

Maintenance Time

We sometimes need to run an aircraft engine, even though there is no intention to fly. For example, we need to taxi the airplane from the hangar to/from a maintenance facility on the field. It's also possible that the maintenance facility needs to run the engine, or even make a test flight with its own personnel. We need to account for the engine time in these cases, but there is no sortie in the sense of CAPR 60-1 para 1-3q.

An application is available on WMIRS to handle these situations. It should always be used when the engine is started for maintenance purposes with no intent to fly, or for a flight by maintenance personnel. A sortie should never be created in these situations, and therefore no flight release is required. Be certain, however, that any CAP member doing the taxiing is qualified to be PIC of the aircraft.

A link to the WMIRS application for logging maintenance time appears on the WMIRS Main Menu, just below the "Pilot's Direct Sortie Entry" area. The name of the link is "Enter Misc. Non-Funded Maintenance Time", and this name is in red. When you click on the link, you will get a second window. Select the tail number of the aircraft and press the "Submit" button. Fill in the appropriate information and press the "Add" button. This can be done once at the end of a maintenance operation, recording the times just before the aircraft left the hangar and just after it returned; there is no need to make separate entries for taxiing to the facility and taxiing from it, although this is certainly possible. Whichever way you choose to record the time, however, be sure to record it in the *same* way in the aircraft log.

Please note that this application can be used *only* when the engine is run for maintenance. If an aircraft is taxied under any other circumstances, the taxi time should be included in the sortie just before or just after the taxiing, or a separate sortie should be created. For example, when returning to KBJC from a sortie, the aircraft taxis to the self-serve pump and shuts down. After fueling, the aircraft is started and taxied to the hangar. The Tach and Hobbs time should be recorded at the hangar, thus including the taxi time in the just-concluded sortie.

If a separate sortie is created for the taxi, this sortie must be released by a qualified FRO. No information beyond that transferred from the "Add/Update Sortie" page is needed for the e104 in this case. Be sure to note the reason for the taxi in the "Objectives" field.