Proposed Maintenance Clinic

ICS Southwest Tribe 10 February 2007 Laughlin, NV

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Background Information

- First proposed to ICS BOD in Spring 2005
- Rough video tape produced to demonstrate inspection highlights
- Video tape distributed to BOD and a number of Tribe Chiefs in time for Spring meeting
- Concept rejected based on Bonanza Society feedback that these maintenance clinics are 80% social/political and 20% actual benefit

Proposal Highlights

- Inspect control surfaces for rigging & play
 - Use digital protractor & dial indicator
- Inspect stabilator balance
 - Remove cables & use reference balance weight
- Inspect landing gear
 - Check door preload with test weight
 - Remove toggle and check threads with gauges
 - Check emergency extension & gear motor
 - Check up-limit torque with adapter & torque wrench
 - Check steering roller sizes

Proposed Procedures

- Use two A&P/IA inspectors
- Use three assistants (2 helpers, 1 computer)
- Inspection checklist computerized and copied to owner
- Approximately 2 hours per aircraft inspection
- If out-of-tolerance, issue ferry permit
- If safety critical, recommend AOG, order parts, repair as necessary

Proposal Planning Required

- Authorizations
 - Concurrence by owner for inspection
 - Hold Harmless
- Insurance
 - What type of policy is required?
- Paperwork
 - Detailed syllabus and data collection sheets
 - Recommendations/Additional Inspections/Repair
- Cost
 - What is a reasonable cost for this inspection?

Items for Discussion

- Does the Maintenance Clinic even make sense?
- Should these inspections be conducted by local shops or as a Tribe sponsored private event?
- Or, should these inspections only be developed by ICS and recommended shops given to owner? (I.e., pre-purchase/post purchase)
- What kind of log book entry?

Next Move

- Discussion of Proposed Maintenance Clinic among members
- Recommendations to Tribe Chief
- If positive, form working committee to hammer out details
- Trail runs