

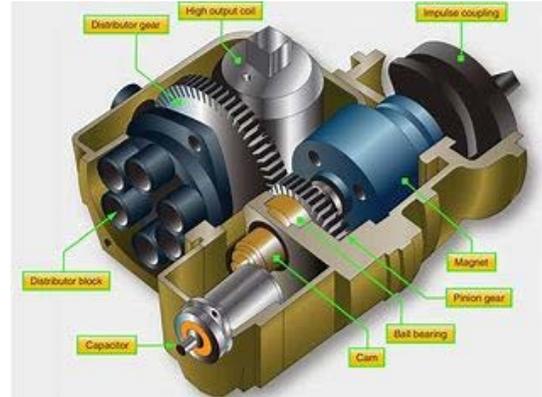


**“Riveting Reading”
North Carolina Wing
Aircraft Maintenance**

‘Special Edition’

Jan 20, '19. Vol #14
By Major Martin ‘Stryker’ Heller

C-172 Magneto Service Bulletin



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

1. Annual NCWG Operations Meeting/Aircraft Inspection Weather Postponement: The inclement weather forecast resulted in the prudent decision to move this meeting to Sat, March 23rd, 2019, still at KRWI. However, there is certainly timely information that needs to be delivered; thus, this mid-month, “Riveting Reading” edition.

2. Champion Slick Magneto Service Bulletin for four-cylinder engines: Per NHQ: Champion Aerospace has issued SB11-15A. This is a Mandatory Service Bulletin affecting all SLICK magnetos installed in CAP Cessna 172 aircraft. All CAP Cessna 172 aircraft must have this SB performed within 50 flying hours counting from 17 Dec 18 or the next oil change whichever comes first....

WMIRS has a critical read item on this, if you hadn’t seen it yet. In NCWG this affects the following aircraft: **N726CP, N99832, N99885, N4813C, N908CP and N98426.** I am working with their crew chiefs for this additional inspection during their next scheduled maintenance. The inspection and if needed, subsequent part replacement can be done locally or at our consolidated maintenance facilities. If the magnetos need new gears, expect to be without the airplane for almost two weeks. The inspection/disassembly, whether needing repair or not, invokes a 10-hour cadet o-ride restriction.

3. Carbon Dioxide (CO2) Detectors: The new CO detectors will be mailed to the crew chiefs tomorrow.

4. Expired Survival Kits: The plan is to rebuild the kits as they pass through KSUT for maintenance. You may want to keep some fresh water and new double or triple A batteries in the airplane until that time.

5. Admin Tidbits: Aircraft Information Files (AIF): The Risk Assessment Worksheets, (and updated table of contents) changed at the end of December. (Previously advised crew chiefs by email).

6. EOM Request: When conducting the Jan EOM report, [please also include a clear photo of the metal aircraft identification tag](#) below the left horizontal stabilizer. We need to make sure those are readable (SAV).

7. Certificates of Insurance: Thanks for everyone’s help; we are just about caught up with this ongoing process.

Thanks for taking the time to read this. 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.

- Stryker -

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