



# 2012 Maintenance Skills Competition Criteria Handbook

## General Rules

AMTSociety's Maintenance Skills Competition gives teams of licensed AMTs, AMEs, students enrolled in FAA, EASA, CASA or equivalently authorized schools as well as personnel of any country's Armed Forces involved in the aircraft maintenance field the opportunity to test their combined abilities against those of their peers. This competition helps enable the constant upgrading of the standards that today's skilled aircraft maintenance professionals hold themselves to.

The second purpose is to showcase the knowledge, skill and integrity that each and every AMT/AME, both current and future, possesses. Showcasing these cornerstones of the AMT/AME craft and profession will help raise awareness of the training and skill needed for today's AMT/AME to carry the great responsibility of providing safe, airworthy aircraft.

Each team competing may bring a Team Banner which AMTSociety will hang on display during the three (3) days of competition. Each Team Banner must be 3' X 5' in size and have grommet holes in each corner as well as one grommet in the center of the top and bottom of the banner. Each Team Banner should be mailed to the following address no later than March 1, 2012. Any Team Banner larger than 3' X 5' will not be placed on display. Send Team Banners to:

Mr. Peter Zeeb  
Caesars Entertainment  
5240 Haven Street Hangar #8  
Las Vegas NV 89119

Team Banners may be returned at the end of the 2012 MSC on March 9, 2012.

### Who Can Enter

To enter the AMTSociety Maintenance Skills Competition as a member of a team, you must be a licensed AMT or AME involved in, and/or supporting aircraft maintenance functions at any organization, company or corporation. Also, any currently enrolled student in an FAA, EASA, CASA or equivalently authorized schools may enter. Personnel of any country's Armed Forces involved in the aircraft maintenance field are also eligible.

### Team Costs

\$500 USD per team, also each member of the team must be a current AMTSociety member. Not a current member? Join at [www.amtsociety.org](http://www.amtsociety.org). Pricing varies.

### Liability Release Form

Each team member will be required to sign a general release of liability form in order to participate in the competition. New this year, forms will not be collected in advance; forms will be available on-site in

the Registration Lobby.

### How to Register

Registration can be completed online at [www.cygnusaviationexpo.com](http://www.cygnusaviationexpo.com), click on the Register Today button, and then on the Click Here to Register copy, select Maintenance Skills Competition to begin your registration.

It is important to include an email address for each person; this is how you will receive your registration confirmation which also includes information on how to book your special MSC discounted hotel rate and other important MSC updates.

**Teams:** Each team must select one main person to register **every** team member, guests, and other company representatives involved with MSC. ALL registrations must be completed at the same time, **you cannot go back and add other registrants later**. If you do not know all registrants, use a “dummy” name as a place holder, you can change names at anytime. To change a name you will need the registration confirmation email which includes the following: the link to the website for changes/updates, the badge number and email address.

**Judges:** Follow directions above. Select Judge as your MSC Member Type.

**Guests:** Each MSC member/judge is allowed 1 guest. All guests should be registered at the same time as the team/judge using the above directions. Select Guest as your MSC Member Type.

Registration and payment must be completed by February 5, 2012.

**If you have questions regarding the registration process, please call 800-827-8009.**

**If you have any questions regarding the 2012 Maintenance Skills Competition, please contact AMTSociety Director and Maintenance Skills Competition Chairman, Kenneth MacTiernan at [jetdr@san.rr.com](mailto:jetdr@san.rr.com).**

### Team Competition

AMTSociety's 5<sup>th</sup> Annual Maintenance Skills Competition will consist of 16 planned events for the Team Competition. Each event's criteria will be posted as it is finalized.

Each Team will be given different events to complete at each stage of the competition. Team Members will compete at assigned events as each team deems appropriate. Each team will consist of a total of five (5) AMT/AMEs. One AMT/AME on a team will be designated as the Team Captain, to be determined by the respective team. The Team Captain will be the only person from each team which the Chairman for the MSC will inform of that team's final overall score as well as the only person from each team who can ask any questions their team may have.

Each event is given 20 minutes to be completed. At the end of the 20 minutes, AMT/AMEs will be instructed to stop the event they are still engaged in. If an AMT/AME completes their assigned event before the 20 minutes have expired, that AMT/AME may go and assist a fellow team member still engaged in their respective event. (If more than one team member finishes their assigned events before the 20 minutes have expired they may assist any or all team members still engaged in their events.)

During the MSC if an AMT/AME has a question that is not asked/answered during the Orientation Meeting, walk through of the Hangar, or if a problem arises, the judge for that event will stop the time for that AMT/AME and address the question. Once the question is answered or problem is corrected the judge will commence the clock for that AMT/AME allowing the remaining 20 minutes from when the clock was first stopped. The judge from each event may offer the AMT/AME accomplishing that event a final score if the final score is available. If a judge provides an AMT/AME with a final score, that judge reserves the right to alter that score if warranted. The MSC Chairman may be asked to assist in rectifying any question or problem during the course of the MSC.

Each event will have at least one judge. Each event's final score will be scored by the total amount of time used from the allotted 20 minutes plus any penalties assessed by the event's judge which will be in the form of minutes. The combined final scores from each of the scheduled 16 events will be added together to arrive at each team's final overall competition score.

There are five (5) categories to be competed in: Military Category, Commercial Aviation Category, General Aviation Category, School Category and MRO/OEM Category. The three teams from each category with the LOWEST final overall competition scores will be presented 1st, 2nd and 3rd place plaques and awards respectively. The one team from among all teams competing that has the LOWEST final overall competition score will be presented the William F. O'Brien Award for Excellence in Aircraft Maintenance.

The AMTSociety's Maintenance Skills Competition Committee reserves the right to remove any Team Member(s) competing in the Maintenance Skills Competition for behavior and/or actions not promoting the craft and profession of today's skilled, professional AMT/AME.

The AMTSociety's Maintenance Skills Competition Committee reserves the right to alter the structure of any or all parts of the Maintenance Skills Competition. Each Team's Captain will be informed of any or all changes to the MSC prior to the start of the MSC which changes will be made.

### **Orientation Meeting**

An Orientation Meeting will be held on March 6, 2012 at 1300 in the AMTSociety's IA Renewal Theatre which is inside the Las Vegas Convention Center during Cygnus Aviation Expo. This meeting is mandatory for all AMT/AMEs scheduled to compete. Representatives from competing teams may also attend.

At the Orientation Meeting, each judge for all 16 scheduled events will introduce themselves and explain the criteria for their events as well as what each judge will be looking for during the competition. After each judge has finished introducing themselves and explaining their respective event they will then answer any questions from the AMT/AMEs competing. Once all event judges are done and all questions are answered all competing team members will physically walk next door to the MSC area referred to as "The Hangar". While in the Hangar any AMT/AME scheduled to accomplish a particular event that their team has assigned them to compete in may view the actual event and if practical that event's judge may offer an opportunity to accomplish a test question and/or view any references used for that event. This is done in order to provide every AMT/AME competing in the MSC to become comfortable with the events to be competed in.

### **Events**

The AMTSociety Maintenance Skills Team Competition events will consist of the following events:

## Goodyear Tire Event

This event will test each team's ability to troubleshoot aircraft tire conditions. Each team will have 12 tires which may contain acceptable or unacceptable conditions. The team must determine if the tires are serviceable, non-serviceable or should be scrapped. There may be up to two conditions per tire. Scoring of this event will be based upon the time it takes to complete the tire inspection, documenting the tire conditions accurately, and stating whether each tire is usable or not. Each team will be given 20 minutes to complete the inspection. Goodyear will provide the judges for this event.

[http://www.amtsociety.org/pdf/Goodyear\\_AMT\\_MSC-PROPer\\_Tire\\_Spec\\_2012-001\\_Rev\\_1.pdf](http://www.amtsociety.org/pdf/Goodyear_AMT_MSC-PROPer_Tire_Spec_2012-001_Rev_1.pdf)

<http://www.goodyearaviation.com/resources/tirecare.html>

## Bond and Ground Event

This event will test each AMT'S ability to determine properly bonded connections by choosing proper meter selection and proper test probe placement. The AMT will be given a BCD M1 BOND METER with a resistance range from 0 to 19, 9999.00 milli-ohms, a FLUKE MODEL 77 IV (or equivalent), with a resistance range of 0 to 400 ohms/ 0 to 400 kilo-ohms/ 0 to 40 megaohms, and a tubing measuring device, i.e. MICROMETER. Simulated aircraft testing samples will be provided. This event will consist of three separate items. All measurements should be conducted within .25 inches (approx) from structure to bonded connection. The probe may be placed farther than 0.25 inches as long as an acceptable reading is achieved.

- 1)** The AMT will be required to identify "type", and test a hydraulic, electrically bonded, tube sample and provide results as well as determine if the results are within limits. The AMT will be required to convert meter readings from MILLI-OHMS to OHMS/OHMS to MILLI-OHMS.
- 2)** The AMT will be required to find an improperly bonded connection by doing a sample test. Using the proper testing meter and a provided table, the AMT will determine what device is out of tolerance. This test will sample several types of bonded devices such as, but not limited to, ELECTRICAL RECEPTACLES, PREINSTALLED GROUND STUDS, DIRECT GROUND STUDS, STANDARD GROUND STUDS, ELECTRICAL TERMINALS INSTALLED ON GROUND STUDS, DIRECT RIVET BONDS, CLAMP TO TUBE BONDS, FASTENERS TO CONDUCTIVE FINISHES ON COMPOSITES, TUBE TO TUBE BONDS, GROUND BLOCK INSTALLATION, and ELECTRICAL FAY SURFACE BONDS. These samples may contain one or more discrepancies.
- 3)** By sample testing, the AMT will be required to choose two (2) properly bonded fasteners on a composite panel with a conductive coating using the proper meter and probe placement. A required limits table will be provided. Once a proper reading is obtained and recorded, the AMT will be required to convert this reading to OHMS.

Scoring for this event will be based on total time used, proper tool selection, proper meter readings and conversions. This event will be given 20 minutes to complete.

The BOEING Company will provide the judges for this event.

For questions regarding this event, please contact the following judges:

[Joseph.Fancella@Boeing.com](mailto:Joseph.Fancella@Boeing.com)

[George.C.Thompson2@Boeing.com](mailto:George.C.Thompson2@Boeing.com)

|   |                            |
|---|----------------------------|
| <a href="#">Job Aid Info on Bond Meters</a> | <a href="#">Visual Aid</a> |
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## Charles E. Taylor Exam

The written test consists of 20 multiple choice questions relating to Charles E. Taylor's life. All answers can be found in the autobiography on Taylor titled: "Charles E. Taylor 1868 – 1956 The Wright Brothers Mechanician" written by Howard R. DuFour with Peter J. Unitt. Th book can be purchased through Wright State University. Visit <http://www.libraries.wright.edu/special/services/store/>. A total of 20 minutes will be given to complete this event. Each wrong answer will be assessed a 6 minute penalty. The AMTA will provide a judge for this event.

NOTE: If there are problems accessing the Wright State University Book Store to purchase this book call 937-775-2092 and ask for the Director of Library Administration and Computing for assistance in buying this book.

ADDITIONAL POINTS: The Aircraft Maintenance Technicians Association will be introducing a second test for the 2012 MSC. This will be a multiple choice, 10 question, written test. Questions will be taken from the book "PIONEER MECHANICS IN AVIATION" BY Giacinta Bradley Koontz. This test is optional and any wrong questions will not be awarded a penalty unlike the Charles E. Taylor Written Test. However, any question that is correct on the "PIONEER MECHANICS IN AVIATION" will be given 20 seconds taken off a team's Final Overall Score.

This book may be purchased from <http://www.harrietquimby.org/pages/NewBook.html>. Single copy is \$30.00 USD + \$5.00 USD for s/h.) This is for books being mailed within the United States. For books being mailed internationally please contact AMTA Director Ken MacTiernan at [jetdr@san.rr.com](mailto:jetdr@san.rr.com) to purchase this book.

## Aircraft Power Distribution Troubleshooting

This event will challenge an AMT/AMEs ability to troubleshoot a General Aviation Power Distribution System. A total of 20 minutes will be given to accomplish this event. Nida will provide the judges for this event

### General Information

1. You will be required to identify faults in a General Aviation Power Distribution System and a Multi-Engine Power Distribution System within a specified time limit. Examples of the schematics are provided; however, the details of the schematics are subject to change.
2. The power distribution systems are generic in nature and include features found on several different types of aircraft.
3. Each fault will be described via a "pilot write up". Contestants should perform an operational check of the system to verify each fault.
4. Notify the event judge when you have identified the fault and a new write up will be provided. Nida Corporation will provide the judge for this event.
5. Multimeters will be provided; however, personal multimeters are authorized for use during the event.

[http://www.amtsociety.org/pdf/Multi\\_engine\\_power\\_distribution\\_sysetm\\_Operation.pdf](http://www.amtsociety.org/pdf/Multi_engine_power_distribution_sysetm_Operation.pdf)

[http://www.amtsociety.org/pdf/Multi\\_engine\\_power\\_distribution\\_sysetm.pdf](http://www.amtsociety.org/pdf/Multi_engine_power_distribution_sysetm.pdf)

[http://www.amtsociety.org/pdf/General\\_Aviation\\_Power\\_Distribution\\_System\\_Operation.pdf](http://www.amtsociety.org/pdf/General_Aviation_Power_Distribution_System_Operation.pdf)

[http://www.amtsociety.org/pdf/General\\_Aviation\\_Power\\_Distribution\\_System\\_Description.pdf](http://www.amtsociety.org/pdf/General_Aviation_Power_Distribution_System_Description.pdf)

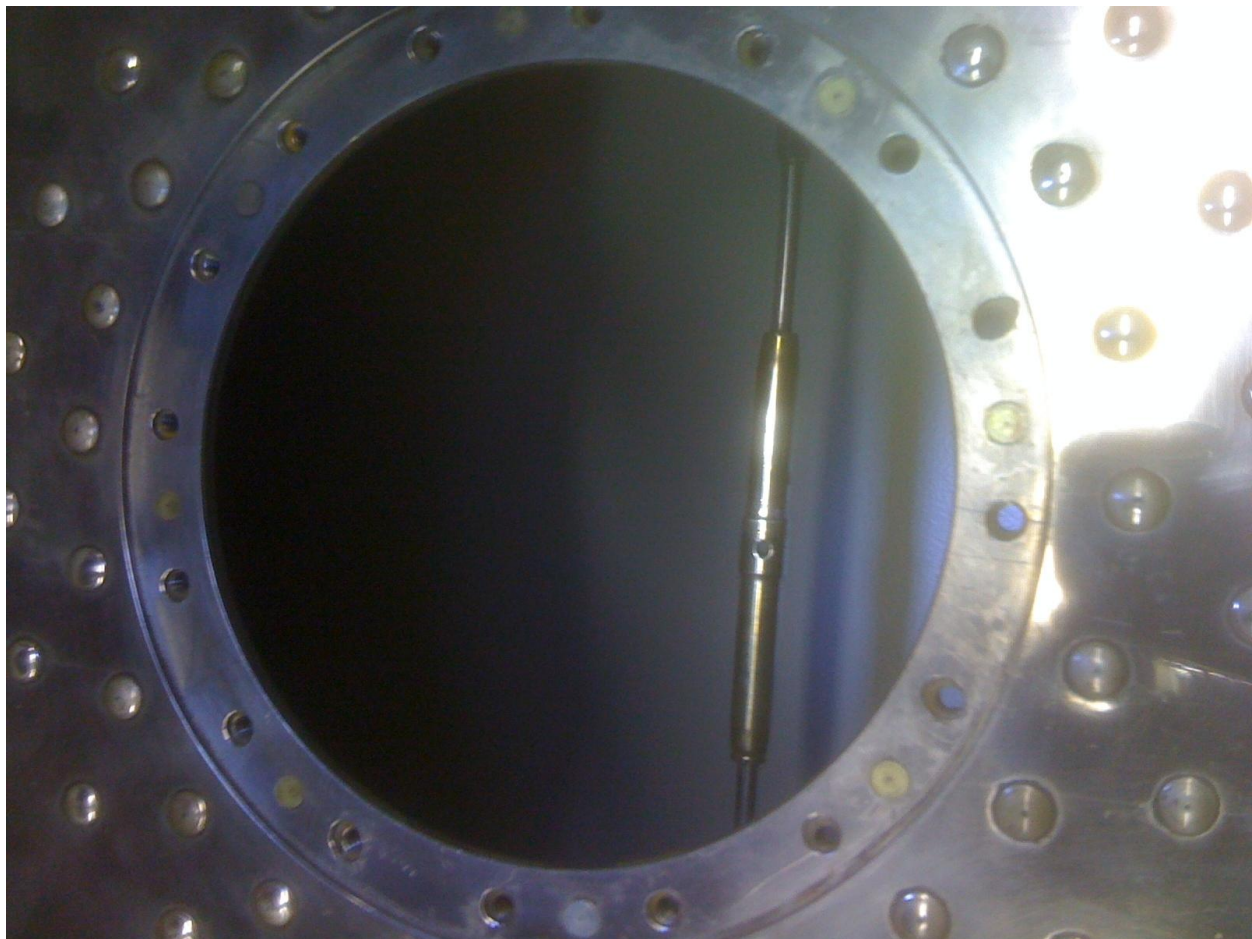
### **Rigid Line Troubleshooting Event**

This event will test each team's skill in detecting and repairing a rigid metal line. All the materials and tools needed to accomplish this event will be provided. A total of 20 minutes will be given to accomplish this event. The USAF will provide the judges for this event.

[http://www.amtsociety.org/pdf/Tube\\_Event\\_X.pdf](http://www.amtsociety.org/pdf/Tube_Event_X.pdf)

### **Safety Wiring Event**

This event will test each participant's skill and speed while accomplishing a series of safety wire patterns. Scores will be based upon the time it takes to complete as many of the patterns given, as well as the quality and safety of the work performed, such as but not limited to tautness of the safety wire, closeness and tightness of the pigtail to the securing hardware, and negative safety. (Reference FAR 43.13) The only tools which will be allowed and provided for this event are safety wire pliers, wire cutters, needle nose/duck bill pliers, and 32/1000 safety wire. A total of 20 minutes will be given to complete this event. Spartan School of Aeronautics is scheduled to provide a judge for this event.





## JT9 Engine Event

[FedEx PDU Install](#)

[FedEx PDU Removal](#)

<http://www.amtsociety.org/pdf/FedExEventJT9PDURR.pdf>

[http://www.amtsociety.org/pdf/JT9\\_PDU\\_Flex\\_Duct\\_AMM\\_Figure\\_401\\_Revised\\_501.pdf](http://www.amtsociety.org/pdf/JT9_PDU_Flex_Duct_AMM_Figure_401_Revised_501.pdf)

## JT9D MAINTENANCE PROCEDURE FOR INSTALLATION OF THRUST REVERSER PDU

A. Procedure

See Figure 401.

- (1) Position PDU (1) on brackets, align flexible duct with PDU and install bolts (2) and (5) in upper forward and lower aft brackets (if necessary tap bolts with soft faced mallet).
- (2) Install bolts (8) and (11), washers (9) and (1), and nut (10) in upper aft and lower forward brackets and torque nut to 170-190 lb-in (verify with judge of torque values before torque is applied).
- (3) Install washers (3) and (6) and nuts (4) and (7) on bolts in upper forward and lower aft brackets and torque nuts to 170-190 lb-in (verify with judge of torque values before torque is applied).
- (4) Align flexible duct and PDU. Install coupling (15) and flexible duct on PDU and torque coupling to value marked on coupling (verify with judge of torque values before torque is applied).
- (5) Connect electrical connector DS304 to PDU (1) finger-tight plus one-eighth turn.
- (6) Install flexible shaft on PDU with screws (13) and washers (14). Torque screws to 20-25 lb-in (verify with judge of torque values before torque is applied) and install lockwire.
- (7) Connect hose to reducer on PDU and torque coupling to 100-110 lb-in (verify with judge of torque values before torque is applied).
- (8) Connect hose (17) to forward union on PDU and torque coupling to 140-150 lb-in (verify with judge of torque values before torque is applied).
- (9) Connect hose (18) to aft union and torque coupling to 190-200 lb-in (verify with judge of torque values before torque is applied).
- (10) Place all tools on table and clean work area.
- (11) Announce completion of work task to judge.

#### **JT9D MAINTENANCE PROCEDURE FOR REMOVAL OF THRUST REVERSER PDU**

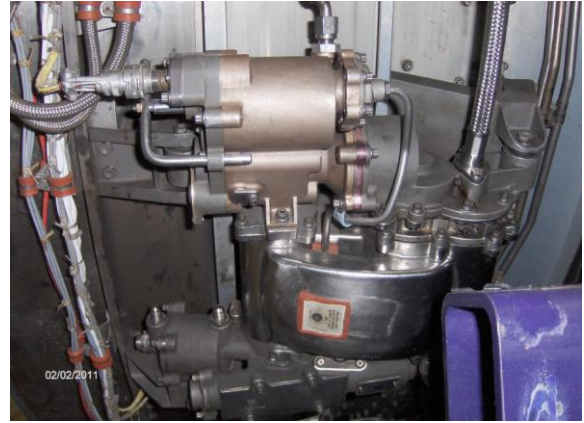
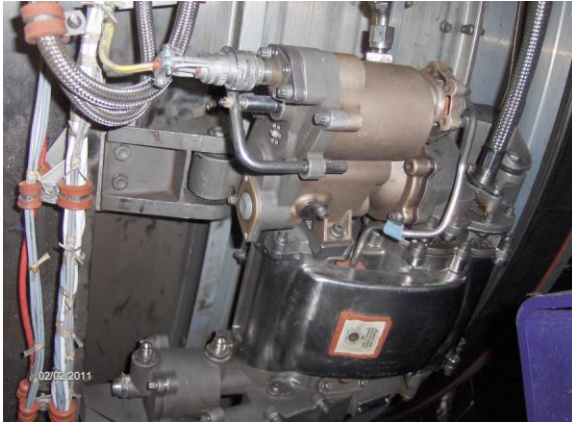
##### **A. General**

- (1) This procedure provides removal information necessary for removal of pneumatic drive unit (PDU).

##### **B. Procedure**

See Figure 301.

- (1) Disconnect electrical connector DS304 from PDU.
- (2) Remove lockwire, screws, and washers attaching flexible drive shaft to PDU and remove shaft.
- (3) Disconnect hoses from PDU.
- (4) Remove coupling connecting flexible ducting to PDU.
- (5) Remove bolts, nuts, and washers attaching PDU to brackets.
- (6) Remove PDU from fan case and place on table.
- (7) Inform judge that unions and o-rings have been swapped and that PDU has inspected and approved for installation.
- (8) Apply lubricant to threads of all 3 union fittings on PDU.



### APU Event

This event will test each participant's skill and speed while following a work request from Maintenance Control concerning the APU used during the MSC. You will be tasked with:

1. Replace the burner can due to time change.
2. Replace the APU current transformer (CT) located on the APU Generator.
3. Confirm the APU CT wire harness is wired correctly. The connector was previously replaced and it has not worked since, so Maintenance Control suspects it was re-pinned incorrectly. The schematic and wiring diagram are included with the MM references to complete this task.

NOTE: Be sure to follow the proper paperwork procedures and instructions from the judges. Use the provided tooling properly.

A total of twenty minutes will be given to accomplish this event. All tools required to complete this event will be provided. Southwest Airlines will provide the judges for this event.

[http://www.amtsociety.org/pdf/APU\\_Burner\\_Can\\_Pics.PDF](http://www.amtsociety.org/pdf/APU_Burner_Can_Pics.PDF)  
[http://www.amtsociety.org/pdf/AMT\\_Combustor\\_install.PDF](http://www.amtsociety.org/pdf/AMT_Combustor_install.PDF)  
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### Hydraulic Test Stand Event

This event will test each team's ability to complete assignments in three (3) categories associated with hydraulics: 1: Safety, 2: Theory, 3: Diagnostics. Teams have 20 minutes to complete this event. FPTI will provide judges for this event.

[http://www.amtsociety.org/pdf/Hydraulic\\_Test\\_Stand\\_Illustration.pdf](http://www.amtsociety.org/pdf/Hydraulic_Test_Stand_Illustration.pdf)

[http://www.amtsociety.org/pdf/FPTI\\_Hydraulic\\_Test\\_Stand\\_Event\\_Criteria.pdf](http://www.amtsociety.org/pdf/FPTI_Hydraulic_Test_Stand_Event_Criteria.pdf)



### **Advanced Composite Materials Repair Event**

This event will test each participant's skill and speed in identifying composite ancillary materials. Technicians will be given a composite flight control surface (rudder) with simulated damage repaired and a pre-cured repair patch to simulate bonding and constructing a vacuum bag, using the materials provided. Technicians will document their results/findings and determine the proper ancillary materials stacking sequence. Centering of the patch, vacuum bagging the repair and time utilized during the event. Equipment provided for this event are composite sandwich panel, pre-cured patch, adhesive comb, assorted items that should not be incorporated into a vacuum bag, vacuum bagging film, porous release film, non-porous release film, heat blanket, caul plate, three thermal couples, vacuum bagging tape (tacky tape), vacuum valve, vacuum hose, vacuum gauge, vacuum pump, plastic masking material, felt tip marking pen, breather material and bleeder material. FRCSW will provide the judge for this event. A total of 20 minutes will be given to complete this event.

### **Regulatory & Maintenance Technical Publication Research Event**

This event will test each team's skill and speed in locating and correctly interpreting regulatory and maintenance information used in a typical inspection and return to service. AMTs will be given a series of questions to research and answer using ATP NavigatorV(R) software and digital libraries. A total of 20 minutes will be given to complete this event. ATP will provide the judge for this event.

### **Avionic Troubleshooting Event**

This event will test each team's ability to troubleshoot aircraft component faults on a computer based format. The AMT will be given an aircraft system's wire diagram and given a particular discrepancy. The AMT will then determine what the fault is and "replace" the suspect component. For each component "replaced" a dollar value will be given for that part. The goal of this event is to display the skills needed to repair a given "squawk" with as little cost as possible in finding the damaged component. There will be anywhere from 14 to 20 different discrepancies to accomplish. Total time used and total dollar value of parts used to repair the system will be used for the judging criteria. This event will be given 20 minutes to complete. CAE will provide the judge for this event.

[http://www.amtsociety.org/images/Safety\\_Placard.jpg](http://www.amtsociety.org/images/Safety_Placard.jpg)

### **Pitot/Static Test Event**

[DPST-9200A Automated Pitot Static Test Set](#)

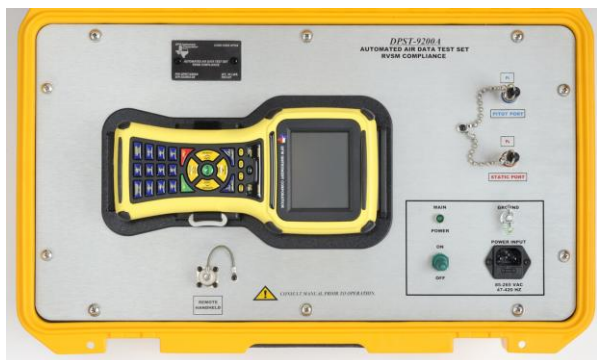
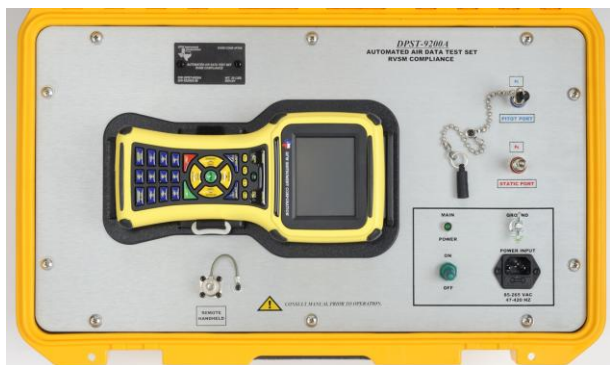
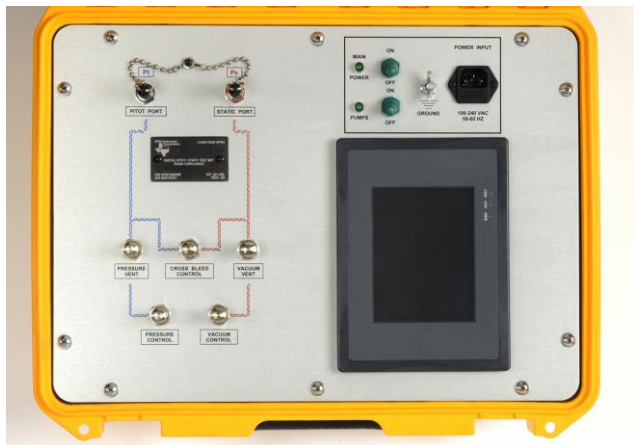
[DPST -8000M Automated Pitot Static Test Set](#)

This event will test each participant's ability to troubleshoot and repair pitot/static systems. The test panel is not representative of a specific aircraft fleet or model. The test stand is representative of a generic Pilot and First Officer instrument panel mock-up. The participants will be required to locate and repair leaks in the pitot/static lines, fittings and or instruments.

Participants will have the option of using a DFW Instruments fully automated RVSM pitot/static test set, Model DPST-9200A or digital manually operated pitot/static test set, Model DPST-8000M. (Both test sets will be available prior to event start.) All necessary replacement parts and/or instruments will be available to correct faults. After a participant makes repairs and the judge acknowledges that the system PASSES scoring will be only the time used from the allotted 20 minutes. However, after repairs are made

and the judge acknowledges that the system FAILS scoring will be the time used from the allotted 20 minutes plus an additional 10 minutes. The participants may elect to try and continue to repair the system again and retest the system. If the system PASSES then scoring will be only the time used from the allotted 20 minutes for both attempts. There will be two (2) separate faults given to troubleshoot. A total of 20 minutes will be given to complete this event.

For further information on the pitot/static test sets used for this event please contact Mr. Ken Mason at DFW Instrument Corp. at Toll Free (888) 500-0075 or (214) 217-7600, or [Ken@dfwinstruments.com](mailto:Ken@dfwinstruments.com) (Judges) James Zollo: [James@dfwinstruments.com](mailto:James@dfwinstruments.com) and Josh Hoskins: [josh@dfwinstruments.com](mailto:josh@dfwinstruments.com)



### **Alaska Airlines External Power Receptacle Simulator Event**

This event will challenge an individual's ability to troubleshoot and repair an aircraft's external power receptacle. Twenty minutes will be given to complete this event. All tools needed to accomplish this event will be provided. Alaska Airlines will provide the judges for this event.

[http://www.amtsociety.org/pdf/Alaska\\_Event\\_Pictures.PNG](http://www.amtsociety.org/pdf/Alaska_Event_Pictures.PNG)

[http://www.amtsociety.org/pdf/Alaska\\_Airlines\\_External\\_Power\\_Receptacle\\_Simulator\\_Event\\_Criteria.pdf](http://www.amtsociety.org/pdf/Alaska_Airlines_External_Power_Receptacle_Simulator_Event_Criteria.pdf)

### **Alberth Aviation Wheel & Brake Event**

This event will task the abilities of AMT/AMEs to remove and reinstall a mock G-IV wheel and brake assembly. A total of 20 minutes will be given to accomplish this event. The AMTSociety will provide judges for this event.

<http://www.amtsociety.org/pdf/Warning.pdf>

[http://www.amtsociety.org/pdf/Alberth\\_Aviation\\_MM\\_Page\\_Section\\_32-40-10\\_Page\\_1.pdf](http://www.amtsociety.org/pdf/Alberth_Aviation_MM_Page_Section_32-40-10_Page_1.pdf)

[http://www.amtsociety.org/pdf/Alberth\\_Aviation\\_MM\\_Page\\_Section\\_32-30-10\\_Page\\_1.pdf](http://www.amtsociety.org/pdf/Alberth_Aviation_MM_Page_Section_32-30-10_Page_1.pdf)

[http://www.amtsociety.org/pdf/Alberth\\_Aviation\\_MM\\_Page\\_3.pdf](http://www.amtsociety.org/pdf/Alberth_Aviation_MM_Page_3.pdf)

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[http://www.amtsociety.org/pdf/Wheel\\_brake\\_remove\\_before\\_flight.PDF](http://www.amtsociety.org/pdf/Wheel_brake_remove_before_flight.PDF)

[http://www.amtsociety.org/pdf/Wheel\\_brake\\_Dolly.pdf](http://www.amtsociety.org/pdf/Wheel_brake_Dolly.pdf)

### **PPG Aerospace**

This event will have two tasks. These tasks will challenge an AMT/AMEs ability to repair PPG's Boeing 767 window with PPG's new Hump Seal Repair kit and skill using PPG's Seal Caps vs. just PPG sealant on fuselage hi-locks. The hi-lock task for this event will call for the Technician/Engineer to install 12 each Seal Caps on hi-locks then sealing 12 other hi-locks just using PPG's sealant and nozzles. The Hump Seal Repair will require the Technician/Engineer to mix the sealant, prepare the area, install the sealant, use the kits forming tool to form the new hump seal and clean up the repaired area. All tools and sealant necessary for this event will be provided by PPG Aerospace. Twenty minutes will be given to accomplish each of these events. PPG Aerospace will provide the judges for this event. If you have questions about this event or if any team wishes to purchase PPG Seal Caps, Sealant or Hump Seal Repair kits to practice with please contact:

[http://www.amtsociety.org/pdf/PPG\\_Event\\_ppg\\_as\\_hump\\_seal\\_repair\\_web.pdf](http://www.amtsociety.org/pdf/PPG_Event_ppg_as_hump_seal_repair_web.pdf)

[http://www.amtsociety.org/pdf/PPG\\_Event\\_PMF\\_Seal\\_Cap-TDS\\_and\\_App\\_Guide.pdf](http://www.amtsociety.org/pdf/PPG_Event_PMF_Seal_Cap-TDS_and_App_Guide.pdf)