



# THE SUPPLIER

A SUPPLIER OF NEWS AND  
INFORMATION

## AIR CARRIER SECTION

COORDINATING AGENCY FOR SUPPLIER EVALUATION

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### SPRING CONFERENCE 07, AFTER-ACTION REPORT

*by: Gay Bastian, Sky West*

Our Spring Conference in Dallas was definitely one to put on the books! I certainly enjoyed this meeting. The information shared with our Organization by Sarah MacLeod and Russell Unangst was timely and enlightening. Russell's presentation can be found on our Website if you have need to review it again. As your Board of Directors, we are hoping to have another educational Conference this fall in St. Louis.

We appreciate your support of the training sessions and encourage all that can attend, to come and "sharpen the saw". This past July's training session, we had a great side-bar class "Auditor Techniques Training" as well as the ACS Level III/IV Meeting. Of course we had well prepared training presenting Policy and Procedures, 1A, 2A and 3A as well as Database Training. A special thank you goes out to Robert Radawiec, Arturo Rodriquez, and the others on the training committee for stepping up to the plate to ensure that C.A.S.E. Training continues to go on smoothly.

As we all work in Quality Assurance for our various Air Carrier Companies, may we all be aware of the need for "continuous

improvement", both for the Industry and personally professional. The Industry looks to you for your example of excellence. May we all work to that end? Have a wonderful holiday season: I look forward to our next meeting!

Warmest Regards,  
Gay Bastian, President

### FALL CONFERENCE 07, AFTER-ACTION REPORT

*by: George Worley, American Airlines*

What a terrific conference we had in St Louis! The Operations Committee got a lot of work done and the many submitted CACS-10's were acted on by S&P. We have made some significant changes to the manual and to the CACS-7 which will better document how C.A.S.E. supports the Carriers CASS programs. Both the 1A and 2A allocations were released! The Fuel Committee has made many important plans and goals relating to the fuel standard. Stacey Brown from American Eagle will be the new C.A.S.E. Secretary. All the committees were very busy and two (2) elections were accomplished;

- ❖ **Audit and Compliance Comm. Chair;** Ken Shadursky USA 3000
- ❖ **Newsletter Comm. Chair;** Glenn Bolton, Lynden Air Cargo

Ken Shadursky was unanimously accepted as the newest level IV-!A evaluator by the Operations Committee and by the general membership.

Please review the proposed language of the tabled CACS-10 relating to vendors being required via the CACS-7 to provide audit details to any listed Carrier customer upon request. The purpose being to ensure that Carrier's have open access to audit data in support of their individual CASS programs.

Mike Zikoski reminded us that for all future conferences, if dues are not paid the member will not be issued a voting card, Thank you for your understanding and cooperation.

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## **2008 ACS & ARRS CONFERENCES**

- **ATL Sheraton Gateway**  
3-30-08 thru 4-3-08.  
Ph; 770-997-1100
- **LAX Sheraton Gateway**  
10-19-08 thru 10-23-08.  
Ph; 310-642-4822

### **ACS 2008 ELECTIONS: --SPRING CONFERENCE**

Three (3) ACS positions are scheduled for election at the Spring 2008 conference as follows;

- Section Vice-Chair
- ACS Data-Base Comm. Chair
- ACS Standards & Procedures Comm. Chair

### **--FALL CONFERENCE**

Three (3) ACS positions are scheduled for election at the Fall 2008 conference as follows;

- Section Chair
- ACS Fuel Comm. Chair
- ACS Membership & Promotions Comm. Chair

If you are interested in any position listed above, please submit your name for election at any time. If possible prior to the meeting, let the A&C Committee Chair (*Ken Shadursky*) or the A&C Vice-Chair (*Andy Monteith*) know of your intention to run.

## **2008 TRAINING SCHEDULE**

*by: Robert Radawiec, Atlantic Southeast Airlines*

- Winter 2008 January 13<sup>th</sup> - 17<sup>th</sup>
- Summer 2008 July 13<sup>th</sup> - 17<sup>th</sup>

Both sessions are planned to be conducted at the Embassy Suites Dallas Hotel Airport South which is located minutes from DFW International Airport. Local shopping includes Grapevine Mills Mall and Irving Mall. Nearby attractions include Six Flags Over Texas; Lone Star Park, site of the 2004 Breeder's Cup; West End Market Place; the Mesquite Rodeo; Dallas and Fort Worth Zoos; the Fort Worth Stockyards; Dallas Museum of Art;

and Fair Park, home to Big Tex and the Texas State Fair!

The Mediterranean style high-rise features a 10-story tropical garden atrium complete with waterfall and exotic fish! An indoor pool and heated whirlpool and a workout room with state-of-the-art cardiovascular equipment. Free parking, complimentary newspaper, room service, guest laundry, wheelchair accessible accommodations and express checkout are just a few of the amenities you will enjoy during your stay. A full-service business center features color copier, computer stations and office supplies. A complimentary, full cooked-to-order breakfast is served each morning in the Atrium Cafe.

As a reminder from the training committee, please keep in mind that the training sessions are designed for experienced auditors. Also, any auditor(s) showing up late for class(s) [The P&P, pg. 2-3-1, requires ATTENDANCE] or not bringing a current P&P, will not be allowed to test, only "audit" the class(s), and once you sign in for a class, you must complete that same class in order to receive credit. Anyone changing classes and / or instructors without instructor approval will not receive training credit!

## **AIR-CARRIER ACTIVITY**

*by: Kenneth Shadursky, USA 3000*

### **SUSTAINING MEMBERS OPERATING UNDER EXEMPTIONS, TWO (2):**

1. American Eagle - Exemption issued November 2006 and expires November 30<sup>th</sup> 2007
2. USA Jet - Exemption issued August 2007 and expires August 31<sup>st</sup>, 2008

### **SUSTAINING MEMBERS DOWN- GRADED TO ASSOCIATE MEMBERSHIP TWO (2):**

1. Pinnacle Airlines
2. Ryan Airlines

Check-rides accomplished within previous 6-months; 32 1A, and 6 2A, which resulted in 5 failed check-rides (2-initial and 3-recurrent)

**Q:** Ken, what are the most likely errors committed by level III's that may result in a failed check-ride?

**A:** The biggest thing at this point I would say is audit preparation. Preparation includes the candidates audit plan as well as the facility and manual review prior to the audit. Without a good review of the manual, and a good audit plan, the audit often results in the candidate winging it and not being on top of his game. This in turn leads to missing items on the standard and missing things on the walk through & during the de-brief, because they didn't have a good enough understanding of the facility before the audit and they had to spend more of their time during the audit grasping an understanding of the facility instead of focusing on the audit. It generally starts to spin out of control for the candidate.

## **MEMBERSHIP AND PROMOTIONS COMMITTEE**

*by: Michael Zikoski, Federal Express*

The fall conference has covered and discussed a large number of issues and activities for the organization. From this committee indolent here are some of the actions and issues;

- This committee is starting a project initially named "Promote the C.A.S.E. Organization to the C.A.S.E. Membership". Although this may sound a bit strange, the effort behind this is to encourage a higher level of interest and participation in the organization. As C.A.S.E. has grown, the participation has not proportionally grown. C.A.S.E. is a voluntary organization, without the support of the members, and I don't mean just doing your assigned allocations, a small percentage of C.A.S.E. members will be burdened with more and

more work load. This could and has resulted in requirements rather than voluntary, the need to hire more full time personnel and methods to compensate. Dues will increase, C.A.S.E. will become a more paid for services organization. Through this effort, surveys, articles (newsletter and other electronic means) and information will be distributed to members, some of which could be used to promote C.A.S.E. to your management. Some other methods will be fun sites, with pictures, possibly trip information donated by members. This committee is promoting submission of ideas, suggestions, complaints and other, anonymous or auditor/member submitted to the Membership Committee, the Chair and Vice- Chair. The information submitted will be listed and submitted to the Ops. Committee for review, to identify and act on the memberships direction. This organization belongs to the membership, what level of quality do you want to continue as or evolve to?

- As a result of membership non compliance, not maintaining or reestablishing at least one Level III - 1A, within the agreed time period, two Sustaining members have been voted on by the General membership to be listed as "Associate members", Pinnacle Airlines and Ryan International.
- As a result of review of the qualification package and recent submission of required documentation; Sun Country Airlines has been voted to be accepted as a sustaining member. Since last conference, DHL Americas has also completed the qualifications for sustaining membership and has been voted to be accepted.
- A review of Asiana Airlines and NetJets qualifications for Associate membership had been completed, voted and accepted.
- At future conferences, if a sustaining member does not have

their dues paid, the member will not be allowed to vote.

- The C.A.S.E. logo has been requested again for updating, I would like to invite submitted suggestions for updating the logo. I'll submit them to the Operations Committee and the General membership for direction and approval.

## SIDE BAR DISCUSSIONS



### Calibration Force and Torque

By Paul Hanssen

<phanssen@wptraining.com>

Material attributable to Aeronautical Repair Station Association (ARSA) from the April 2007 issue of

***"the hotline"***

**Force** and **torque** are two of the more common (and vital) measurements. Understanding the concepts and terms behind the measurements is the purpose of this article.

- ❖ **Force** measuring uses terms such as stress, strain, elasticity, tension and compression.
- ❖ **Stress** is defined as force per unit area:  $\text{Stress} = \text{Force (F)} \div \text{Area (A)}$ . Some common measurement unit areas are pounds per square foot or inch, or newtons per square meter.
- ❖ **Strain** is the change in length divided by the original length.
- ❖ **Elasticity** is that property of a material that allows it to return to its original shape after being deformed.
- ❖ **Tension** or **compression** is the ratio of transverse strain to axial strain.

Accurate force measuring requires special measuring tools and techniques. A load cell is a common method of measuring force. The measurement of force requires the use of some sort of transducer—the

transducer output being a function of the force applied.

Before the use of load cells became widespread, mechanical direct-reading devices called proving rings were used to measure force. The primary disadvantage of a ring was that the operator had to be present to read and record the measurement. A load cell, on the other hand, can be read remotely by using an electrical strain gauge as its transducer. Basically, the load cell combines the response properties (sensing elements) of a strain gauge with the elastic properties of a physical member. This creates a force measuring instrument with an electrical output proportional to the force applied.

**Torque**, the torsional or twisting movement, twists a body about an axis of rotation. Virtually every nut, bolt or screw has a prescribed torque quantity that must be measured during installation. A typical application is the tightening of a bolt or screw.

Torque is based on the fundamental law of the lever—DISTANCE times FORCE equals the moment, or TORQUE. If this law is fully understood, all problems of torque relative to torque wrenches and adapters can be solved.

Torque and tension are distinctively different and must not be confused. Torque is twist, the standard unit of measure being foot-pounds; tension is straight pull, the unit of measure being pounds. Wrenches designed for measuring the tightness of a nut are torque wrenches, not tension wrenches.

To ensure operation within prescribed tolerance limits, a torque wrench or handle is calibrated with a torque tester. Typically, torque testers cover a range from 10 ounces per inch to 1,000 pounds per foot. The tester usually has a rated accuracy of plus or minus one percent when used in the upper 90 percent of its range.

*Paul is the President of Work Place Training, Inc. For more information*

about measurements and calibration, and about the courses offered, please visit [www.wptraining.com](http://www.wptraining.com).

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## MOVEMENTS OF THE MAGNETIC NORTH POLE

by: Ron Sheardown  
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Anchorage, Alaska  
*Italicized editorials by: Glenn Bolton-Lynden Air Cargo*

*Q: Where will a heading of 00:00 on the compass land you?*

*Q: Where is the North Pole headed?*

*The eventual destination for the traveler following his compass to magnetic north would be the location we refer to as the magnetic north pole. Upon arrival at the exact magnetic north pole, should the traveler proceed by a single step in any direction, he would be traveling "due South" Consequently, the unsuspecting traveler is now playing southern roulette as directly due south is in every direction.*

When you leave the North geographic pole you leave by the meridian heading. If you fly south 180 degrees you would be arriving at Mys Schmidt in the Russian Far East or the International Date Line. If you fly south 00 degrees you would arrive in Greenwich UK. *Add to this confusion, the little understood phenomenon that the actual location of magnetic north is not in a static position, as is usually assumed. In truth, the magnetic pole is actually charging across the Arctic Ocean.*

From 1831 to 1900 (69yrs) the Magnetic North Pole moved less than 50 nautical miles (averaging 1.38 nautical miles per year and in the direction of roughly north by north west and away from the Canadian land-mass and essentially in the direction of the geographic North Pole.) From 1900 to 2005 (105yrs), the pole has moved more than 800 nautical miles. During this combined period the Magnetic North Pole has moved more than 850 nautical miles. Since 1980 the movement has increased dramatically and by the

1990's averaging about 27 nautical miles per year. *Between 1990 and 2005, the Magnetic North Pole's travel speed had increased dramatically to a hard charging 40 nautical miles per year and essentially in the same direction of roughly north by north west and away from the Canadian land-mass.*

At the present rate of movement, the pole will arrive on the Russian mainline in about 40 to 50 years. The South Magnetic Pole is moving at a similar rate away from the Antarctic Continent.

There may be some correlation between the movements over water verses over land. As both poles are over oceans at this time with a dramatic increase in movement. If this is the case then I would expect the movement to slow down when it reaches the Russian coast, or it could change course when it gets to the deep trench near the North Geographic Pole. In either case, this movement will be interesting to watch.

The Magnetic Poles have reversed about 400 times in the last 330 million years. Once approximately every 700,000 years. The time between reversals is not constant, varying from less than 100,000 years, to tens of millions of years. In recent geological times reversals have been occurring on average once every 200,000 years, but the last reversal occurred 780,000 years ago. At that time the magnetic field underwent a transition from a reversed state to the present normal state. Reversals take roughly 5,000 years when they happen. It appears that we are due for a reversal and that this rotation of the poles is a normal process and that the Poles just keep migrating around the World on a continual basis.

Since 1900, the compass declination has changed about 35 degrees in Alaska. The next 40-50 years will likely add an additional 35 degrees to the compass declination. That means we will have to paint new numbers on our runways every 15 years and

correct map declination error charts to maintain any degree of accuracy.



The earth's iron core is about 300 miles in diameter at the center of the earth and rotating. Who knows what effect this may have? As you can see this is a process that has been happening for millions of years with no influence from man. The present global warming has continued for the last 15 to 20,000 years. At the beginning of this warming period, there was 500 feet of ice over Chicago. There may be no correlation between climate change and Magnetic Pole movement.

*The North Magnetic Pole has moved 1,574 kilometers northwest since James Clark Ross first reached the pole in 1831. At its current trajectory and assuming no further increases in this speed, the North Magnetic Pole will reach Siberian landfall prior to the year 2050.*

So, is it possible to fly around or over the poles? Yes, but no one fly's magnetic headings within 1000 miles of the magnetic pole as the compass is of no use. When we go to the north pole we use 2 GPS's now, set on true bearing. Within a few minutes of the pole we shut one down until we are ready to leave. If you turn around the pole (which everyone does) you will have to re initialize your GPS which takes some time as you are going

around the world every 2 minutes and it can not keep up. We used to have to do all this with an Astro Compass and a Sextant and that was work. Now with GPS you can sleep most of the way. Of course the earlier airline polar trips used polar path compasses in true bearing.

Note the map above, indicating the track path of the Magnetic North Pole from 1831—2001.



## **COMPUTER BASED TRAINING (CBT) AT C.A.S.E. -- P&P AND 1A**

*by: Robert Radaweic, Atlantic  
Southeast Airlines*

A question was posed to the membership regarding a transition to Computer Based Training (CBT).

The membership indicated a significant interest in this CBT for P&P and for 1A training. This is a major turning point for not only the ACS Training Committee, but also for C.A.S.E.. The goal here is to maintain the traditional high standard of training, while at the same time reducing required resources expended by the membership and by C.A.S.E. to conduct class based training twice yearly.

An additional goal is to raise the quality of the training provided to even a higher level through CBT. The intent will to conduct CBT in tandem with perhaps an additional training day added to the normal conference schedule.

The Training Committee has set a goal to implement CBT in beta format during the planned July -08 training, followed with full

implementation in Jan 2009 to resolve any credibility issues.

As an add-on, the Training Committee is planning to offer a CACS-10 to change the training interval from the current 3-year, back to 2-years.

## **NEWSLETTER CONTRIBUTORS**

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American Airlines

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**AIR CARRIER SECTION**

If you would like to contribute articles, pictures, web-sites, or have topics you would like to see included in future issues of The Supplier, please contact Glenn Bolton, ACS Newsletter Committee Chairman, via e-mail, at, [gbolt@lac.lynden.com](mailto:gbolt@lac.lynden.com)