

Engineers Flying Club



Monthly Newsletter



September 1, 2017

Email contact: membership@efcokc.com

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**Next Monthly Member Meeting will be Tuesday,
September 5, 2017 at 7:00PM at the PWA Pilots Lounge**

Board Meeting at 6:00PM

President's Corner

A note to all, membership meeting will start at 7 pm. First two things to cover: 1. The board voted to try this new time. But, the board is asking your cooperation in not coming into the lounge area until 6:50 pm. 2. This is the last month of the quarter, so if you have attended a meeting this please make sure to be there.

We all try to stay current, but are we proficient in our flying? Fall flying is here. Temps are down, time to travel: Ponca for mexican, Ada for barbeque, how about Norman for good home cooking (Ozzie's). Or Weatherford for the museum. Then get out and enjoy the weather and practice the skills to stay safe, current and proficient.

Mike Crabtree
EFC President

**AOPA Fly-In Norman
September 8th and 9th**

[Click here for more info...](#)

EFC 3rd Quarter Aircraft Cleaning Extravaganza Date

Hello All!

Have you heard the exciting news? Do you have a moment to read an article about aircraft cleaning? We've got a date set for our Aircraft Cleaning Extravaganza for the third quarter!

Mark your calendars because we have the aircraft scheduled for fall cleaning on Thursday the 7th of September, 2017 from 6:00PM to 9:00PM. Come get up close and personal with your favorite flying apparatus, admire your reflection in a freshly cleaned vertical stabilizer, find out what the bottom of an aircraft actually looks like without oil residue covering it, and most importantly, help your club clean the aircraft.

I know this wasn't probably the ideal time to clean them, but unfortunately, most of the aircraft are booked during the weekends and this seemed like as good a day as any get the aircraft clean.

We should have plenty of drinks and food since most of us would typically be eating dinner at this time.

Replies as to whether or not you will be able to attend this wonderful gathering would be helpful, but not required (really just to gauge how many might be eating). See you there!!!!

Thank You,

Matt Jorgensen
EFC Board Member

O² - Ops Orations

This past weekend, my son and I had decided to fly away to watch the total eclipse somewhere. Our original selected destination BIE was forecasted to be too iffy because of wx and clouds so we flew to a small airport, 2M0 Princeton-Caldwell County, in KY. What a fabulous experience. Crystal blue skies and a total eclipse. Awesome. Everyone should make an effort when this avails itself in 2024.

The following are some random thoughts I had as we made our long trip there and back. First was communications. The AIM is the reference for this and even though whoever your instructor was, if he/she was really good, everyone should take time to read it and improve. Since I was on Flight Following (actually called VFR Traffic Advisories but has become a common description even the AIM has references) I observed a plethora of different calls to ATC from pilots. Common was how many pilots called ATC with Flight Following request to Kilo ___ (fill in the blanks to your favorite destination). Folks the “K” is for an entry to an USA airport in your GPS, not an ATC thing. Unless you’re flying to Canada or Alaska if you’re going to PWA, just say Papa Whiskey Alpha, not “Kilo” Papa

Whiskey Alpha (or wherever). It’s not a big thing but kinda shows ATC you really don’t have a clue...believe me they’re rolling their eyes everytime someone says that...but being professionals they continue to give you the superior service they strive to do. Just sayn...

Second was how many times someone inserted their call sign in one communication. “Cirrus 1042 Foxtrot Delta, descending to six thousand, Cirrus 1042 Foxtrot Delta”... or “Cirrus 1042 Foxtrot Delta, now cleared to “Kilo” ___ Cirrus 1042 Foxtrot Delta”. Once is good enough...and leave off the Kilo. Really...

Another was all the “point” altitudes. “Five Point Two for Point Seven”. I know it makes you feel like a hotshot pilot...but really you’re not. Try and use what a professional pilot should. “Five Thousand Two Hundred climbing Seven Thousand”. And remember to use single digits above One Zero (10) Thousand. “Level at Ten Thousand should be Level One Zero Thousand”. A “Ten” or a “Two” or “Eleven/Seven” can be easily confused, etc. AIM 4-2-1 has an entire chapter dedicated to it. Have a copy to read next time you are dropping the ‘kids’ off at school or something...

Remember other things like “Ohs” are not “Zeros” and ‘A’s are not Apples etc. The ol’ boy in “Cirrus One Oh Four Two Fox David was with us for a long time. Maybe too long. Look and use your phonetic alphabet. It’s Papa Whiskey Alpha not ‘Kay Pee Double-U A’. Please...

And dudes (and dudettes) all the “fish finder” “box” and other descriptions for traffic you see on a screen...ATC could care less if they are pointing out traffic to you. You either

‘visually’ see it or not. Telling them you see it on your fish finder does not relieve you of the task of looking out your cockpit window and visually acquiring it or help them in separating you from that traffic. And lord knows 99% of you don’t have “TCAS”. Look it up, it’s really a whole nuther world. Stop sayn it. Please... Really...

Lastly, as I was one the ground Monday morning, we had around 70+ aircraft come and land in the morning at this small airport before the “total” eclipse. I have no idea where most of these pilots learn to arrive and join a pattern, but it was kinda like watching a bad space invaders game from where I was. I don’t care where you’re arriving from or departing, there is a proper way to announce and join or leave a pattern. If you don’t know I am not going in-depth here, but at least take time to study 4-3-3 of the AIM. It even has pictures for those of you who can’t (or don’t want to take time to) read. I’ll even include a link ‘everybody’ should take the 6+ mins and watch if you are even lazier than that.

<https://www.flightschoollist.com/aviation-blog/airport-traffic-patterns-explained/> We had folks entering anywhere from a 3 mile crosswind, 2 mile base (both left **AND** right), 5 mile downwind and of course the dreaded “Ten” mile final (to an airport that had 5 planes arriving at the same time). If you are not abiding by the standard traffic entry, stop flying. Please...

Wish I had a dollar for every “I’m (X) miles out” call I heard, it would have paid for my trip. “Ten (which really should be ‘One Zero’) miles out” doesn’t tell me a thing. South? North? Altitude? A specific direction and altitude should be an essential call as made obvious by the many many call-backs of “Where ya at”...about twenty hundred times.

“One Zero miles Northwest at Five Thousand Five Hundred” would have helped everyone involved. With about 5 ½ GPS’s in every aircraft now one should be slightly aware of where they are.... Oh man I could go on and on...

All Imma sayn is Ya’ll fly safe out thar...
“Kilo”...Johnny “Rocket “Haze signing off...

John Hazelton
EFC Operations Director

Business Manager’s Blog

I typically don’t write articles for the Newsletter, but I have several issues that I believe need to be addressed.

First, the issue of aircraft log sheets. Believe it or not, we are still having members not writing their name or date/times of their aircraft usage. This has become such an issue that when I do the billing, I need a 2nd computer with schedulmaster up in order to identify who to bill. This is becoming more than just an irritant and the board is going to discuss punitive measures at our next meeting. Please be attentive to this detail.

Secondly, We continue to have instances where aircraft are reserved and not flown. In addition to the potential loss of revenue, this is just plain inconsiderate. We have 60 members, and many live too far away to take a chance and drive to the airport hoping an aircraft that is scheduled is not being flown. Guys, that is why we have schedulmaster! The system sends numerous email reminders. If you are not going to be able to abide by your schedule—CANCEL OR MODIFY IT!!!

Finally, we are again having issues with fueling the 182. Several members have reported that on preflight they are finding the tanks are several gallons short. Since PWA has installed the new fuel procedure, I'm not billing fuel any longer and I'm telling members when they call me to get with the pilot who flew before you and work it out. We can not police this. There is a fuel stick in the aircraft that is marked at 32 ½ gallons. Use that and not the bottom of the tab in the tank. Our other alternative is to change our procedure to topping it off as we do the 172s. This will make it more difficult for flight planning, loading, weight and balance, etc.....

Pardon my tone here, but occasionally we just need to be reminded to be more attentive.

David D. Powell
EFC Business Manager

Birthday Checkrides

If your birthday is in September or October, now is the time to schedule your birthday checkride!