

Engineers Flying Club



Monthly Newsletter

June 1, 2017

Email contact: membership@efcokc.com

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Next Monthly Member Meeting will be Tuesday, June 6, 2017 at 7:30PM at the PWA Pilots Lounge

Board Meeting at 6:00PM

President's Corner

What to write about? Planes are flying, no big maintenance problems, thanks to Scott Law. The club is in good hands. Which brings me to the election of the board for the 2017 - 2018. The board is entrusted to keep the club in good financial strength while providing a safe fleet of airplanes to fly.

A list is provided below by the nominating committee for their selection of the board. We will also take nominations from the floor at the June meeting and then vote for the board for the next term.

I would like to say "Thank You" to all the members who have been taking extra care and responsibility in ownership of our airplanes.

We have established a membership committee to keep our airplanes cleaned. Please volunteer when asked to help keep our fleet respectable.

Mike Crabtree
EFC President

Nominating Committee List For 2017 - 2018

- President.....Mike Crabtree
- Vice-President.....Kevin Lyons
- Sect./Treas.....Kevin Clark
- Business Manger.....David Powell
- Maintenance Officer.....Scott Law
- Operation Officer.....John Hazelton
- DirectorBill Hartsell
- Director Public Relations.....Blake Raney
- Director Databases.....Jerry Sparks
- Director Membership.....Josh McGee
- Director Membership.....Brian Lipscomb
- Director Membership.....Matt Jorgensen
- Past President.....Scott Law

Pilot Weather Reports (PIREPs)

So, what is a PIREP anyway, I mean really? A *pilot report* or *PIREP* is a pilot's report of **actual** weather conditions encountered while airborne. Typically, pilots file a report to ATC or Flight Service when the weather conditions are not the same as the forecast, or when the conditions are actually worse than the forecast. Low visibility, turbulence, icing, and thunderstorms are good examples of actual weather conditions that may not be in the forecast but may be conditions a pilot experiences during flight.

What pilots don't often realize is that a PIREP should also be filed when the weather is *better-than-forecast*. A PIREP filed to report good weather is just as important as a PIREP filed to report bad weather.

The main purpose of a PIREP is Safety! PIREPs help weather forecasters update their data, and improve the quality and accuracy of a weather forecast. These reports also assist pilots, dispatchers, and flight planners to develop a mitigation strategy for possible weather hazards encountered during a flight.

The FAA has a new, electronic PIREP submission tool at the National Weather Service's Aviation Weather Center Digital Data Service (ADDS) website. Registered users can electronically submit turbulence and icing PIREPs on the site, which are instantly displayed in graphical form and distributed nationwide.

Visit <https://www.aviationweather.gov/user/register> to register on the Aviation Weather Center site. For more information, see [INFO](#)

[14011](#) – Electronic Submission of Pilot Weather Reports (PIREP).

You can also submit PIREPs, as usual, by radio call to the ground facility for your established communications (i.e., AFSS, ARTCC, or terminal ATC). If you are unable to submit a PIREP inflight, you can also call the AFSS or Weather Forecast Office upon landing. Use the form linked [here](#) to help with formatting your report.

One important thing to keep in mind: Although the PIREP should be as complete and concise as possible, pilots should not be overly concerned with strict format or phraseology. The important thing is to relay the information so that other pilots can benefit from your observation.

Are PIREP reports required by regulation? No. However, it is every pilot's responsibility to file PIREPs, even if there isn't a specific regulatory requirement to do so. As noted in 14 CFR section 91.183(b), the pilot in command of each aircraft operated under *IFR* in controlled airspace must report any unforecast weather conditions encountered as soon as possible. VFR pilots may feel that PIREPs are not important since they can see the weather, but it's every pilot's responsibility to file PIREPs even if there isn't a specific regulatory requirement to do so. Filing PIREPs improves safety for everyone in our National Airspace System (NAS). Remember — the PIREP you file could save the life of a fellow aviator!

Free PIREP training is available on [FAASafety.gov](https://www.faa.gov/air-safety-institute). Look for the Air Safety Institute's SkySpotter "*PIREPs Made Easy*" course (FAASafety.gov course [ALC-96](#)). After registration and completion of the

course, you will receive *WINGS* credit that you can use to complete your Flight Review. PIREPs are each and every pilot's responsibility, so spread the word!

John Hazelton
EFC Operations Director

CHARTS CHARTS CHARTS

We subscribe to navigation database updates for all devices in all airplanes (the GNS430W's, GNS696, and the MX20's). In addition we subscribe to charts from Garmin for the 696 in 78S.

But did you know that the MX20's in 66D and 571 can display charts. We have the chartview option for both. We subscribe to Jeppesen Chart's covering the states in the central US surrounding Oklahoma.



Central US Charts available on MX20's

The charts are accessed by pressing the FN button then selecting CHART. The APOLLO MX20 Pilot's Guide Supplement will be loaded on the EFC web site under the Piper 66D on manuals page. There will be two guides; the MX20 Pilots Guide and the Supplement. Chartview operation and features are covered in the Supplement.

Jerry Sparks
EFC Database Director

Birthday Checkrides

If your birthday is in June or July, now is the time to schedule your birthday checkride!