



**North Carolina Wing  
Aircraft Maintenance  
June 1, 2018, Ed #6  
“Riveting Reading”**

**By Major Martin Heller -  
NCWG/LGM (a.k.a. Aircraft  
Maintenance Officer (AMO))**

To: All NCWG Operations Officers and Crew Chiefs

**1. Another Month; another “doing a lot of things right” review.** Then there is this newsletter, griping about what we can do better. So, lets start off with the good stuff. And that’s flying safely, whether doing a real-world mission, SAR training, cadet O-rides, Check-Rides, TMP relocation flights, or even paying for your own hours. NCWG flew more than 375 incident free hours this month. Part of which was 75+ hours in two & ½ days, training US Army controllers.

**2. Month in Review:** Forgot to mention a bunch of rewiring work in N99885 during its annual in April, getting rid of the back-seat squeal. An unworthy tire (possibly caused by inadvertent foot on the brake during landing) was caught by the next crew to fly. Fortunately, the local maintenance shop fixed it the same day. N405CV got 5 new cylinders (the sixth was put on last 100hr) and is back flying. N741CP received a 100-hour inspection, and others had oil changes. N99832’s ailing L-tronics ELT search device was removed and replaced with ‘repeater’ capability. Certainly, a quieter maintenance month than March or April.

**3. Admin Tidbits:**

**A. Aircraft Information File (AIF) cover and layout:** Now that you worked hard to update the AIF, remind pilots remember to look at the book. That front cover sheet, among other data, has oil change and 100 hour/annual inspections dates. [Its not just the crew chief’s job to check.](#) **Good news: we’ll replace the AIF binders at encampment.** Not so good news; having audited some of these books; many need work. Especially since there were a lot of updates as of 1 March 18. Yes, it’s the 3<sup>rd</sup> time in six months there have been changes. Even updates (i.e. ORM) have changed again. **Accolades: N99832 & N4813C AIFs were perfect.**

**B. National Stan/Eval Webpage has moved:** Find the information at:  
<https://www.gocivilairpatrol.com/programs/emergency-services/aircraft-operations/>

**C. Tired of WMIRS, wiping down the aircraft after each flight or end-of-month reports?** Bid on your own red/white/blue Cessna. Used CAP aircraft availability listing is on-line at:  
<https://www.gocivilairpatrol.com/members/cap-national-hq/logistics-mission-resources/aircraft-for-sale/>

**D. US Air Force Auxiliary decals will return; installing during Summer Encampment.**

E. [Do you know you can track all your time in an airplane \(no matter the seat/role\) through the 'Mission Participation Log' function on the WMIRS / Support/ Reports page?](#) It is log-in related if you need to research someone's participation in a mission or settle an argument. I believe it only goes back to 2015 when WMIRS 2.0 came on-line. But you can export an Excel file by year & compile your own history. (i.e., for tracking O-rides / missions).

F. **Power Settings for O-rides:** Lt Robert 'Bulldog' Rimmer, NCWG O-ride coordinator, advises to try and fly O-rides at **20"/20 RPM power settings**. That should get you at/under 10GPH depending on altitude. Orientation rides are about time, not speed. Saving 3 GPH for the more than 1,250 annual O-rides is a lot of dinosaurs, & funding available for other missions.

#### 4. Maintenance Tidbits: Here are the latest items noted:

A.  [Flight log](#)  [Entries](#)   **MUST BE**     **Readable**  **&**: If not, it creates challenges & research projects for crew chiefs and leadership during end of month summaries. They get paid the same amount you do, so don't please create work. Especially when flying o-rides; complete, legible entries. As my crew chief chides me; 'Write as if someone has to read this stuff; because we do.' Those 375+ hours we flew this month, means approximately 300 entries need to read and retyped. Thanks in advance from all of us....

B. N405CV – cylinders: For those wondering about why we change all the cylinders on a < 2-year-old, 400-hour engine, here are some photos. These compare the old / new piston heads and cylinders. Maintenance technicians spotted this during the 100-hour inspection and raised the flag. (They already changed out the 6<sup>th</sup> cylinder last 100-hour inspection.)



5. Hurricane Prep: Time to start building/coordinating/updating your hurricane continuity plan and points of contact. NCWG is searching for hurricane safe havens. In the meantime, and for short notice, bad weather days, squadrons need to prepare/update their local availability info. See attachment one for guidance.

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

*- Stryker -*

## Attachment 1

### Hurricane Contingency Planning

Purpose: Provide advance planning and a timeline to protect CAP assets.

Background (your airport / squadron unique situation):

(e.g., based on the coast, our squadron has limited options. (For level I or higher hurricanes) If we can't secure a hangar 40-hours in advance; we will advise NCWG to come get it. Most MPs have their own aircraft and families to evacuate.) Lack of funding / relocation decision will result in the aircraft being left securely tied to the ramp if hangar space unavailable.

Timeline of actions:

NLT	Action	Person Responsible	Location	Remarks
Hurricane announcement	Review action plan and confirm responsibilities	Commander/ ES	Local airport	Survey who might stay or 'bug-out'
H-hour minus 48	Confirm secure locations	Crew chief/ vehicle POC	Hangars/garage	
H-hour minus 30	Secure aircraft/vehicles	Crew chief/ vehicle POC	Where able	
H-hour minus 24	Weather no longer flyable	All	Secure family	Advise if leaving town
H-hour				
H-hour plus 12	Start reconstituting squadron	Commander/ES		

Airport / Hangar contacts and priorities:

Priority	Hangar	Owner/Mgr	Phone #	Email	Remarks
A	i.e. hgr 2				"high possibility of getting space"
B	i.e. hgr 3				Space possible situation dependent
C	i.e. hgr 1				Doubtful of space, but ask
C1	All	Airport manager			- might know of options
C	i.e. hgr 5				Doubtful of space, but ask
D	i.e. hg 4				Not going to be available

Other: