



**North Carolina Wing
Aircraft Maintenance
Jan 1, 2018, Ed #2
“Riveting Reading”**

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To: All NCWG Operations Officers and Crew Chiefs

This is my second time pushing out some helpful information which I hope you find useful.

1. Continued thanks to the crew chiefs staying on top of the maintenance effort and keeping me in the loop. Because of our prudent track record, NHQ is pretty amenable to support our needs, especially when we have some unique requests.

2. New NHQ Maintenance Test program: We are still in the CAPNHQ test program, requiring NCWG (and FLWG) **to complete a CAPF 176 for any work not done at a consolidated maintenance facility** (i.e. Southport; Danville, VA; Anderson, SC). But there might be some light at the end of the tunnel. We have several quotes on file, so you and I won't have to hit up the local maintenance shops as often. But still, the process is in place, and until they give me a cost threshold, it will be the same process. Stay tuned.

3. Maintenance Billing: As a reminder, ac-Maintenance@ncwgcap.org is the email billing address for maintenance shops. **But be aware that CAP NHQ is on automatic distro.** While this speeds the process for payment, just be careful on using it for 'internal communications.'

4. Moving Aircraft to/From Maintenance: We've done a great job, saving A9 funding for known maintenance issues, which helped support non-scheduled maintenance transport. The downside is less 'free cross country' flying/training opportunities. The upside is that more local shops are getting business which reduces logistics and helps local squadrons with good will.

5. Maintenance tidbits: Living by the maintenance facility, I get a firsthand look at problems and trends and will pass those along. Here are the latest items noted:

a. **Junk in the Trunk:** The Maintenance shops pull everything out the back in order to work on the aircraft. One assistant, an energetic CAP member, decided to weigh it. It was **38 pounds** of cleaning supplies, oil, logbooks, emergency kits, headsets and the pillow. This leads to the questions: **Does it all need to be there?** (i.e. aircraft logbooks) and, **Do all your pilots know what values to use when completing their Weight and Balance?**

b. **Casual Pre-flights:** While each pre-flight doesn't need to be an annual inspection, there is more to it than just an oil and gas check. An attentive crew chief found a missed

maintenance item (not critical) that flew several times before he got to it. The crew chief found/fixed it and reported it back. Been guilty myself -- so in a word; 'Checklists.'

c. **G1000 Batteries Failing Load Test:** In cold temperatures, batteries lose charge. It doesn't mean the battery went bad. It will recharge when running the engine. The pre-test is needed for IFR flight; not VMC. So, does hooking up a ground power unit charge the G1000 battery as well? Depends on the power supply, and if you have the Master & Avionics switches on, as well as the G1000 armed. If you plug the power supply in, and just walk away, you might be disappointed.

d. **Tire pressure:** Be sure to actually check the tire pressure at least during the monthly maintenance inspection. That is why those little numbers are near the tires.

6. **Broken Headsets:** The NCWG headset purchase was a one-time good deal. Squadrons need to source replacements. One \$100 solution is the ASA Air Classics at Aircraft Spruce. I've found that most donated used headsets are not worth the cost to repair. If anyone has a deal or a discount, and wants to share that info, let me know.

7. **Aircraft Information File (AIF) Updates:** There have been updates to the ORM, CAP Regulations and NCWG supplements in the AIF. The NCWG Operations / Aircraft Maintenance webpage has a complete list and links to the documents. It's also a good location to help train your crew chief replacements. FWIW, you don't need old pages of VOR & extinguisher checks.

8. **Carbon Monoxide Detectors:** The 'Expires Jan 31, 2019' CO detectors have been distributed. They were either put in the aircraft binder, or mailed to the crew chief, per my Dec 13th email. I wrapped them in the installation instructions. Please update WMIRS Maintenance Module at: <https://www.caphq.gov/WMIRS/MaintenanceModule/Information.aspx> . **While there, be sure to watch for other 'DUE' dates; i.e., pitot static and transponder checks.**

9. **Aircraft Avionics Equipage and Operating manuals:** As a reminder, links to that information is found on the NCWG Operations (or a/c mx) webpage at:

<https://www.ncwgcap.org/index.cfm?fuseaction=page.display&pageID=665> and

<https://www.ncwgcap.org/index.cfm?fuseaction=page.display&pageID=666>

10. **C-182T Minimum Oil for Takeoff:** While the POH allows 4 quarts as the minimum level, NCWG unofficial policy is to fly with a minimum of 6 quarts. It helps with engine cooling, hence longer engine life. Where is this written? See the tail # specific, aircraft questionnaires. N9930E, a C-182R, requires 9 quarts minimum for take-off (holds 13 quarts, max).

Thanks for taking the time to read this, and keep somewhere for your continuity. If you have questions, you can reach me at 703-732-3264.

- Stryker -