

I. COURSE DESCRIPTION:

Through the use of textbooks, film and in-class presentations, students will become familiar with the components used to construct both fixed wing and rotary wing aircraft structures. Weight and balance procedures and calculations are studied. Aircraft hardware is presented and discussed with the use of film and assigned textbooks.

II. LEARNING OUTCOMES AND ELEMENTS OF THE PERFORMANCE:

Upon successful completion of this course, the student will demonstrate the ability to:

1. *Describe aircraft structural components used in the construction of fixed wing and rotary wing aircraft.*Potential Elements of the Performance:

- describe the five stresses acting on an aircraft during flight
- discuss the purpose of an aircraft fuselage
- identify the most common aircraft fuselage designs and their construction
- describe in detail, the semi-monocoque fuselage design
- describe the purpose of all the construction members in a fuselage design
- identify the components used to construct an aircraft wing and their
 - purpose in the construction of the wing
 - describe the factors considered in designing an aircraft wing
 - discuss wing spar types and construction
 - describe “honeycomb” material use in aircraft structures and the advantages
- identify various aircraft nacelles and engine mounts
- describe various types of engine cowlings found on modern aircraft
- identify the structural parts of the tail section of an aircraft
- identify the structural parts of a modern helicopter
- describe the construction of aircraft doors

2. *Discuss after repairs and modifications to aircraft structures, new weight and balance figures to derive the new centre of gravity of the aircraft.*

Potential Elements of the Performance:

- discuss the reasons for re-weighing of aircraft
- describe the results of improper loading of aircraft
- describe the mandatory times aircraft must be re-weighed and the paperwork involved
- identify the sources from which weight and balance information can be obtained
- describe terms used in aircraft weight and balance calculations such as The Datum Line, The Monument, The Arm, Tare Weight, etc.
- discuss permanent and temporary ballast on aircraft
- identify when objects have a positive or negative arm when performing calculations
- describe the procedures used to calculate a weight and balance check given limited information on both conventional and tricycle type undercarriage
- identify who obtains amended weight and balance information
- describe where new weight and balance documentation is found in an A.M.O.

3. *Identify aircraft hardware codes and part numbers associated with common aircraft bolts, washers and nuts. This section includes the use of aircraft parts manuals and helicoil installation procedures.*

Potential Elements of the Performance:

- identify aircraft bolts by their respective head marks
- describe three types of material used to manufacture aircraft bolts
- discuss where specific types of aircraft bolts are used in specific areas of aircraft assembly
- identify both “JO-BOLTS” and Lock Bolts
- describe the various types of aircraft nuts and washers using both letter and number codes
- describe, given a number of aircraft hardware items, the part number associated with the item - i.e. AN9-C-H-17A
- describe how to install Heli Coils
- discuss how to obtain specific hardware using an aircraft parts catalogue and stores requisition form

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- discuss the advantages of using JO-BOLTS instead of other aircraft hardware
- identify temperature restrictions on self-locking aircraft nuts
- describe when and where to use lock washers
- discuss the purpose of cotter pins

III. TOPICS:

1. Basic A/C Structures and Components
2. Weight & Balance Calculations
3. Aircraft Hardware

IV. REQUIRED RESOURCES/TEXTS/MATERIALS:

FAA-H-8083-31 Aviation Maintenance Technician Handbook-Airframe
FAA-H-8083-30 Aviation Maintenance Technician Handbook-General
Standard Aviation Maintenance Handbook
Teacher Handbooks
Canadian Aviation Regulations (CAR's Online)

V. EVALUATION PROCESS/GRADING SYSTEM:

Three tests: Test#6 Aircraft Structures (50% of final grade)
Test#7 Aircraft Weight & Balance Control (25% of final grade)
Test#8 Aircraft Hardware (25% of final grade)

Notes:

- 1/ **Students in the Aircraft Structural Repair Program require a minimum of seventy (70) percent in a course to obtain a passing grade. This equates to a "B" grade.**
- 2/ **All assignments must be completed, and are recorded on file. Failure to complete assignments may be used as criteria toward X-GRADE policy for rewrites in respect of the final grade for ASR103.**

The following semester grades will be assigned to students in postsecondary courses:

<u>Grade</u>	<u>Definition</u>	<u>Grade Point Equivalent</u>
A+	90 - 100%	4.00
A	80 – 89%	4.00
B	70 – 79%	3.00
C	60 - 69%	2.00
D	50 - 59%	1.00
F (Fail)	49% and below	0.00
CR (Credit)	Credit for diploma requirements has been awarded.	
S	Satisfactory achievement in field /clinical placement or non-graded subject area.	
U	Unsatisfactory achievement in field/clinical placement or non-graded subject area.	
X	A temporary grade limited to situations with extenuating circumstances giving a student additional time to complete the requirements for a course.	
NR	Grade not reported to Registrar's office.	
W	Student has withdrawn from the course without academic penalty.	

If a faculty member determines that a student is at risk of not being academically successful, the faculty member may confidentially provide that student's name to Student Services in an effort to help with the student's success. Students wishing to restrict the sharing of such information should make their wishes known to the coordinator or faculty member.

VI. SPECIAL NOTES:Attendance:

Sault College is committed to student success. There is a direct correlation between academic performance and class attendance; therefore, for the benefit of all its constituents, all students are encouraged to attend all of their scheduled learning and evaluation sessions. This implies arriving on time and remaining for the duration of the scheduled session.

It is the departmental policy that once the classroom door has been closed, the learning process has begun. Late arrivers will not be granted admission to the room.

1/ Course attendance is mandatory. If a student is absent, he/she must have a valid reason – documentation is required.

2/ Students having missed more than 5 percent of the program through absences, shall not qualify for experience credit from Transport Canada, and will not be granted make-up or re-write options for theory tests and shop projects.

3/ If a student misses a test, he/she must have a valid reason – documentation is required. In addition, the instructor must be notified prior to the test, or the student will receive a mark of zero, with no make-up option.

4/ If a student is absent for all of the in-class theory or shop demonstrations for which a test/project is assigned, he/she will not be granted permission to complete the test/project.

5/ Valid reasons for being absent:

- Illness – supported by doctor's note
- Family death or serious illness – supported by applicable documents

**CELL PHONES / LAPTOPS / ELECTRONIC DEVICES MUST NOT BE USED
IN THE SHOP OR CLASSROOM**

VII. COURSE OUTLINE ADDENDUM:

The provisions contained in the addendum located in D2L and on the portal form part of this course outline.