

THE RITE FLYER

MARTIN AIRFIELD

AFTER THE ANNUAL "INSURANCE"

BY Jacqueline Shipe

Coming Up ...

Meeting :

Monday , February 13,
7:00 p.m. at Martin Field

Program: Ben Dawson

Board of Directors

7:00 p.m. February 12

Next Meeting:

March 13, 2023, 7:00 p.m. at
Martin Field.

Chapter Website:

chapters.eaa.org/ea604

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A few years ago, a Cessna 421 went to a busy repair shop for what should've been a simple oil change. After the procedure was supposedly "done," both engines seized due to loss of oil while the plane was on the taxi run. Why? The mechanics had neglected to install the new oil filters after removing the old ones! Moreover, the engines should have been run for a short time then inspected for leaks *before* a flight was ever attempted.



Anytime an airplane has undergone even the most routine maintenance, the pilot that flies it next should try—as much as is practicable—to check behind the mechanic that performed the work.

Sometimes, especially in busy shops like the one mentioned above, people working on top of each other can *assume* that the other guy completed a task that, in reality, was never done.

Thankfully, that 421 never became airborne. Nonetheless, I know firsthand of similar needless repairs and several serious accidents that could have been prevented by a simple double-check of the items that had been worked on.

Once an annual or periodic inspection has been completed, the airplane should be gone over with a fine tooth comb. There are several things to check for and most don't require

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Calendar Items to share

Fridays	10:00 a.m. Coffee Club, Martin Field Pilot's Lounge,
Feb 25-26	Northwest Aviation Conference (se page 4 for details)



AFTER THE ANNUAL *continued*

as much of an intensive look as what is done on a “normal” preflight.

The Post-annual Preflight:

Logbooks – Owners need to look over the logbooks after an annual and be sure that the current airframe, engine, and propeller books have all been endorsed. Also, make sure that all the former logbooks, 337s, and AD logs are accounted for. A significant amount of an airplane’s value is tied up in having complete logbooks and clear recordkeeping of all maintenance and alterations performed since it was first manufactured.

Covers and Fairings – On the first preflight, the pilot should check closely to be sure that all inspection covers, fairings, and tips have all the hardware installed. Check the wingtips to be sure all screws have been re-installed. High-wing aircraft will require a ladder to inspect the top surfaces of the wings and vertical tail surfaces.

Control Surfaces – Each control surface should be moved slowly from stop to stop to check for binding or rubbing from a cable that is not seated in a pulley or a tool that could have been accidentally left in a compartment and is now rubbing on a cable. Check aileron rod ends to ensure the jam nuts are secure. The hinges and rod ends should be inspected for hardware installation and lubrication as well.

Landing Gear – The landing gear needs to be inspected for proper strut inflation and for hydraulic leaks in struts or actuators. All attachments should be checked for cotter key installation or proper safeties. If they are visible, the wheel assembly cotter keys should also be inspected.

Cowling – Inspect the cowling fasteners for tightness and security. The top cowling on Piper airplanes should be inspected to be sure the two pins in the front are inserted properly into the receptacles on the bottom cowling. If the pins are not seated properly, the top cowl will try to lift and bend back in flight causing lots of cracks in the fiberglass. It takes an inspection of the back of the receptacle with a mirror and flashlight to be sure the pins are seated.

Cockpit – Look under the instrument panel to make sure there are no wire bundles or radio racks blocking movement of the control column. (I once knew an owner who totaled his airplane because of such an oversight. As he tried to flare out on landing, the plane’s elevator travel was restricted by a radio rack that his local avionics shop had improperly installed. Fortunately, he walked away; but this was something that *he* should have caught on his pre-flight and run-up, so he had to absorb the cost of repairs himself). Check the fuel selector to be sure it moves freely and falls in all the detents. Make sure the handle is properly fastened

to the shaft as well. Any fuel smells should be investigated. Also be sure the seats are on the tracks and that the seat stops are installed.

Engine – Obviously, the engine should receive a very thorough inspection.

- Remove the top cowling (unless it is totally impractical to do so) and check all spark plug leads for tightness.
- Look at the fuel strainer and check it for security and proper safety. (The lower cowling on Pipers can hang on the petcock for the fuel strainer and cause the fuel bowl to leak under pressure. It’s a good idea to have someone turn on the pump while someone else watches the strainer to check for any leaks).
- Inspect the oil filter and screen to be sure they are tight and saftied. Also make sure the oil drain is closed and locked and that the oil level is correct. The carburetor or fuel servo cable attachments should be inspected for security as well.

Examine all exhaust and intake attachments for any missing hardware and check that all scat hoses are connected.

The Run-up: Once the preflight has been completed, the run-up should also be thorough.

- The flight controls should be carefully observed for correct direction of movement. If any cable changes took place, it’s not unheard of to have them rigged backwards!
- Check oil pressure and temperatures to be sure they are all in the normal range.
- Check the ammeter for excessive charge rate or for a discharge.
- Turn on all avionics and electronics to ensure they are functioning correctly.
- Listen carefully for any abnormal noises or anomalies when performing the magneto, carburetor heat, and propeller checks.

The Test Flight: The first flight should be considered a “test flight” with no unnecessary passengers. It should also be performed during day VFR conditions. Once the airplane has an uneventful first flight after maintenance one will feel much better about taking a trip or hauling passengers.

General Meeting January 9, 2023

The meeting was called to order by President Jim Edwards at 7:08 p.m. following much pre-meeting discussion. There were 15 present with no guests. There were no minutes to approve since the December meeting was our Holiday Party.

Jim gave a brief Board report: The Young Eagle credit request is due to National. Susan Chlarson is putting the financial information together for our expenses for our Last Young Eagle Rally. That will be submitted to EAA for credit reimbursements.

We revisited the tool list subject. Bill has been trying to inventory the tools in the big hanger that Taragon owns. He will update the list once that is done. All other information is up to date. We will add the list to the available documents from our web site once it is complete.

Tim has completed and filed the annual 990 forms for our non-profit status. The Chapter renewal was complete in December.

We discussed creating a Scholarship Fund and organizing a Scholarship Committee. The goal would be to raise funds for future flight students and to be able to apply for other Grants to help young people get into flying. We would run Ray Scholarship funds through this committee. We talked about encouraging potential donors who may be looking for a non-profit which can use funds for youth scholarships. Suggested committee member are Susan and Travis Chlarson, Don Gibbard, and (apparently I quit writing at this point in my notes).

Meredith gave a report on her progress and also listed her goals for completion by February 28th weather permitting.

Projects: Jim Edwards is working on wiring and mounting the hydraulic pump for his landing gear. He has also installed his seatbelts. Charlie is repairing the damaged wing tip. There were no other projects listed (or I drifted off again and stopped taking notes.)

Respectfully submitted,
Don Gibbard, Secretary

2023 Dues are due!

It is time to pay dues to the local Chapter for the 2023 program year. Dues are currently \$30 per person or \$45 for family membership. Please make payment to Tim Anderson at a meeting or mail a check to:

Tim Anderson
1708 Sunset Dr.
Walla Walla, WA 99362

Cirrus grounds its SR22, SR22T fleet

Continental Aerospace Technologies issued more specific guidance February 10 to limit further flight of certain Continental 360-, 470-, 520-, and 550-series engines until an inspection confirms correct installation of a crankshaft counterweight retaining ring.



Photo by Chris Rose.

Continental issued a more detailed statement two days after Cirrus Aircraft sent a notice to Cirrus SR22 and SR22T owners advising them on February 8 that the

company had "just been informed by Continental of an issue that affects the engines that power both our SR22 and SR22T. While we are still working with Continental to determine the scope of the issue and specific serial number range of affected aircraft, we are proactively making the decision—out of an abundance of caution—to pause all internal Cirrus Aircraft company flight operations on SR22s and SR22Ts manufactured and issued a Certificate of Airworthiness from

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2023 REFRESHMENTS

JANUARY	Ray Bankes
FEBRUARY	The Chlarsons
MARCH	
APRIL	Matt Haris
MAY	
JUNE	
JULY	
AUGUST	
SEPTEMBER	
OCTOBER	
NOVEMBER	Blaise

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June 1, 2021, through February 7, 2023."

Continental's follow-up, attributed to an unnamed company representative, provided the first specific information about the cause of concern, extending from production engines to replacement crankshafts:

"Continental has identified a potential safety of flight issue for aircraft equipped with Continental 360, 470, 520, [and] 550 series engines and replacement crankshaft assemblies. Consequently, Continental is preemptively advising that an inspection should be performed to confirm that the crankshaft counterweight retaining ring was properly installed in new and rebuilt engines assembled between June 1, 2021, and February 7, 2023. This advice also applies to replacement crankshaft assemblies manufactured between June 1, 2021, through February 7, 2023.

"Continental proactively recommends that all flights powered by the aforementioned engines with less than 200 operating hours be limited to 5 additional flight hours with the essential crew to position the aircraft at a maintenance facility. To further clarify, Continental engines with over 200 hours may continue normal flight operations. A service bulletin with affected serial numbers will be forthcoming."

Cirrus reported on February 8 that it continues to operate SR20s without restriction, but the SR22 models are subject to a "pause" that includes all flight operations.

"Even though we are in the very early stages of working with Continental to gather more information, we wanted to proactively reach out to you now to let you know the decision we have made regarding flight operations for our company-owned and operated aircraft."

A Cirrus dealer reached by phone, Kenny Scherado, president of Lone Mountain Aviation in Las Vegas, said the issue has not led to an engine failure.

"They found it during an inspection," Scherado said.

About 700 aircraft were affected, *FlightGlobal* reported, though the exact number of aircraft is not likely to be known until Continental determines the specific serial numbers involved.

FAA officials told the media the agency is aware of the situation, though no immediate action was taken by the agency.



February 25-26, 2023

For over three decades the Washington Aviation Association has been pleased to present the **Northwest Aviation Conference & Trade Show** at the Washington State Fair Events Center in Puyallup, Washington.

This event has grown to over **75 hours of safety seminars** and 122,000 sf of [aviation displays](#) with an annual attendance of over 10,000.

This event is an opportunity to support the Northwest aviation industry, share ideas, learn new skills, be a safer pilot and create relationships with businesses, aircraft owners, and pilots.

Like aviation & live in the Pacific Northwest? This is your show.

The conference has been bringing aviators together every February since 1982.

In recent years the event has added components to provide interaction for aviation students as well as career pilots. We are thrilled with the continued support from the commercial aviation industry in helping to guide the next generation of mechanics and pilots on their **career paths**.