



When **East** meets **West**

Okay comrade, you've found the part at a very cheap price. But what's the cost?

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AS NATIONAL trade barriers disappear and a global marketplace takes their place, the international trade of goods from non-traditional sources will continue to grow. This increase in trade is due to a variety of reasons: lower labour costs; favourable currency exchange rates; reduced environmental considerations; and lower standards.

These factors combine to make products, including some aeronautical products, much cheaper than comparable items from established distribution sources. But is the product the same? There have been several reports of Russian licence-built counterfeit copies of the MT-Propeller being sold outside Russia, including in Australia. These counterfeit MT-Propellers are being sold on the world market and all appear to have the same serial number.

The German built MT-propellers have the model number prefix MTV with no serial number prefix. A licence manufactured Russian MT-propeller has the model number prefix MTB and all Russian serial numbers have a B prefix. The cheaper Russian sourced copies all have the one serial number: B-95051. This suggests they were manufactured from a Russian propeller.

All facets of Australian aviation, from airlines to GA and sport aviation, are at risk from the invasion of inferior, counterfeit, unapproved aeronautical products. People planning to buy aeronautical products must ensure that the paperwork matches the purchased part, the distributor is reputable and open to scrutiny and their merchandise can be traced.

To further protect the industry from disreputable distributors, the Civil Avia-

tion Safety Authority is assisting aviation product consumers and distributors by proposing new legislation to control domestic distribution networks and activities. This proposed regulation, CASR Part 144, Product Distribution Organisations, would support consumers by assuring them of the origins and traceability of any aeronautical product they purchase.

Despite the assurance provided by appropriate paperwork, part distributors or purchasers, the final safeguard in ensuring that no inferior or unapproved aeronautical products are installed on the aircraft is the maintainer.

Maintainers require a high-level of experience and diligence to ensure no suspect aeronautical product is installed.

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