

“Riveting Reading”

North Carolina Wing Aircraft Maintenance

Mar 1, '19. Vol #16
By Major Martin 'Stryker' Heller



Service Bulletins can span decades: a 2015, 1998 & 1985 C-172 all await magneto parts at Southport (KSUT). All six NCWG C-172s were affected.

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

1. February highlights: The annual Wing Conference was clearly the hit of the month (See below). We also flew two separate Army training missions which helped improve our total hours. December and January's numbers reflected the weather and set NCWG back a bit. So, go fly your o-rides, ES training, and proficiency flights. Speaking of flying, the annual operations meeting, [scheduled for Sat, 23 Mar, has moved to Halifax \(NC\), KIXA, where all aircraft are expected to attend.](#) Also, March will be a big month for 100-hr/annuals on about 1/3rd of the fleet. So those that can, please help out meeting our obligation to fly the Army ATC tower training missions.

2. Maintenance Month in Review: The big news was the C-172 magneto service bulletin affecting nearly every magneto looked at so far. **N98426, N726CP, N908CP, and N99885** all needed new magneto gears. **N99832's** magneto got a month-long trip to Florida for a rebuild. **N99885's** magneto went to the sister shop in Oklahoma for a 500-hour inspection... all because its paperwork wasn't included when the engine was rebuilt last year. Just **N4813C's** magneto check remains and is going to the shop by the time you read this. Tabular status of NCWG's C-172 fleet, ref this magneto service bulletin, is in attachment 1.

N938CP had an oil change (last month), and a new battery in Feb as did **N908CP**. In both cases, the local maintenance shops were able to install a battery on hand, and get backfilled with a battery from CAP. With the buying power of ~560 aircraft, NHQ CAP purchases batteries for hundreds less than a local dealer. Aircraft getting oil changes also included: **N963CP, N716CP, N405CV, N179CP & N99885**. Of course, **N726CP's** oil was also changed during its annual/100-hour inspection this month. **N179CP and N9930E** received new alternators. Even with NHQ sending the parts, it's a few hundred dollars each for the diagnosis and repairs. Other minor repairs but with major importance that just popped up include a pilot door upper hinge pin for **N963CP** and the pilot-side Push-To-Talk switch on **N938CP**. **N7360C's** oil pressure regulator was removed & cleaned for proper pressure readings.

N4813C got a new PMA 7000 intercom. A level I diagnostic of **N716CP's** GTX-345R did not bring long-range sensors back on-line. Aircrews are restricted to Mark 1, eyeballs for short-range, traffic scans. Speaking of ADS-B, all but two of the ~ 65 Middle East Region Wing's aircraft are now ADS-B equipped.

3a. Admin Tidbits: Aircraft Information Files (AIF) & Flight Logs updates: No updates since 7 Jan 19.

3b. NCWG Annual Conference Recap (from an aircrew perspective): For those not in attendance *(~350 people were), this year's conference was the best organized and executed in years. Besides the Wing staff, who did yeomen's work, a special shout-out is well deserved to **Major Kathleen Nicholas, NC-170** (Southport) who solicited, arranged and promoted the seminars ahead of time. In this manner, potential attendees knew what was being briefed and why they should attend the conference.

Major Jeremy Browne, NC-048 (Raleigh/Wake) arranged a water survival class which set the conference off on a great start. It also helped instill the mindset to remain within gliding distance of the shore...a liquid landing is not like a liquid lunch. **Major Brett Benson** provided briefings on Airfield UDF. **Lt Col Chris Bailey** provided briefings on transportation (aircrews should get their NCWG Drivers licenses for several reasons). My **Crew Chief 201 briefing**, which lists crew chief responsibilities and resources, is in attachment two.

Besides those briefings, a big thanks to **Lt Col Harry Fielder, NC-019** (Ashville) & **Major Brett Benson, NC-121** (Concord) who provided some of the computers, screens, and projectors. It helped us have enough equipment so we didn't have to scramble, or rearrange rooms. **Lt Col Rheta Courtney, NC-019** crew chief, (among other roles) was the **2018 NCWG Senior Member of the Year**.

3c. **Bills, Bills, Bills:** With all the paperwork floating, it helps that bills are submitted promptly, **and with the aircraft N-number**. Once we get closer to the end of the year, this issue gets more sensitive. Help us, help your maintenance support. Most shops are great; it just doesn't help anyone when bills/payments fall through the cracks.

3d. **Capturing Maintenance Time:** When aircraft go into maintenance; especially 100-hrs/annuals, oil changes, or engine work, the shop is going to start the airplane. Thus, the Hobbs and tachometer times will have a gap from the last flight. If you see a disconnect on the numbers, please make an AIF log entry of the times, and title it "CMX." Otherwise, crew chiefs and leadership get "MAD." It makes their lives easier at the end-of-month aircraft reporting.

3e. **USAF Eval:** Schedule for 19/20 April, it will only be a lost aircraft scenario; Capt Scott Stevens briefed that the USAF has already given NCWG credit for our real-world hurricane responses.

4. **New Feature: "Dip-Stick of the Month":** Due to several events in January, I decided to give prompt credit where credit is due. Thus, this Dip-Stick award. It will single out actions from a crew chief, or squadron for their **positive** actions in support of the CAP/NCWG mission. The reward is a 'customized Fuel Hawk-stopper device' which fits over **your fuel dip stick.** See photos below. Not only does this let me recognize the individual/unit; but might save you ~\$20 when the fuel stick is inadvertently left on the ramp.



4a. The first award (January) goes to **1st Lt Andrew Mabe, NC-082, Winston-Salem (KINT)** shown above. With the departures of Majors Franc Ovnich & George Tudder, I was a bit concerned about the loss of continuity for this dual aircraft location. Lt Mabe jumped in, took control, never missing a beat. Andrew is an aircraft mechanic & flight instructor. If anything, it's a shame CAPR 66-1 restricts us from using more of his skills.

4b. The second award (February) goes to **Major Jeff Farkas, NC-023, Wilmington (KILM)**. With several aircraft down for maintenance, Major Farkas travelled 30 miles, (each way) to pick up an aircraft battery. This allowed N908CP to still fly an AOB mission that morning and then return to KSUT to drop the aircraft off for an oil change & magneto inspection. Several aircraft were already grounded, and his actions helped us meet our Army obligations.

5. **More Recognition:** For those wondering what happened to the NC Flags we flew during the summer and fall; a **NC Flag box** was presented to **Lt Col John May** for his role as NCWG Director of Emergency Services (ES). We had to mail it to his new home in Florida, since the operations meeting was delayed. A list of the 20 pilots/aircrews that participated in flying the flags is attached on back of the box as a reminder of those of us happy to see him go.



6. **How Much Weight is Really in the Baggage Area?** A question came up if aircrews had to use the (new) 40# weight for baggage in the tail of the aircraft. If you/your crew chief hasn't weighed your aircraft's stuff, then 40 pounds is a conservative guess. It's also a motivator to thin out what's back there. Weigh the junk in your trunk and advertise to your squadron-mates, so they have more useful load. You could always pull some stuff out when heavy.

7. **Blinding Flash of the Obvious (BFO):** If N938CP is CAP3238, and N741CP is CAP3241, who is CAP3242?

8. 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 -

Major Martin Heller, CAP
NCWG Aircraft Maintenance Officer

BFO: CAP3242 is N98426 since N726CP was already assigned CAP3226.

Attachment 1

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

Affecting Cessna C-172 Aircraft

As of: 26 Feb 19

N-Number	Year	Engine Overhauled	Based	Status	Hours until MX	Estimated/ Comp Dates	Hours until 500-hour overhaul	Remarks
N726CP	2015	new	KIXA/ KRWI	Repaired w/ annual	Na	12 Feb 19	210	Both needed gears
N908CP	1999	Apr 2012	KMRH/ KILM	Repaired w/ oil change	na	12 Feb 19	207	Both needed gears
N99885	1986	Apr 2017	KAVL	Repaired w/ Oil change	Na	25 Feb 19	275 hrs since new	Needed 1 gear; Sent out for 500hr.
N99832	1985	Oct 2014	KINT	Repaired out of cycle	NA	22 Feb 19	155	One new gear; other Mag gear & rebuild
N4813C	1985	Feb 2010	KFAY	Awaiting Oil Change	6	End of Feb	320	At home/KFAY
N98426	1985	Oct 2017	KLHZ	Repaired w/ oil change	n/a	29 Jan 19	450	Both mags repaired.