



Editorial



Dear Readers,

Welcome to our December edition.

So this is it. The year 2011 decided to send us snow at last. At least here in Switzerland it looks very good for a White Christmas. Unfortunately I will not be here to see it as I will spend my holidays in northern Germany where it is rainy and stormy and cold.

But as long as the roads stay clear and the flights are not delayed too heavily or cancelled everything is fine. And even if you prefer the summer you have to admit that now the Glühwein finally tastes good.



This month Georg Stöcker discusses two extremes of bird life in the [main article](#) .

Also included are a couple of [short topics](#) .

In the not so distant future there are our courses, of course. Please have a look at the [open course status](#) and our course updates.

This month we have one [job offer](#) and you can of course continue to send us your job offers.

We wish you and your loved ones a Merry Christmas and a Happy New Year! And let's hope that all your presents arrive on time and in one piece.

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Main Article

Extremes of Bird Life

Once again it is time for a Newsletter Article; the last one in the year 2011.

Looking outside Christmas mood is not really coming up. No snow, no ice, but wind and storms which even prevent aircraft from flying. Aircraft but not birds.

That reminds me of an article I recently read. An article issued in the National Geographic Deutschland, Issue April 2008, with the title "On the wings of the Albatross" ("Auf den Schwingen des Albatros").



ALBATROS

These birds mostly inhabit areas which suffer from extreme weather conditions. Most of them are to be found in the stormiest regions in the southern hemisphere around the Antarctica and they spent most of their life away from land.

What a fantastic glider such an Albatross is. Imagine that these birds fly up to 15'000 kilometres just to bring one meal to their chick. With a wing span of up to 3.5 metres they are able to glide hundreds of kilometres without one wing beat.

What enables these birds to glide such distances without a muscle fatigue is a simple mechanism we know from a lot of different appliances. A fibre between shoulder and elbow joint locks the outstretched wings. In addition the light wings are hollow and strengthened with internal bracings. The muscles are strong but the mass of the muscles compared to the mass of the total bird mass is less than this ratio of other birds.

Isn't it fantastic what Mother Nature has enabled?

Compared to these extremes how simple is our way to fly. We also developed vehicles which can glide – we call these "sailplanes" – or which can fly on the spot – we call these "rotorcraft". But the characteristics these birds come up with we cannot beat that.

Keeping in mind how great Mother Nature is and how small we are I would like to wish you wonderful Christmas days and a great start into the New Year 2012.

We hope you enjoyed the Newsletter Articles we published in the year 2011 and we are looking forward to delivering more information in the Newsletter Articles in 2012.

Shortnews

Clarification regarding completion of EASA Form 1

Coming back to the Newsletter Issue 08 August 2011, I want to clarify the issue regarding correct completion of the EASA Form 1 after "Removal of a used aircraft component from a serviceable aircraft".

As I already mentioned in the Newsletter Issue 09 September 2011, I tried to clarify this issue with EASA. Unfortunately it took a while, but finally, after several e-mails going back and forth, I received a feedback now from EASA with a clear statement.

For those of you who commented on the August Newsletter article, once again thank you very much for your helpful inputs. And, I can admit, you are right.

Following the final e-mail I kindly received from EASA / Rulemaking Directorate:

"...
Dear Mr Stoecker,
We apologise for the delay in answering your request.

The right wording to use is "Inspected/tested" in accordance with Appendix II to Part-M because when "Inspected/tested" is used, it means that either one or both actions have been performed.

I hope this clarifies your doubts. Should you have any additional enquiry, you may send it using our web form here.

Yours sincerely,
..."
(e-mail from EASA/Continuing Airworthiness Rulemaking, dated 08.12.2011)

This should now clarify this issue and with this response we can say that "AMC No 2 145.A.50(d) Certification of maintenance" and the "AMC M.A.613 (a) Component certificate of release to service" are obviously not correct and should be amended to correspond to Appendix II to Part-M.

Shortnews

Notices of Proposed Amendments (NPAs)

TITLE	DATE PUBLISHED	END OF COMMENT
NPA 2011-20 Authority, Organisation and Operations Requirements for Aerodromes	2011-12-13	2012-03-31

NPA 2011-19

Aircraft Continuing Airworthiness
Monitoring

2011-11-29

2012-03-01

Shortnews

2nd Business Aviation Safety Conference

On 06th – 07th February 2012, the 2nd Business Aviation Safety Conference will take place in Munich, Germany. The conference is organised by Aviation Screening GmbH and the aviation academy. It is the only conference of its kind in Europe.

The topics will be published later as the organisers are still calling for papers.

For more information click on the flyer below or visit the website: www.basc.eu .

» [BASC Flyer \(PDF\)](#)

Training up-date

All scheduled courses from January to March are listed below.

All other information regarding Q.C.M.'s courses and services as well as an overview of 2012 course-dates are published on our website www.qcm.ch .

Please feel free to call us if any questions arise. You will find our contact details [at the end of this newsletter](#) .

Course title	Dates	Places available	Instructor
EASA Part-145	17. – 19.01.2012	open	Georg Stöcker
Fuel Tank Safety Phases 1 + 2	24.01.2012	open	Paul Baumann
EWIS	25.01.2012	open	Paul Baumann
Human Factor Initial	01. – 02.01.2012	open	Anton Bürgi
EASA Part-M Subpart G	06. – 08.01.2012	open	Paul Baumann
Airworthiness Review for ARC Signatories	09.02.2012	open	Paul Baumann
Safety & Quality Management Systems in Aviation	13. – 16.02.2012	open	Markus Friedli
EASA-OPS / EASA-FCL Airplane	21. – 23.02.2012	open	Patrick Sutter
EASA Part-66 / Part-147	27. – 29.02.2012	open	Jürgen Feldhoff
EASA Part-21 DOA Basic	05. – 07.03.2012	open	Christian Schusser
EASA Part-21 POA Differential	08.03.2012	open	Christian Schusser

Maintenance Program (course language German)	12. – 13.03.2012	open	Dirk Matzky
Safety Management Systems Basic	12. – 13.03.2012	open	Markus Friedli
Internal Auditor	20. – 23.03.2012	open	Markus Friedli

If not stated otherwise, courses take place in our facilities in Belp/Berne.
Please "click" on the Course title for detailed Information.

Open Course Status EASA Part-147 Type Trainings

Course title	Dates	Places available	Instructor
Learjet 55 B1 Theoretical Type Training	06. – 27.02.2012	open	TBD

Jobmarket

Take advantage of our Newsletter platform if you wish to publish a job advertisement or if you are looking for a new challenge in the aviation business.

Important:

Please note that details of job advertisements or searches for the next edition must reach our office (info@qcm.ch) by **22nd of next month**. Without further notice, your advert will be **published only once**.

Contact details may be directly integrated in your advertisement or be deposited at Q.C.M. AG.

Joboffer

Swiss Flight Services



SWISS FLIGHT SERVICES SA - Aérodrome de Neuchâtel - CH - 2013 Colombier
www.sfsaviation.ch Tél. - Fax +41 32 841 38 00 - Fax +41 32 841 38 84

Swiss Flight Services SA in its International Aerial Survey Operations has made available the following full time positions, based in Switzerland :

CONTINUING AIRWORTHINESS MANAGER

The candidate must have experience in aircraft maintenance organization, and have a confirmed knowledge in SEP and MEP. A BE20 qualification would be an advantage.

Fluent in English in both speaking and writing. French or German is of an advantage.

AIRCRAFT MECHANICS

Holding a JAR-66 licence with SEP and MEP ratings, a BE20 rating or previous experience would be a serious advantage.

Based in Switzerland, some *travelling* is to be expected (trouble shooting and scheduled maintenance abroad).

Superior salary and good working conditions are offered to a valuable candidate.

KING AIR B200 CAPTAIN

Motivated to perform a demanding and *non-routine* pilot job, consisting of flying aerial survey missions all over Europe.

Flexible and ready to fulfil interesting and varying missions all over Europe.

Candidate must hold *at least* a valid JAR CPL-IR licence with current ratings and minimum 500 Hrs PIC experience on type.

SEP/MEP PILOTS

Motivated to perform a demanding and non-standard pilot job, consisting of flying aerial survey missions all over Europe.

Flexible and ready to fulfil interesting and varying missions all over Europe.

Motivation letters, CV (with photo) and Licence copies are to be sent to : ops@sfsaviation.ch

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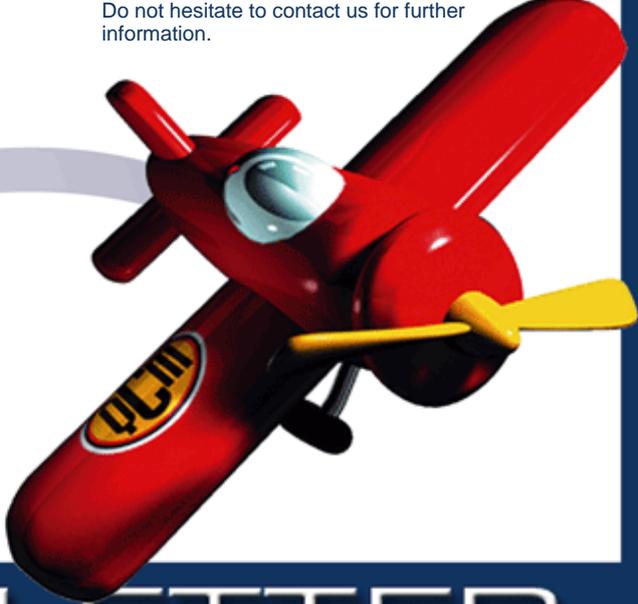


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We hope that you have found this months newsletter interesting and informative. Do not hesitate to contact us for further information.



NEWSLETTER