

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

Feb 1, '19. Vol #15
By Major Martin 'Strvker' Heller

“Your CAP Airplane photo could be here→”



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

1. January's highlights: January was a cold and quiet month. And, for the first time in more than two months, we're were totally 'green' (no limitations shown in WMIRS) on the fleet... for about 3-hours, last week. Then more nit-noid problems arose and the magneto Service Bulletin took effect. Unfortunately, the annual operations meeting was delayed (again); now scheduled for Sat, 23 Mar at KRWI. Some crew chiefs have caught on that we pull this stunt every three months to make you clean the airplanes more often.

2. Maintenance Month in Review: Lots of minor stuff this month; but adds up to a lot of billable hours. **N99832** had a fowled spark plug and an oil change. **N179CP** had its right strobe power supply and back-up artificial horizon die and were changed out. The plane indicated a high vacuum setting for a long time, and the theory is we wore out the bearings. A week later, it had an oil pressure issue, fixed by cleaning the gunk off the oil pressure relief valve. Both **N7360C** (right side) and **N938CP** (left side) push-to-talk (PTT) switches were replaced. **N716CP** had a fowled plug. **N98426** has been a challenge with its flight displays. The G500 was reprogrammed, both the GDU 620 and AHRS were swapped out; it's flying now but awaiting a replacement backup altitude, and pulse lighting system. On the bright side, it had its landing light replaced and is awaiting a cup holder (woohoo!!). Finally, (probably not), we plan to upgrade **N98426** with FM repeater capability. (We should really name her, “*Phoenix*.”) **N963CP** had a low nose strut; the nitrogen value was leaking and replaced; then a week later, the seal. **N99885's** clock quit; fortunately, two other clocks (avionics features) are in the airplane, we still replaced it. It also had its vacuum and alternator warming lights fixed; wires become undone. **N437BA** (L-23 glider) is finishing its annual; had 8 holes patched, some rotten wood replaced, and is awaiting a new rear tire.

N819CP had a temperature probe issue (late December) then an oil change as did **N727CP**, **N262CP** as did **N98426** (see). **N716CP** had traffic display issue and **N4813C** has intercom problems. **N9930E** had its overhead speaker and artificial horizon replaced. At time of this typing, **N9930E** is grounded for an electrical problem. But once fixed, and 19 hours flown, it will come in for its 100 hour/annual and getting all new fairings. **N358CP** is now Utah Wing's pride and joy. “*Mesa*” was flown out of NCWG to KOKC on Jan 10th, a short 917 Nm hop. Their pilots picked it up that afternoon and made it to N.M. before continuing to its new home. **N405CV**, didn't make the list, but will get an oil change in 11 hours. **N741CP** and **N727CP**, hopefully won't make this report until March when they are due for their 100-hour inspection. Finally, the C-172 magneto service bulletin affecting our six airplanes has a status report in attachment 1, until complete (hopefully the next edition).

3a. Admin Tidbits: Aircraft Information Files (AIF) & Flight Logs updates: No new changes in the past month.

3b. Most Survival Kits Are Expired (repeat): We decided to purchase larger pelican cases, since; 1) some cardboard boxes are toast, and 2) the current orange boxes don't hold enough stuff. I'll rebuild those kits when the aircraft comes through maintenance at KSUT. In the meantime, you might want to keep 2-3 bottles of fresh water and flashlight batteries in the airplane. 2013 was a good year for water back then; might be a risk now.

3c. Chocked Tires (three-peat): CAPR 66-1 (para 8.6) requires “Corporate aircraft shall be locked, securely tied down, and wheels chocked when not in use.” For those of us that don't, let's start doing that (SAV item).

3d. Aircraft Cleaning Tips: **The G1000 isn't a touch screen device.** But crew chiefs will tell you, many pilots treat them as such—based on the finger prints. G1000 screen cleaning (per the manual:) **clean the lens using a clean, lint-free cloth and an eyeglass lens cleaner that is specified as safe for anti-reflective coatings.** For ink on fabric; Vinyl cleaner works okay, as does Dawn dishwashing soap (don't ask).

3e. **WMIRS input updates:** With the CO detectors distributed and hopefully installed, and the latest GPS cycle, please feed the electron beast. Also, with this month's report, please send a picture of the rear identification plate.

4. Trivia Time: This month's topic – Refueling



A. Why does the fuel cap have the aluminum screw in the middle?

B. How can 100LL trucks help you avoid an embarrassing phone call? Answers below:



5. 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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Attachment 1

NCWG Status on Champion Slick Magneto Service Bulletin SB11-15A

Affecting Cessna C-172 Aircraft

As of: 30 Jan 19

N-Number	Year	Engine Overhauled	Based	Status	Hours until MX	Estimated Dates	Hours until 500-hour overhaul	Remarks
N726CP	2015	new	KIXA/ KRWI	Awaiting annual	12	Early Feb	210	Coming to KSUT
N908CP	1999	Apr 2012	KMRH/ KILM	Awaiting oil change	7	Early Feb	207	Coming to KSUT
N99885	1986	Apr 2017	KAVL	Awaiting oil change	18	Mid Feb	275	At home/KAVL
N99832	1985	Oct 2014	KINT	At KSUT MX shop	43	5 Feb	155	Both mags affected
N4813C	1985	Feb 2010	KFAY	Awaiting Oil Change	17	Mid Feb	320	At home/KFAY
N98426	1985	Oct 2017	KLHZ	Repaired	n/a	29 Jan 19	450	Both mags repaired.

Fuel Answers: A. The middle center is for fuelers to ground the airplane by touching the tip of the nozzle (besides the grounding wire) before opening the cap to disperse fuel. (Per the Phillips 66 Aviation Professional Linemen's Training Course.) Don't ask me other than Cessna gas caps don't have it. Answer B. (Hint, its in the chemical warning sign).