



**North Carolina Wing
Aircraft Maintenance
Mar 29, 2018, Ed #4
“Riveting Reading”**

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To: All NCWG Operations Officers and Crew Chiefs

1. What a Difference a Month Makes: With the March Army Air Traffic Control training mission looming, we pushed to get aircraft in for their 100-hour/annual inspections. Four planes came in the week or two ahead of the 8-15 March event. And all four had issues requiring a part from far, far away. Thus, three squadrons didn't get to participate at all this go-around. Two more aircraft timed out after only one or two Army sorties. Add to the luck, two more aircraft broke. Basically, one third of our fleet was off-line during a high operations tempo event. Thanks to all of you who pulled more than your fair share including Fayetteville, Burlington, Asheville, Winston Salem, and the squadrons around Raleigh. Special appreciation goes to the maintenance & avionics shops at: KSUT, KFAY, KTTA & KECG for getting us back up to speed. The good news is nearly the entire fleet will be available for the April AOB missions.

2. 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. **New Aircraft Information File (AIF) cover and layout:** Most have noticed the new coversheet has more (and larger) information blocks. But it may yet not populate all the fields that are in WMIRS (e.g., aircraft registration). Please handwrite those until the system automation catches up.

b. **AIF Pages; they are a'changing:** Several pages of the AIF have also changed. The back cover now includes the listing of Loose / Removeable Equipment. ORM has changed, the density altitude chart has moved. You can find the links to all the printable pages in the AIF on the NCWG Maintenance page below. Expect to print out every page that says, 'updated.'
<https://www.ncwgcap.org/index.cfm?fuseaction=page.display&pageID=80> .

c. **Becoming Unhinged:** Two of the above-mentioned C-182 aircraft had broken window hinges. And these are relatively new aircraft. Astute checklist followers might note that NCWG policy of keeping the windows closed (step 32) before run-up (step 18) doesn't match the aircraft checklists. Not sure if and how fast we can get NHQ to update a checklist. Nevertheless, despite Cessna saying you can fly with the windows open, our hinges keep breaking. So, per NCWG policy, close the windows before a runup. While we might think it was from our early days of aerial photography, often the pilot side window hinges fail.

d. **Replacement Checklists:** In case your aircraft's checklist is looking ratty, or blew away during the walk-around, you can download a tail number specific replacement at the National Stan-Eval Webpage: <https://www.capnhq.gov/CAP.ORMS.Web/ACFChecklist.aspx>.

e. **Semi-annual cleaning;** March is our semi-annual cleaning month. Aircraft are attraction and recruiting magnets. Granted, we're off to slow start due to weather. Having a good coat of wax on the leading issues makes future wipe downs easier, now that the bugs are back. Be sure to upload your cleaning date in the WMIRS Aircraft Maintenance module / update aircraft information section. More information on aircraft cleaning is available on the NCWG webpage at: <https://www.ncwgcap.org/index.cfm?fuseaction=page.display&pageID=668>

f. **Windex and Simple Green are prohibited:** For windscreens we only use water.



Extreme Simple Green is the aviation version of the grease cutting, environmentally friendly 'Simple Green' cleaner. The original version is corrosive to aluminum. Aircraft Spruce sells the aviation version for ~ \$20/ gallon. Part Number 09-00810. Perhaps less expensive if a buddy picks it up at Sun-N-Fun and avoids shipping.



g. **New VIRB Mounts:** NCWG has 9 VIRB cameras and thus will outfit 9 aircraft with these mounts. N179CP, N726CP and N908CP are already installed. The next three mounts are going on N963CP, N405CP and N716CP sometime this year. N727CP, N741CP and N938CP will have theirs installed next fiscal year unless some funding and production becomes available.

3. **Wingman Etiquette:** Remember, when you're transporting a pilot to retrieve an aircraft, you are his/her ride home in case something goes awry. Please wait for the other aircraft to depart before you do. Also, having a CAP driver's license may give you options should you get stuck out due to maintenance or weather. Attachment 1 has instructions for the NCWG CAP Driver's License process. It's saved our crew one night and didn't help another crew member recently. Squadron-mates & family had to drive out to get him.

4. Thanks for taking the time to read this and keep somewhere for your continuity. Riveting Reading can also be found on the NCWG Maintenance Webpage. If you have questions, you can reach me at 703-732-3264.

- Stryker -

Attachment 1

CAP Driver's License (Courtesy of Major Kathleen Nicholas, NC-170)

Please follow these directions to obtain your CAP license. A helpful video on getting the CAP driver's license was produced by the Shelby Squadron - <https://www.youtube.com/watch?v=iP6uqOfYUKw>

1. Obtain your driving record from DMV and upload it to eServices along with a copy of your driver's license. Go to Operations Qualifications and under "Driver's License" click on Driver's License to bring up the page. Type in your CAP ID if requested. Complete all sections and upload your driver's license and driving record in the appropriate areas. Click on all vehicles you are able to drive including towing vehicles if that is something you can also do. If you have not uploaded anything to eServices before use the Shelby Squadron video on how to upload certificates and other documents to eServices - <https://www.youtube.com/watch?v=cFfUe1GmT5g>
2. Review [CAPR 77-1](#) – Transportation
3. Go to NC Wing Website - <https://www.ncwgcap.org>. If you have not registered to get a login click on "Register for an account" and follow the instructions.



Click on "Member Login" to get in the site.



After logging in click on "Professional Development" in the left hand column. It will open a drop down menu as shown here. Click on eLearning

When the next screen appears click on Vehicle Operator Training – view the slide show and take the test. After successfully completing the test, please email the your transportation officer and squadron commander that you have completed the process.



Approval will happen after the squadron commander's approval, group commander's approval and then finally NC Wing approval. If you do not see approval on your CAPF 101 Card within a week's time, please let your squadron's Transportation Officer know so it can be followed up.