



North Carolina Wing  
Aircraft Maintenance  
Aug 1, 2018, Ed #8  
*"Riveting Reading"*

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To: All NCWG Operations Officers and Crew Chiefs

**1. July** was another busy month, with moving four C-172s to/from the MER Nat'l Flight Academy (NFA) in Blackstone, VA. We flew another week of Army ATC training and a slew of aircraft routine maintenance moves. As our Army friends say, **'Many Tanks'** to those who made it happen. Even more appreciation for those who spent a week of their lives at Summer Encampment, at MER NFA, or up at CAP's National Emergency Services Academy (NESA).

**2. Month in Review:** The big news is that N358CP ("Mesa"), N741CP, N963CP and N726CP (Betty) have returned to from their maintenance hiatus which missed Summer Encampment. N358CP has a new alternator and battery; N741CP - a new flap micro switch; N963CP, a new magnetometry, & N726CP sports a new cylinder and a new internal relay. With all the June flying, N9930E was the **first of ten aircraft in for the 100 hour/annual inspections** and had a host of improvements from seat tracks to interior lights, etc... the airframe log entry is 15 lines. KLHZ pilots should see and feel a nice change the next time they fly it. Future improvements to "Thor" include new fairings and re-upholstering the seats; sorry, no cookie and coco dispenser.

N727CP had an oil pressure issue, which cleaning the transducer quickly fixed. N262CP came in for its 2<sup>nd</sup>, 100-hour inspection (we picked up the airplane from the factory in late December). N963CP, N716CP, N908CP, N405CV, N938CP and N99885 also had 100 hour/annual inspections. N4813C and N727CP are in processes as I write this. Unfortunately, N4813C took another tail strike at MER/NFA (we just rebuilt its horizontal stabilizer) and we're awaiting the internal damage report. We're putting new LED landing/taxi lights and a tail anti-collision beacon on both N4813C and N99885. N7360C's intermittent flap issue was traced to old wiring (Lola is a 1977 C-206) and got great complements at NESA which she was supporting.

Speaking of improvements, our new Vice Commander for Operations, Transportation, Communications & Vehicle decals, not only has been putting the new, "US Air Force Auxiliary" stickers on the fleet but purchased new pitot tube covers from Bruce Aircraft Covers. They look and wear better than the usual ones, which aged prematurely. A shout out to AVL who waxed N963CP and are replacing the decals on top of the wing. I have a few left on-hand, if needed.

### 3. Admin Tidbits:

**A. Aircraft Information Files (AIF) and Flight Logs looked much better.** Always a battle with all the flying we do, so keep writing slow, legible and accurate. Remember to check the

front AIF cover for oil changes and 100 hours times. For those pilots who's past-times don't include studying CAP regulations, time between oil changes can go to 60 hours if needed.

**4. Maintenance Tidbits: 'Jamming the seat and side pockets'.** It's an hour labor to glue them back on each time. So please find a way to keep from overstuffing those seats back pockets. NHQ recommend a cloth bag in the back-right seat, which could be moved into cargo when carrying a four-person crew. Careful installing/removing the window shades; they cost \$90 ea.

**5. Pop Quiz Time:** This month's topic is 'fuel'. Test yourself on the following:

I. NCWG fuel policy is to fuel each aircraft to set amount. Which answer **is incorrect**?

- a. All C-182s are normally fueled to 50 gallons total (usable)
- b. The C-206 and the C-172P (N99832, N99885 & N4813C) models are topped off.
- c. The C-172R & S (N908Cp & N726CP) models are filled to 35 gallons total
- d. NCWG Fueling info can be found online at [NCWGcap.org](http://NCWGcap.org) – Aircraft maintenance-equipment

II. CAP Fuel reserve (CAPR 70-1, para 9.9.4) is: **Fuel except for glider towing operations within 5 nm of the departure airport, all powered flights must be planned such that a minimum of one hour of fuel (at normal cruise speed) remains upon landing.** Question: How do you account for the 'unusable fuel?'

- a. Unusable fuel is usable if you bank the aircraft correctly
- b. It's aircraft specific; newer planes (and dip sticks) now account for unusable fuel
- c. You need to add the unusable fuel number to the hourly cruise quantity.
- d. None of the above

III. (FM Radio follow-up). What Frequencies are set in the CAP Guard G1 and G2 positions?

- a. CAP Guard (G1) is military guard (243.0)
- b. CAP Guard (G1) is its own frequency (150.575)
- c. CAP Guard (G1) is also the civilian emergency frequency (121.5)
- d. G2 is the same frequency as TAC 1
- e. G2 is the same frequency as AIR 2

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 -*

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Answers: I. (D): Fueling info found online at [ncwgcap.org](http://ncwgcap.org) – operations-fueling information

II. (B) & (C). Newer aircraft and dip-sticks are adjusted for this.

III. (B) & (D)