

*«They see me flyin', they're hatin'.  
Maintaining they tryin to catch me learning dirty.»*

Adapted from Chamillonaire.



# The Aero Times

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LATRESNE, TUESDAY, MAY 2, 2017

No. 1







# OVERVIEW

## *HISTORY*

LEARN MORE ABOUT THIS PLACE !

## *TRUE OR FALSE*

YOU WILL NEVER BELIEVE IT !

## *BENCHMARKS*

SOME NUMBERS ABOUT AERONAUTIC AND MORE

## *INTERVIEWS*

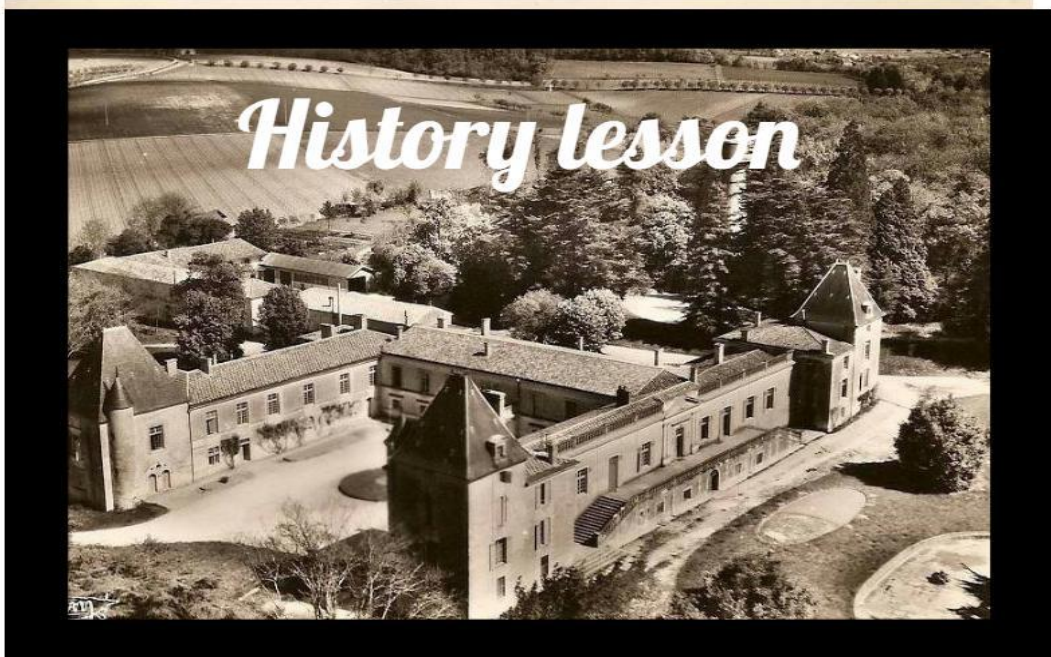
WE GOT SOME EXCLUSIVE ANSWERS FROM ADMINISTRATION OR FORMATORS

## *MECHANICAL OPERATIONS*

WHAT KIND OF PLANE ARE WE OPERATING ON ?

## *PARTNERS*

WHO ARE HELPING THE ESTABLISHMENT ?



In 1550, Guillaume Lecompte, general prosecutor of the king and president of the parliament of Bordeaux began the construction of the castle of Latresne. The family owned the castle until 1839. Henry de Bonneval then bought it and started renewing it. After the second world war, the DGA (General Direction of Armament) used the site as a formation center in aeronautics. Finally, the site was redeemed by the region and different partners in 2011. The purchase did cost around 26 million euros including €6m for buying the site, and €20m in equipments for the formations.



Blue circle : Bever site, where the classes take place

Orange circle : Castle site, where the meetings take place



# Hangar Ader

Hangar 1 is named after the famous French inventor and engineer Clément ADER (1841-1925) who was a pioneer in French aviation.

ADER was the inventor and creator of the early steam-powered aircraft named Eole (named after the greco-roman wind god). Furthermore, this aircraft was the first flying aircraft which was heavier than air and relying on the lift generated by its wings



This hangar contains 4 aircrafts : a Mirage F1, a Socata TB-10, a Sud-Aviation Gazelle and a Dassault Mystère 20.

# Hangar Blériot



Louis Charles Joseph Blériot was born in 1872 in Cambrai and died in 1936 in Paris. He was a French aviator, invented and engineer. He earned money thanks to the development of the world's first optical headlamp for automobiles which allowed him to invest in the making of planes.

The best plane which he created was the Blériot XI because thanks to this plane, he was the first man to cross the Channel on the 25th of July 1909 in 37 minutes at the speed of 65 km/h and an altitude of 100 meters. His last achievement was the first plane boarding 7 passengers called Aerobus, and created in 1910.



*Blériot XI*



*Aerobus*

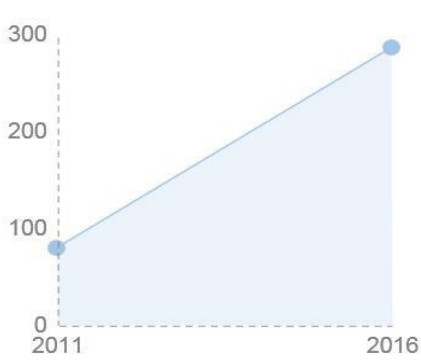


Hangar 2 (Hangar Blériot) contains 4 aircrafts : a Sud-Aviation SA330 Puma an Airbus Helicopter H215 Super Puma, an AlphaJet, an Airbus Helicopter EC120 Colibri and the nose of an A320

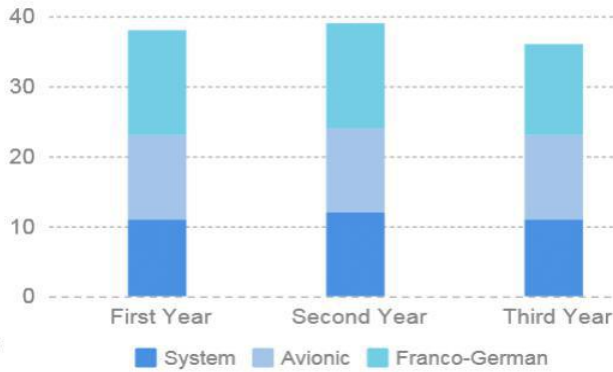
# Benchmarks

## Students evolution and repartition

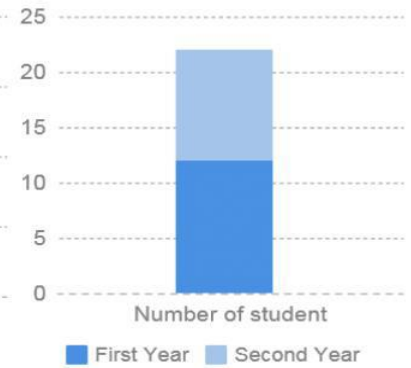
Number of students



Baccalaureate



BTS



## Diplomas

Success rate (2016)



85% of honours

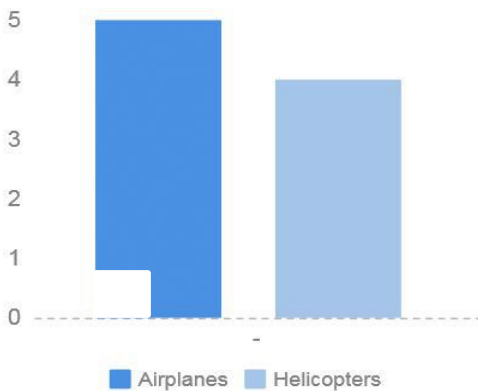


## Gender gap

Aeronautic carriers related to gender



## Aircrafts used by the Aerocampus students



Airplanes :

Mirage F1  
TB10  
Alphajet  
Beechcraft  
Mystere XX

Helicopters :

Super Puma  
Puma  
Colibri  
Gazelle

Men : Technical carriers (55%)  
Men : Aircrew carriers (12%)  
Women : Aircrew carriers (23%)  
Women : Technical carriers (10%)

Gender repartition of the Aerocampus students (2017)

Girls



Boys





# BEHIND THE SCENES OF A MECHANIC OPERATION



## 1 Learning the system

Before any operations on the aircraft we must know the system on which we are working.

"It's like learning a school lesson" ADRIEN  
For that we must take the AMM (Aircraft Maintenance Manual) and found the chapter related.



## 2 Area identification

What's the usefulness of the demarcation ?

It's to :

- set up a perimeter of intervention in order to limit damage by external person.
- to work efficiently we must have a clean intervention area.

## 3 Operation process

Using task card to obtain step by step the processing of move and remove.

"It's like a task card for IKEA furniture so it's Easy to make it" Lilian





## 4 Move and remove

Starting from a task card, we must move and remove the related parts. It's important to work in good conditions in order to be organized.

Each mechanic who operates on an aircraft is responsible of his acts.

You must work cleverly : the safety is paramount !

## 5 Traceability

In Aeronautic, the traceability is more important for the safety to limit failures by human factors. To avoid it, we must inform every part or equipment moved or removed in a special book. The traceability also informs all the operations made on the aircraft in the past.



## 6 Debriefing

After any intervention it's important to make a little report to the manager.

The debriefing consists to expose all the problems which were found during the operation.

The feedback is really useful for the future teams .

"In Aeronautic we must know the teamwork like a football team" Maxime



# Interview

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The first person that we have interviewed is Remi Labrousse. He is in AEROCAMPUS Aquitaine since september 2015 as an Instructor. Aged of 33 years old, Mister Labrousse sums up his carrier.

## **Can you sum up your carrier ?**

So I joined the army at 17 in the French Air Force. I spent two years to study in Saintes, in Charente Maritime. After one year I studied my specialty in Rochefort Airbase. And then I moved to Avord airbase near Bourges for 9 years. I am an engineer in mechanics, and my specialty is about engines. After that I became an instructor when I was 24 years old. This year, I will be an instructor for the 9<sup>th</sup> year.

## **Why did you decide to join Air Force ?**



There are many reasons in fact, but the main reason was to become independent, and also for money, indeed the feature of this school is that you are payed to finish your studies. Of course it is a small salary but it is a way to become independent.

## **Why did you decide to join AEROCAMPUS Aquitaine ?**

Many reasons too, personal reasons, but

the main reason is that in the Air Force you have to move every 8-10 years ( it depends ) to change of air base. I was in Rochefort for 3 years and in my opinion 4 or 5 years later the Air Force would say to me that I must move, and maybe in the north of the France. I am from Bordeaux, so I didn't want to go to the north of the France.

## **Do you have a regular planning in AEROCAMPUS Aquitaine ?**

No it varies a lot. Each week it changes, it is very weird if I have two identical weeks. I have many students,



apprentices and also I taught to the Qatar students and Emirates. And for example, in January I went to Washington for one week to teach in a university.

**Do you often go in other countries ?**

I hope that I will move one or two times a year, and for me it is perfect. It is not as often as in the Air Force and that is good.

**How were the travels in the Air Force ?**

In the Air Force it depends of the airplane you work on, if you are on a fighter, like a Mirage which is sent to Afghanistan, Libya etc.. The engineers follow the plane during 3-4 months, it is the war, so it is very hard. The Air Force is not very close to the fights but some of my friends and colleagues have good relationship with American soldiers, and it happened that one morning you saw a man

that went to do his mission and unfortunately didn't come back in evening.

**When you were an engineer in the air force, on which plane were you ?**

Before being on an airplane I worked only on engines and after I finished my carrier in Bourges on planes in maintenance .

As for me, I was on the Xingu. It can be compared to a driving school, the pilots learn their job on this plane and after they go to Avord for freight plane. The farthest that you can go with this plane is in Europe, I went to Croatia and Serbia for example.

**To finish what is your responsibility in AEROCAMPUS Aquitaine ?**

I am in relation with different customers,

I am in charge of the engine workshop. So it is my job to organize different practical exercises. The thing that changes here compared with the Air Force is that here I feel more independent.



Embraer EMB-121 Xingu

**Many thanks to Remi Labrousse.**

The other person that we have interviewed is Laurence MAGNIN who supervises the aircrafts and helicopters and is in charge of the instructors team. The assembly of instructors is composed of 52 instructors including English teachers.

**Can you sum up your carrier?**

I joined the army at 17 years old in a paratrooper commando. After 3 years in the French army, I decided to join the French navy. I became engineer in maintenance then flight engineer. I have worked on many types of aircrafts like Super Etendard, helicopters or also Dassault Breguet Atlantic. After 20 years for Ministry of defense, I became an technical instructor. When I left the Fleet, I joined american company Flight Safety International. I was considered as an instructor for maintenance Falcon 900 and



Falcon 2000. After 6 years in the Falcon family, I joined Sabena technics training and became an Airbus 330 and 340 instructor. Finally, in 2014, I joined the AEROCAMPUS Aquitaine to become instructor and team leader.

**Why did you want to join the army?**

I decided to join the army at 17 years old because I wanted to study the mechanic and I wanted to discover life.

**What is your job in the AEROCAMPUS Aquitaine?**

I plan everything in the school and the curriculum. If possible, I replace teachers who are unable to attend their classes. I am qualified for many courses like fuel tanks safety courses, safety courses, aerodynamic courses, technical system and many modules of Part 66.

**Have you travelled with your job in AEROCAMPUS Aquitaine?**

When I came in Aerocampus, I was in charge of developing the course in Turkey during 16 weeks and the last time I was a jury for enrollment in TunisAir Company.

**Many thanks to Mr. MAGNIN**



# True / False

Aeronautic is a dynamic field.



True ! Companies renew their air fleet so they continually need technicians, mechanics and engineers.



Aerocampus keeps the A320 nose cone.



False ! Aerocampus will set up in a high school in St Médard en Jalles, and will bring the A320 nose cone, to introduce student to wiring.

Aerocampus will receive a triple-seats Rafale in July.



False ! The Rafale only exists in one-seat and two-seats models. Nevertheless, Aerocampus should receive a Rafale, three Epsilons, a Falcon 50 and has already received a modernized Super Etendard.



Women also have their place in aeronautic.

True ! The enterprises have to increase female representation. They have equal capacities, and aeronautic is tending to become a more gender balanced field.



# OUR PARTNERS

## THE CNES MASCOT PROJECT

The Hayabusa 2 is an asteroid sample return mission operated by the Japanese space agency (JAXA). This mission is made in collaboration with the German space agency DLR and the French space agency CNES with the MASCOT. It took off on December the 3<sup>rd</sup> 2014. MASCOT (Mobile Asteroid Surface Scout) is a small lander built by the DLR. It carries an infrared spectrometer, a magnetometer, a radiometer and a camera.

The AEROCAMPUS Aquitaine got a partnership with the CNES to build a MASCOT model for a presentation at the Bourget show. Today BTS students are working on this model and they are beginning its building.

Two models will be presented: a static and a dynamic.

- The static one will be able to turn 360° around itself, to show the public the inside part MASCOT. From then on, MARA, MAG, MICROMEGA, and CAM will be revealed by liquid crystal panels that can change form (Opaque or transparent) from a touch screen.
- The dynamic model is made to show how MASCOT is supposed to land on the asteroid, and all the bounces it would endure.

### FUNNY FACT

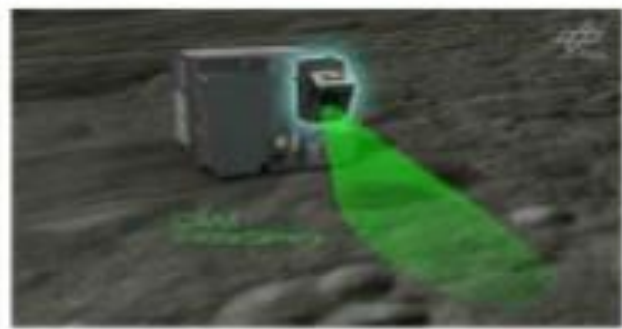
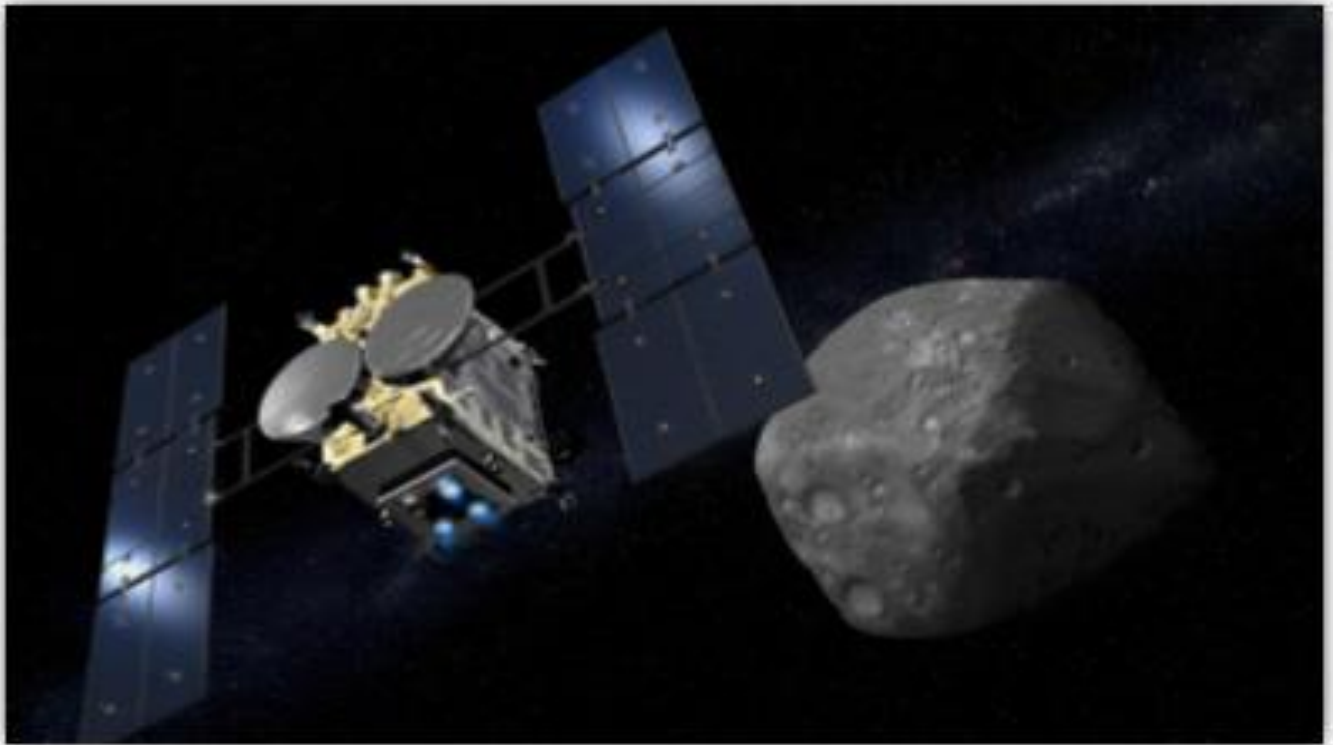
The French president, François Hollande, came to AEROCAMPUS in 2013.

He confirmed then the creation of a new section of BAC Pro at the beginning of the autumn term.

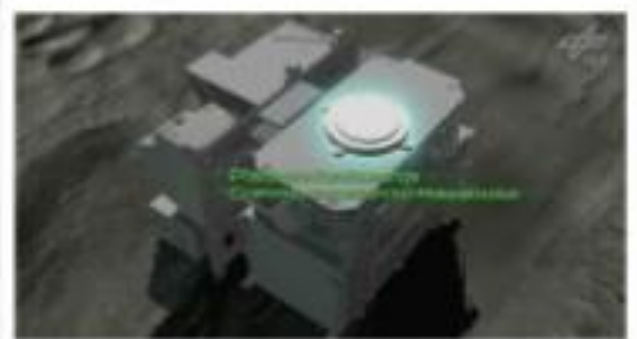
This section is a Franco-German section in aeronautic maintenance.



*Hayabusa 2 will drop MASCOT from a hundred meter above the asteroid*



*Here are the MASCOT installations: CAM, MARA, MAG, MICROMEGA*



Designed and written by BTS1 :

