

CHAPTER 5

CONCLUSION AND RECOMMENDATIONS

5.1 Conclusion

This chapter presents the conclusions drawn from the research study, which are based on the analysis of data collected from respondents' evaluations of defence management in the AFN. It also considers the nature of terrorism threats in the Northwest region, the impact of these threats on national security, and the challenges that hinder military operations against terrorism threats in the region. Additionally, it outlines strategies to mitigate the identified challenges. The conclusions of this study are organized and further discussed.

The research results identified defence management in Nigeria to be at a sub-optimal level. However, the defence strategy in the form of NNDP has improved efforts at tackling threats of terrorism in the Northwest region. The budgetary allocation, though assessed as adequate by respondents, reveals a struggle by the FG to maintain sources of revenue. Also, procurement and logistics are equally inadequate to curb threats of terrorism in the Northwest region. Human resources, civil-military relations, as well as technology and innovation, were also identified as elements of defence management in Nigeria which require improvement.

The research findings indicate that the threats of terrorism in the Northwest region have had significant impacts on national security in Nigeria. The activities of terrorist groups like Boko Haram, ethnic militias, armed bandits, and kidnappers have resulted in the loss of lives, displacement of people, destruction of property, and the disruption of socio-economic activities. These challenges have undermined Nigeria's peace, stability, and development and subsequently impinged its national security.

Furthermore, the research results further highlighted some challenges, including limited quick-impact projects by the military, insufficient capacity of security forces as well as inadequate maintenance and serviceability of air platforms. There is a need for a comprehensive approach that considers the underlying socio-economic factors fuelling the security challenges. This includes addressing poverty, unemployment, educational disparities, and governance issues. The porous nature of Nigeria's borders has allowed for the influx of weapons, illicit goods, and movements of terrorists and armed bandits. Strengthening border security and enhancing cross-border cooperation are critical to addressing the threats. There is often lack of synergy and coordination amongst security agencies. There is a need for better synergy and coordination among security agencies, intelligence agencies, and other relevant stakeholders. This includes intelligence sharing, joint planning, and joint operations to maximize the impact of counterterrorism efforts. There is therefore a need to enhance the capacity of security agencies. Shortfalls in the capacity of air platforms was also identified as a challenge to military operations against terrorism in the northwest.

Some of the strategies to address the identified challenges include the establishment of a cooperative agriculture society, establishing and strengthening a knowledge management system as well as establishing of UAV MRO. It is clear that a holistic approach is required to effectively address the threat of terrorism and armed banditry in the Northwest region of Nigeria. This approach should include not only military operations but also efforts to address socio-economic disparities, improve governance and development, and promote dialogue and reconciliation. Enhancing intelligence sharing, interagency cooperation, and community engagement will also be critical in preventing the resurgence of terrorist activities.

Finally, this study establishes the pivotal role of enhanced defence management in Nigeria's counterterrorism efforts, particularly in the Northwest region. Strengthening key management functions is essential to overcome current inadequacies in resources, logistics, and coordination. By prioritizing these internal management strategies, alongside improving human resources and technological capabilities, Nigeria can more effectively address the significant national security challenges posed by terrorism.

5.2. Recommendations

It is subsequently recommended that:

- a. The DHQ should set up joint military farmer task forces to work out modalities for the establishment of cooperative agricultural society in the Northwest region.
- b. The Cooperative agricultural society upon establishment should provide training and technical assistance to farmers in the region amongst other functions establishing the institution.
- c. The DHQ should establish the interagency workgroups forum to establish and strengthen a knowledge management system for military operations in the Northwest.
- d. The Workgroups, upon establishment, shall deploy analytical tools and technologies to support comprehensive intelligence analysis and visualization.
- e. The DHQ should task the HQ NAF to establish a UAV MRO Centre in the northwest and equip it with specialized tools, equipment, and technical expertise to handle routine MRO of UAVs.
- f. The HQ NAF should implement a robust supply chain

management system to ensure the availability of spare parts, consumables, and support equipment required for UAV maintenance and repair activities.

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- Bushi HU (personal communication, 2023), Senior Accountant, Federal Ministry of Finance. Abuja. Interviewed on Military Operations against Terrorism in Northwest Nigeria for Enhanced National Security.

Buba, Sanusi (personal communication, 2023), Commissioner of Police, Katsina State. JTF Northwest Op HADARIN DAJI interviewed on Military Operations against Terrorism in Northwest Nigeria for Enhanced National Security.

Danja, Abdullahi (personal communication, 2023), Director, State Security Services, Katsina State. JTF Northwest Op HADARIN DAJI interviewed on Military Operations against Terrorism in Northwest Nigeria for Enhanced National Security.

E.A. Wonah (personal communication, 2023), Former Commander, 631 ACMD, Lagos. Interviewed on Military Operations against Terrorism in Northwest Nigeria for Enhanced National Security.

Gwumi (personal communication, 2023) , Lecturer on Security Studies, Abdu Gusau Polytechnic, Talata Marafa, Zamfara State, interviewed on Military Operations against Terrorism in Northwest Nigeria for Enhanced National Security.

Komolafe, AA (2023). Former Air Component Commander, JTF Northwest Op HADARIN DAJI interviewed on Military Operations against Terrorism in Northwest Nigeria for Enhanced National Security.

Musa, CG. (2023). Chief of Defence Staff of Nigeria interviewed on Military Operations against Terrorism in Northwest Nigeria for Enhanced National Security at Defence Headquarters Abuja.

Oyegoke, OP (personal communication, 2023), Former Commanding Officer, JTF Northwest Op HADARIN DAJI interviewed on Military Operations against Terrorism in Northwest Nigeria for Enhanced National Security.

Odesola (personal communication, 2023), Former Commanding Officer, 631 ACMD, Lagos. Interviewed on Military Operations against Terrorism in Northwest Nigeria for Enhanced National Security.

Umar, M.B (2023). Air Component Commander, JTF Northwest Op HADARIN DAJI interviewed on Military Operations against Terrorism in Northwest Nigeria for Enhanced National Security via Google meet.

Yakubu,M (personal communication 2023). Former Head of CIMIC, HQ NAF, Garki, Abuja. Interviewed on Military Operations against Terrorism in Northwest Nigeria for Enhanced National Security.

APPENDICES

APPENDIX 1

QUESTIONNAIRE OF THE RESEARCH STUDY



REPUBLIC OF INDONESIA DEFENCE UNIVERSITY

QUESTIONNAIRE ON MILITARY OPERATIONS AGAINST TERRORISM IN NORTHWEST NIGERIA FOR ENHANCED NATIONAL SECURITY

Distinguished Respondent,

1. I am a participant in the Masters of Defence Management Course 14 at the Republic of Indonesia Defence University (RIDU). In recent years, the Armed Forces of Nigeria (AFN) have been increasingly focused on addressing the complex threats and impacts of terrorism, particularly in the Northwest region of Nigeria. A key aspect of the efforts against these threats has been military operations (inclusive of operations other than war). This has necessitated the development and implementation of various strategies to enhance the operational effectiveness of military personnel in the North-west theatre. These strategies encompass a wide range of measures, including improved defence spending, enhanced joint operations, and increased collaboration with local communities. This survey aims to gather insights on the current threats and impacts of terrorism in the Northwest as well as determine contemporary challenges posed to the military in dealing with these threats. The survey will also seek respondents' views on suggested strategies to better equip and support military personnel in these critical operations. The insights

obtained will contribute to this research and hopefully enhance national security by their application.

2. Consequently, you are kindly requested to complete the attached questionnaire. Please be assured that the information obtained will be used solely for the purpose of research and treated with utmost confidentiality. Please provide your response by ticking the appropriate box for each of the statements.

SECTION A (CHARACTERISTICS OF RESPONDENTS)

1. Gender: Male Female
2. Age (year): 21 – 30 31 – 40 41 – 50 51 and above
3. Occupation/Profession: Govt/Private Worker Security Personnel
Civilian
4. Working Experience (Years): 0 – 5 6 – 10 11 – 20 21 and above
5. Academic Qualification: Secondary School Certificate
OND/Diploma BSc/HND
MSc/PhD
6. Have you ever been involved (in any capacity) in military operations against terrorism in NW Nigeria? Yes No.

SECTION B

Part 1: Questions Related to Defence Management.

Please use the response format provided to respond to the following statements by choosing one option. There is no right or wrong answer. Tick the appropriate column to indicate your choice. Agree = A; Disagree = D; Not Sure = NS

S/N	Question	A	D	NS
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(a)	(b)	(c)	(d)	(e)
1.	Implementation of the Nigerian National Defence Policy (NNDP) as a Defence Strategy has improved efforts at tackling Threats of Terrorism in the North West			
2.	Budgetary Allocation as an aspect of Defence Management of the AFN has improved efforts at tackling Threats of Terrorism in the North West			
3.	Procurement and Logistics in the AFN is Adequate to curb Threats of Terrorism in the North West			
4.	The AFN has Adequate Human Resource to curb Threats of Terrorism in the North West			
5.	The Civil Military Relations between AFN and Civil Populace is Sufficiently Robust to Assist in Curbing Threats of Terrorism in the North West			
6.	The AFN has sufficiently Embraced Emerging Technology in curbing Threats of Terrorism in the North West			

Part 2: Questions Related to Threats of Terrorism in the North West Region in Nigeria

Please use the response format provided to respond to the following statements by choosing one option. There is no right or wrong answer. Tick the appropriate column to indicate your choice. Agree = A; Disagree = D; Not Sure = NS

S/N	Question	A	D	NS
(a)	(b)	(c)	(d)	(e)
1.	Boko Haram activities have a significant and adverse impact on the overall well-being of citizens in the North West region of Nigeria.			

2.	Activities of tribal-affiliated militias constitute a threat of terrorism in the North West region of Nigeria.			
3.	Armed Banditry constitute a Threat of Terrorism that affects security in the North West Region			
4.	Kidnapping for Ransom is a Threat of Terrorism in the North West Region that has affected National Security in Nigeria			

Part 3: Questions Related to Impacts of Terrorism in the North West Region on National Security of Nigeria.

Please use the response format provided to respond to the following statements by choosing one option. There is no right or wrong answer. Tick the appropriate column to indicate your choice. Agree = A; Disagree = D; Not Sure = NS

S/N	Question	A	D	NS
(a)	(b)	(c)	(d)	(e)
1.	Loss of lives and property in the North West region of Nigeria represents a significant negative impact of terrorism threats on national security.			
2.	Food insecurity is a negative effect of terrorism in the North West region of Nigeria to its national security			
3.	Rise in internally displaced persons is a negative effect of threats of terrorism in the North West region of Nigeria.			
4.	Economic insecurity is a negative effect of threats of terrorism in the North West region of Nigeria to its national security			

Part 4: Questions Related to Challenges Confronting the Military Operations Against Threat of Terrorism in North West Region in Nigeria

Please use the response format provided to respond to the following statements by choosing one option. There is no right or wrong answer. Tick

the appropriate column to indicate your choice. Agree = A; Disagree = D; Not Sure = NS

S/N	Question	A	D	NS
(a)	(b)	(c)	(d)	(e)
1.	Limited QIP is a challenge confronting military operation against Threat of Terrorism in the North West Region			
2.	Insufficient capacity of security forces is a challenge confronting the efforts to curb violent activities of terrorism in the NW			
3.	Inadequate Serviceability and Maintenance of Aircraft is a challenge confronting military operation against Threat of Terrorism in the North West Region			

Part 5: Questions Related to Suggested Strategies.

Please use the response format provided to respond to the following statements by choosing one option. There is no right or wrong answer. Tick the appropriate column to indicate your choice. Agree = A; Disagree = D; Not Sure = NS

S/N	Question	A	D	NS
(a)	(b)	(c)	(d)	(e)
1.	The establishment of a military/farmers joint cooperative agricultural society will help win the hearts and minds of people as well as enhance military operations against threats of terrorism in the North West			
2.	Establishment and Strengthening a knowledge management system for maintaining operational history and enhancing situational awareness would enhance military operations against Threat of Terrorism in the North West Region			
3.	Establishment of a UAV Maintenance, Repair, and Overhaul (MRO) Centre would			

	boost military operation against Threat of Terrorism in the North West Region			
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Source: Research Compilation (2023)

20. You may kindly express your opinion(s) on this research subject or suggest any other strategies you think might help to overcome the challenges militating against efforts at curbing terrorism in the North West Region of Nigeria.

Appreciation. I thank you very much, Sir/Ma'am, for kindly accepting to participate in this study, and for your prompt return of this questionnaire form. Best regards always.

APPENDIX 2

QUESTIONNAIRES DISTRIBUTION PATTERN AND RETURN RATE

Number of Respondents that Attempted the Questions = 420

Serial	Respondents Location/Establishment	No of Questionnaires Returned	Validity Percentage (%)	Remarks
(a)	(b)	(d)	(f)	(g)
1.	JTF HQ OP HADARIN DAJI	158	37.6	
2.	Ministry of Defence/DHQ	32	7.6	
3.	Academics, Locals	30	7.1	
4.	HQ NAF	70	16.7	
5.	Members of Nigerian Paramilitary	40	9.5	
6.	AHQ	50	11.9	
7.	Nigerian Police Force	25	6.0	
8.	Office of National Security Adviser	15	3.6	
	TOTAL	420	95.48	

Source: Researchers Compilation (2023)

APPENDIX 3

MAP OF NIGERIA SHOWING BORDER BETWEEN NIGERIA AND NIGER REPUBLIC



Source: Abdul (2020)

APPENDIX 4

SCREENSHOTS OF RESULTS OF THE RELIABILITY TEST USING SPSS

1. All Variables

RELIABILITY

```

/VARIABLES=A1 A2 A3 A4 A5 A6 B1 B2 B3 B4 B5 B6 C1 C2 C3 C4 D1 D2 D3 D4 E1 E2 E3 F1 F2 F3
/SCALE('All Variables') ALL
/MODEL=ALPHA.

```

Reliability

[DataSet1] C:\Users\Hp\Desktop\GP CAPT EZEH\DATA COLLATION.sav

Scale: All Variables

Case Processing Summary

		N	%
Cases	Valid	420	100.0
	Excluded ^a	0	.0
	Total	420	100.0

a. Listwise deletion based on all variables in the procedure.

Reliability Statistics

Cronbach's Alpha	N of Items
.816	26

2. Questions Related to Defence Management

The screenshot displays the IBM SPSS Statistics Viewer interface. The left pane shows a tree view of the output, with 'Reliability Statistics' selected. The main window shows the following output:

```
RELIABILITY
/VARIABLES=B1 B2 B3 B4 B5 B6
/SCALE('Defence Management') ALL
/MODEL=ALPHA.
```

Reliability

Scale: Defence Management

Case Processing Summary

		N	%
Cases	Valid	420	100.0
	Excluded ^a	0	.0
	Total	420	100.0

a. Listwise deletion based on all variables in the procedure.

Reliability Statistics

Cronbach's Alpha	N of Items
.714	6

3. Questions Related to Threats of Terrorism

RELIABILITY
/VARIABLES=C1 C2 C3 C4
/SCALE('Threats of Terrorism') ALL
/MODEL=ALPHA.

Reliability

Scale: Threats of Terrorism

Case Processing Summary

		N	%
Cases	Valid	420	100.0
	Excluded ^a	0	.0
	Total	420	100.0

a. Listwise deletion based on all variables in the procedure.

Reliability Statistics

Cronbach's Alpha	N of Items
.881	4

4. Impact Threats of Terrorism

RELIABILITY
/VARIABLES=D1 D2 D3 D4
/SCALE('Impacts of Threats of Terrorism') ALL
/MODEL=ALPHA.

Reliability

Scale: Impacts of Threats of Terrorism

Case Processing Summary

		N	%
Cases	Valid	420	100.0
	Excluded ^a	0	.0
	Total	420	100.0

a. Listwise deletion based on all variables in the procedure.

Reliability Statistics

Cronbach's Alpha	N of Items
.705	4

5. Challenges Confronting Military Operations Against Threats of Terrorism

Output window showing Reliability analysis for 'Challenges'.

```
RELIABILITY
/VARIABLES=E1 E2 E3
/SCALE('Challenges') ALL
/MODEL=ALPHA.
```

Reliability

Scale: Challenges

Case Processing Summary

		N	%
Cases	Valid	420	100.0
	Excluded ^a	0	.0
	Total	420	100.0

a. Listwise deletion based on all variables in the procedure.

Reliability Statistics

Cronbach's Alpha	N of Items
.705	3

6. Strategies to Address the Identified Challenges

Output window showing Reliability analysis for 'Strategies'.

```
RELIABILITY
/VARIABLES=F1 F2 F3
/SCALE('Strategies') ALL
/MODEL=ALPHA.
```

Reliability

Scale: Strategies

Case Processing Summary

		N	%
Cases	Valid	420	100.0
	Excluded ^a	0	.0
	Total	420	100.0

a. Listwise deletion based on all variables in the procedure.

Reliability Statistics

Cronbach's Alpha	N of Items
.850	3

APPENDIX 5

DETAILS OF NIGERIAN ARMY LOGISTICS BASES IN OPERATION LAFIYA DOLE

Serial	Designation	Loc	Affiliated Fmn/Unit	Remarks
(a)	(b)	(c)	(d)	(e)
1.	Log Base I	Maiduguri	Sector 1	
2.	Log Base II	Yola	Theatre Reserve	
3.	Log Base III	Damaturu	Sector 2	
4.	Log Base IV	Mongunu	Sector 3	
5.	Integrated Log Comd	Maiduguri (Det)	SF Comd	Main at Doma in Nasarawa State

Source: AHQ DATOPS (2023)

APPENDIX 6**IDENTIFIED ROUTES USE FOR IMPORTING SALWS FROM ZAMFARA TO KATSINA STATE**

1. Bagewaye.
2. Bayan Ruwa camp.
3. Bindin camp.
4. Bornon Keji.
5. Dagwarwa camp.
6. Dogon kade.
7. Haruna nahuce.
8. Maniya camp.
9. Sububu camp.
10. Mai Nono.
11. Bagega camp.
12. Damina – Koli camp.
13. Dumburun camp.
14. Fakai camp.
15. Sububu camp.
16. Maniya camp.
17. Bayan Ruwa camp.
18. Dagwarwa camp.
19. Bindin camp.
20. Damina – Koli.
21. Dogo Gide.
22. Atarwaste.

APPENDIX 7**SOME HANGAR FACILITIES AT THE 631 AIRCRAFT MAINTENANCE
DEPOT LAGOS INSTRUMENT WORKSHOP**

1. Encoding Altimeter Test Stand
2. Gyro Inspector
3. Fuel Test
4. VOR/ILS System Test Station
5. Flight Director Test Station
6. Autopilot System Test Station
7. ATC Transponder Test Station
8. Radar Altimeter Test Station
9. Inertia Navigational System

RADAR WORKSHOP

1. Radio Altimeter Test stand
2. ATC Transponder Test stand
3. DME Test stand
4. Beacon Transponder Set
5. Weather Radar Test Stand
6. Controller test Panel

ELECTRICAL WORKSHOP

1. Thermocouple tester
2. TD Test set
3. DC battery testers

NAV/COMM WORKSHOP

1. UHF Comms test bench
2. Voice Recorder Test Bench
3. HF Comms Test Bench
4. ADF Test Bench
5. VHF Comms 1 & 2 Test Benches
6. VHF Nav Test Bench

APPENDIX 8

**MAINTENANCE ACTIVITIES CONDUCTED ON NAF 913 C-130H AIRCRAFT AT 631 ACMD BETWEEN
JANUARY 2016 AND MAY 2019**

Serial	Description	Classification	Remarks
(a)	(b)	(c)	(d)
1	Blade angle adjustment made on #3 engine, propeller cycled and readings found ok during engine run up.	2 nd Line	Own Tech
2	Removal and Installation of #4 engine secondary fuel pump	2 nd Line	Own Tech
3	#2 Engine paralleling valve servicing,	2 nd Line	Own Tech
4	Charging of all MLG shock struts with Nitrogen gas IAW maintenance manual	2 nd Line	Own Tech
5	200hrs Inspection was carried out IAW SMP 515 C work cards.	2 nd Line	Own Tech
6	#2 Engine oil transmitter removed and replaced with a svc one	2 nd Line	Own Tech
7	Fuel flow power supply S/N2104 installed	2 nd Line	Own Tech
8	Oil temperature thermostat with S/N006036 installed	2 nd Line	Own Tech
9	New autopilot amplifier S/N 2697 installed	2 nd Line	Own Tech
10	Air-condition conical fibre glass water separator blanket, pressure in-line filters sensors serviced IAW maint manual.	2 nd Line	Own Tech

11	Left Rear brake Assy Replaced	2 nd Line	Own Tech
12	Replacement of Left fwd MLG tyre IAW maint Manual	2 nd Line	Own Tech
13	Installation and rigging of New steering cable IAW maintenance manual	2 nd Line	Own Tech
14	Installation of Yaw damper S/N 10718	2 nd Line	Own Tech
15	Inline filter removed, serviced and replaced accordingly	2 nd Line	Own Tech
16	Adjustment of Rudder trim	2 nd Line	Own Tech
17	Replacement of Both NLG tyres with new ones	2 nd Line	Own Tech
18	Replacement of Defective fuel pressure transmitter	2 nd Line	Own Tech
19	Replacement of Right rear MLG tyre with a new one	2 nd Line	Own Tech
20	5 x 200 hrs inspection packages carried out IAW SMP 515-C	2 nd Line	Own Tech
21	All MLG tyres removed and inspected IAW 382C2-11. Bearings greased and installed	2 nd Line	Own Tech
22	Intercom control box with S/NAF63473 installed IAW TM382C-2-7.	2 nd Line	Own Tech
23	Both flight deck and cargo aircon water separators cleaned. Both in-line filters with P/N 37808-01 changed.	2 nd Line	Own Tech
24	6 x 200 hrs packages inspection carried out IAW SMP 515C work cards	2 nd Line	Own Tech
25	Svc gyro with S/N 2063645 installed. Tested and found ok IAW TM382C-2-7	2 nd Line	Own Tech

26	Svc indicator with S/N 6023 installed IAW TM382C-2-7. Tested and found ok	2 nd Line	Own Tech
27	Screw jack/strut piston was cleaned and oiled, friction washer inspected	2 nd Line	Own Tech
28	Right fwd MLG tyre replaced with a new one	2 nd Line	Own Tech
29	Installed #2 RPM indicator with S/N j4787	2 nd Line	Own Tech
30	ENG #2 was Service with two and the Half litres (2 1/2) while #3 with 3 Litres of Mobile Jet Oil	2 nd Line	Own Tech
31	Removal and Installation of Steering Control Valve IAW TOI C-130H-2-32-J6-50-1	2 nd Line	Own Tech
32	Charging of both Rigt MLG Struts	2 nd Line	Own Tech
33	In-line filters removed, and replaced defected NAF913 in-line filter, both cargo and flt station water separator removed and cleaned and Installed	2 nd Line	Own Tech
34	VOR/ILS TX/RX serviced IAW TM 382C-2-7. System tested and found ok.	2 nd Line	Own Tech
35	faulty vertical gyro a new VG with S/N 7582 installed IAW TM382C-2-7	2 nd Line	Own Tech
36	A serviceable FDC installed IAW to 1C-130H-234FT-20-1. System tested and found ok	2 nd Line	Own Tech
37	Compass synchronized as functional check, gyro stabilized after engine shut down, found ok	2 nd Line	Own Tech

38	Start tit adjustment carried out on TD amplifier	2 nd Line	Own Tech
39	Installation of Serviceable vertical gyro	2 nd Line	Own Tech
40	#2 eng electronic fuel correction light burnt bulb replaced	2 nd Line	Own Tech
41	serviceable mode coupler with S/N 5663 installed IAW 382C-2-7 system tested and found ok	2 nd Line	Own Tech
42	A new altimeter with S/N 5521 installed IAW TM382C-2-5.	2 nd Line	Own Tech
43	#2 Start TIT adjusted on TD AMP, compressor inlet pressure cleaned with compressed air and TD valve adjustment carried out	2 nd Line	
44	Both right MLG tyre replaced with new tyres.	2 nd Line	
45	Right MLG tyre replaced	2 nd Line	
46	Emergency and normal brake hydraulic press within limits. IAW 1C-130H-2-29GS-00-1-5.	2 nd Line	
47	Fault cargo compartment water separator blanket cleaned and reinstalled	2 nd Line	
48	Fault to stiction in flap lever section spring pin. Lever spring loaded pin greased and re-installed. Flap lever tested and found ok	2 nd Line	
49	Low limit temperature control S/N 505014 was removed and replaced with S/N 5050038.	2 nd Line	

50	In-line filter replaced. Pressurization tested on ground up to 6inHg. Safety valve ok	2 nd Line	
51	Auxiliary control vol adjusted to medium vol. System tested and found ok	2 nd Line	
52	Control vol knob adjusted to 2 o'clock. System tested and found ok	2 nd Line	
53	Blocked in-line filter replaced. Flt STN AC tested on ground and ok	2 nd Line	
53	Pitot side intercom box light bulbs found burnt. Serviceable bulbs installed, and tested ok.	2 nd Line	
54	Repair of Co-pilot Rec switch Wiring IAW TM382C-2-12 auto pilot wiring diagram. System tested severely and found ok.	2 nd Line	
55	Pressure controller rate knob mechanical stop readjusted to normal	2 nd Line	
56	Serviceable indicator S/N 2871 installed	2 nd Line	
57	Mode coupler repositioned back IAW TM382C-2-7. System tested ok	2 nd Line	
58	Missing fasteners in engine #2 replaced and found ok.	2 nd Line	
59	Adjustment made on TD amplifier (bias & scope) potentiometer IAW TO 16-130H-2-70FI-00-1-2. Eng ground run and found ok	2 nd Line	
60	Safety valve changed on NAF913 with P/N103036-3, tested and found ok.	2 nd Line	

61	Wiring repaired IAW TM382C-2-12 auto pilot wiring diagram. System tested severally and found ok.	2 nd Line	
62	APU run-up conducted severally and all parameters ok	2 nd Line	
63	Hydraulic spillage seen on ramp door & AC under belly is as a result of over-servicing of auxiliary hydraulic reservoir	2 nd Line	
64	Reservoir re-serviced & hydraulic spillage wiped off, auxiliary system operated and ok	2 nd Line	
65	Radio alt. serviced IAW TM382C-2-7. Failure corrected. System tested and found ok	2 nd Line	
66	#4 oil cooler flap switch contact cleaned, retightened and tested ok	2 nd Line	
67	Radio altimeter R/T unit. Radio altimeter R/T unit cleaned properly and firmly installed back. System tested on ground and found ok	2 nd Line	
68	Ramp AFT door hydraulic line found loose at a joint, retightened, tested and found ok	2 nd Line	
69	Centre Part of flt station escape ladder repaired and found ok	2 nd Line	
70	MLG Tyres inflated to 90psi	2 nd Line	
71	Leakage traced to actuator pressure wire, nut found loose re-tightened (left NWS actuator).	2 nd Line	
72	Two new tyres forward and rear MLG was installed, tested and found ok	2 nd Line	

73	New brake disc (forward) was installed with P/N 9542908-2 S/N 68-593 , tested on ground found ok.	2 nd Line	
74	Fault traced to a detached cable on pilot side PTT. Cable soldered into place IAW TM 382C-27. Sys tested ok	2 nd Line	
75	#1 prop valve housing replaced IAW TM382C-210 and riging of valve housing to coordinator carried out. Engine run up conducted with TIT, RPM and fuel flow	2 nd Line	
76	Leakage of oil traced to pulse generator seal, pulse generator replaced IAWTM382C-2-10, prop serviced, eng run conducted and found ok	2 nd Line	
77	Hotcup fuse replaced and socket serviced system tested ok.	2 nd Line	
78	Leakage is due to loose hyd line, nut loosed and retightened. Tested and found ok	2 nd Line	
79	#2 eng gear box oil pressure transmitter replaced and tested ok	2 nd Line	
80	#2 propeller blade angle adjusted, eng run up conducted and RPM found within limit	2 nd Line	
81	Pressure hyd pipe of nine port valve were found loosen and retightened, tested and found ok	2 nd Line	
82	Landing gear selector valve pressure line joint in the utility hyd panel was loosen and retightened, tested and found ok	2 nd Line	
83	Right rear MLG tyre was replaced with a new tyre	2 nd Line	

84	Landing gear handle light bulb replaced. Light tested and found ok	2 nd Line	
85	Serviceable vertical gyro with S/N 7450 installed	2 nd Line	
86	#1 engine prop topped with two(2) litres of hyd fluid	2 nd Line	
87	Visual inspection carried out on #1 prop and no traces of hyd observed	2 nd Line	
88	#2 eng oil temp bulb replaced, eng run-up conducted and found ok	2 nd Line	
89	Leakage traced to oil pressure transmitter elbow, elbow loose and retightened, eng run-up conducted and found ok	2 nd Line	
90	#2 eng fuel strainer drain valve replaced IAW 1C130H-2-70FI-00-1, eng run-up conducted and found ok	2 nd Line	
91	On checkup, fuel leak found from #4 engine crossfeed shut off valve line nuts. Same retightened, leak checked under press. No leakage observed	2 nd Line	
92	Sippage traced to rudder boost diverter valve. Valve replaced with P/N 5015320 IAW TO IC130H-2-27JG-20-1. Sys tested severally and found ok	2 nd Line	
93	Fault traced to VOR/ILS RCVR serviceable one S/N 5148 installed IAW TM 382C-2-7. Tested and found ok	2 nd Line	
94	Fault traced to momentary vibration on the mode coupler. Mode coupler properly positioned & tightened. Functional check carried out sys found ok.	2 nd Line	
95	Water separator blanket found dirty, removed and washed. Sys tested and found ok	2 nd Line	

96	Operational check carried out thrice on ground and no leakage observed.	2 nd Line	
97	Both left and right steering wheel actuator with P/n 695568-5, S/N 2265 & CA 3278 was charged IAW TO 1C-130H-2-32JG50-1. Tested and found ok.	2 nd Line	
98	Fault traced to malfunctioning VOR/ILS receiver. VOR/ILS serviced IAW TM 382C-2-7. Sys tested and found ok.	2 nd Line	
99	Avionics. Fault traced to flt computer sys. Item serviced IAW TM382C-2-7. System tested ok on ground.	2 nd Line	
100	Leakage traced to loose hyd pressure line. Nut retightened, tested and found ok.	2 nd Line	
101	Hyd leakage traced to prop shaft seal, prop shaft seal and pump housing seal replaced IAW TM382C-2-8. Eng run-up conducted and found ok.	2 nd Line	
102	#1 VHF radio system components properly serviced IAW TM382CM-49D sys tested and found ok.	2 nd Line	
103	#3 eng RPM adjusted IAW to 1C-130H-2-61JG-10-1.	2 nd Line	
104	RAM aand AFT door area all splashed oil cleaned, and leak checked under press found no leak.	2 nd Line	
105	#3 prop blade angle adjusted IAW TM 382C-2-10 (FAF).	2 nd Line	
106	#4 eng TD valve null orifice adjusted IAW TM 382C-2-3.	2 nd Line	
107	Fault traced to prop assy, prop S/N N233852 removed from NAF917/4 to svc NAF913/3. Eng grd run and found ok.	2 nd Line	

108	rivets holding the cargo compt air cond oil have been replaced and found ok.	2 nd Line	
109	According to 1C-130H-2-56JG-00-1, what was seen is not delamination, however dried sealant on the wind shield was peeled off and new sealant applied.	2 nd Line	
110	flt deck and cargo compt in-line filter removed cleaned and replaced	2 nd Line	
111	#3 and # 4 dry bays were cleaned and pipes tighteneved, crossfeed shut off valve with P/N AV16B1467D, S/N L893319 was installed in #2 dry bay, operated found ok	2 nd Line	
112	Battery charged an electrolyte changed. Battery found ok	2 nd Line	
113	#1 Engine replaced due to RGB decoupled. Eng run-up conducted and found ok.	2 nd Line	
114	Right NLG steering actuator hydraulic pipe and valve tightened, tesed during ground run and found ok.	2 nd Line	
115	Aft cargo door micro switch adjusted and contact clean. Sysyem operated found ok	2 nd Line	
116	On chech up quantity 3 seats were found torn out same replace with Each new one.	2 nd Line	
117	#1 engine TD Amplifier bias potentiometer adjusted I AW Maintenance manual	2 nd Line	
118	Cargo compt FS 550 TO FS 570 on broken stud replaced with new one.	2 nd Line	

119	Right wheel well area or bad seat replaced with serviceable one.	2 nd Line	
120	Normal brake left hyd seal ruptured, parker seal with P/N 3-908N168-80 installed IAW to 1C130H-2-32JG-40-1 tested and found ok.	2 nd Line	
121	Assembly of propeller S/N N-238755	3 rd Line	Own Tech
122	Propeller #3 S/N N-237513 dropped and replaced with overhauled propeller with S/N N238755	3 rd Line	Own Tech
123	Assembly of overhauled propeller with S/N N233850	3 rd Line	Own Tech
124	. Propeller S/N N-233906 dropped from #4 position while overhauled propeller with S/N N233850 installed on #4 position	3 rd Line	Own Tech
125	De-icer timer with S/N 755310129 installed IAW TO 1 C-130H-2-30FI-00-1-2	3 rd Line	Own Tech

Source: 631 ACMD Lagos (2023)

CURRICULUM VITAE



Group Captain Henry Iheanacho Eze, RNS, GSM, psc, fawc, BSc (Hons), MA, is a distinguished fighter pilot in the Nigerian Air Force, with over two decades dedicated to service. His tenure is marked by key operations, including a decisive strike against a high-value target in Nigeria's Northeast and leading a mission in The Gambia to restore democracy, reinforcing peace in West Africa. Enlisting in 1997 into the Nigerian Defence Academy, he was commissioned on 22nd September 2002. Eze's versatile leadership has seen him command various Nigerian Air Force units, reflecting his extensive operational skills.

A graduate in Chemistry, Eze furthered his education with a Post Graduate Certificate in Public Administration from the Ghana Institute of Management and Public Administration and a Master of International Affairs from the University of Ghana, Leggon. He is multilingual, proficient in English and Russian with a foundational understanding of French. Notably, he is recognized for a pioneering transatlantic flight in a fighter jet.

Presently, Group Captain Eze is pursuing a Master's degree in Defence Management, aiming to enhance his strategic acumen in military operations. A committed family man and person of faith, his life harmoniously balances professional duties with personal commitments. Eze's interests, such as flying, chess, and research, exemplify his dedication to national service and continuous self-improvement.