



**North Carolina Wing
Aircraft Maintenance
Mar 1, 2018, Ed #3
“Riveting Reading”**

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To: All NCWG Operations Officers and Crew Chiefs

1. You may not see it; but NCWG Ops is doing really well in the eyes of MER and NHQ. Your aircraft are in great shape because of your efforts. By keeping good notes on minor discrepancies, we can get them fixed at periodic maintenance. We save overall funding with local oil changes, even when the bill seems high. And aircrews being flexible when we ‘carpool’ planes to/from the shop give us a lot of credibility. We have yet to have NHQ turn down a request. If you’re not proud of our fleet, talk to members who have flown in other wings.

2. Maintenance Tracking: As a reminder, ac-records@ncwgcap.org is the email address to send full page scanned .pdf of each log entry for your aircraft. For those unaware, we have a virtual running copy of every logbook for every airplane. It takes work, but its cheap insurance in case the aircraft logbooks get lost/stolen/destroyed. If you’re scanning a logbook entry, there’s something on the WMIRS/Maintenance Module/Update Maintenance Information page that you may need to update as well (i.e., oil change, pitot/static & transponder check).

3. 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. **Quit screwing up:** Twice in the past three months, passengers have turned the air vent nozzle so much they fell off. Maintenance has to take the interior apart to re-install; not a 5-minute job. So please, when briefing passengers on seatbelts, doors and such, mention the vents open with a half turn; & not to treat them as combination locks.
- b. **Don’t Force Light-Weight Stuff:** Many airplane parts are plastic or thin aluminum. If it isn’t going, don’t force it. (e.g., rudder trim, oil dip-sticks, door latches, etc....)
- c. **New VIRB Mounts:** CAP has authorized mounts for the VIRB camera system. It’s a maintenance operation to cut an access panel and install the mount. But you’ll feel much better than the previous double-sided tape solution (see attached). The mounts will be added when the aircraft comes through KSUT on their 100 hr/annual. We’re still short a few mounts at this time. However, one lesson learned is to have a return address label in the camera in case it departs the aircraft. I’ll be sending a VIRB dog-tag home with each installation. Remember to put the dog-tag inside the water-proof case.

c. **Spring Cleaning:** Time once again to do our biannual cleaning (and/or annual waxing). Careful when scrubbing grease off aircraft belly antennas; they may break off surprisingly easy. Remember to document in the WMIRS Maintenance Module/Update Maintenance Info page.

4. **In-Op Placards:** NHQ/MER/NC – Stan/Eval is relooking the CFR 91.213 notice requirement when equipment is inoperative. Its supposed to be labelled to warn pilots. While our WMIRS / Flight Release programs both review discrepancies with the pilot, stickers may start appearing in cockpits. Since NCWG has ~3% of the fleet, we're awaiting NHQ guidance.

5. **Aircraft Information File (AIF) Updates:** Per NHQ CAP/DO 22 Feb 18 email, there are changes coming to the AIF. For those who haven't seen the email, these changes include:

- **AIF Cover – Major Inspections Due:** LG has requested that Propeller and Prop Governor Overhaul dates be tracked on the AIF Cover. The upcoming change will provide space to do so and will populate the Date When Done using information in the WMIRS database. This data is currently being validated by LG. A request for a WMIRS enhancement that will track manufacturer, model, and calculate Next Due Date has been submitted for consideration. In addition, a request for a WMIRS enhancement to track and populate the Aircraft Registration Date When Done and Date When Due has also been submitted. Each of these actions is in response to overfly incidents.
- **AIF Cover – Loose/Removable Equipment List:** We have received requests for additional space to list equipment, including additional blank spaces for fill in. Due to the addition of items for Major Inspections, font size and readability are becoming a concern. As a result, the Loose/Removable Equipment list will be moved to the **Back Cover** and the Density Altitude Graph will be moved to **Tab 6 – Performance Charts**.
- **Front Sleeve (Rear) – Administrative Preflight Checklist:** Item 4.D. indicates that the crew must possess a CAP ROA Card. This item is obsolete and will be removed.
- **Operational Risk Management Forms:** Some personnel requested clarification of the risk assessment for *Mountain Flying Winds Aloft* as this item is consistently elevating release to the Wing CC, CV, DO level even when are not operating in proximity to terrain. The revised Risk Assessment Worksheet (RAW) and electronic Risk Assessment will provide a "N/A" option when flying in non-mountainous terrain or flying above 2,000' AGL to address this. This change will be explained in the ORM Instructions sheet.
- **Impact to other pages:** Any AIF change results in a number of other impacts within the binder, to include: Table of Contents, Current Version of Contents, and Layout of Standardized AIF. In the process of incorporating these changes, obsolete references to revision numbers will be removed from these documents. Going forward, documents will be controlled solely based on date of issuance.

6. 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 -*

Attached – new VIRB mount photos

CAP Aircraft VIRB Camera Mounts



Maintenance will cut and access panel and install the aluminum bracket to the access panel. A Philips screw holds the camera support mount to the aircraft docking mount. It is tight by design.

Crew chiefs / Aerial photographers may have to conduct a one-time mix and match with the mounts in the VIRB kit to correctly position the VIRB as shown above and below. Remember, the VIRB needs to both see the sky, and be vertical. A small piece of Velcro cushions the back of the camera case from vibrating against the wing.



The dog tag: Place the dog inside the camera case with the label visible. You may want to put local information on the other side. I went this route fearing paper would get ruined or lost if a camera fell from altitude...if it survived the fall. Learn how to use the 'find camera' feature on the tablet. It can direct you to the last known camera position.