



## **“Riveting Reading”**

**North Carolina Wing  
Aircraft Maintenance  
Oct 1, '18. Ed #10  
By Major Martin Heller**



To: All NCWG Commanders, Operations Officers, Crew Chiefs and Aircrews;

**1. September in review:** Numbers don't tell the story; fortunately, NCWG's Public Information Officer has. (<https://www.facebook.com/North-Carolina-Wing-Civil-Air-Patrol-174249955943635/>) While the first week of September was normal, Hurricane Florence changed all that. In week two, you moved 19 aircraft to an indoor Safe Haven, and waited out the storm. Week three was spent in disaster response mode, shooting photos, moving assets, manning the incident command center, and relocating aircraft where needed. Besides the normal flying stop for fiscal year end, Low IFR really reduced our month to a little more than two weeks of flying. Still, we logged nearly 300 hours; in very trying, time-sensitive conditions. **N716CP & N262CP both flew 30 hours, with N405CP, N358CP, N819CP, N938CP, N99885 & N4813C each accruing nearly 20 hours or more.** Again, this helped because N727CP is still in New Jersey for a cracked bulkhead replacement. Better news; **KSVH** wasted no time in putting 25 hours on N358CP (Mesa); twice as many hours flown in previous 6 months.

**2. Maintenance Month in Review:** As Hurricane Florence's coastal entry point, our consolidated maintenance facility, as well as NC-170 and NC-023 bugged out. Thus, most maintenance & oil changes occurred at home. N741CP's battery died (only lasted 12 months), and the hurricane disruption to shipping, forced it to sit out the NCWG response; now it's awaiting an alternator. N908CP had its G500 & alternator problems resolved. N98426 (C-172) is in NC for the time-being. Despite coming straight from refurbishment, it has a few squawks we are attending to and also being outfitted with standard NCWG equipment. N4813C has intermittent Aspen display problems. N358CP had its rudder trim alignment fixed and now it's at KSUT for its 100-hour/annual.

With the FY18 flying and funding budget being turned off, we've positioned aircraft at maintenance so that work can continue. N179CP and N98426 have returned to KSUT. N9930E was moved to KPGV for much needed, upholstery work. N99832 will cover as the tow-plane, once FY19 funding is authorized. Then, it will return to KSUT to get its back up vacuum manifold re-installed. **N741CP** is nearly due for its 100 hour/annual inspection. **N727CP** should make its triumphant return from New Jersey sometime in October. And despite the moral & morale issues, we denied KAVL's \$300 request for a stripper. Thus, older, senior members took it upon themselves and spent four hours removing the decals on the wing top of N963CP. New CAP and Stars and Bars decals were installed (see photos above). They would have proudly shown them off at the annual NCWG Operations Conference. Unfortunately, that meeting was postponed due to the hurricane response. Glad we all washed our planes for the non-event. So be sure to update WMIRS on your aircraft's cleaning.

**3. Admin Tidbits:** No Aircraft Information Files (AIF) and Flight Logs updates: Hard to believe.... Also, I've requested to teach a 'Crew Chief 102' class at the 2019 NCWG annual conference for newbies, if interested.

**4.** It's been a busy year. Expect more of the same in FY19. Thanks for taking the time to read this and keep somewhere for your continuity. Riveting Reading can also be found on the NCWG Operations / Aircrew Maintenance Webpage. If you have questions, you can reach me at 703-732-3264.

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