

"Riveting Reading"

**Civil Air Patrol
North Carolina Wing
Aircraft Maintenance**

Oct 1 '22 Vol #59

By Lt Col Martin 'Stryker' Heller



NCWG's C-206 is the 4th oldest Airplane in CAP

N7360C "Her name is '*Lola*,' she is our showgirl, and also a heavy lifter. CAP has 38 C-206's & 16 Gippsland GA-8s; but several are non-mission capable according to AMRAD. Ours ain't one."

To: NCWG Commanders, Operations Officers, Crew Chiefs & Aircrews;

1. Motivational Quote: *"Without qualified and current mission pilots, the Civil Air Patrol fleet is just another flying club with a dress code."*

1a. NCWG Director of Operations (NCWG/DO) Comments: "Thank you for another great Fiscal Year of flying. Most importantly, everyone landed safely and went home. Besides the tremendous number of hours that we flew for our customers (and selves), I want to thank all the people behind the scenes that made it happen; from flight release officers, to operations officers, the crew chiefs to the Form 108 closers. It's an incredible air force we operate, and all as a volunteer effort. October 1st, we start again. Stay sane." 🍷 **Lt Col Matthew 'Lobster' Urbanek, USAF/Auxiliary**

1b. NCWG Director of Standardization/Evaluation (NCWG/DOV) Comments: The program to have all pilots receive dual instruction on a Profile #7 continues. **The deadline** as established by Major General Phelka (see memorandum – atch 1) **is still Dec 31, 2022**. As soon as FY23 money is available, please take advantage for the great benefit. It would cost you over \$300 to get this training outside CAP. If you need help with scheduling an IP or anything else, feel free to call me. Also watch for information on a Flight Clinic. **Lt Col Arnie "Speedway" Andresen, USAF/ Auxiliary.**

1c. FY23 Member Rental Rates: Despite inflationary challenges, NHQ has been able to slow the spiral of costs a little. The FY23, member-funded rates only went up about \$5/hour (dry). You still have a gas problem (in terms of fuel costs). In NCWG, member funded rates are: C-172; -\$71/Hour, C-182; \$81/hour, C-206; \$133/hour. Rates to be published soon in NCWG 173-3 Sup. The National rates just hit the street as Interim Change Letter to CAPR 173-3.

1d. Sep Highlights: For the month, **NCWG flew ~380 hours**; about 28 hours more than of August's 352 hours. We flew a 4 ½ day, AOB mission, as the facilities closed up early on Friday. It's okay; they just made up for opening late. Maybe more controller training is necessary so they learn not to clear aircraft for an approach and then shut down.

1e. Top Sept Aircraft/Squadrons Flying Hours: All but four aircraft, nearly so, met the 20-hour/month NCWG flying goal for September. **NC-121/KJQF/N716CP – 51 hours, & NC-022/KBUY/N262CP--45 hours, more than doubled it. NC-048/KRDU/N726CP again flew nearly 50 hours.** Even with half the fleet getting 100-hour inspections, we did well. Both our FLIR aircraft had a well-deserved rest; (having a ball?) and other aircraft picked up the hours.

1f. Top Sept Individual Flying Hours: **1) Jong Lee, NC-121, 40.9 hours, 2) Wendy Peters, NC-048, 19 hours, 3) Cliff Herring Jr, NC-171, 16.3 hours, 4) Greg Larson, NC-019, 16.2 hours. Top 'C' Hours: Renee Keefer, NC-048- 4.4 hrs.**

1g. Top FY22 NCWG Individual Flying Hours: **For the 5th straight year, Capt Morris 'Cliff' 'Beast' Herring Jr, NC-171,** topped NCWG with a **whopping 176 hours**; that's 13 hours more than FY21. **Lt Col Ray Davis, NC-019, hold the most hours in the aircraft with an incredible 236.6 hours, with 154 hours as an instructor or Check Pilot.** NCWG flew 1,129 cadet orientation sorties. This is not the # of cadets, or cadet seats. Based on just completed sorties, Capt Jason Moore, led with 55. See which other seniors flew many A15 missions in attachment 2. **C/1st Lt Rylee Emaus is the NCWG's most prolific cadet with 88.8 hours.** Capt Barbara Emaus, NC-124, appears to be the most prolific NCWG senior with 5 Emaus cadets and 2 other Emaus seniors. **Fun Fact: The Soviet Union has a 'Mother Heroine' award for**

raising 10 or more children: https://en.wikipedia.org/wiki/Mother_Heroine. CAP just offers a 'Recruiter' ribbon. See the estimated annual pilot left seat, total airplane hours & ranking list in Attachment 2.

1h. Annual NCWG Aircraft Hours: While unofficial numbers, **NCWG flew ~4,230 hours in FY22 ranking #2 in the country**; (slightly behind the Calif Wing). Thus, NCWG continues our flying hour dynasty over the past decade. **All but two airplanes flew 200 or more hours.** **N908CP** is less than a handful short, but we couldn't get there unless we overflew the 100-hour inspection in Sept. Not only was '**Flo**' down for ~seven weeks waiting on an aileron pushrod (from China—the pushrod was damaged by high winds), but she was 2nd highest in 'C' flight hours. **N7360C**, our C-206, flew ~154 hours; but has previously been meeting the 200-hour goal. '**Lola**' was down for ~six weeks getting her instrument panel overhauled. Compared to the other 54, six or eight seat aircraft in CAP, our C-206 ranks fairly high in hours of operation. **N99885 flew 367 hours** and was re-assigned from **NC-019/KAVL** as to not wear '**Echo**' out so fast. Unfortunately (or perhaps fortunately) the new squadron (**KJNX/NC-143**) didn't get the message, so we may need to swap planes with a slower squadron. The Aug '22 Riveting Reading has the aircraft retirement and engine replacement projections. **N716CP, N963CP, N726CP & N262CP all exceeded 300 hours.** **N405CV, N727CP, N99832, N938CP, N81CP, N98426 & N741CP basically exceeded 240 hours, averaging at least NCWG's 20 hours/month goal.**

2. Maintenance Month in Review:

2a. Aircraft in Annuals: 8 airplanes (Half our fleet) had 100-hour inspections between two consolidated maintenance facilities. **Total Flight Solutions/KLHZ & Belle Aviation/KAVL** have picked up a lot of work as Brunswick Air left KSUT. Thanks again to Lt Col's Ray Davis and Chris Bailey who also inherited an increased workload.

N98426: 'Sarah' had a right fuel tank leak; at least AVGAS color is blue in keeping with CAP's red, white and blue paint scheme. Unfortunately, there was a crack, needing welding, hence removal from the airplane. There were actually two leaks fixed. '**Sarah**' received her its IFR bi-annual certification, a bi-annual corrosion treatment some cowlings fasteners, and had the rear window resealed. **N98426** went home to KEWN on 12 Sept.

N7360C: Annual/100hr Inspection: Thorough inspection of both left and right brake assemblies was done. We had been getting noise and shimmy on takeoff and landing. Right side caliper pins needed to be replaced. Recently we had the brake disc replaced. The mechanic that changed them said the left and right disc are not the same. The disc installed allows the caliber pins to more completely engage the holes.

N4813C/'Frank': Started it's 100-hour at KLHZ on 19 Sep. We thought it would just need a left tire and have its FM radio's dilithium crystals re-aligned. Add an engine crank seal, a #3-cylinder gasket, removing and re-installing all 4 oil return fittings, fabricating a doubler plate which mounted to the cracked outboard flap hinge (of course painting too), and replacing a broken cowling rubber mount. Plus, they replaced the door's beaten up CAP decal. Frank was trying to KFAY on 29 Sep, but Hurricane IAN is weighing in on the decision.

N726CP/'Betty': Got a new spinner due to a crack, the left brake pad replaced, touch up paint on the rudder, trouble shooting a left mag, 4th cylinder fouling problem, and a yoke positioning adjustment.

N405CV: 'Loki': Went to KAVL for its 100-hour on 21 Sep. Lots of nit-noid stuff; flap track lubrication, pilot air vent stuck open, seat 3 PTT no workie, 12 Volt Power outlet fell out. Tail swapped to go home with N262CP on 28 Sep.

N819CP/'Dixie': Needed a new beacon bulb and a new left tire. Back home to KSVH on 11 Sep.

N908CP: 'Flo' Dropped off at KLHZ on 25 Sep. Has some autopilot wandering concerns.

N262CP: Tail swapped with N405CV on 28 Sep when going to KAVL for mx thus saving about 6 hours of A9 chase plane funding. Nothing jumping out on the 'to be done,' list.

2b. Other Maintenance Issues: NCWG fleet oil changes included: **N99832. N727CP's** needed a new autopilot trim servo on the ailerons. **POWELL AVIONICS/KFAY** really came through so '**Scottie**' could participate in the AOB

missions. **N99885/ 'Echo'...Echo...Echo...Echo...** had a door hinge break. Got it replaced and both main tires as well. **N405CV** had 'stuttering flaps.' Aircrews can fix that by putting a little grease on the flap tracks. Don't have grease? We store 5-6 quarts of oil in front of the instrument panel. When checking the oil, run your finger along the dipstick and use that. Now get a band-aid for your finger. **N7360C** broke an alternator belt; nice thing about Continental engines is that one doesn't have to remove the propeller to change it, unlike Lycoming engines. Crew Chief, Capt Dan Moore drove to KLHZ to pick up, said fan belt as the plane was at **KJNX**. **N7360C** also had a vacuum pump failure. **N99832** had its EGT quit. **N819CP's** brand new paint needed touch up after flying through heavy rain. **N726CP's** interior flood lights kept popping the circuit breaker; that's a KOEL item preventing night flight. Whatever happened to red LED headbands?

2c. CAP Form 71s due this Month: With the vast increase in work for the CAP Form 71, NCWG decided to change from a monthly, to a semi-annual submission; Oct and April. Which means **it's due now**. *'Don't hate me because I'm not beautiful, hate me because I couldn't stop leadership from putting the CAP Form 71 on steroids.'* For those crew chiefs who already submitted it in Sept, you're good until April 1st.

3. Aviation Maintenance Support Information:

3a. GPS database cycle 2210 current cycle starts 5 Oct; just the nav database. Be sure to...yada. yada... AMRAD.

3b. Clean Machines: **N963CP, N99832, N908CP and N179CP were washed in Sept. N405CV and N262CP are due in Oct, N741CP and N727CP in Nov, N938CP & N7360C in Dec. Thanks for updating AMRAD. 8*)**

3b2. It's critical not to fly with a broken transponder antenna. Just sticking it back on can fry a transponder & turn a \$300 repair into \$1,800. Get it fixed it right.



3b1(Left): A broken, transponder antenna. Be careful when scrubbing the underside of the airplane. It's only the glue around the edge of the antenna base that holds it on. Over time (& exposure) the glue weakens & a slight tap will send it flying.

3c. Little known, CAP Reg Requirements of the Month: CAPR 130-2, page 2, Para 2.4. **Aircrew Members.** *"All aircrew members must comply with all provisions of this regulation and complete AMRAD training for Pilot's and FRO/SFROs."* And CAPR 130-2 *"is applicable to all personnel who operate and/or maintain CAP corporate aircraft."*

Since it's an inspection item, a NCWG aircrew member-wide email was sent out on 17 Sep, stating the same. Fortunately, the courses are really easy and helpful. The pilot AMRAD training is 28 slides one can go through in about 10 minutes. The AMO briefing is 53 slides (many are the same) so crew chiefs taking both, can get through the AMO brief in just a few minutes more. And there is no quiz. You can find the courses in the AXIS course catalog at: <https://elearning.caphq.gov/lms/portal/user/index.php>. **Please 'git-r-done' by 30 Oct.** Hopefully, the training & tracking will be integrated into the Ops Quals system so the onus won't remain on the Wing/AMOs.

3c1. Wanted: AMRAD Course Completion Tracker: Referenced above, at some point NCWG may need to give up on 'carrots' and go to the 'stick' method to ensure compliance. We don't want to go that route, since it's more workload. Considering NCWG was written up on a >99 44/100% compliance, on 6,000+ for automated FRO releases last compliance inspection, I have no faith the next CI will be reasonable. **If someone is good with pivot tables and email automation, please step up.** You would play an important role to ensure NCWG is in full compliance. Others, please do it now.



Refrigerator Door Bling

3d. Parking Risk Assessment – Where to Stick it? As a reminder, this is an annual tasking (if CAP Pamphlets can task (CAPP 130-3, para 2.2)) to develop or review the parking situation. Especially for those with hangars to prevent 'hangar rash' or other damage as portrayed in the wonderful, ground handling video all aircrews are required to watch every two years. Crew Chiefs please forward to me and Wing/SE when complete. **But that doesn't help the**

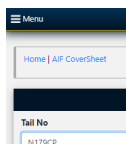
aircrews; they need a place to find it; especially as most of our aircraft locations are without a hangar. So, place a copy in Tab 7 (Wing/Unit specific items) and be sure to date it. See attachment 3 for tracking.

3e. Survival Kits: During the monthly Inspection, please check the expiration date: They should all be **July 31, 2024** as they were all rebuilt with new food, batteries and Pelican cases last year. Some survival kits may have an earlier date. If so, let me know and I'll get you a new sticker. I rebuilt all of them the same way, nearly at the same time.

3f. Ought to Be in Pictures: Thanks!! We completed our bi-annual aircraft photo series. **N99885, N99832, N963CP, N819CP, N726CP, N262CP & N405CV** all came in. Nominees for best picture(s) include: **Dan Moore, Don Williams, Ray Davis and Malone Rosemond....**



3g. 'Never a 'Dooh' Moment': Life is about learning and this newsletter tries to pass on some lessons. Here's one: If you check the oil right after hours of flight, it will read low. Before one starts to panic, check the oil temperature gauges to see if they are high, and the windscreen and bottom of the aircraft for oil coating. If everything is normal, then the oil is still in the engine. Maybe not in the oil pan, but lubricating those things that 'go round and around and up and down,' you know, doing its job. It probably takes two hours for oil to cool & completely drain back to the pan.



3h. New AIF Cover Page Link in AMRAD: The link that was on the WMIRS/Support /Maintenance Module/Current Maintenance Snapshot (far right side) is still there. But now there is another link on the AMRAD Add/Edit Aircraft Maintenance Data page as well. Both get you a printable AIF cover page.



3i. Medals for Flying? "Just 'Ribbon' Ya:" When one flies 50 or more cadets or 10 FEMA / Army Airfield Operations Branch (AOB) / USAF support missions, they qualify for an Orientation Flight, or Homeland Security Ribbon, respectfully & subsequent CAP triangle accoutrements. But you need to produce proof, along with the CAPF 2A. Fortunately, WMIRS / Support / Reports allows you to download your mission participation log history in Excel where you can sort and filter your missions to document completion. Cadet orientation rides are 'cadet seats.' Thus, if you fly two cadets, land, swap seats, & fly back, that's a 4-counter. Still a huge effort; but there is ribbon rack "bling".

4. Miscellaneous News:

4a. Unleaded Gas update: More Paul Bertorelli, AVWEB.com, <https://www.funplacestofly.com/blog.asp?ID=4502> and with AOPA President, Mark Baker: <https://www.youtube.com/watch?v=aP-4AxNsxSw>

4b. 'Left of Center?' If you find yourself consistently on the left (I'm talking centerline, not politics) on landing, remember that 'P-factor and asymmetrical thrust' still exist when you're low, slow, with a high pitch angle. So be a little conservative & use some right rudder to get you on the straight and not narrow. Since ~ 120 pilots just read this training, & I used the CFI phase of 'more right rudder', (JA→) I get to log $(1/10^{\text{th}} \times 120)$ 12 hours of instruction. 8*)

4c. 'Save your money;' Just self-Identify as a "pilot": Seems lots of people are calling themselves pilots nowadays without an FAA certification. You probably have identified some pilots that are '...holes.' There may be a joke somewhere here, but realize it is deep.



5. Thank you all for the support & taking the time to read this Riveting Reading. ('Pilot hole' is the punchline in Para 4c.) All the Riveting Reading newsletters are available on the Wing website (NCWGCAP.org) under 'Members/ Operations/ Aircraft Maintenance.' You can reach me at: mheller@ncwgcap.org or via phone at (703) 732-3264.

- Stryker  R -

Martin Heller, Lt Col, CAP
NCWG Aircraft Maintenance Officer

3 Attachments

1. NHQ/CC Memorandum on proficiency flights, dtd 21 July 22
2. FY 2022 NCWG Top Pilot and Aircraft Seat Hours listing.
3. NCWG/AMO Tasker status

Attachment 1
Riveting Reading, Oct 2022



CIVIL AIR PATROL
UNITED STATES AIR FORCE AUXILIARY
MAXWELL AIR FORCE BASE, ALABAMA 36112

21 July 2022

MEMORANDUM FOR ALL REGION AND WING COMMANDERS

FROM: CAP/CC and CAP-USAF/CC

SUBJECT: Proficiency, Recency, and Overall Flying Safety

1. CAP remains one of the safest flying organizations in the world, but we should always strive to improve. CAP has experienced some preventable mishaps recently that should give us all reason to pause and look at how we can improve flying safety across CAP.

2. Though many of us fly regularly and have a high degree of competence, skill and overall expertise, we could all benefit from additional aviation training. We asked our safety and operations teams to look at CAP's mishap history in comparison to general aviation, plus identify what the critical pilot proficiency skill requirements are. They have identified several areas that CAP should focus on:

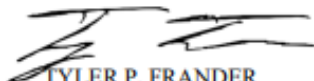
- Timely Instructor Intervention
- Stabilized Approaches
- Slow Flight
- Steep Turns
- Stalls
- Go-Arounds
- General Pattern Operations
- Short/Soft Field Takeoffs and Landings

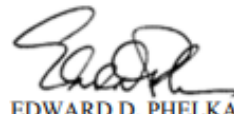
3. As a continuation of our efforts flowing out of the recent Safety Focus Day, we're requesting the following happen by the end of the calendar year (if possible) to address the above areas:

Each CAP Pilot receive one funded Profile 7 proficiency flight with an Instructor Pilot. This can be done in conjunction with a flight clinic or individually. CAP/DO will track and report Profile 7 participation with their regular Pilot Flight Evaluation Status Update. Please help CAP/DO by aggressively managing this funding and giving it a high priority. We want to ensure all pilots have an opportunity to participate. To be clear though, other types of proficiency flying are not prohibited since all types are important.

Each wing host a flight clinic (flying or nonflying) addressing the above focus areas and encourage all pilots to participate. Please work with CAP/DO to make reasonable requests for flight clinic mission(s) to be added before the end of the calendar year. CAP/DO will provide us regular reports on flight clinics held. Many of you have already submitted your training and flying plans for FY23 and may not have a flight clinic scheduled or funded yet. Work with CAP/DO to add flight clinic(s) if necessary. Requests for FY23 missions not in your approved plans can only be entered into WMIRS after October 1st, but that does not prevent you from preparing and coordinating now.

4. Thank you for your support of these important requests. If you have any further questions, please contact Mr. John Desmarais, CAP/DO, at jdesmarais@capnhq.gov.


TYLER P. FRANDER
Colonel, USAF


EDWARD D. PHELKA
Major General, CAP

cc:

CAP/CV/XO/CCC/COO/COA/DO/GC/NOC/SE/FM/CP/MAC
All CAP Region and Wing CV/CS/DC/DO/DOC/DOH/DOS/DOU/DOV/SE
CAP-USAF/CD/DO/JA/SE and Liaison Region CCs

Attachment 2
Riveting Reading, Oct 2022

NCWG 2022 Pilot left seat and Total Time Hours & Ranking
Top 60 Pilots who logged hours in FY22 (as of: 26 Sep 22)

Pilot	Unit	Total Left Seat Hours	Left Seat Rank*	Non-left seat time	Total time in aircraft	Total Time Rank	Remarks%
Davis Sr, Raymond G	NC-019	70.9	14	165.7	236.6	1	Top Hours Pilot
Herring Jr, Morris C	NC-171	176.4	1	30.8	207.2	2	Top Left Seat Hours
Rosemond , J. Malone	NC-022	125.6	3	58.8	184.4	3	39 O-ride sorties
Lee , Jong I	NC-121	130.3	2	45.7	176	4	29 O-ride sorties
Peters , Wendy J	NC-048	98	5	63.5	161.5	5	Top Female Pilot@
Bashinski , Benjamin	NC-019	89	8	63.3	152.3	6	20 O-ride sorties
Browner , Jeremy T	NC-001	36.88	44	110.5	147.38	7	
Williams , Donald W	NC-048	99	4	36.9	135.9	8	31 O-ride sorties
Moore , Jason D	NC-143	97.4	6	4.5	101.9	9	Top (55) O-ride sorties
Hartman , David S	NC-019	65	16	34.3	99.3	10	19 O-ride sorties
MacPherson , Robert B	NC-082	71.3	12	23.2	94.5	11	29 O-ride sorties
Briola II, Donald A	NC-019	49.6	24	44.9	94.5	11	16 O-ride sorties
Wilbanks , Ronald T	NC-121	92.6	7	1.7	94.3	13	17 O-ride sorties
Fountain Jr, William L	NC-162	75.2	11	18.7	93.9	14	
Trull , Steven M	NC-170	79.7	10	12.3	92	15	31 O-ride sorties
Emaus , Rylee C/1 st Lt	NC-124	88.8	9	1.6	90.4	16	Top Cadet hours
Larson , Gregory R	NC-019	47.3	30	41.3	88.6	17	
Noffke , Heino	NC-170	71.2	13	17.3	88.5	18	NC-170/CC
Heller , Martin B	NC-170	39.4	39	48.9	88.3	19	NCWG/AMO
Miller , Joseph H	NC-082	31.8	49	53.7	85.5	20	
Ragland , Larry J, Col	NC-001	61.4	18	21.8	83.2	21	CAP BoG, 18 O-rides
LeCompte , Malcolm A	NC-305	44.9	33	32.6	77.5	22	
Netherby , Richard J	NC-145	66.2	15	10.8	77	23	15 O-ride sorties
Mason , Robert C	NC-005	63	17	12.7	75.7	24	
Goldstein , Irving M	NC-145	49.3	26	24	73.3	25	
Dawson Jr, Charles H	NC-022	52.9	21	19.7	72.6	26	
Solomon , Hemant	NC-048	60.9	19	5.9	66.8	27	37 O-ride sorties
Keller , Joseph M	NC-048	41.2	37	25.6	66.8	27	24 O-ride sorties
Malott II, Daniel W	NC-305	42.5	35	23.2	65.7	29	
Reinstein , Kevin J	NC-048	54	20	10.7	64.7	30	

@And top pilot under 5' 6"

Pilot	Unit	Left Seat	L. Seat Ranking	Non-left seat time	Total Time	Total Time Ranking	Remarks
Bailey , Christopher T	NC-145	45.3	33	19.3	64.6	31	NCWG/AAMO
Urbanek , Matthew D	NC-001	38.2	42	26.4	64.6	31	NCWG/DO
Lincoln , Carlisle A	NC-011	48.1	28	14.4	62.5	33	Group 1/CC
Van Wagner , Paul A	NC-171	49.2	27	10.3	59.5	34	17 O-ride sorties
Batista , Alex	NC-171	44.5	34	14.8	59.3	35	
Engstrom , Eric R	NC-171	45.4	31	12.7	58.1	36	26 O-ride sorties
Ish , Edward L	NC-305	35.1	47	-35.1	57.8	37	
Bailey, Robert Jason, Col	NHQ	51.8	22	4.2	56	38	NHQ/CoS
Smith , Rachel	NC-048	49.6	25	4.3	53.9	39	
Phillips , John R	NC-023	48.1	27	4.7	52.8	40	17 O-ride sorties
Bell , William L	NC-019	21.1	62	30.6	51.7	41	
Shelley , Gary M	NC-057	23.4	58	-23.4	51.6	42	
Scotton , Thomas N	NC-171	49.8	23	1.7	51.5	43	
Farkas , Jeffrey D	NC-023	15.7	79	34.8	50.5	44	NC-023/CC
Stevens , Scott E	NC-019	42.5	36	7.4	49.9	45	NC-019/CC, 20 O-rides
Howard , Nannette M	NC-019	38.6	40	8.9	47.5	46	18 O-ride sorties
Ascher Jr, Ronald A	NC-171	29.1	52	-29.1	46.1	47	
Faver , Dennis O	NC-170	10.4	99	34.2	44.6	48	
Andresen , Arnold H	NC-019	10.2	99	33.8	44	49	NCWG/DOV
Mouat , Brian J	NC-160	24.9	56	-24.9	43.1	50	
Blair , Matthew T	NC-079	37.3	42	5.5	42.8	51	27 O-ride sorties
Milstead , Todd A	NC-162	41.2	38	0	41.2	52	27 O-ride sorties
Cook , Jackson Joel	NC-019	37	44	0	37	53	
Bennett , Michael T	NC-145	23.5	57	11.6	35.1	54	
Courtney , Wallace C	NC-019	30.2	50	4.5	34.7	55	
Angelovich , Edward Col	NC-001	13.9	85	17.5	31.4	56	NCWG/CC
Walker , Jeffrey P	NC-023	24.9	55	-24.9	31	57	
Stange , David E	NC-145	2.5	150	26.7	29.2	58	
Aytona , Maria Corazon	NC-171	3	146	22.5	25.5	59	
Hansen , Douglass R	NC-305	11.3	96	5.3	16.6	60	

* If your left seat vs. right seat hours are slightly off, it's probably because some 'crew' roles were left blank. You would need to back into WMIRS, and update the mission sorties identified on your Mission Summary (if those sorties aren't locked and they probably are.)

% O-ride sortie count is based on completed sorties; not seats. Some could be repositioning flights. To calculate one's total cadet seat count, see para 3i and then do your own figuring.

Attachment 3
Oct '22 NCWG Riveting Reading
NCWG Maintenance Tasking Status

Nbr	N-Number	Type	Year	Based:	Remarks	G1000 LRU Photos*	2022 airplane photos	Risk Assess Plan
1	N262CP	182T	2018	BUY	G1000 /WAAS	Yes	Yes	Pending
2	N405CV	182T	2017	INT	G1000 /WAAS	Yes	Yes	Pending
3	N938CP	182T	2015	LHZ	G1000/WAAS	No*	Pending	Pending
4	N726CP	172S	2015	RDU	G1000/WAAS	Yes	Yes	Pending
5	N179CP	182T	2012	SUT	G1000/WAAS	Yes	Yes	Yes
6	N727CP	182T	2010	FAY	G1000/WAAS	Yes	Yes	Pending
7	N963CP	182T	2007	AVL	G1000/WAAS	Yes	Yes	Yes
8	N741CP	182T	2006	ECG	G1000	No	Yes	Yes
9	N819CP	182T	2006	SVH	Round Gauge/ GNS 625 Glider tow	n/a	Yes	Pending
10	N716CP	182T	2005	JQF	G1000	Yes	Pending	Pending
11	N437BA	L23	2002	LHZ	Glider	n/a	n/a	n/a
12	N908CP	172S	1999	ILM	Garmin 500 / GTN650	n/a	Yes	Yes
13	N99885	172P	1986	JDF	Round Gauge / GNS 400	n/a	<u>G-d Yes!!!</u>	Yes
14	N98426	172P	1985	EWN	Garmin 500 / GTN650	n/a	Yes	Pending
15	N4813C	172P	1985	FAY	Round Gauge – Aspen/GNS 430	n/a	Yes	Pending
16	N99832	172P	1985	AVL	GNS 400 / Glider tow	n/a	Yes	Yes
17	N7360C	U206G	1977	LHZ	Round Gauge – Aspen 500	n/a	Yes	Pending

- Not In our files; please submit (or resubmit to AC-Reports, and cc: Rdavis@ncwgcap.org)