

Currency competence assessment for composite repair personnel

This course content is derived from and in accordance with the following documents:

SAE INTERNATIONAL-ARP 6262 document

SEA-AIR 4938 (Latest revision)

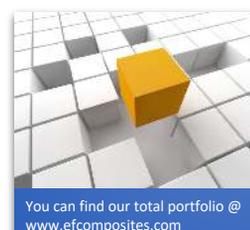
SAE INTERNATIONAL- ARP6262

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Currency: Composite repair personnel should demonstrate continued competence every three years by performing a repair or by completing a practical assessment under the direct supervision of an examiner authorised and designated by the organisation or by having participated in, or performed at least six composite repairs in the 3-year period

EFC Course ID : TECH-022

Nr. of days: 5



Advised pre-requisites

Aviation Composite Technicians, having completed the following EFC Composite courses successfully.

- [EFC TECH-001](#) Basics principles of composite structures fabrication & repair
- [EFC TECH-010](#) Intermediate of composite structures repair
- [EFC TECH-020](#) Advanced composite repair Or equivalent training. Please [contact](#) us to assess your level.

Participants

Composite repair personnel which should demonstrate continued competence **every three years** by performing a repair or by completing a practical assessment under the direct supervision of an examiner authorised and designated by the organisation or by having participated in, or performed at least six composite repairs in the 3-year period

Number of participants

Minimum required 2 and maximum 8 per course. The course will be confirmed by EFC as soon as sufficient applications are received!



Objectives

To provide participants with the theoretical knowledge and Hands-On practical skills necessary to carry out essential fabrication and repair.

At the end of the course the participant:

- Must be able to work independently with minimum supervision
- Must be attentive to details
- Can work according to Safety regulations and recognise hazardous situations & materials
- Can work with the OEM manuals for interior parts
- Knows material properties and is familiar with “Handling & Storage” of frozen materials
- Knows how to work with dry glass fabric and liquid Epoxy resin to impregnate wet in wet (Wet Lay-Up)
- Can apply for damage assessment plan work and work as planned
- Can find steps of repair to be taken in the Aircraft type related OEM manuals for interior parts
- Can apply fundamental vacuum bagging, bleeder & breather concepts
- Can repair Glass fibre single/double curved panels with Nomex® honeycomb and foam core
- Performs necessary ‘Wet Lay Up’ cosmetic repairs in sandwich panels from the inside to outside
- Must be able to understand criteria as written in the SAE- CACRC AIR 4938 and AIR 4844 Composite and bonded Glossary document.

Course content theory

(Level 1,2, and 3)

- Health and Safety (MSDS)
- Composite interior repair of laminates and honeycomb sandwich panel with thin skins
- Materials: Dry fiber cloth and weave styles, wet resin impregnation and squeeze out, adhesives, potting compounds and honeycomb core types and density
- Fundamentals of fabrication: dry cloth and pre-preg handling, ply orientation, layup procedures, vacuum bagging techniques
- Introduction and use of OEM manuals per Aircraft type for cabin Interior parts repair
- Resin, adhesive systems: thermosets v.s. Mix ratios, viscosity, service temperature limits, cold storage requirements/shelf life limits, pot life, etc.
- Material Data Sheet (MDS) reading to determine Open time, Shelf life, and material Cure cycles
- Composite awareness & reporting damage incidents
- Minor Damage assessment, dents scratches and others
- Sanding techniques for thin laminate skins, scarf angels, of various repairs
- Installing & removing fasteners



Workshop exercises

- Damage assessment
- Performing a repair
- Use of release films
- Use of hot-bonder & Heat blanket, TC use and monitoring
- Post repair inspection

Participants will be daily intensively, individually monitored and should demonstrate to show their competence and evaluated by the examiner or instructor while repairing their individual part!

Participants will fill in their personal logbook daily which is signed off by the examiner or instructor(s).

Examinations

- Successful completion is 75% correct answers
- The examination will be closed book and can be conducted by a Part 147 approved Examiner upon request
- The practical mark will be the average of all marks gained from the practical exercises
- All grades will be recorded in the participant individual training records and kept on record at EFC for unlimited time (compliant with Reference EASA Commission Regulation (EU) No 1321/2014) and the GDPR rules
- A certificate of accomplishment is handed out to each participant
- Assessment activities are built into our courses, to give feedback on the achievement and personal potential and kept a record in their personal logbook.
- The final outcome of the participant's Examination, assessment document and practical logbook per student will be digitally sent to your company responsible manager or HR department
- We also comply with the European [GDPR rules](#) as effective on May 25th, 2018 concerning storage of private information of participants who attended our courses.

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- Loss of Certification: If the individual is shown to perform unsatisfactorily, the certification will be withdrawn.
- Recertification: Remedial training and testing may be required to become re-certified..



Leipzig, Germany

This course can also be held on our new location nearby Leipzig Airport, Germany. Here we use classrooms and practical workshop in the HEICO Aircraft Maintenance Part 145 facility. We can run this course on a course start date of your choice.

Please contact our purchasing manager [Rolf Hovener](#) via his personal page on the website of Eart & Flight Composites: <https://www.efcomposites.com>.

Course run on site and at special request

- For your company to benefit, this course can be held 'On-Site' at your facility under certain conditions.
- Click on this link to the [Onsite information webpage!](#)
- Courses as noted on our [course schedule page](#) can be run on request to meet your required start and end date.

Course pricing

All listed course prices are **Excl VAT**. (Dutch VAT is 21%). EFC complies with Dutch tax laws. On request, companies can be sent an invoice instead of paying direct On-line with PayPal, IDEAL or credit card. Payment is securely arranged via Mollie.nl . More information can be found on [the website of Mollie](#).






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Vacuum Valves/ Vacuum Sniffers



Smart vacuum Valve/Ports for a curved surface
In the images shown the vacuum valves/ports are fitted with standard quick connect couplings.

These quick connect standard couplings are not supplied with the vacuum valves/ports. They merely serve to show the connectivity options. These conventional couplings, male or female type, are available at many vacuum equipment suppliers. EFC can deliver them to you if required.

Contact us by email at info@efcomposites.com
These Vacuum ports/valves are specially designed and patented by EFC owner Bert Groenewoud
Tha can be used use with Hot bonders, in ovens, autoclaves on flat and curved surfaces.

Visit our [webshop](#) for more information!

B- Aluminium tap hammer



The B- Aluminium tap hammer, is used to detect delamination (separation of plies) and dis-bonds from the core in advanced composite structures.

This tap Hammer is a must have, for Composite Repair Technicians, Composites certifying staff Composite engineers and Quality inspectors to perform a correct damage assessment in thin laminates and metal bonded parts!

It is fabricated to OEM standard drawings and sizes and anodized for a better protection of the material. The material used is Alum type EN_AW_ 6082-T6
let us know if you want to order the B-tap hammer in larger quantities and ask us for a quotation
Coming soon; A tap-hammer lanyard with a B-tap-hammer plastic click-in holder

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