

# Engineers Flying Club



May 1, 2021

## Monthly Newsletter

Email contact: [membership@efcokc.com](mailto:membership@efcokc.com)



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**Next Monthly Member Meeting will be Tuesday,  
May 4, 2021 at 7:00PM in the PWA Pilots Lounge**

## Board Meeting at 6:00PM

### President's Corner

#### EFC Members

Just a note to remind everyone our meeting will be conducted on Tuesday May 4<sup>th</sup> at 7pm. The Board respectfully requests not to come into the PWA lounge until 6:45pm so the Board can complete its executive session. Our Board elections are coming in June so if you are interested in serving in a capacity, please let me know. We welcome each one who wants to contribute.

Our Maintenance report will reflect an update to 66D repairs of the wheel pants and as always, there are a few squawks we are wrestling with but all in all, our fleet continues to provide enjoyable flying time for all. I also appreciate the few people who I have spoken to concerning flights booked yet not flown and last month's directive concerning the club rule of being charged an hour when not cancelling. We do understand that sometimes we show and wait and decide after pre-flight that it is a no go. Typically we all schedule day flights for a couple hours so

we simply go home. I have done that as well. Sometimes the preaching to all is to fix a small problem so I want each of us to know we simply ask to do your best to amend your schedule if you decide not to fly on a booked time slot. If it's simply due to IFR conditions, remember some might want to continue. If its gusts to 35, then I agree, I doubt anyone is setting home waiting. Remember, and it's the one thing I love about our members, if I need a plane for a certain time and it's booked, I have never had a problem reaching out to our great members and getting the time I need.

The FAA recently published [advisory circular 91-92](#), a guide to assist pilots in completing a comprehensive preflight briefing. The AC will serve as an educational roadmap for the development and implementation of preflight self-briefings, including planning, weather interpretation, and risk identification/mitigation skills. The guide says, "Pilots adopting these guidelines will be better prepared to interpret and utilize real-time weather information before departure and enroute, in the cockpit, via technology like Automatic Dependent Surveillance-

Broadcast (ADS-B) and via third-party providers.”

In addition to two pages chock full of additional reading resources for pilots—that offers them a closer look at how flight service stations operate today—the guide includes a review of how to find important information on aeronautical charts and a dozen or so of the FAA’s most useful handbooks such as the Aeronautical Information Manual (AIM), the Aviation Weather Cam System in Alaska, Canada and Colorado, a look at the Aviation Weather Center (AWC) and the agency’s Risk Management Handbook. The AC also delivers guidance on how pilots can best utilize the bevy of new technological tools now available via the Internet.

Thanks all for keeping our flying club one of the strongest and best in the nation and for taking care of our great fleet we get to enjoy. I hope to see everyone at the meeting.

Stewart Burchett  
EFC President

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## Message From Operations

I have often spoke about this at club meetings and such, however I must remind everyone of a harmful attitude called Complacency. And I am sure all of you practice the IMSAFE personal checklist along with the preflight, before takeoff, etc before flying.

Something I am seeing more and more is *after flight* Complacency. Fueling inadequacies, too many bugs in too many places, grass and trash left behind, you’ve heard it all before however even more important have been safety of

ground operations like mags and masters left on while refueling or even putting the plane away where some very serious consequences can happen this way.

I implore you to maintain that checklist mentality all the way to shutting the hangar doors. Stand back, look and the airplane and ask yourself the question, have I completed all the aircraft and hangar duties associated with flying the airplane, am I proud to have left this airplane in the condition another pilot or even yourself would want to see the plane on arrival.

I feel most of this happens in the rush to get out of there when finished. Please please leave yourself the proper time in your life to finish *flying* the plane until the hangar doors are closed.

This goes back to my very first flight lesson, and one I continue to use today. When you open the hangar doors, take a good look to how she stands. Proud and shining and ready to go flying. Look wing to wing, nose to tail and smile knowing if all checks out right you’re going *Flying!!!* When you close those doors you should stand back and take one last look and make sure she stands as proud and shining and *safe* for the next flight.

John Hazelton  
Operations Director

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## Birthday Checkrides

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