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MANUAL 52

# REPAIR STATION RATING

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# CIVIL AERONAUTICS MANUAL 52

## REPAIR STATION RATING

## INTRODUCTORY NOTE

This manual contains material interpreting and explaining the repair station rating requirements specified in the Civil Air Regulations, Part 52.

It should be understood that equipment which can be shown to be the equivalent of that set forth in this manual will be equally acceptable to the Administrator of Civil Aeronautics. Likewise, any interpretation herein shown to be inapplicable to a particular case will be suitably modified for such a case on request. This manual will be revised from time to time as equally acceptable equipment, methods, new interpretations, or the need for additional explanation are brought to the attention of the Administrator of Civil Aeronautics.

Each section of this manual is arranged and numbered to correspond with the section in the Civil Air Regulations, Part 52, pertaining to the same subject. To provide a convenient reference, each section of the Civil Air Regulations is quoted at the head of the applicable section of the manual.

On the reverse side of this page will be found a form for convenience in maintaining a record of subsequent revisions.

RECORD OF REVISIONS

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REPAIR STATION RATING

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# CIVIL AERONAUTICS MANUAL 52

## REPAIR STATION RATING

### .1 REPAIR STATION RATINGS

"CAR 52.1 Repair station ratings. Repair station ratings are as follows:

(a) Aircraft of composite construction;
(b) Aircraft of all metal construction;
(c) Aircraft engines;
(d) Aircraft metal propellers and metal propeller hubs;
(e) Aircraft wood propellers and their metal propeller hubs;
(f) Aircraft instruments."

1. A certificated repair station may perform work authorized by its ratings at a place other than in the actual repair station building if such of the approved equipment, facilities, supplies and personnel necessary for the proper performance of the work are utilized. Repair station ratings are as follows:

### A AIRCRAFT OF COMPOSITE CONSTRUCTION

1. This rating authorizes the repair station to engage in repair and alteration work* on an aircraft of composite construction. The term "aircraft of composite construction" means an airplane which embodies two or more types of structures, such as outlined below, in the same airplane and is most commonly found in private owner type airplanes although not exclusively. The authorization covers the following:

a. Aircraft welded steel tube structures.
b. Aircraft wood structures of all types.
c. Aircraft steel and aluminum alloy fittings.
d. Simple aircraft aluminum alloy structures of the type commonly incorporated in small single engine private owner type airplanes.
e. Aircraft fabric covering and finishing.
f. Aircraft assembly including aircraft powerplant installation.

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* Note: See CAM 18 for provisions, repair station privileges and technique and practices governing maintenance, repair and alterations.

B AIRCRAFT OF ALL METAL CONSTRUCTION

This rating authorizes the repair station to engage in repair and alteration work* on an aircraft of all metal construction. The term "aircraft of all metal construction" means an airplane the structure of which is made of metal commonly found in air carrier type aircraft. The covering may be metal or fabric. The authorization covers the following:

a. All aircraft aluminum alloy type structures.
b. Aircraft welded steel tube structures.
c. Aircraft steel and aluminum alloy fittings.
d. Aircraft fabric covering and finishing.
e. Aircraft assembly including aircraft powerplant installation.

C AIRCRAFT ENGINES

1. This rating authorizes the repair station to engage in repair and alteration work* on an aircraft engine, its accessories and on powerplant installations.

D AIRCRAFT METAL PROPELLERS AND METAL PROPELLER HUBS

1. This rating authorizes the repair station to engage in repair and alteration work* on metal propeller blades and propeller hubs.

E AIRCRAFT WOOD PROPELLERS AND THEIR METAL PROPELLER HUBS

1. This rating authorizes the repair station to engage in repair and alteration work* on wood propellers including their metal hubs.

F AIRCRAFT INSTRUMENTS

1. This rating authorizes the repair station to engage in repair and alteration work* on aircraft instruments and such aircraft and aircraft engine accessories for which the repair agency is properly equipped.

*Note: See CAM 18 for provisions, repair station privileges and technique and practices governing maintenance, repair and alterations.

.2 REPAIR STATION CERTIFICATE REQUIREMENTS

"CAR 52.2 Repair station certificate requirements. To be eligible for a rating as a repair station and certification as such, an applicant shall comply with the following requirements."

.20 PERSONNEL

"CAR 52.20 Personnel. Applicant shall have adequate personnel certificated as required by the Civil Air Regulations and qualified to perform or supervise the type of work involved."

1. The term "adequate personnel" means that the applicant should have a sufficient number of qualified workmen, commensurate with the volume of business he is handling or anticipating. In order to insure the execution of airworthy repair work, it is considered necessary that the applicant have in his employ at least one certificated mechanic holding the appropriate rating, qualified by past experience, to perform and/or supervise the type of work for which the applicant desires a rating. Unless special qualifications warrant an exception, not more than five uncertificated workmen should be under the supervision of one certificated mechanic for reasons of safeguarding airworthy work.

.21 HOUSING

"CAR 52.21 Housing. Applicant shall have suitable housing facilities which are adequately heated, lighted, and ventilated."

.22 INSPECTION SYSTEM

"CAR 52.22 Inspection system. Applicant shall have an adequate system of inspection."

A GENERAL SCOPE OF INSPECTION SYSTEM

1. The inspection system should provide for a check of all phases of repairing which have a bearing on the reliability and airworthiness of the repaired aircraft, engines, propellers or instruments. In particular the system should cover:

a. Inspection for hidden damage. The inspection prior to starting of work should include a check for hidden damage not only in the parts being repaired, but also in the adjacent structure which might have been affected.

b. Inspection during and after completion of work. The inspection during and after completion of work should include a check on workmanship and conformity with good repair practice which concerns the general arrangement of parts and repair methods employed.*

c. Inspection of incoming materials. All incoming materials and parts should be checked to verify that they are in conformity with such recognized standards (S.A.E., U. S. Army and Navy Specifications, etc.) as were specified on the purchase order.

B INSPECTION REPORTS AND RECORDS

1. In order to avoid overlooking damage, the mechanic making the inspection should be supplied with appropriate inspection forms. Such forms should list all of the items inspected and should provide space after each item for appropriate notation. These forms, when satisfactorily completed and signed by the responsible mechanic, should become a matter of record in the repair station's files for future reference, particularly if trouble develops in the field. They should, of course, be marked with the airplane identification number or part serial number for future identification. In the case of a repair station rated for aircraft engines, the record system should provide for showing total hours, hours since last overhaul, teardown inspection, parts disposal, parts replacement, source of supply for replacement parts, and log of test run.

C ADEQUACY

1. An authorized inspector of the Administrator will check the adequacy of the inspection system. However, he will not approve the system unless it complies with the general principles outlined in this section.

D INSPECTION PERSONNEL

1. The person designated by the repair agency to conduct inspections should be a certificated mechanic or a qualified officer of the company. The inspecting mechanic should not have performed the work being subjected to inspection.

.23 STOCK

"CAR 52.23 Stock. Applicant shall have a stockroom which provides for the proper storage and segregation of materials."

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*Note: See CAM 18 for provisions, repair station privileges and technique and practices governing maintenance, repair and alterations.

.24 DRAWINGS

"CAR 52.24 Drawings. Applicant shall have adequate facilities and equipment for making drawings."

.25 OTHER REQUIREMENTS

"CAR 52.25 Other requirements. Applicant shall have such equipment, facilities and material as are necessary for the competent and efficient performance of the type of work for which a rating is sought."

A AIRCRAFT OF COMPOSITE CONSTRUCTION

1. An applicant having the equipment, facilities and supplies listed below may be considered to have met the requirements governing this classification.

2. Welding Shop Equipment and Facilities.

a. Acetylene welding equipment with proper assortment of torch tips and supplies.
b. Welding bench and vise.
c. Power-driven emery wheel.
d. Long and short trammel rods with adjustable points, suitable for aligning welded assemblies.
e. Miscellaneous hand tools, including hack-saws, assortment of clamps, full set of reamers, level and micrometers suitable for measuring both tubing and flat stock.

3. Wood Working Equipment, Facilities and Supplies.

a. Band and rip saws.
b. Thickness planer, or readily available source.
c. Jointer-planer.
d. Suitable gluing press or a sufficient number of cabinetmaker's parallel clamps or Z clamps.
e. Bench, sawhorses and vise.
f. Assortment of hand tools including miter saw.

4. Metal Shop Equipment and Facilities.

a. Suitable equipment for cutting steel and aluminum alloy sheet. Normal capacity square or rotary type shears and metal type band saws are generally considered most suitable. Nibbling machines may be found advantageous for cutting alloy steel.
b. Drill press.
c. Power-driven hand drill with full set of drills.
d. Bench grinder.
e. Bench roller.

f. Beading equipment.
g. Suitable brake for bending sheet metal.
h. Miscellaneous hand tools including full set of reamers and tools for laying out fittings, etc., and supply of small clamps.
i. Work bench, vise and bending jaws.
j. Tools for hand riveting including rivet sets and dollies.

5. Fabric Shop and Paint Shop Equipment and Facilities.

a. Sewing machine of sufficient capacity to handle aircraft fabrics.
b. Fabric table.
c. Equipment for dope spray painting.
d. Assortment of brushes for proper hand application of dope and protective coatings to metal or wood.
e. Suitable space for doping, heated and ventilated.
f. Miscellaneous hand tools including pinking shears.

6. Assembly Shop Equipment and Facilities.

a. Suitable hoisting equipment for lifting an airplane.
b. Power-driven hand drill with full set of drills.
c. Cable splicing equipment.
d. Soldering equipment and hand tools for forming brace wire lugs.
e. Facilities for annealing and bending fuel and oil lines.
f. Portable work-bench and vise, supports, etc., as may be deemed necessary by the authorized representative of the Administrator.
g. Step ladder of sufficient height, and where deemed necessary by the authorized representative of the Administrator, a satisfactory tail stand.
h. Level and protractor for rigging.
i. Plumb bob.
j. Steel tape at least 50 feet long.
k. Wash tank.
l. Supply of miscellaneous small hand tools.

7. Inspection Facilities.

a. Suitable inspection bench.
b. Magnifying glass of at least 6-10 power.
c. File of AN specifications for proper identification of aircraft materials and Civil Aeronautics Administration aircraft specifications.

8. Supplies. A small supply of aircraft materials should be carried in stock unless such materials can be secured from a readily available source. The stock carried should comprise the following materials in commonly used standard sizes:

a. SAE-X-4130 steel tubing sheet and bar stock.
b. Aluminum and aluminum alloy tubing, sheet, bar stock and rivets.
c. Aircraft standard parts, such as bolts, nuts, clevis pins, cables, shackles, thimbles, turnbuckles, etc.
d. Aircraft spruce, various plywoods and casein glue.
e. Aircraft fabric, tapes, grommets and lacing cord.
f. Dope, thinner, varnish, primer, etc.

## B AIRCRAFT OF ALL METAL CONSTRUCTION

1. An applicant having the equipment, facilities and supplies listed below may be considered to have met the requirements governing this classification.

2. Metal Shop Equipment and Facilities.

a. Suitable slip roll forming machine (roller).
b. Press or power hammer or available source, unless only factory formed parts are being used.
c. Suitable equipment for cutting steel and aluminum alloy sheet. Normal capacity square or rotary type shears and metal type band saws are generally considered most suitable. Nibbling machines may be found advantageous for cutting alloy steel.
d. Suitable brake for bending sheet metal.
e. Beading equipment.
f. Suitable power riveting equipment with necessary pressure indicators, controls, rivet sets and dollies.
g. Suitable heat-treating equipment for rivets and structural parts or satisfactory available local source.
h. Metal plating equipment or satisfactory available source.
i. Power-driven hand drill with full set of drills.
j. Drill press.
k. Bench grinder.
l. Work bench, vise and bending jaws.
m. Suitable miscellaneous hand tools including full set of reamer and tools for laying out fittings, etc., and supply of small clamps.

3. Welding Shop Equipment and Facilities.

a. Acetylene welding equipment with proper assortment of torch tips and supplies.
b. Welding bench and vise.
c. Power-driven emery wheel.
d. Long and short trammel rods with adjustable points, suitable for aligning welded assemblies.
e. Miscellaneous hand tools, including hack-saws, assortment of clamps, full set of reamers, level, and micrometers suitable for measuring both tubing and flat stock.

4. Fabric Shop and Paint Shop Equipment and Facilities.

   a. Sewing machine of sufficient capacity to handle aircraft fabrics.
   b. Fabric table.
   c. Equipment for dope spray painting.
   d. Assortment of brushes for proper hand application of dope and protective coatings.
   e. Suitable space for doping, heated and ventilated.
   f. Miscellaneous hand tools including pinking shears.

5. Assembly Shop Equipment and Facilities.

   a. Suitable hoisting equipment for lifting an airplane.
   b. Power-driven hand drill with full set of drills.
   c. Cable splicing equipment.
   d. Soldering equipment and hand tools for forming brace wire lugs.
   e. Facilities for annealing and bending fuel and oil lines.
   f. Portable work-bench and vise, supports, etc., as may be deemed necessary by the authorized representative of the Administrator.
   g. Step ladder of sufficient height, and where deemed necessary by the authorized representative of the Administrator, a satisfactory tail stand.
   h. Level and protractor for rigging.
   i. Plumb bob.
   j. Steel tape at least 50 feet long.
   k. Wash tank.
   l. Supply of miscellaneous small hand tools.

6. Inspection Equipment and Facilities.

   a. Suitable inspection bench.
   b. Magnifying glass of at least 6-10 power.
   c. File of AN specifications for proper identification of aircraft materials and Civil Aeronautics Administration aircraft specifications.

7. Supplies.

   a. Aluminum and aluminum alloy sheet, tubing, bar stock, rivets and small standard parts.
   b. SAE-X-4130 steel tubing, sheet and bar stock.
   c. Aircraft standard parts, such as bolts, nuts, clevis pins, cables, shackles, thimbles, turnbuckles, etc.
   d. Aircraft fabric, tapes, grommets and lacing cord.
   e. Protective coatings, paints, dope, thinner, cleansing fluids, etc.

## C AIRCRAFT ENGINES

1. An applicant having the equipment, facilities and supplies listed below may be considered to have met the requirements governning this classification.

2. General Shop Equipment and Facilities.

a. Turning lathe.
b. Arbor press.
c. Power-driven emery wheel and buffer.
d. Portable power-driven buffer.
e. Portable electric hand drill and complete set of drills.
f. Facilities for annealing and bending fuel and oil lines.
g. Heating torch.
h. Sand blast equipment or readily available source.
i. Wash tank and air pressure cleaning equipment located i a space separated from the final assembly space or ventilated in such a manner that fog from cleaning cannot settle on parts ready for assembly.
j. Suitable hoisting equipment for installing engines in aircraft.
k. Level plate.
l. Suitable set of "V" blocks.
m. Height gauge.
n. Inside and outside micrometers.
o. Assortment of suitable hand tools and gauges including a set of reamers and taps.
p. Work bench and vise.

3. Specialized Equipment and Facilities.

a. Engine overhaul stand.
b. Propeller removing tools.
c. Such special equipment as may be considered essential by an engine manufacturer for the proper repair and overhaul of his products.
d. Equipment for testing magnetos and wiring harnesses.
e. High pressure spark plug tester.
f. Equipment for testing carburetors, vacuum pumps and electrical accessories such as starters and generators or satisfactory available source.
g. Suitable engine test stand including test clubs for running-in engines. This stand may be of the stationary or movable type and should be equipped with instruments to check the operation and temperature condition of the engines during the test runs.
h. A supply of engine service manuals and service bulletins covering the types of engines the repair station is specializing in. These manuals and service bulletin files should be kept up to date by inserting the supplements and revisions which are released from time to time by the engine manufacturers.

4. Inspection Facilities

a. Magnaflux type inspection equipment or satisfactory available source.
b. Magnifying glass of at least 6-10 power.
c. File of Civil Aeronautics Administration aircraft and engine specifications.

5. Supplies. The supplies carried in stock should comprise the following materials in commonly used standard sizes.

a. Supply of nuts, bolts, safety wire, cotter keys, gaskets, clamps, etc.
b. Supply of cylinder and engine enamels.

D AIRCRAFT METAL PROPELLERS AND METAL PROPELLER HUBS

1. An applicant having the equipment, facilities and supplies listed below may be considered to have met the requirements governing this classification.

2. General Shop Equipment and Facilities.

a. Drill press with full set of drills.
b. Portable power grinder and buffer with grinding wheel.
c. Metal plating equipment or readily available source.
d. Metal face plate.
e. Suitable set of "V" blocks.
f. Inside and outside micrometers.
g. Assortment of suitable hand tools and gauges including riffle files.
h. Stencils suitable for placing manufacturer's identification numbers and date of repair on blades so that disassembly is unnecessary at the time of subsequent inspection.

3. Specialized Equipment and Facilities.

a. Propeller surface table with suitable mandrels.
b. Spline adopter and stand.
c. Press or fixture for straightening propeller blades cold.
d. Suitable twisting bars.
e. Protractor for measuring pitch angles.
f. Protractor for measuring angle of bend, as illustrated in Civil Aeronautics Manual 18.
g. Such special equipment as may be considered essential by a propeller manufacturer for the proper repair or overhaul of his products including propeller removing tools, go and no-go gauges, etc.
h. Tools suitable for removing and repacking lead wool.
i. Propeller manufacturer's dimensioned drawings.
j. Propeller balancing stand with suitable ways and arbor with suitable mandrels.

4. Inspection Facilities.

a. Equipment for localized etching of propeller blades including some caustic soda and nitric acid.
b. Magnifying glass of at least 6-10 power.
c. Magnaflux type equipment or available source.
d. File of Civil Aeronautics Administration aircraft and propeller specifications.

5. Supplies. The supplies carried in stock should comprise the following materials in commonly used standard sizes:

a. Adequate supply of nuts, bolts, safety wire, cotter keys, crocus cloth and lead wool.

## E AIRCRAFT WOOD PROPELLERS AND THEIR METAL PROPELLER HUBS

1. An applicant having the equipment, facilities and supplies listed below may be considered to have met the requirements governing this classification.

2. General Shop Equipment and Facilities.

a. Gluing press or a sufficient number of cabinetmaker's parallel clamps or Z clamps.
b. Complete soldering equipment.
c. Miscellaneous hand tools including tin snips or metal shears, files, scrapers, etc.
d. Stencils suitable for placing manufacturer's identification numbers and date of repair on propellers.

3. Specialized Equipment and Facilities.

a. Propeller bench with vise or arbor for holding propeller while being repaired.
b. Propeller balancing stand with suitable ways and arbor with suitable mandrels.
c. Propeller removing tools.

4. Inspection Facilities.

a. Magnifying glass of at least 6-10 power.

5. Supplies. The supplies carried in stock should comprise the following materials in commonly used standard sizes.

a. Adequate supply of nuts, rivets, wood screws, cotter keys, etc.
b. Supply of tipping material, aircraft glue and quick drying clear varnish.

F AIRCRAFT INSTRUMENTS

1. An applicant having the equipment and facilities listed below may be considered to have met the requirements governing this classification.

2. General Equipment.

a. Small precision lathe and sensitive drilling and tapping machine.
b. Assortment of precision hand tools.

3. Specialized Equipment.

a. Such special equipment as may be considered essential by an instrument or engine accessory manufacturer for proper repair or servicing of his products.

4. Equipment for Testing Airspeed Indicators.

a. Manometer (inch in tenths scale with a light liquid such as water or kerosene).
b. Pressure pump (sensitive bulb type).
c. Vibrator.
d. Four-way stop-cock with suitable metering valves and suitable length hose for connections.
e. Stand for supporting indicator.

5. Equipment for Testing Altimeters.

a. Suitable manometer (mercury type).

b. Vacuum pump.
c. Bell jar.
d. Vacuum pump plate.
e. Ascent and descent rate indicator.
f. Pressure altitude chart (millimeters and feet).
g. Vacuum wax.
h. Barometer.

6. Supplementary Equipment for Item 4 above for Testing Rate of Climb Indicators.

a. Pressure altitude chart (millimeters and feet).
b. Stop watch.

7. Equipment for Testing Magnetic or Induction Compasses.

   a. Magnetic compass* equipped with removable compensating magnets.
   b. A circular swinging base having a radius at least equal to the length of the largest airplane to be swung**, or polaris to be mounted on top of ship.
   c. Special dolly, or similar equipment, for elevating tail to approximately flight position***.
   d. Pair of single-wheel blocks.
   e. Several 50-pound sand bags****.

8. Equipment for Testing Tachometers.

   a. Tachometer, stroboscope, or other suitable equipment which is adequate to serve the purpose for which intended.
   b. Gear box for driving tachometer being tested.
   c. Balance wheel to prevent sudden changes in speed.
   d. Variable speed electric motor.

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*Note: Any serviceable magnetic compass equipped with suitable compensating magnets may be used as a master compass, provided the compensating magnets are removed before being used. In no case will a compass, having compensating magnets permanently installed, be used as a master compass.

**Note: The platform should be situated not less than 75 yards from any aircraft and at least 100 yards from any steel structures such as hangars or railroads. Starting with the magnetic north, radii should be laid out every 30°.

***Note: The dolly must be rigid and strong enough to hold the airplane while the engine is running at half throttle.

****Note: For putting across the rear of the fuselage of nose-heavy airplanes.

## .3 REPAIR STATION CERTIFICATE

### .30 APPLICATION

"CAR 52.30 Application. Application for a repair station certificate shall be made upon the applicable form prescribed and furnished by the Administrator."

### .31 APPLICATION TO AMEND

"CAR 52.31 Application to amend. When any change is desired in the Repair Station Rating Record of a certificated repair station, the applicant shall apply therefor upon the applicable form prescribed and furnished by the Administrator."

### .32 DISPLAY

"CAR 52.32 Display. A repair station certificate shall be displayed in a prominent place in the repair station."

### .33 DURATION

"CAR 52.33 Duration. A repair station certificate shall be of 60 days' duration and unless the holder thereof is otherwise notified by the Administrator within such period, shall continue in effect indefinitely thereafter, unless suspended or revoked."

### .34 NONTRANSFERABILITY

"CAR 52.34 Nontransferability. A repair station certificate is not transferable."

### .35 SURRENDER

"CAR 52.35 Surrender. Upon the suspension, revocation or expiration of a repair station certificate, the holder thereof shall, upon request, surrender such certificate to any officer or employee of the Administrator."

### .36 INSPECTION

"CAR 52.36 Inspection. An applicant for a repair station certificate shall offer full cooperation with respect to any inspection or examination which may be made of such applicant, upon proper request by any authorized representative of the Administrator, prior or subsequent to the issuance of such certificate."

37 REVOCATION

"CAR 52.37 Revocation. No person whose repair station certificate has been revoked shall apply for or be issued a repair station certificate of any rating for a period of one year after the revocation, except as the order of revocation may otherwise provide."

.4 GENERAL RULES

.40 REPAIR STATION RATING RECORD

"CAR 52.40 Repair Station Rating Record. An appropriate Repair Station Rating Record, prescribed and issued by the Administrator shall be attached to each repair station certificate issued after May 1, 1940. The type of repair, alteration, maintenance, and overhaul of aircraft, aircraft engines, propellers or appliances for which the holder of such certificate is rated shall be entered upon such record."

.41 MAINTENANCE OF PERSONNEL, FACILITIES, EQUIPMENT, AND MATERIAL

"CAR 52.41 Maintenance of personnel, facilities, equipment, and material. The holder of a currently effective repair station certificate shall maintain personnel, facilities, equipment, and material in conformity with the standard required for the issuance of such a certificate."

.42 RECORDS

"CAR 52.42 Records. A certificated repair station shall maintain adequate records of all work performed, including records which indicate the person by whom the work was done and the person by whom it was inspected. Such records shall be kept for at least 2 years."

.43 REPORTING DEFECTS OR UNAIRWORTHY CONDITIONS

"CAR 52.43 Reporting defects or unairworthy conditions. A report of all recurring or serious defects, or other unairworthy conditions of parts of aircraft, aircraft engines, propellers or appliances shall be made upon the applicable forms prescribed and furnished by the Administrator: Provided, That if the repair station is operated by a certificated air carrier and maintains repair base records, such records may be supplied in lieu of the reports required by this section."

1. Defects. In case repair station operators properly maintain an intra-company mechanical failures and defects reporting system (Repair Base Records) which is available to the authorized representatives of the Administrator at all times as is the case with most air carriers, excerpts from such repair base records may be supplied in lieu of separate reports on Civil Aeronautics Administration forms.

2. Unairworthy conditions. In case the inspection for hidden damage prior to starting the work as outlined in section 52.22-A-1-a of this manual discloses a serious condition which, if left unrepaired, would tend to impair the airworthiness of the aircraft,

aircraft engine, propeller or instrument, and which the owner refuses to have corrected at the time the fault is discovered, the repair station should report all the facts of the case to the nearest authorized representative of the Administrator for appropriate action or opinion.