

Ops & Aircrew Briefing on Aircraft Maintenance

The guidance for the Aircraft Maintenance program is Regulation CAPR 66-1.

The instructions for the Aircraft Maintenance Officer (AMO) are Wing Supplement 66-1. CAPR 66-1 is largely driven by FAA Regulations.

The Wing Supplement defines the procedures that generate reliable aircraft.

Your AMO and assistant will ensure that your CAP aircraft are airworthy at all times, if provided with the support of the Operations Officer and the aircrews. It's a team effort.

What we don't want to happen is a sortie being canceled because we find an overdue inspection item that went unnoticed; an overdue oil change, out of time for a 100 hour or annual, an ELT battery, a propeller inspection, or any number of avoidable situations. This is why we are emphasizing the importance of AMO's being involved. Having access to aircraft maintenance logs, keeping WMIRs up to date, and paying attention to the AIF.

One way to help them with this effort is to ensure that they don't have to spend time correcting flight logs and WMIRS entries for aircrew. Monthly, AMO's and assistants must inspect each aircraft, complete the CAP Form 71, remove, inspect and upload the Flight Logs for the previous month, and validate the usage of the aircraft in WMIRS. If that material is all correct, those operations take minutes. If corrections are needed, it can take hours. Nobody wants that job. Especially a volunteer.

Please talk to the aircrews and convince them to go a little slower and make sure that they get it right when closing out a sortie.

Here are the most common errors that would save a great deal of time if rectified;

- Properly read Tach and Hobbs times. Make sure the flight log is an exact match to the numbers in WMIRS. Don't round off Tach readings that have hundredths. WMIRS doesn't round up.
- Do the math correctly. Proper computation of STOP minus START times.
- Ensure the time is entered in WMIRS under the correct Mission Symbol.
- Fuel receipts match the flight logs. A 1 cent difference will cause a rejection.
- If 2 sorties are flown, make sure the gas receipt matches up with the correct sortie.
- Take a minute before take-off to do a routine VOR check, and document it in the AIF, Tab 3 after the flight. It only needs to be done once a month.
- Ensure that the Aircrew logged in the left seat is a CAP pilot.
- Don't put Flights from different Months on the same log sheet. When it's a new month, use a new sheet. If not, someone has to transcribe the information onto the form for the next month.
- Please don't scratch out wrong entries. It's been suggested to keep a white-out pen in the AIF. Short of that, if you mess up an entry, Line it out and make a new entry in the next block.

These are all real discrepancies that have happened in the past. Recently two numbers of a tail number were transposed in the sortie which caused the flight data to be recorded against the wrong aircraft. That sortie had been locked before the mistake was noticed. Often it takes more than one person to correct them and that time adds up.

Miscalculations are very common. Sometimes if a critical number is corrected, the sortie or the flight release is voided by the WMIRS program, leading to an illegal flight.

Please give your AMO's a break and take a little extra time to make sure your entries are correct.