



To: All NCWG Commanders, Operations Officers and Crew Chiefs

Please share and comment to your unit's aircrews; this newsletter tries to fill some continuity gaps, as well as show what a tremendous job the aircrews, crew chiefs and maintenance are all doing.

**1. August:** (despite the first week of rain) was another busy flying month with Mountain Fury, hosted/managed by the Asheville Squadron (see Facebook link below), another week of Army ATC support training (3-58 AOB missions); along with the usual cadet o-rides, SAR training, upgrades and proficiency. In August we flew at least 480, the same as July's 481 hours, but not June's insane 680 hours. **N99885, N938CP & N262CP each flew nearly 50 hours**, which helped because N727CP & N908CP didn't fly at all, and N358CP flew only 2 hours. <https://www.facebook.com/media/set/?set=a.1022853297875545.1073741864.253525968141619&type=1&l=aed00295ec>

**2. Crew Chiefs/Pilots** – Be proud of your fleet; leadership certainly are. NHQ & NCWG have been spending the funds to keep our aircraft in pristine condition and appearance. Crew chiefs may want to brief their squadrons on all the items found and fixed during your aircraft's last annual. There is a lot of non-obvious work (and money spent). More than just oil changes, spark plug cleanings and brakes, we're fixing seat tracks, stall horns, avionic issues, touch up paint, and whatever isn't right. You'd be both **amazed** what is itemized in the aircraft (especially airframe) logbooks **and glad** you are not funding the bill.

**3. Oil Change Requirements:** The requirement (CAPR 66-1, para 7.1) if the aircraft hasn't flown enough (normally at 50, as early as 40, **permissible up to 60 hrs**), it is due by the end of six calendar months. One eagle-eyed KBUY operations officer noticed N358CP (MESA) (MER's aircraft) needed a change based on time. surprising as some squadrons are flying 50-hours/month on their aircraft. If one is not sure, call someone and get an answer. If your ops officer/crew chief aren't available, call Lt Col Bailey or myself.

**4. Maintenance Month in Review** It was a slower maintenance month for NCWG aircraft as we had 10 annual inspections in July. N4813C finished its 100-hr inspections at the beginning of August--a beautifully looking, great flying 1985 C-172; which Fayetteville keeps spotless. Two boogiemens jumped up on the N727CP annual; hard to believe as she is a 2010, C-182. The first was **yet another, broken left pilot side window hinge**. Maintenance had to re-repair a similar fix from last year which unfortunately, was not the best way to fix a window hinge. The correct way involves removing the door, so the window hinges can be drilled out cleanly, and new hinges buck rivetted (not pop-rivetted). Including parts, **it's about a \$320 repair...** That is why we (NCWG) don't fly with the front windows open and ensure they are closed even before the run-up. If you catch a crew member flying with the window open, please threaten them with the fire extinguisher. If they say, "Cessna authorizes it", you are permitted to swing. Expect to see that in NCWG 66-1's new supplement.

The other boogiemans for N727CP is a **bent fuselage fuel foot step**. On examination, the support to this ~5-inch angle aluminum had **cracked both the left side and right-side bulkhead attachments**. This area doesn't get looked at regularly, but we will now. We haven't found the source of this next statement yet, but one aircrew member mentioned there is a 175# limit on those steps. If so, we might need to buy step ladders or delegate fuel checking to cadets or petite aircrew members. N727CP was sent to New Jersey for bulkhead repairs. Stay tuned for more info.

N358CP also had a dual brake issue at Mountain Fury, possibly caused in part, by its lack of use. Fortunately, KGSO (NC-307) & KSVH (NC-162) will start sharing/flying the aircraft. Expect to see a lot more hours on it.

N908CP had a simultaneous alternator and Garmin 500 screen failure. Coincidence? Fortunately, NC-160 has established maintenance support on their airfield—a very nice, and cost savings convenience. N819CP and N99832 are in for annuals as well; the C-182 got a new turn coordinator, the C-172, awaiting a vacuum manifold repair. N9930E had its radio/GPS replaced with a Garmin 430. Its interior upgrades are delayed to allow more glider rider opportunities & a whole set of new fairings for the aircraft are awaiting its next annual.

## 5. Admin Tidbits:

A. **Aircraft Information Files (AIF) and Flight Logs.** Keep up the good work on the flight log hand written entries. More updates this month: Tab 9: CAPR 70-1 has ICL 18-05, dated 3 Aug 18.  
[https://www.gocivilairpatrol.com/media/cms/1805\\_ICL\\_R701\\_ICL\\_3\\_Aug\\_18\\_31AFB6271CC55.pdf](https://www.gocivilairpatrol.com/media/cms/1805_ICL_R701_ICL_3_Aug_18_31AFB6271CC55.pdf) That's 30 changes. Best to reprint the new 42-page version and replace CAPR 70-1.

[https://www.gocivilairpatrol.com/media/cms/CAPR\\_701\\_CAP\\_Flight\\_Management\\_4\\_D\\_2EE141C7EBE43.pdf](https://www.gocivilairpatrol.com/media/cms/CAPR_701_CAP_Flight_Management_4_D_2EE141C7EBE43.pdf).

Four more updates: 1) (Front Sleeve) CAP Table of Contents, 2) Flight Mission (Symbol) Authorization, 3 & 4) (Tab 10) 'Pre-flight Risk Assessments, and worksheets. These are on the Wing Website/aircraft mx page.

B. **WMIRS Multiple Sortie Improvements:** With the sortie copy function, you can capture the briefing data, when creating multiple sorties... e.g., an out/land/return, or multiple cadet o-rides. Instead of creating # number of sorties; create one, fill in the briefing data, then copy that information to the number of sorties you need. Saves a bunch of typing. Wait, it gets better. **You don't need to do multiple ORMs (if you don't change tail #s/PIC's).** Just complete the ORM for the first sortie of the day, with the worst-case scenario. Your FRO can copy the ORM during the release process. Certainly, a big help for both pilots and FROs, especially on o-ride days as it was during Encampment. But if you swap tail numbers (e.g., during aircraft mx p/u) you can't.

C. **NCWG Driver's License – reason #3.** You already know NCWG has 22 CAP vans and are at nearly every squadron location we fly. If the plane breaks, the weather turns bad, or a pilot gets sick, your first alternative to flying home is a COV... but only if a crewmember has a NCWG driver's license.  
Reason #2: NCWG/DCS – Lt Col Bailey made it mandatory for aircrews by 31 Oct 18 – see his 31 July 18 email.  
Reason #3: Aircrew members are supposed to be UDF trained. Not only is the COV an alternative to your personal (non-CAP insured) vehicle, but the COVs have the FM radios. Otherwise, you'd need to find a (charged) FM radio for communications. And those battery pack, FM handhelds, don't have the power or range as a vehicle FM radio. Instructions for a NCWG Driver's License are in this rag's 29 Mar 18 (4<sup>th</sup>) edition.

6. **Maintenance Tidbits: Window Heat Shades:** Please *sit in the aircraft* when installing **and** removing window shades. This way, you can gently remove the shade from around the compass and properly tuck/remove the shades in the corners. If you do it while standing on the ground, the shades will wear & rip prematurely, especially the material around the compass. A \$90 item; that costs as much as a sortie for a piece of glorified cardboard; treat them nicely, please. We just replaced a few, as a duct tape solution didn't hold.

7. 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.

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