

# Engineers Flying Club



## Monthly Newsletter



January 1, 2018

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## Next Monthly Member Meeting will be Tuesday, January 2, 2018 at 6:30PM at the PWA Pilots Lounge

### Board Meeting at 6:00PM

#### President's Corner

Hopefully everyone had a good holiday season. The goal for 2018 has already been put into motion with ADS-B being installed into 78S. Some questions have come up concerning the choice for ADS-B.

We started preparing last year with avionics upgrades to make sure all the avionics would work properly together. Sure, there were cheaper alternatives, but they would not flow together in our system. The other question, was flight planning tools on tablets may not work.

Research was done on the various apps. However this was not the deciding factor, it was an added bonus to be able to blue tooth. Most apps will work.

CYA - As we have discussed several times, when pre-flighting, make sure you do a thorough inspection, inside and out. If you find a problem, note it, or shoot pictures and time stamp. Remember, unreported damage can come back to you.

#### Board and Membership Meeting

6:00 - 6:20 Executive Session

6:20 - 6:30 Interview

6:30 - 7:00 Financials, Maintenance, Operations

7:00 - 7:30 Guest Speaker

7:30 Adjournment

Mike Crabtree  
EFC President

#### Maintenance Report

Becoming the Maintenance Officer after being President for two years, I thought was going to be a breeze, boy was I wrong.

What a difficult job indeed, especially on a volunteer basis, which as you all know is how our club is run. Trying to keep all 4 airplanes in the air, Schedule Master cleared up and still get in maintenance, annuals, repairs, and now ADSB upgrades at the same time, all while

trying to accommodate everyone and keep all the airplanes generating revenue.

What a huge challenge, but I am happy to say that we just completed the annual for 78S and in the process was able to do the first of the ADSB upgrades in the planes. I would love to say how smoothly all of this went, but it did not.

We started off with our first delay which was the seal on one of the prop shafts at the hub had failed, this required the whole hub to be pulled and sent over to M&M for Marvin to repair the Hub. That was delay number one, this forced Calvin Taff to get a late start on the ADSB installation.

This was going rather smoothly until we got the Aspen out and started to add in the wiring into the rear connector, it was then discovered that the previous avionics shop, not us or Calvin Taff, had used what would be the equivalent of a "Radio Shack" connector and not a FAA-PMA approved connector with a shield and strain relief. So the decision was made to order the right part from Aspen, and you can only imagine trying to do this at Christmas time! It came in two days later than what was expected. So delay number 2.

This only left me with just enough time to run the plane up, and go thru some testing with Chris and Bobby on 78S for the ADSB before turning the plane over to Club Member Andrew Harris for a long Christmas time cross country.

Well here comes delay number 3. Like I said I did not get as much time as I like to ensure that the plane is really good to go. And so it should happen that when the fuel strainer was removed and cleaned for the annual, the O-

ring got pinched and as a result started to leak fuel. This was able to be resolved in Arkansas by Andrew calling a mechanic, who removed the strainer again, and fixed the O-ring problem and got him on his way. So there you have it delay number 3.

But on a lighter side I was able to ask Andrew what he had to say about the ADSB, of which he replied "this stuff is awesome" Traffic and Weather is superb. I tell you all this just to give you an idea what takes place behind the scenes with these planes. I think it is sometimes really easy to just get in a plane, go fly it, and then put it back up. Wow, what a convenience.

But just the other day Blake called and said hey the brakes on 2SP are starting to squeal and grind a little. So on quite possibly one of the coldest days we checked it out and he was right, they needed to be replaced, so we jumped out and did just that. Back up and flying, in just a day delay.

Well next month we are into 66D annual and hopefully the ADSB installation, but as of right now we are \$2,000.00 short in the Budget. I know many of you have expressed that you are going to give David a check. If you have not yet sent in your payment, then please do. It is simply so much easier to do all this annual and ADSB at the same time, and it reduces downtime in the airplanes for essentially not having to tear apart the airplane twice for the same job. Plus it gets the airplane back up and flying and open on Schedule Master quicker and generating revenue for the Club. The annual for 2SP is in February, and then 571 in March.

Scott Law  
Maintenance Officer

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## **Birthday Checkrides**

If your birthday is in January or February, now is the time to schedule your birthday checkride!