EVALUATION

VOL. 6 NO. 2

June 10, 1996

TRAINING MEETING

Training meeting will be held July 16, 17 and 18 in Memphis, TN. Training will be hosted by Federal Express, and Wilson World has made arrangements to accommodate us once again. All attendees must register with Harry Crawford of Federal Express prior to June 28, 1996. The fee is \$25.00 per participant attending training classes.

Please plan to stay at Wilson World as the membership agreed, even if lower room rates are available, to ensure the free use of conference rooms. Make your reservations by calling (901) 366-0000 before June 28, rates are: Single \$55.95, and Suites if available \$60.95.

Classes offered are: Policy and Procedure, 1A Standard, 2A Standard, 3A Standard, NDT for Auditors, Computer Training, Composite for Auditors and Test Cell for Auditors. Should you have any questions please call Harry Crawford at 901-797-5882 or Gay Bastian at 801-634-3632.

1A AUDIT PERFORMANCE

The audit performance function for 1A audits is back. It is also tied to the 1995 audit schedule, so you will notice that any audits scheduled for 1995 which were not performed need to be dealt with now. You may use the Schedule Management function located in your 1A Allocation Menu to explain your reasons for not performing them.

E Mail is an effective way to communicate your reasons, unfortunately the CASE Application is not tied to E-Mail, so you need to enter the Schedule Management function to modify the auditing member, audit date or delete the audit altogether. The Schedule Management function is documented in Appendix E of your CASE Application Documentation. If you have any questions E-Mail Rich Mills.

AUDITOR ACTIVATION UPDATE

Theresa Niles, Trans World Airlines Level III 2A

Bill Neil, Continental Airlines Level III 1A

Don Kneeshaw, American Airlines Level III 1A

Wayne Lawrence, Delta Airlines Level III 1A

Jerry Buhman, American Airlines Level III 1A

Ken Secrest, Delta Airlines Level III 1A

James Connolly, Tower Air Level III 1A

Bret Lenius, Sun Jet Int'l Level III 1A

Rex Graft, Comair Level III 1A

Brian Crawford, Petroleum Helicopters Level III 1A

Peter Kienzle, Mesaba Aviation Level III 1A

George Worley, TWA Level IV 1A

Larry Mitchell, World Airways Level IV 2A

Raymond Staszak, Spirit Airlines Level III 1A

CONGRATULATIONS!

AIRLINE PROFILE

ALASKA AIRLINES

Smokey Schnee is Alaska Airlines Contact person to the CASE Organization. We always see Smokey at all the meetings, but did you know that Alaska has been a sustaining member since March 1988? Also of particular interest, Smokey has been with Alaska Airlines 41 years in September this year. (Of course he must have started when he was 11 years old washing airplanes or something.)

Alaska Airlines traces its roots to McGee Airways, which inaugurated service between Anchorage and Bristol Bay in 1932 with a single-engine, three-passenger Stinson. Over the years, mergers and acquisitions produced changes in the name of the airlines and saw business expand throughout Alaska and the Lower 48. The Alaska Airlines name was adopted in 1944.

In 1985, Alaska Air Group (AAG) was formed as a holding company for Alaska Airlines. A year later, the holding company acquired Horizon Air, a Seattle-based regional carrier, and Long Beach, California-based Jet American Airlines. The later was merged into Alaska Airlines on October 1, 1987.

Like the industry, Alaska Airlines has gone through profound changes since deregulation went into effect in January 1979. Except for some of the faces and a commitment to providing top service, the Alaska Airlines of today is a distant cousin to the one that entered the then-nebulous world of deregulation.

At the start of 1979, Alaska Airlines served 10 cities in Alaska and one - Seattle - in the Lower 48. Today, Alaska Airlines serves 45 cities in Alaska, Washington, Oregon, Cali-

fornia, Arizona, Nevada, Mexico Russia and Canada. Payroll totaled 1,200 people and \$34 million in 1978, the last year of regulation. Today, the airline employs more than 7,300 people and the payroll exceeds \$300 million. Revenues have grown more than 10 times, to more that \$8.6 billion. Passenger totals rose from about 900,000 in 1978 to more than 10.1 million in 1995. In each of the last 20 years, the airline has carried more people between Alaska and the Lower 48 than any other airline.

Alaska's fleet has expanded from 10 B727s at the end of 1978 to about 45 MD-80s, and 31 B737s today.... and, whose face is on the tail of Alaska's aircraft anyway?

Several designs were considered. Finally, the Eskimo was deemed the most representative and uniquely Alaskan image - and one already identified with the airline. The original Eskimo, a composite creation, was a serious, almost stoic fellow. Over the years, the countenance gave way to the smile that we see now. The color combination of the airline's jets is designed to represent the blue of Alaska's skies and waters, the green of its forests and the white of its snow-capped mountains. Quite a proud heritage, Smokey!

INDUSTRY MOVEMENT

This section is a regular article to keep you updated with the changes of people and places moving around the Aviation Community. As a reminder, please contact Bill Shaudt, Audit and Compliance Chair, with all information about yourself and your airline during time of change: 918-292-2750. This may include but is not limited to your change of employment, or a change of management within your airline, airline mergers etc.

Paul Vause- Atlas Air to Tower Air

Kenneth Nelson- Continental to Polar Air Cargo

Michael Griffin- No longer employed at Continental Express

Al Folsom- No longer employed at Empire Airlines

James Earley- FedEx
Rocky Ruggieri- Non auditing position at FedEx.

Scott Bussell- Renown to Mesaba Aviation

Robert Bailey- Non auditing position at United Airlines

Raymond Staszak from American Int'l Airway to Spirit Airlines

MEMBERSHIP COMMITTEE

Oscar Harwood reports that the Air Carrier Section has three new Sustaining Members:

CANADIAN AIRLINES INT'L
Brent Kirkpatrick
604-276-4603 Phone
604-270-5482 Fax

MESABA AIRLINES
Peter Kienzle
800-777-6013 X393
612-725-4901 Fax

SUN JET INT'L
Bret Lenius
813-530-1515 Phone
813-530-1615 Fax

We have two airlines who have requested applications:

AIR MARSHALL ISLANDS
CASINO EXPRESS

FUEL COMMITTEE

Just an update to let you know that the Fuel Committee has not forgotten its commitment to complete its goal to get the Fuel Audit Allocation program up and running. Please consider this your official notification to FAX or E Mail your Airlines interest in participating in this allocation program to Rich Mills. (717-948-1910 FAX)

The fuel committee was represented in St. Louis to instruct the DOD, Trans States, and Value Jet in Fuel Auditing procedures during the month of April. Two days of classroom instruction along with one day in the completion of an actual fuel audit was performed by Harry Crawford, Rich Mills and Mike Wilson. Theresa Niles completed her Level III 2A re-qual checkride there as part of the on hands training.

AIRLINE FLEET UPDATE

Simmons/American Eagle Airlines

Headquarters: DFW Int'l
Hubs: ORD, DFW
36 - Saab 340-B
27 - ATR-42
30 - ATR-72
Total 93 Aircraft

UPS

Headquarters: Atlanta GA
Hubs: SDF,PHL,DFW,ONT,RFD
52 - DC-8 Engine: CFM 56-2
30 - 767-300 (on order thru year 2000)
51 - 727-100 Engine: R-R Tay 651-54
8 - 727-200 Engine: JT8D-15/17
15 - 747 Engine: JT9D-7A

55 - 757 Engine: RB211-535/
P&W 2040
Total 211 Aircraft

ALASKA

Headquarters: Seattle, WA
Maintenance Bases: SEA, OAK,
ANC
45 - MD-80 Engine: JT8D-217/-219
8 - 737-200 Engine: JT8D-17
23 - 737-400 Engine: GE CFM56-2B
Total 76 Aircraft

SKYWEST AIRLINES

Headquarters: St. George, UT
Hubs: SLC, LAX
10 - CL600 Engine: GE CF34
38 - EMB 120 Engine: P&W 188A/B
15 - SA227 Engine: TPE331-11/12
Total 63 Aircraft

FEDEX

Headquarters: Memphis, TN
Hubs: MEM, LAX, IND
65 - 727/100
95 - 727/200
13 - DC10-10
22 - DC10-30
18 - MD 11F
4 - 747/200
15 - Airbus A300F4-605R
23 - Airbus A310-200
262 - Cessna 208
32 - Fokker F27
Total 549 Aircraft
Engines: P&W JT8D/9D's, CF6-6,
CF6-50, CF6-80A3, CF6-80C2,
CF6-806A, PT6 and Darts

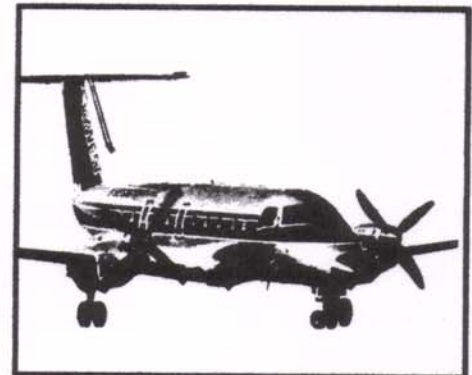
EDITORS CORNER

Gay Bastian, SkyWest Airlines,
Inc.

Every so often it becomes apparent to me just how important CASE is to the Aviation Industry. Just today I was explaining to a working associate of mine what it is that our Organization does. It was a nice reminder of the importance of our auditing procedures and the level of confidence that it gives our Companies for quality and safety assurance. I also thought of the importance of every position in our Industry and the strategic part that every person plays to make the airplanes fly; and passengers/freight to safely reach their destinations. Thank you for the time and support you give to CASE and to the Industry as well. I am looking forward to seeing you at the training meetings in July!

NEWS FLASH

Fall Conference will be held in Colorado Springs October 28, 29, and 30. Registration will be Sunday the 27th, at the Antlers Double Tree Hotel - 4th South Cascade Avenue. Phone: 719-473-5600. FAX: 719-389-0259. Rooms: \$89.00, more information to follow in the next publication.



UNAPPROVED PARTS

B.J. Townson, UPS

So much has been said and put into print recently regarding unapproved parts that it only seems fitting that we use this media to remind ourselves and working associations of some of the important highlights on this subject.

Examples of unapproved parts include:

Parts shipped directly to users by a manufacturer, supplier, or distributor who does not hold, or operate under the authority of a production approval for the part e.g., parts that a manufacturer produces in addition to those authorized by the production approval holder; and

Parts that have been maintained or repaired and returned to service by persons or facilities not authorized under FAR Parts 43 or 145.

Aviation in general are unanimous in their position of unapproved parts: these parts are unacceptable, and actions must be taken to eliminate their threat to product safety. Things your airline can do to effectively participate in the endeavor follow:

There is an old saying: When the price of the part seems too good to be true, it frequently is." A part that is unbelievably inexpensive may provide a hint that it is unapproved. But actually spotting unapproved parts can be a very difficult task.

Still, there are some clues that might lead you to suspect a part is bogus/counterfeit, including:

*Improper or lack of required part marking.

*Altered or unusual surface finish.

*Identification tags with stamp-overs on the part number or the serial number.

*Paperwork, print style, color, or logo that appears altered or different from that usually provided by the original manufacturer.

But usually you can't spot an unapproved part by looking at the part itself, because counterfeiters are often very skilled at presenting an acceptable-looking part. So, the best way to assure that parts are authentic is to know your source and demand assurance that the source is approved. Also, make sure the source provides the appropriate part airworthiness certification.

You must be able to authenticate the documentation that accompanies the part. Most unapproved parts will not carry all of the necessary paperwork. If in doubt investigate or ask for additional information.

There are several ways to identify a certificated (approved) part such as:

*An FAA Airworthiness Approval Tag. This is known as the 8130-3. It is the equivalent of the JAA Form 1 and Transport Canada Form 240078.

*A Material Certification Statement. This will be signed by the head of a quality assurance department or by a licensed mechanic.

*A Maintenance Release Tag. This is also FAA Form 8130-3 (or equivalent), but is signed as a maintenance release by the repairing organization.

The most reliable defense against unapproved parts is knowing your supplier. Also, use extreme caution at the point of entry into your parts inventory.

The bottom line: Know your sup-

plier and obtain the appropriate airworthiness certification documentation.

If you would like more information, the FAA has produced a brochure, a video, and decals to educate users about unapproved parts. They may be obtained by contacting the following address:

Federal Aviation Administration
AVR-20 National SUPS Program
Office
P.O. Box 20034
Gateway Building
Dulles Int'l Airport
Washington D.C. 20041
USA

Editors Note: I have viewed the video and it is well worth obtaining. The contents is very worthwhile for your purchasing, parts personnel and mechanics too.

Saint Peter And The A & P

The mechanic stood at the Pearly Gates.
His face was worn and old.
He meekly asked the man of fate
Admission to the fold.
"What have you done," St. Peter asked,
"To seek admission here?"
Oh, I labored on earth as an A & P
For many and many a year.
The gates opened wide and clear
As St. Peter sounded the bell.
"Come in," he said, "and take a harp.
You've had enough of Hell."

--W. E. Robertson

1- Thou shalt not expect to find things exactly as they are at home. Thou hast left home to find things different.

2- Thou shalt travel in a spirit of utter humility. The fact that people may think, speak, and act differently does not make them inferior.

3- Thou shalt remember that endless waiting lines, delays, cancellations and bad food are a part of traveling, and thou shalt smile and not complain.

4- Thou shalt not let thy companions get on thy nerves, for thou art paying good money to enjoy thyself.

5- Thou shalt not expect or demand that everyone speak English.

TRAVELERS TEN COMMANDMENTS



6- Thou shalt not judge all people of a city or country by one person whom thou hast had a problem.

7- Thou shalt not worry about things at home or at the office while thou art away, for he or she that worrieth hath little joy.

8- Thou shalt carry thy passport on thy person at all times, for it is said that a person without a passport is a person without a country.

9- Thou shalt not litter in or in any way spoil the places thou shalt visit. Take away only thy memories; leave behind only thy smile.

10- Thou shalt not make promises to the people you meet unless thou can follow through.