



Aircraft Crew Chief 201

(Roles and Responsibilities)



Presented to: 2019 NCWG Wing Conference (Updated)

Major Martin 'Stryker' Heller

NCWG Aircraft Maintenance Office (AMO)

February 25th, 2020

Aircraft Crew Chiefs are CAP's Air Missions Frontline

CAP REGULATION 20-1: Organization and Mission, & CAPR 66-3, Aircraft Maintenance

- **Does not list Crew Chief**; share roles of aircraft management between Operations, Emergency Services, Maintenance and Cadet Operations Officer positions.
- At squadron level, you would be assigned as the **Maintenance Officer**, and often, as (an assistant) **Operations Officer**.

Roles:

Assist their commander in developing an aircraft maintenance management program

- Ensure that CAP aircraft meet FAA standards, to assure continued airworthiness.
- Coordinate aircraft inspections and repairs
- Conduct/organize Preventative Maintenance (aircraft cleanings, purchasing oil & supplies, etc.)
- Conduct monthly inspections and reporting
- Other tasks as assigned....



“The go-to guy^ at your airport for CAP aircraft”



Civil Air Patrol, North Carolina Wing United States Air Force Auxiliary

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Crew Chiefs

Base	Unit	Crew Chief	Asst
AVL	NC-019	Ray Davis	Don Briola
BUY	NC-022	Robert Call	Malone Rosemond
FAY	NC-171	Paul VanWagner	James Coffee
IXA	NC-169	Fred Draper	James Newton
INT	NC-082	Andrew Mabe	Guy Leblanc
JQF	NC-121	Gary Moore	Brad Jones
ECG	NC-305	Dan Mallott	Ken King
EWN	NC-160	Brian Mouat	Kate Harnage
ILM	NC-023	Sean Marra	Jeff Farkas
LHZ	NC-145	Jonathan Forney	Fatress Moore
SVH	NC-162	Todd Milstead	Jeff Roseberry
RDU	NC-048	Jeremy Browner	
SUT	NC-170	John Matter	Karl Noffke
RWI	NC-057	David Hopewell	Dion Viventi

Assigned by location, not tail #.

Need to be logged in.

My Account
Martin Heller (NC-170)
Logout

Search

A/C Maintenance

- Crew Chiefs
- AMO End of Month Procedures
- Passenger Briefing Information
- Aircraft Equipment Appearance
- Riveting Reading

A tremendous step-by-step listing of actions, & information throughout the entire "Operations Website."

E-mail linked (check yours)

L-23 Blanik	NC-145	Dave Laitinen
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More Specific Job Responsibilities - Operational

- Squadron POC for aircraft safety issues, discrepancies, and squawks
 - Ensures physical safety/ Protection at airfield
 - Coordinates local safe haven location and/or fly-out when necessary
- Updates GPS database(s) every 28-day cycle (updates in AMRAD) (see slide)
- Maintains relations with local mx shops
 - Coordinates 50-hour oil changes with local maintenance
 - Coordinates unscheduled mx/grounding item repair after permission from AMO
 - **Annually obtains certificate of insurance from local mx & forwards to AMO**
- Coordinates 100 hour/annual inspection with Wing Aircraft Maintenance Officer including review discrepancies, squawks and recurring periodic mx (pitot static/x-pndr checks, mag checks, corrosion protection, etc.....
 - Updates AMRAD, and/or AC-reports@ncwgcap.org whenever work is done.
- Coordinates squadron biannual aircraft wash (usually Mar/Sep) & annual Wax.
- Other 'off-the-wall' tasks as requested.

Aircraft Maintenance Repair and Documentation (AMRAD)

- AMRAD is CAP's new Aircraft Maintenance Repair and Documentation application in eServices. (links to, but is not in WMIRS)
- Active since 27 Aug 19, AMRAD is accessed through eServices <https://www.capnhq.gov> Select Menu > Logistics > AMRAD.
- It takes the place of most of the functions currently residing in the WMIRS Maintenance Module and adds several new aircraft maintenance tools to assist with flying and maintaining our CAP aircraft.
- It allows the entry of new aircraft discrepancies, transmits them to the Aircraft Maintenance Officer for validation and facilitates the flight release process.
- New aircraft maintenance requests can be entered, reviewed, parts can be ordered and NHQ approvals can be processed all in one location.
- It is designed to provide real-time visibility to aircraft status, open and closed discrepancies, aircraft inspection data, maintenance and repair requests, and parts orders and tracking data.
- Training for the new application is available in AXIS, CAP's online training site at <https://www.capnhq.gov/CAP.LMS.Web/Default.aspx>. (See attached AMRAD & AXIS user manuals.)

“Eliminates a lot of e-mails; makes information easier to find”

GPS Updates

Need the 'Jeppesen Distribution Manager
(free download)

Note: Updates are linked to tail #:

- Won't load if you swap cards (or have old files from another aircraft on the card)
- More instructions in ops manual (also online at: ncwgcap.org/operations)



For G1000 aircraft, SD Card,
goes into upper right slot
First on PFD;
Then after loading
then load on MFD.
→ Doesn't need to remain in
slot after uploading.

After successful update;
Document in AMRAD
(next slide)

A screenshot of the Jeppesen Distribution Manager login page. The browser title is 'Jeppesen Distribution Manager' and the address bar shows 'https://support.jeppesen.com/'. The page features the Jeppesen logo and a navigation menu with 'JDM', 'Help', and 'Window'. The main content area has a blue background with the URL 'https://support.jeppesen.com/' in orange. Below this is a white login form titled 'Welcome to Jeppesen Distribution Manager'. The form has two input fields: 'Username' with the value 'N123CP' and 'Password' with the value 'Capn123cp'. There are checkboxes for 'Keep me signed in' and 'Proxy Settings...', a 'Login' button, and a link for 'Forgot username / password?'. At the bottom, there is a link for 'New User > Create a Jeppesen account.'. A blue callout bubble points to the Password field with the text 'Your Tail #'. A blue box at the bottom left contains the text 'Capitalization counts!!!'.

After successful update; Document in AMRAD (Add/Edit Aircraft Maintenance Data)

See next slide

The screenshot displays the AMRAD web application interface. At the top, there are browser tabs for 'Crew Chiefs - Civil Air Patrol, Nor...' and 'Civil Air Patrol - Maintenance Data...'. The address bar shows the URL 'capnhq.gov/CAP.AMRAD.Web/Home/MxSnapshotEntry'. The application header includes a 'Menu' icon and the 'eServices' logo.

The main content area features a table with maintenance data:

Annual	10/15/2019	2312.6	2312.6	10/30/2020	
100hr	10/15/2019	2312.6	2312.6		2412.6
Mid-Term Oil Chg	1/30/2020	2362.8	2362.8	4/29/2020	2412.6
ELT Batt				4/29/2022	
Corrosion Ctrl	4/21/2019			4/29/2021	
IFR Certification	4/21/2019			4/29/2021	

Below this table is another table with columns 'Date C/W' and 'Due Date':

	Date C/W	Due Date
Carbon Mon Det	2/4/2020	1/31/2021
Registration	2/1/2000	7/30/2022
Acft Batt Replaced	2/4/2019	
Acft Wash	6/20/2018	12/30/2018
Last GPS Update	1/30/2020	2/26/2019

To the right of these tables is a sidebar with various fields:

- MX Officer CAPID: 443729
- Call Sign: 3208
- Based At: State (NC), Based a (ILM -)
- Max Take Off Weight: 2550
- Empty Weight: 1658.1
- Useable Fuel (Gal): 56
- Useable Fuel Wt (lbs): 336

At the bottom of the screen, there is a Windows taskbar with a search bar and several application icons.

AMRAD – Aircraft Search / Right Selection is biggest battle.

capnhq.gov/CAP.AMRAD.Web/

Menu eServices Maj Martin B. Heller

Work Items
No Work Items

AMRAD
(Aircraft Maintenance Repair and Documentation)

Enter New Discrepancy

Reports	Admin
Aircraft Status	Add/Edit Aircraft Maintenance Data
Aircraft Discrepancy	
Aircraft Maintenance	
Aircraft Parts Order	
Discrepancy Search	
Pilot Discrepancy Report	
Mission Capability Report	

AMRAD User's Guide

Federal Aviation Administration Regulations (FARs)

AMRAD now allows everyone to see the data. -> Takes practice and training

Home

Discrepancy Search

Report Filters

Tail Number

- N905CP
- N905CP
- N906CP
- N907CP
- N908CP

Make

- Blanik
- Cessna
- Firefly
- Gippsland

Facility

- UNKNOWN
- 1 VISION AVIATION
- 45 NORTH AVIATION
- ABAVIATION LLC

WOCN

Region/Wing Unit Only

- GLR-GLR-001
- MAR-MAR-001
- MAR-MAR-001
- NCR-NCR-001

Serial Number

- 008703
- 008704
- 008705
- 008706

Year

- 1964
- 1966
- 1967
- 1970

Model

- 172h
- 172N
- 172P
- 172R

Airport State (Based At from Maintenance Data)

- AK
- AL
- AR
- AS

Airport (Based At from Maintenance Data)

--Select One--

Mission Status

- Full Mission Capable
- Not Mission Capable
- Partial Mission Capable

Limitation Status

- IFR Flight Prohibited
- Inspection Required
- Night Flight Prohibited
- No Flight Restrictions

Aircraft Status

- Deferred
- Grounded
- Serviceable

Start Date

End Date

Mishap

- No
- Yes

Discrepancy

- Open
- Closed

Filter Report Clear Filters Export to Excel

Washing Aircraft

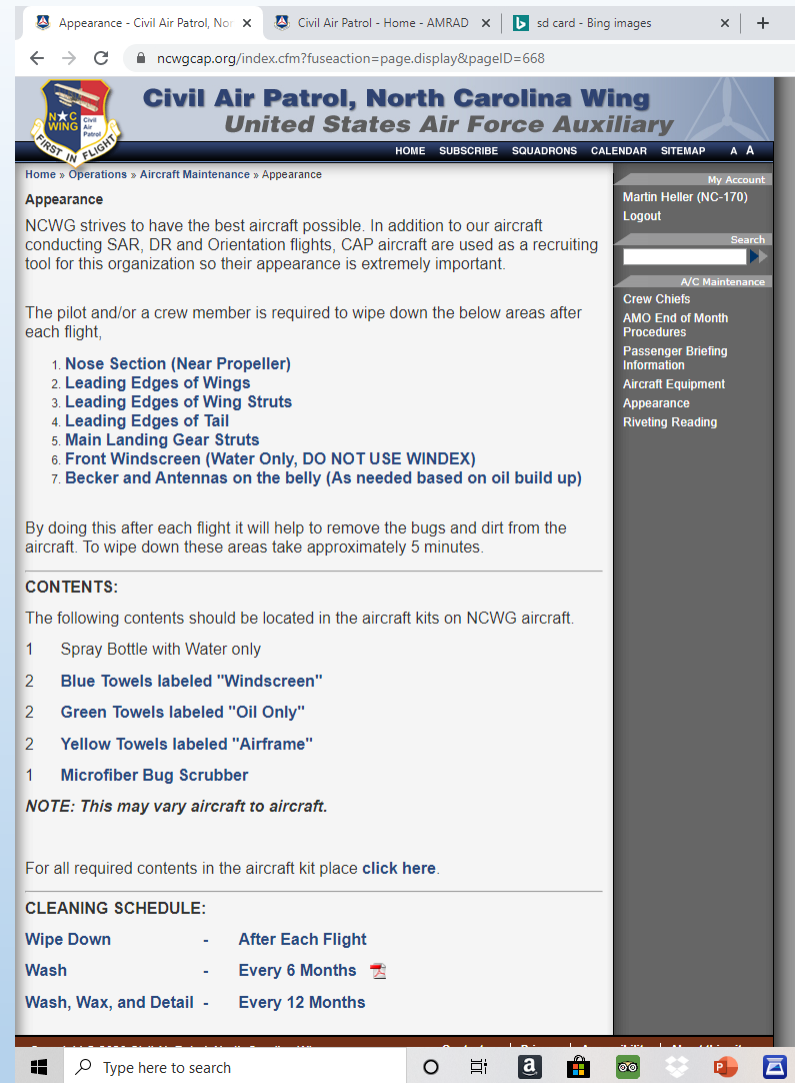
Wash at least twice a year, wax/detail once a year.
Document in WMIRS.

- Aircrews are supposed to wipe down leading edges, cowling, and windshield after each flight.
- More than just appearances, it helps identify problems, used to determine upgrades, recruiting, etc.
- Not just exterior; vacuuming, stain clean- up, overstuffed seat pockets, manuals, etc.



Simple Green is bad for aluminum. (Corrosion)

NHQ / NCWG recommends Dawn dishwashing soap



The screenshot shows a web browser window with the URL ncwgap.org/index.cfm?fuseaction=page.display&pageID=668. The page is for the Civil Air Patrol, North Carolina Wing, United States Air Force Auxiliary. The main content is titled "Appearance" and discusses the importance of aircraft appearance. It lists seven areas to be wiped down after each flight: 1. Nose Section (Near Propeller), 2. Leading Edges of Wings, 3. Leading Edges of Wing Struts, 4. Leading Edges of Tail, 5. Main Landing Gear Struts, 6. Front Windscreen (Water Only, DO NOT USE WINDEX), and 7. Becker and Antennas on the belly (As needed based on oil build up). A note states that this process takes approximately 5 minutes. Below this, a "CONTENTS" section lists items to be located in aircraft kits: 1 Spray Bottle with Water only, 2 Blue Towels labeled "Windscreen", 2 Green Towels labeled "Oil Only", 2 Yellow Towels labeled "Airframe", and 1 Microfiber Bug Scrubber. A "CLEANING SCHEDULE" table is also provided:

Task	Frequency
Wipe Down	After Each Flight
Wash	Every 6 Months
Wash, Wax, and Detail	Every 12 Months

Details available on the NCWGCAP website:
(Aircraft maintenance/appearance)

<https://www.ncwgap.org/index.cfm?fuseaction=page.display&pageID=668>

More Specific Job Responsibilities – Administrative

- Updates AMARD/WMIRS maintenance screens on aircraft status, discrepancies, aircraft location, oil, annual and other maintenance calendar and hourly clocks, etc...
- Maintains and updates the aircraft's aeronautical information file (AIF).
- Reviews aircraft logbooks, and forwards photocopy of new logbook entries to ac-reports@ncwgcap.org
- Monthly aircraft log consolidation (compares aircraft paper logs with WMIRS log)
 - Completes Excel Form 10
 - Documents monthly aircraft inspection on Form 71 (more next slide)
 - Reviews upcoming mx items and forwards all the above to ac-reports@ncwgcap.org
 - NLT 5th day of the month!!!
- - Responds enthusiastically to Wing and higher unusual requests.

<https://www.caphq.gov/WMIRS/Reports/AircraftLog.aspx>

NCWGCAP.ORG / [Operations](#) / Aircraft Maintenance

AIRCRAFT FLIGHT TIME LOG

Unit No: 42760CP Month: Oct Year: 2018 Wing/Program: MCRAC Model: C130J Base: KEAY Page: 1 of 4

Mission No: 1810-3326-0001-0011
 Date: 18-10-02
 Profile: RICHARDS
 Status: 90-45-0807
 Base: FUEL & OIL

Mission Summary:

- Mission Number: 1810-3326-0001-0011
- Date: 18-10-02
- Profile: RICHARDS
- Status: 90-45-0807
- Base: FUEL & OIL

Logbook Summary:

- Logbook Number: 1810-3326-0001-0011
- Date: 18-10-02
- Profile: RICHARDS
- Status: 90-45-0807
- Base: FUEL & OIL

WMIRS - Aircraft Log

Home | Report | Reports | Aircraft Log

Filter: [All] [Active] [Inactive] [Check Print Status]

Date	Code	Mission	Sortie	Name	Ending Hobbs	Ending Tach	Hobbs Time	Tach Time	
14	02-Oct-18	B99	18-1-3526	A0442	COFFEE	3625.6	3045.7	2.8	2.6
15	02-Oct-18	B99	18-1-3526	A0443	COFFEE	3627.4	3051.1	2.0	1.8
16	05-Oct-18	A5	18-1-3183	A0002	RYTONA	3628.9	3052.4	1.5	1.3
17	13-Oct-18	C7	NC-MISC	A0038	VANWAGNER	3630.7	3053.9	1.8	1.5
18	13-Oct-18	A5	18-1-3183	A0017	HEPPING	3632.0	3055.0	1.3	1.1
19	13-Oct-18	A5	18-1-3183	A0016	HEPPING	3633.1	3055.9	1.1	0.9
20	14-Oct-18	A5	18-A-3332	A0016	LONG	3634.1	3056.8	1.0	0.9
21	14-Oct-18	A5	18-A-3332	A0013	LONG	3635.1	3057.7	1.0	0.9
22	15-Oct-18	A5	18-A-3332	A0015	HEPPING	3636.3	3058.8	1.2	1.1
23	15-Oct-18	A5	18-A-3332	A0016	HEPPING	3637.4	3059.7	1.2	1.1
24	16-Oct-18	A5	18-1-3183	A0020	HEPPING	3639.1	3061.1	1.6	1.4
25	21-Oct-18	A5	18-A-3332	A0032	VANWAGNER	3640.0	3061.8	0.9	0.7
26	21-Oct-18	A5	18-A-3332	A0033	VANWAGNER	3641.1	3062.8	1.1	1.0
27	21-Oct-18	A5	18-A-3332	A0034	VANWAGNER	3642.1	3063.7	1.0	0.9
28	21-Oct-18	A5	18-A-3332	A0032	VANWAGNER	3643.1	3064.6	1.0	0.9
29	21-Oct-18	A5	18-1-3183	A0128	COFFEE	3644.7	3066.0	1.6	1.4
30	23-Oct-18	A5	18-A-3332	A0044	ENGSTROM	3645.8	3066.9	1.1	0.9
31	23-Oct-18	A5	18-A-3332	A0045	ENGSTROM	3646.4	3067.4	0.6	0.5
32	24-Oct-18	A9	18-A-3330	A0029	COFFEE	3647.5	3068.2	1.1	0.8

Aircraft Flight Time Log
Version 3.3

Ending Month: Oct Year: 2018 Date Prepared: 11/11/2018
 Aircraft: N716CP Type: C182TG1000 Reporting Officer: Capt Eric Engstrom
 Corporate AC: Yes Call sign: CAP 3216 Squadron Name: Sandhills Senior

Days Down: 7 Reason: Awaiting 100 hour inspection

Date	Code	Mission	Sortie	Name	Ending Hobbs	Ending Tach	Hobbs Time	Tach Time	
14	02-Oct-18	B99	18-1-3526	A0442	COFFEE	3625.6	3045.7	2.8	2.6
15	02-Oct-18	B99	18-1-3526	A0443	COFFEE	3627.4	3051.1	2.0	1.8
16	05-Oct-18	A5	18-1-3183	A0002	RYTONA	3628.9	3052.4	1.5	1.3
17	13-Oct-18	C7	NC-MISC	A0038	VANWAGNER	3630.7	3053.9	1.8	1.5
18	13-Oct-18	A5	18-1-3183	A0017	HEPPING	3632.0	3055.0	1.3	1.1
19	13-Oct-18	A5	18-1-3183	A0016	HEPPING	3633.1	3055.9	1.1	0.9
20	14-Oct-18	A5	18-A-3332	A0016	LONG	3634.1	3056.8	1.0	0.9
21	14-Oct-18	A5	18-A-3332	A0013	LONG	3635.1	3057.7	1.0	0.9
22	15-Oct-18	A5	18-A-3332	A0015	HEPPING	3636.3	3058.8	1.2	1.1
23	15-Oct-18	A5	18-A-3332	A0016	HEPPING	3637.4	3059.7	1.2	1.1
24	16-Oct-18	A5	18-1-3183	A0020	HEPPING	3639.1	3061.1	1.6	1.4
25	21-Oct-18	A5	18-A-3332	A0032	VANWAGNER	3640.0	3061.8	0.9	0.7
26	21-Oct-18	A5	18-A-3332	A0033	VANWAGNER	3641.1	3062.8	1.1	1.0
27	21-Oct-18	A5	18-A-3332	A0034	VANWAGNER	3642.1	3063.7	1.0	0.9
28	21-Oct-18	A5	18-A-3332	A0032	VANWAGNER	3643.1	3064.6	1.0	0.9
29	21-Oct-18	A5	18-1-3183	A0128	COFFEE	3644.7	3066.0	1.6	1.4
30	23-Oct-18	A5	18-A-3332	A0044	ENGSTROM	3645.8	3066.9	1.1	0.9
31	23-Oct-18	A5	18-A-3332	A0045	ENGSTROM	3646.4	3067.4	0.6	0.5
32	24-Oct-18	A9	18-A-3330	A0029	COFFEE	3647.5	3068.2	1.1	0.8

More Specific Job Responsibilities – Administrative

Monthly aircraft inspection on Form 71

→ Reviews upcoming mx items and forwards all the above to ac-reports@ncwgcap.org

→ Mostly, it's a checklist

- Periodic Maintenance (items 1a → 1d)
- AMARD Comparisons (items 1e, f)
- AIF updates (item 1h 1 → 6)
- Aircraft Interior (items 2 a – p)
 - Books, labels, placards, survival gear, etc...
- Aircraft Exterior (items 3a-i)
- Exterior and Interior Lighting (4a-f)
- Gives you (and NCWG) a monthly look to find, correct or replace items & issues.

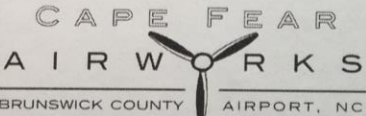
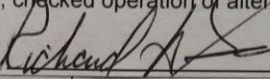
Do it thoroughly will take a good hour.

CAP Aircraft Inspection Checklist						
Wing	Tail#	Make	Cur Tech Time	Model	Cur Hobbs Time	
Inspection Date	Inspector CAP ID					
1. Aircraft Log Books / Records, POH, AIF			Y/N/N/A		Notes	
A. Mid Cycle 100-Hour Annual limits complied with (Ref. CFR 91.417, CAPR 66-1)						
Date Cur	Tach Time	AD Comp				
Date Prev	Tach Time	AD Comp				
Date Prev	Tach Time	AD Comp				
B. ELT Battery Checks Current (12 Mo. Ref. CFR 91-207)						
Date Cur						
Date Prev						
C. Corrosion Control – Entry in Log Book (biennial or annual in FL HI P-Rico - CAPR 66-1)						
Date Cur						
Date Prev						
D. Altimeter Pitot-Static/Transponder Systems Current – (24 Mo. Ref. CFR 91.411 & 413)						
Date Cur						
Date Prev						
E. W/MIRS open discrepancies accurately reflect current status of the aircraft						
F. W/MIRS snapshot page agrees with maintenance module status						
G. FAA Fm 337 and STCs on file (180 hp engine, mods) checklist speeds match STC						
H. AIF						
- Current version	1) CURRENT VERSION OF CONTENTS Ref. (CAPR 60-1, 2-4e) on capmembers.com					
- Correct	2) All of the sections of the AIF are current IAW #1					
- Accurate	3) "Red Aircraft Grounded Placard" is in the AIF CAPR 60-1 2-4f					
	4) VOR & Fire Extinguisher forms (CAPR 66-1)					
	5) CAP AIF cover sheet matches most current inspection data					
	6) CAP AIF cover sheet matches most current inspection data					
I. Weight and Balance - Current factory or shop basic empty weight data (Tab 5 of AIF)			Y/N/N/A			
2. Aircraft Interior						
A. Required Documents in Aircraft			Y/N/N/A			
1) Airworthiness Certificate (Ref. CFR 91.203)						
2) Registration (Ref. CFR 91.203)						
3) Operating Handbook (Airplane Flight Manual) POH (Ref. CFR 91.9)						
4) Current Weight & Balance Data (Ref. ACF Flight Manual) POH						
5) (G-1000 only) Garmin Avionics (Ref. Cockpit Reference Guide)						
B. CAP-approved checklist date			Revision #			
C. POH current revision			Revision #			
D. No Obvious Defects, Leaks, Corrosion, Cleanliness, and Condition of Interior						
E. "Not for Hire" Placard Displayed (Ref. CAPR 66-1)						
F. "Max Grosswt" Placard Displayed (Ref. CAPR 66-1)						
G. "Cessna Seat Slippage Warning" Placard Displayed (CAPR 66-1)						
H. "Remove Towbar Before Engine Start" (CAPR 66-1)						
I. Operating Limits / Placards (Ref. CFR 91.9)						
J. Avionics or Control Lock Installed (Ref. CAPR 66-1)						
K. Serviceable Fire Extinguisher / with gauge installed (Ref. CAPR 66-1)						
L. Carbon Monoxide Detector – Serviceability, Expiration Date (CAPR 66-1)						
M. Cessna Seat Rails for Obvious Cracks and Wear (Ref. AD 2011-10-09)						
N. Cessna Secondary Seat Strap Installed (All Models Prior to 1997)						
O. Cargo Tie-Down or Net Installed (Ref. CFR 91.525)						
P. Survival Kit (Ref. CAPR 66-1)						
3. Aircraft Exterior			Y/N/N/A			
A. ACR Properly Checked, Tied Down, and Condition of Tie Downs (CAPR 66-1)						
B. Obvious Defects, Leaks, Corrosion, Cleanliness						
C. Condition of Prop – Nicks, Dents, Leaks, Corrosion, Evidence of Prop Strike						
D. Appropriate CAP Labels on wings, doors and vertical stabilizer (Ref. CAPR 66-1 & CAP Policy)						
E. Brakes for Leaks, Wear, Cracked Pads and Obvious Defects (Ref. ACF Service Manual)						
F. Tires for Proper Air Pressure and Serviceability (Ref. ACF Service Manual/STC)						
H. Engine Cowling for Proper Fit / Fasteners Serviceable and Secure						
I. Cessna Factory Door Hinge Pins Installed (CAP-LGM guidance)						
4. Exterior And Interior Lighting For Proper Operation (Ref. CFR 91.209)			Y/N/N/A			
A. Landing / Taxi / Pulse Lite						
B. Anti-Collision Strobe						
C. Navigation / Position						
D. Flashing Beacon						
E. Cabin / Panel						
F. Instruments						
CAPF 71, SEPTEMBER 15 Previous Edition Will Not Be Used OPR/ROUTING: LGM						

Virtual Logbooks

NCWG keeps an electronic copy of every log book entry: Aircraft, Engine, Avionics and Propeller, as well as Weight & Balance.

- Every mechanic's logbook entry is photographed and emailed to ac-reports@ncwgcap.org
- Usually done at KSUT consolidated Maintenance Facility; But any other location often does not. Need crew chief assistance. [Capture entire logbook page](#); may have more than one entry.

DATE	TOTAL TIME IN SERVICE	DESCRIPTION OF THE WORK PERFORMED	AUTHORIZATION, SIGNATURE, CERTIFICATE
 CAPE FEAR AIRWORKS BRUNSWICK COUNTY AIRPORT, NC			
910-367-3344 www.CapeFearAirworks.com			
Date: 11/10/2018 N908CP Tach: 2134.4			
<p>Due to history of alternator failures (3), installed new Plane Power PMA alternator P/N 10-5050B. S/N H-S061019, installation approved as Plane Power Kit P/N AL24-FS60 under PMA Supplement 1. Revision 4 Dated 11/06/2009. Found alternator contactor failed and wrong part number installed in ECU, P/N X61-0031 intermittent duty contactor removed, installed P/N X61-0029 continuous duty contactor as called out in Cessna 172S IPC, verified Starter, ground power and master power contactors in ECU correct part numbers. Installed new Alternator Control Unit (ACU) P/N AC2101 S/N N68117. R&R nose landing gear for reseal due to leakage. Installed McFarlane PMA seal kit P/N MCSK172-1F shimmed steering collar and torque links, installed new torque link junction bolt. and tow bushing attach bolt, serviced with 5606 and nitrogen & lubed all grease fittings. Work performed IAW Cessna 172S MM. Performed engine run, checked operation of alternator, found airworthy.</p>			
Mechanic:  A&P1759842			

Please send files separately (as .pdf)

And label in Subject line: e.g., "N908CP Engine Log"

AMRAD: Aircraft Status Reports (Used to be in WMIRS)

Color legend: Green: Full Mission Capable (FMC)

Yellow: Partially Mission Capable (PMC)

Red: Not Mission Capable (NMC)

TailNo	Unit	Aircraft Status	Mission Status	Limitation Status	Discrepancies	Tach	TTAF	Current Location	State	AMF	Year	Make	Model
N179CP	MAR-NC-001	Serviceable	Full Mission Capable		View Discrepancies	2088.50	2088.20	KSUT	NC		2012	Cessna	182T
N262CP	MAR-NC-001	Serviceable	Full Mission Capable		View Discrepancies	713.50	711.40	KBUY	NC		2017	Cessna	182T
N405CV	MAR-NC-001	Deferred	Full Mission Capable	No Flight Restrictions	View Discrepancies	864.20	864.00	INT	NC		2016	Cessna	182T
N437BA	MAR-NC-001	Deferred	Full Mission Capable	No Flight Restrictions	View Discrepancies	0.10	3455	LHZ	NC		2002	Blanik	L23
N4813C	MAR-NC-001	Grounded	Not Mission Capable		View Discrepancies	3564.70	5302.60	WDR	GA	ROMANAIR, INC	1985	Cessna	172P
N716CP	MAR-NC-001	Deferred	Full Mission Capable	No Flight Restrictions	View Discrepancies	3451.50	3451.10	kruq	NC		2005	Cessna	182T
N726CP	MAR-NC-001	Deferred	Full Mission Capable	No Flight Restrictions	View Discrepancies	1019.60	1019.20	KRDU	NC		2015	Cessna	172S
N727CP	MAR-NC-001	Deferred	Full Mission Capable	No Flight Restrictions	View Discrepancies	2159.40	2159.40	EWN	NC		2010	Cessna	182T
N7360C	MAR-NC-001	Serviceable	Full Mission Capable		View Discrepancies	5386.20	5386.20	KLHZ	NC		1977	Cessna	U206G
N741CP	MAR-NC-001	Deferred	Full Mission Capable	No Flight Restrictions	View Discrepancies	3012.30	3758.80	EWN	NC		2006	Cessna	182T
N819CP	MAR-NC-001	Deferred	Full Mission Capable	No Flight Restrictions	View Discrepancies	3312.10	33087.50	SVH	NC		2003	Cessna	182T

Showing 1 to 18 of 18 entries

Previous 1 Next

Crew Chiefs update location of aircraft when it leaves/returns to station

AMRAD Maintenance Module Current Aircraft MX Snapshot

WMIRS 2.0 - Current Aircraft Maintenance Snapshot

Home > Support > Maintenance Module > Current Aircraft Maintenance Snapshot

*Wing: MAR-NC-001

Show 100 entries

Tail #	Last Tach (Hours)	Last Flown (Date)	Hours Flown in Last 30 Days	Next Oil Change Due (Tach)	Hours To Next Oil Change	Next Oil Change Due (Date)	Hours To Next 100-Hour/Annual	Next 100-Hour/Annual Due (Tach)	Next 100-Hour/Annual Due (Date)	Hours To Next Engine Overhaul	Engine Overhaul Due (Date)	Next Corrosion Proofing Due (Date)	Next IFR Certification Due (Date)	ELT Battery Change Due (Date)	Left Magneto Inspection Due (Tach)	Right Magneto Inspection Due (Tach)	Prog Overhaul Due (Tach)	Prog Overhaul Due (Date)	Prog Governor Overhaul Due (Tach)	Prog Governor Overhaul Due (Date)	TTAF	Notes
Tail # N176CP AC Type: 182T Call sign: 3279 Status: FMC Based At: SUT	2088.6	02/22/2020	28	2135.8	47.3	08/31/2020	97.3	2185.8	02/28/2021	1864.7	08/30/2031	06/29/2020	03/30/2020	01/30/2022	2282.4	2282.4	3983.2	09/30/2031	3983.2	09/30/2031	2088.20	AIF Cover
Tail # N202CP AC Type: 182T Call sign: 3282 Status: FMC Based At: BUY	713.5	02/22/2020	38	748.70	35.20	08/12/2020	85.20	798.70	02/28/2021	1285.50		11/29/2021	07/26/2021	03/30/2022	997.10	997.10	2000.00		2000.00		713.10	AIF Cover
Tail # N305BA AC Type: 433 Call sign: 4333 Status: MNC Based At: LHZ	0.0		0	50	50.0		100.0	100	12/31/2019	0.0			11/29/2019		500	500	0		0		641.30	AIF Cover
Tail # N405CV AC Type: 182T Call sign: 3205 Status: FMC Based At: INT	884.2	02/22/2020	47	895.5	32.3	08/31/2020	32.3	895.5	12/31/2020	1135.8		05/31/2021	07/31/2020	09/30/2021	998.3	998.3	2000		2000		884.00	AIF Cover
Tail # N437BA AC Type: 125 Call sign: 3237 Status: FMC Based At: LHZ	0.1		0	50	49.9		99.9	100	02/29/2020	-0.1		02/29/2020		02/28/2021	0	0	0		0		3455.00	AIF Cover
Tail # N4813C AC Type: 172P Call sign: 3213 Status: MNC Based At: WDR	3584.7	01/01/2020	0	3597	32.3	11/19/2019	31.5	3598.2	04/30/2020	0.1		04/30/2020	01/31/2020	08/30/2024	3701	3701	3564.8		0		5095.90	AIF Cover
Tail # N710CP AC Type: 182T Call sign: 3210 Status: FMC Based At: JCF	3451.5	02/22/2020	33	3473.70	22.20	05/31/2020	17.20	3488.70	11/30/2020	527.30		11/29/2020	01/30/2021	08/30/2024	3370.00	3370.00	3928.80		3928.80		3449.50	AIF Cover
Tail # N720CP AC Type: 175S Call sign: 3228 Status: FMC	1019.6	02/22/2020	28	1043.1	23.5	07/31/2020	73.5	1083.1	01/31/2021	980.4		05/30/2020	05/30/2021	07/30/2020	1483.1	1483.1	2000		0		1019.20	AIF Cover

Showing 1 to 19 of 19 entries

Lots of information – Lets break it down

AMRAD Maintenance Module Current Aircraft MX Snapshot

Crew Chiefs - Civil Air Patrol, Nor x WMIRS 2.0 - Current Aircraft Mai x sd card - Bing images x +

capnhq.gov/WMIRS/MaintenanceModule/Snapshot.aspx

WMIRS 2.0 - Current Aircraft Maintenance Snapshot

Home > Support > Maintenance Module > Current Aircraft Maintenance Snapshot

*Wing: **User Inputted Info**

Show entries

WMIRS/AMRAD Calculated

	Last Tach (Hours)	Last Flown (Date)	Hours Flown In Last 30 Days	Next Oil Change Due (Tach)	Hours To Next Oil Change	Next Oil Change Due (Date)	Hours To Next 100-Hour/Annual	Next 100-Hour/Annual Due (Tach)	Next 100-Hour/Annual Due (Date)	Hours To Next Engine Overhaul	Engine Overhaul Due (Date)
Tail #: N179CP ✖ AC Type: 182T Callsign: 3279 Status: FMC Based At: SUT	2088.5	02/22/2020	26	2135.8	47.3	08/31/2020	97.3	2185.8	02/28/2021	1894.7	09/30/2031
Tail #: N262CP ✖ AC Type: 182T Callsign: 3262 Status: FMC Based At: BUY	713.5	02/22/2020	36	748.70	35.20	08/12/2020	85.20	798.70	02/28/2021	1286.50	
Tail #: N388BA ✖ AC Type: L23 Callsign: 4533 Status: NMC Based At: LHZ View Open Discrepancies (1)	0.0		0	50	50.0		100.0	100	12/31/2019	0.0	
Tail #: N405CV ✖ AC Type: 182T Callsign: 3205 Status: FMC Based At: INT View Open Discrepancies (2)	864.2	02/22/2020	47	896.5	32.3	08/31/2020	32.3	896.5	12/31/2020	1135.8	
Tail #: N437BA ✖											

FYI: NCWG does annual inspections every 100 hours.

Oil Changes due every 50 hours (up to 60 hours) or 6-months

WMIRS Maintenance Module Current Aircraft MX Snapshot

AMRAD/WMIRS Calculated from user input

Next Corrosion Proofing Due (Date)	Next IFR Certification Due (Date)	ELT Battery Change Due (Date)	Left Magneto Inspection Due (Tach)	Right Magneto Inspection Due (Tach)	Prop Overhaul Due (Tach)	Prop Overhaul Due (Date)	Prop Governor Overhaul Due (Tach)	Prop Governor Overhaul Due (Date)	TTAF	
06/29/2020	03/30/2020	01/30/2022	2282.4	2282.4	3983.2	09/30/2031	3983.2	09/30/2031	2088.20	AIF Cover
11/29/2021	07/29/2021	03/30/2022	997.10	997.10	2000.00		2000.00		713.10	AIF Cover
	11/29/2019		500	500	0		0		641.30	AIF Cover
05/31/2021	07/31/2020	09/30/2021	998.3	998.3	2000		2000		864.00	AIF Cover
02/29/2020		02/28/2021	0	0	0		0		3455.00	AIF Cover
04/30/2020	01/31/2020	06/30/2024	3701	3701	3564.8		0		5096.60	AIF Cover

Here is where you get the Aeronautical Information File (AIF) cover page

AMRAD Update Maintenance Information webpage

Pulled from aircraft logs

User data Input: Get from Maintenance Log book Entries Or own actions

	Make	Model	Serial #	TTAF OH/Insp	Tach OH/Insp	Date OH/Insp	Time SMOH/I	TTAF Due OH/Insp	Tach Due OH/Insp	Date Due OH/Insp
Airframe	Cessna	182T	18282339							
Engine	Lycoming	IO-540-AB1A5	L-32216-48E	1983.2	1983.2	9/26/2019	105.00	3983.2	3983.2	9/30/2031
Propeller	McCaughey	B3D36C431/80VSA1	UNKNOWN	1983.2	1983.2	9/26/2019	105.00	3983.2	3983.2	9/30/2031
Prop Gov	McCaughey	DC290D1/T8	UNKNOWN	1983.2	1983.2	9/26/2019	105.00	3983.2	3983.2	9/30/2031
Lt Magneto	Slick	6351	09041838	1983.2	1983.2	9/26/2019	105.00	2282.4	2282.4	
Rt Magneto	Slick	6351	090418839	1983.2	1983.2	9/26/2019	105.00	2282.4	2282.4	

C/W – “Complied with”

	Date C/W	TTAF C/W	Tach C/W	Due Date	TTAF Item Due	Tach Time Item Due
Annual	2/5/2020	2085.8	2085.8	2/28/2021		
100hr	2/5/2020	2085.8	2085.8		2185.8	2185.8
Mid-Term Oil Chg	2/5/2020	2085.8	2085.8	8/31/2020	2135.8	2135.8
ELT Batt	1/25/2017			1/30/2022		
Corrosion Ctrl	6/12/2018			6/29/2020		
IFR Certification	3/12/2018			3/30/2020		

Date C/W: Due Date: MX Officer CAPID: 522283

Crew Chiefs should also look here before an aircraft goes to 100-hr/annual to see if:

- 2-year corrosion
- Pitot/Transponder
- 500-hr Magneto Overhaul
- ELT batteries are due.

Aircraft Discrepancy Entries


- With AMRAD, **anything** that will generate a bill, needs to have a entry which gives it a work order control number (WOCN). This allows NHQ to link aircraft squawks, maintenance actions, bills, estimates and history together.
- Discrepancies are “Need to warn pilots and maintenance” about problems and limitations
 - E.g., Window Hinge broke (grounding item)
 - Seat Track broke; avionics – passenger side intercom not working
 - These should be separate items.
- Squawks are smaller significance Items
 - Static wick, or cowling screw missing, fuel cap chain disconnected
 - We can now laundry list squawks in AMRAD against an upcoming annual.
 - Open the 100-hour work order and add the list of squawks.

If in doubt, ask the AMOs

Aircraft Discrepancy Entries – now in AMRAD

Appearance - Civil Air Patrol, Nor x Civil Air Patrol - Discrepancy Search x sd card - Bing images x +

capnhq.gov/CAP.AMRAD.Web/Reports/DiscrepancySearch

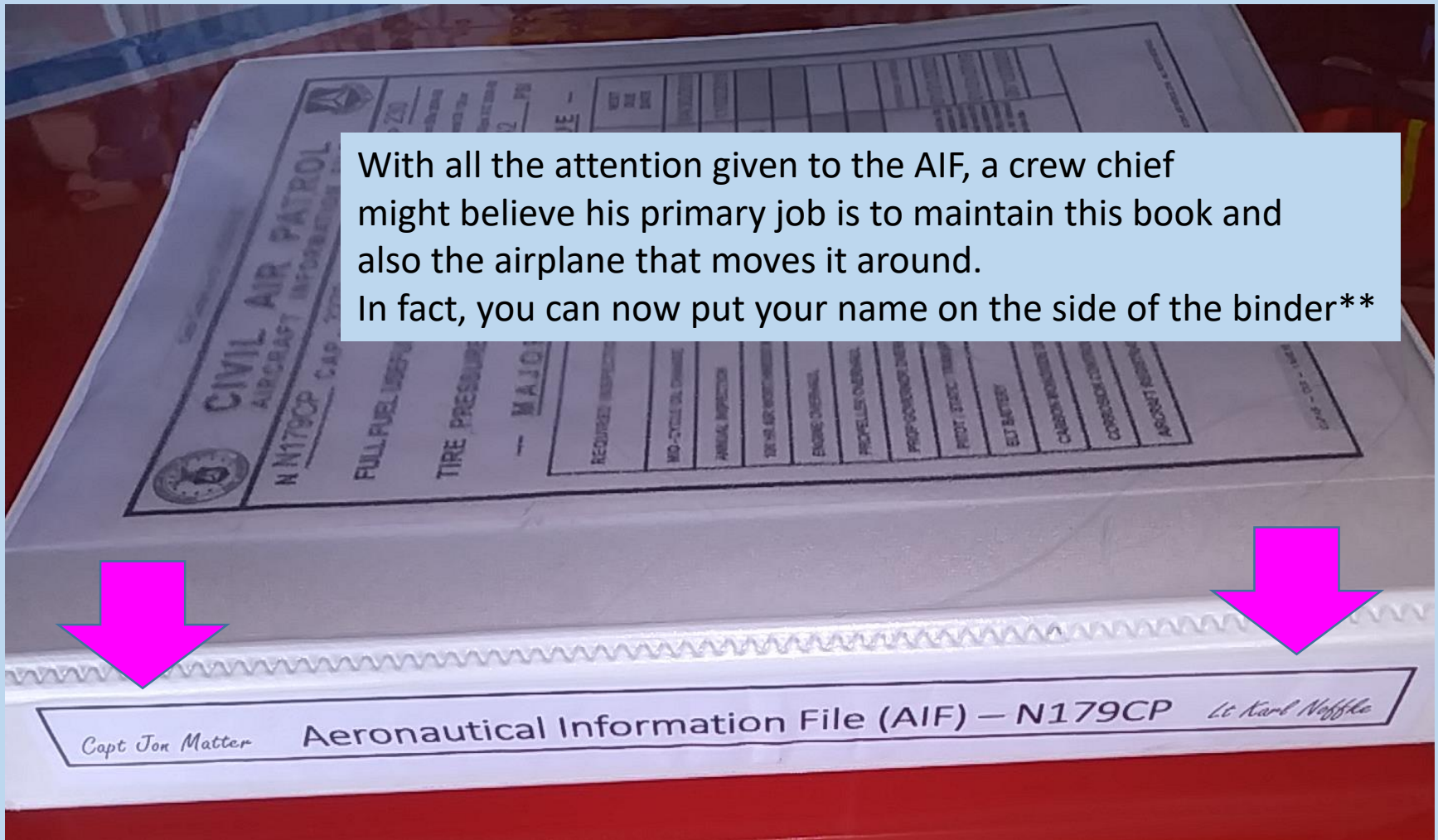
Menu  eServices Yes Closed

Filter Report Clear Filters Export to Excel

Show 100 entries

Tail No	Organization	WOCN	Status	Discrepancy	AMF	NHQ Approval?	Approved	Approval Notes	Parts Required?	Aircraft Location
N908CP 002 004	MAR-NC-001	200218-064	OPEN	SB2-19A is due within the next 100 hours Time in Service (TIS) from 14 Feb 20 but not to exceed 400 hours total TIS. This aircraft must be grounded if this SB is not completed within this timeframe and will remain grounded until completed.	UNKNOWN	No	No		No	SUT - OAK ISLAND
N908CP 002 004	MAR-NC-001	200203-025	OPEN	#2 VOR CDI does not move. The off flag works as does the "to / from" arrows but the course deviation indicator (CDI) doesn't move. An avionics specialist advised its probably just a wire disconnect since other parts of the VOR head are still working.	CAPE FEAR AIRWORKS	No	No		No	ILM - WILMINGTON
N908CP 002	MAR-NC-001	200130-002	CLOSED	50hr oil change	PHOENIX AIRCRAFT SERVICES, INC	No	Yes	1/30/20 Approved for payment. JW	No	ILM - WILMINGTON
N908CP 002	MAR-NC-001	191210-017	CLOSED	Aircraft Beacon INOP	SEAHAWK AVIATION, INC	No	Yes	12/20/19 Approved for payment. JW	No	ILM - WILMINGTON
N908CP 002	MAR-NC-001	191017-022	CLOSED	10 hour cadet flight restriction for 500 hour magneto check. Expires at 2322.6 hours - Maj Heller.	CAPE FEAR AIRWORKS	No	No		No	ILM - WILMINGTON
N908CP 002	MAR-NC-001	191005-005	CLOSED	100 hour inspection due Right elevator static wick broken Left elevator outer bonding strap worn 3/4 through G500 traffic device has failed G500 MFD 1 software mismatch error, (says comm halted. Contact repair facility)	CAPE FEAR AIRWORKS	No	Yes	10/18/19. Approved for payment. JW	No	SUT - OAK ISLAND
N908CP 002	MAR-NC-001	190913-005	CLOSED	G500 shutdown on takeoff roll at KSUT. Circuit breaker popped, and there was a burning odor. Taxied plane immediately to shop.	CAPE FEAR AIRWORKS	No	Yes	approved for payment. jw 9.13.19	No	SUT - OAK ISLAND


AIF: You're the crew chief of the airplane's 'Bible' too.*



*Considered a 'bible' since it is full of answers, but nobody opens it to find them.

** That is actually a joke; you might be the first person to laugh at it....

← → ↻ 🏠 <https://www.ncwcap.org/index.cfm?fuseaction=page.display&pageID=80>



Civil Air Patrol, North Carolina Wing
United States Air Force Auxiliary

HOME SUBSCRIBE SQUADRONS CALENDAR SITEMAP A A

Home » Operations » Aircraft Maintenance

Aircraft Maintenance

This section is dedicated to the maintenance and repair of corporate aircraft. Items of interest regarding this subject matter will be posted here as they become available.

- NCWGF 10 - Version 33

Aircraft Information File (AIF)

The below documents are required for all CAP Aircraft. The documents should be in. Please note that some documents are specific to the North Carolina Wing and can only be found below.

Any questions please contact the NCWG/DO.

Outside Front Cover	Configuration/Inspection
Inside Front Cover	Aircraft Grounded Placard 📄
Front Sleeve	(Face) Table of Contents 📄
	(Rear) Administrative Preflight Checklist 📄
Document 1	AIF Layout (Sleeve) 📄 ***UPDATED***
Document 2	Current Version of Contents (Sleeve) 📄 ***UPDATED***
Tab #1	• Aircraft Flight Time Log (Sleeve) 📄
	• Aircraft Flight Time Log 2 (Sleeve) 📄 ***UPDATED***
	• Aircraft Flight Time Log 3 📄
Tab #2	• (Face) Aircraft Equipment Inspection (Sleeve) 📄
	• (Rear) SDIS Letter (Sleeve) 📄
	• CAPF 71 (Sleeve) 📄
Tab #3	• (Face) VOR Test Record (Sleeve) 📄
	• (Rear) Fire Extinguisher Log (Sleeve) 📄
Tab #4	Aircraft Specific V-Speeds
Tab #5	Aircraft Specific Weight and Balance
Tab #6	Aircraft Specific Cruise Performance Data
	Density Altitude Chart (Sleeve) 📄
Tab #7	Aircraft Specific Equipment Instructions
	(Only print document of equipment in aircraft)
TDFM 136/136A Quick Reference Card 📄	

Download from WMIRS MX Snapshot 'right side' column

My Account
Martin Heller (NC-170)
Logout

Search

A/C Maintenance

Crew Chiefs
AMO End of Month Procedures
Passenger Briefing Information
Aircraft Equipment Appearance
Riveting Reading

Windows Taskbar: Type here to search, 📁, 📄, 📄, 📄, 📄, 📄

AIF: More than Aircraft logs & VOR checks

Most items are hyperlinked on this webpage.

Same info as on Nat'l AIF webpage; only easier to find.

<https://www.gocivilairpatrol.com/programs/emergency-services/aircraft-operations/aif/>

Key Items:

- Aircraft logs and mission symbol listing
- Aircraft specific V-speeds & W&B so you don't have to pull out the owners manual
- FM, MER Repeater and VIPER Radio frequency cards
- FM and Viper radio instructions
- Operations, maintenance and safety regulations
- NCWG Safety Supplement: Who to call
- NCWG Mx Supplement including: (on NHQ Pub page)
 - Email address to send MX bills
 - Email address to send logbook endorsement entries
- Blank CAPF 9's
- Listing of Loose and removable Equipment

Where to Find Information:

Regulations:

- CAPR 70-1, CAP Flight Management (replaces R60-1)
- CAPR 66-1, CAP Aircraft Maintenance Management
 - NCWG Supplement to 66-1

Websites:

- CAP National Stand/Eval webpage
<https://www.gocivilairpatrol.com/programs/emergency-services/aircraft-operations/>
- CAP AIF webpage
<https://www.gocivilairpatrol.com/programs/emergency-services/aircraft-operations/aif/>
- CAP WMIRS webpage – Maintenance Tab
<https://www.capnhq.gov/WMIRS/MaintenanceModule/Index.asp>
- [NCWGC.org/operations/](https://www.ncwgc.org/operations/) / maintenance.
- Google

Specific documents:

- AIF... The White Binder on the Mission Observer's seat
- CAPF 176 - requests for maintenance and/or parts over \$500
- Riveting Reading Monthly NCWG newsletter
- (New address) NCWGOperationsOfficers@ncwgc.org
→Managed by job assignment

People:

- Wing staff: Lt Col Matt Urbanek, Ragland, Lt Col Bailey, or Major
- Other crew chiefs
- If you don't know, ask. With 77 years and 560 current airplanes the continuity is there.

The screenshot shows the 'Aircraft Operations' page of the Civil Air Patrol website. The page has a red header with the title 'AIRCRAFT OPERATIONS'. Below the header, there is a navigation menu on the left with 'Aircraft Operations' highlighted. The main content area features a sub-header 'AIRCRAFT OPERATIONS' and a paragraph: 'Providing safe, effective, and efficient, standardized guidance to those who fly in the Civil Air Patrol.' Below this is an image of a biplane and a hot air balloon. A 'Hot News...Click Here!!!' section follows, with a link to 'New: New Pilot Proficiency Profiles published as CAPP 71-4 and 71-5'. The page is organized into several sections: 'Approved Supplements to CAPR 70-1', 'Information for Prospective CAP Pilots', 'General Information for CAP Pilots', 'Air Operations Guidance', 'Aircraft Operations Pamphlets', 'Aircraft Operations Forms', and 'Aircraft Operations In-Flight Guides and Checklists'. Each section contains a list of links to various resources.

NCWG Aircraft Maintenance Office Philosophies

- Continuity to manage assets well so we can keep our reputation/support
- Treat it as ‘your dad’s airplane.’ When its down, you can’t use it.
- Use local mx for oil changes, minor time-sensitive fixes, and hard breaks
 - Caveat: Some ‘high end’ FBOs cause us to do oil changes and time-sensitive fixes elsewhere
 - (Gently) Ride herd on your local maintenance and stay on top of repairs
- Use consolidated mx for periodic mx and non-critical fixes
- Judicious use of A9 funding - carpool or tail swap to/from mx when possible.
- Expect and appreciate local crew chiefs to managing their aircraft

Bottomline:

USAF/CAP/Public is entrusting NCWG with ~ 18, \$25K → \$550K assets to us to fly and maintain.

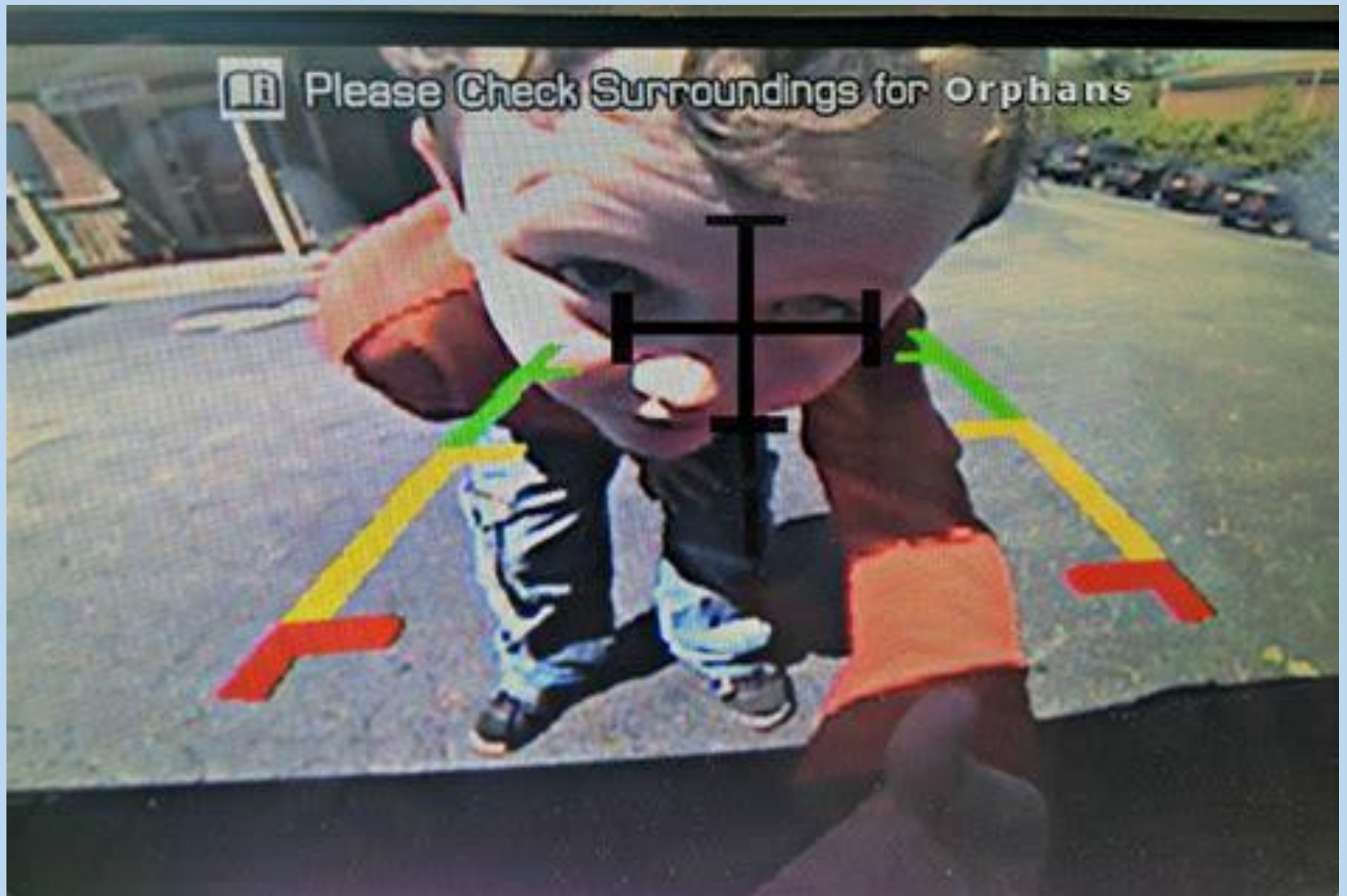
USAF/CAP pays for most of our flying and fuel, and all of our maintenance.

Because we do a very good job of meeting the mission, and maintaining the aircraft; CAP has been giving NCWG newer and better aircraft nearly every year.

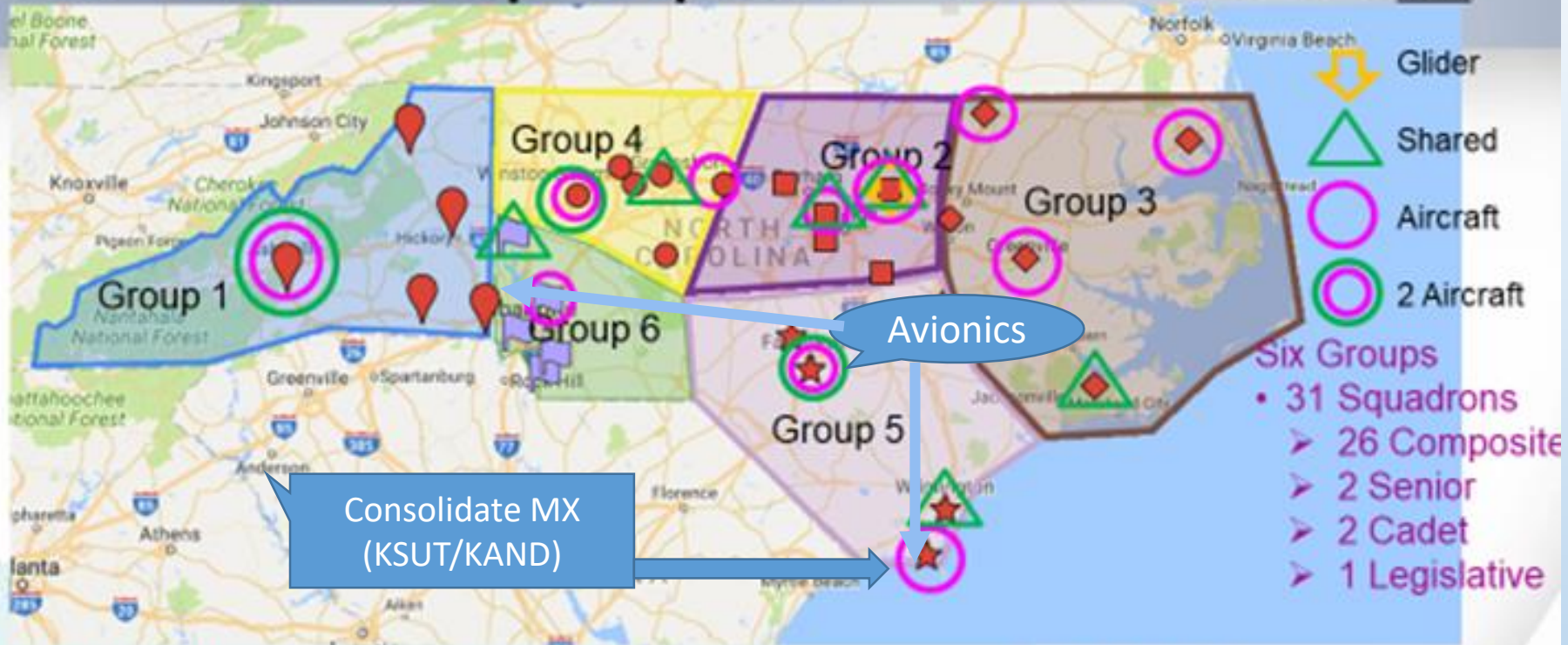
Questions?



Backup Slides:



28 SM/Comp Sqdns --15 locations



Group 1 Hq (NC-011)

- Asheville Composite Sqdn (NC-019)
- Gastonia Composite Sqdn (NC-024)
- Shelby Composite Sqdn (NC-050)
- Hickory Composite Sqdn (NC-124)
- Boone Composite Sqdn (NC-153)

Group 3 Hq (NC-003)

- Tar River Composite Sqdn (NC-057)
- Pitt-Greenville Composite Squadron (NC-079)
- Cunningham Field Composite Sqdn (NC-160)
- Halifax Composite Squadron (NC-169)
- Elizabeth City Comp Sq (NC-305)

Group 5 Hq (NC-005)

- Fayetteville Composite Sqdn (NC-007)
- Cape Fear Composite Sqdn (NC-023)
- Goldsboro Composite Sqdn (NC-126)
- Brunswick County Composite Squadron (NC-170)
- Sandhills Senior Squadron (NC-171)

Group 2 Hq (NC-002)

- Raleigh-Wake Composite Sqdn (NC-048)
- Johnston County Composite Sqdn (NC-143)
- Franklin County Composite Sqdn (NC-145)
- Orange County Composite Sqdn (NC-150)
- Apex Cadet Sqdn (NC-301)

Group 4 Hq (NC-004)

- Burlington Composite Sqdn (NC-022)
- Sugar Valley Composite Squadron (NC-052)
- Winston Salem Composite Sqdn (NC-082)
- Randolph Composite Sqdn (NC-107)
- Guilford Composite Squadron (NC-307)
- The NCLA Cadet Squadron (NC-825)

Group 6 (NC-006)

- 111th Search & Rescue Composite Sqdn (NC-111)
- Charlotte Senior Squadron (NC-121)
- South Piedmont Senior Sqdn (NC-137)
- Iredell Composite Sqdn (NC-162)
- Composite Squadron of the Waxhaws (NC-300)



Our Fleet: Newer & Nicer

10 of 18 aircraft
Newer than 2000

10 – C-182's
6 – C-172's
1– C-206
1 – Glider

8 - G1000s

Average age:
2001 (18 yrs)

Nbr	N-Number	Type	Year	Based At:	Nickname	Remarks
1	N262CP	182T	2018	BUY	George	G1000 /WAAS
2	N405CV	182T	2017	INT		G1000 /WAAS
3	N938CP	182T	2015	LHZ	Max	G1000/WAAS
4	N726CP	172S	2015	RDU	Betty	G1000/WAAS
5	N179CP	182T	2012	SUT	Sandy	G1000/WAAS
6	N727CP	182T	2010	JQF	TEXAS	G1000/WAAS
7	N963CP	182T	2007	AVL	Gumby	G1000/WAAS
8	N741CP	182T	2006	ECG		G1000
9	N819CP	182T	2006	SVH	Dixie	Round Gauge/GNS 625
10	N716CP	182T	2005	FAY		G1000
11	N437BA	L23	2002	LHZ	n/a	Glider
12	N908CP	172S	1999	ILM		Garmin 500 / GTN650
13	N99885	172P	1986	AVL	Echo	Round Gauge / GNS 400
14	N98426	172P	1985	RWI	Sara	Aspen
15	N4813C	172P	1985	FAY	Frank	Round Gauge – Aspen/GNS 430
16	N9930E	182R	1985	IXA	Thor	Round Gauge / GNS 430 /glider tow
17	N99832	172P	1985	INT		GNS 400 / Glider tow
18	N7360C	U206G	1977	LHZ	Lola	Round Gauge – Aspen 500

As of: 27 Jan 2020

Who gets an Aircraft (so how does my squadron get one)?

Meet CAP needs by Respond to planned and no-notice taskings;

- No-notice: Search and rescue, aerial photography, transport, etc....
- Planned: Cadet orientation flights, local, other sqdns, encampment, training, exercises, special missions, Region and NHQ taskings, etc....

Squadron minimum requirements to qualify for an aircraft

- Minimum 6 Mission Pilots
- Expectation of flying 22+hrs/mnth
- Local maintenance available
- Crew chief to manage aircraft
- Flightline access for aircrews
- CAP aircraft available
- Could share an aircraft, can have aircraft re-assigned from unit

→ NCWG/Director of Operations (leadership) decision

Is this written anywhere?



WMIRS Reports

WMIRS - Reports

Home > Support > Reports

About

- Getting Started
- Automatic Permissions
- Video Tutorials
- CAP Helpdesk

WMIRS 1.0 Links

- [AC Fuel Report](#)
- [AFAM/Corporate/CAP-USAF Comparison](#)
- [AF JROTC Status Report By State](#)
- [AF JROTC Status Report All Dets](#)
- [Aircraft Log](#)
- [Budget Report](#)

Command

- Enter New Mission
- Current Missions
- Enter Chaplain Mission
- Channel Plan
- Mission Facilities
- Unit Log
- Comm Log
- Status Board

Operations

Planning

Logistics

Finance & Admin

Support

- Request/Close Out
- RON
- Misc. Expenses
- Unit Log
- Time Zone
- Reports
- Maintenance Module
- Scheduling Module
- Unread Critical Items
- Read Critical Items

Logs

- [Mission Reimbursement Report](#)
- [Pilot Summary Report](#)
- [Vehicle Fuel Report](#)
- [Wing Report](#)
- [Average ORM Report](#)
- [Latitude / Longitude Report](#)

Symbols

* - Required Field

AC Fuel Report

- [AFAM/Corporate/CAP-USAF Comparison](#)
- [AF JROTC Status Report By State](#)
- [AF JROTC Status Report All Dets](#)

eFlight Release Reports

- [My Pending Flight Releases](#)
- [All Pending Flight Releases For My Wing](#)
- [Flights Not eReleased Report](#)
- [Flights Released By FRO](#)
- [Monthly Flight Release Summary](#)
- [Flight Release Totals](#)
- [Wing FRO List](#)

Form 18 - Glider Aircraft Utilization

- [Form 18 - Glider Wing Fiscal Year Report](#)
- [Form 18 - Glider Region Fiscal Year Report](#)
- [Form 18 - Glider Fiscal Year Report](#)
- [Form 18 - Glider Fiscal Year Summary By Tail No](#)
- [Form 18 - Glider Fiscal Year Reporting Status](#)
- [Form 18 - Glider Fiscal Year Wing Rankings](#)

Form 18 - Powered Aircraft Utilization

- [Form 18 - Wing Monthly Report](#)
- [Form 18 - Powered Wing Fiscal Year Report](#)
- [Form 18 - Powered Region Fiscal Year Report](#)
- [Form 18 - Powered Fiscal Year Report](#)
- [Form 18 - Fiscal Year Reporting Status](#)
- [Form 18 - Fiscal Year Wing Rankings By Aircraft Hours](#)
- [Form 18 - Fiscal Year Wing Rankings By Pilot Hours](#)

Mission Participation Log

- Aircraft Logs: where you compare the pilot written aircraft log pages
- With what's been put into WMIRS
- Must agree (so you adjust as needed)
- Add "CMX" (Consolidated Maintenance) times (often omitted on paper logs)
- You can see the missions you participated in, and can use as documentation for awards i.e. Homeland Security, Cadet Orientation rides, etc....

Top 10 Wastes of MX Funds (Costs)

- #10: Not coordinating maintenance requirements within squadron
- #9: Calling in squawks after airplane turned over to maintenance
- #8: Overstuffing seat back pockets requiring re-gluing: (\$37.50 to re-glue)
- #7: Sending really dirty airplanes to maintenance. (\$75/hr to clean)
- #6: Yanking window shades out; instead of gentling handling them. (\$90)
- #5: Landing with feet on the brakes. (Two new tires & install: \$150+)
- #4: Landing with nose attitude above 12 degrees (tail strike) (>\$200 & up)
- #3: Leaving/opening Pilot or Pax window inflight (or during run-up. (New Window Hinge install: ~\$300)
- #2: Taxiing Over Ropes: Could cost destroyed prop & engine teardown
- #1: Landing on a C-182 nosewheel; depending on the damage.... \$\$\$\$\$