

# PURPOSE OF THIS PRESENTATION:

- **IS NOT** to put Forward a Final Proposal.
- **IT IS** to Start the Ball Rolling Toward Better Type Support.
- **IT IS** to Propose Investigating the Viability of Contracting for a Technical Coordinator.

# THE FOUNDATION HAS BEEN BUILT

- The financial situation has been turned around.
- The website has been vastly improved and brought under ICS control.
- Successfully replaced the direct owner support that Maurice provided.

**VOLUNTEERS ALONE HAVE  
TAKEN TYPE SUPPORT  
ABOUT AS FAR AS IT CAN GO**

# WHY NOT ALL VOLUNTEERS?

- Time Requirements Exceed the Capacity of Volunteers.
- Many of the Tasks Require a Level of Technical Expertise.
- Industry Experience is Necessary to Maximize Airworthiness Efforts
- Industry Liaison Much More Effective With Consistency – When a Volunteer Drops the Ball for a Whole Term, the Damage Takes Years to Repair.
- Institutional Knowledge Lost When Volunteers Change.

# CHALLENGES AHEAD

- Very Limited Manufacturer Support.
- STC's Being Abandoned.
- Aging Aircraft
  - Cracked Horns.
  - Cracked Rudder Hinge Brackets.
  - Cracked False Spars.
  - Cracks in Wing Skins.
  - Worn Out Landing Gear Components.

# CHALLENGES AHEAD, Cont.

- Aging Gurus.
  - Bob Webber is 70.
  - Han's has Given Notice of Retirement in 5 years.
  - Denny Haskins is Really Old.
- More Complicated Regulatory Environment.
- Field Approvals More Difficult.
- 43.13-1B More Restrictive.
- FAA More Enforcement Oriented.

# TYPE SUPPORT NEEDED TO ENSURE THE VIABILITY OF THE FLEET

- Centralization and Accessibility of all Comanche Operations and Maintenance Knowledge.
  - Online repository
  - Seek all existing field approvals and archive
  - Interview aging gurus to obtain specialized knowledge
  - Seek and archive copies of all kit paperwork, vendor publications, STC installation instructions, and the like

# TYPE SUPPORT NEEDED TO ENSURE THE VIABILITY OF THE FLEET, Cont.

- Secure Supplies of Critical Parts and Components .
  - Improved Horn
  - Landing Gear Transmissions
  - Rudder Hinge Brackets
  - False Spars
  - Fuel Selectors

# TYPE SUPPORT NEEDED TO ENSURE THE VIABILITY OF THE FLEET, Cont.

- Secure Needed Approved Data.
  - Wing Crack Repairs.
  - Firewall Crack Repairs (twins).
  - Fuel Selector Overhaul Procedures.
  - Dura Transmission Overhaul Procedures.
  - Oversized Bushings
  - Approval to use Blind Rivets.

# TYPE SUPPORT NEEDED TO ENSURE THE VIABILITY OF THE FLEET, Cont.

- Training of Owners and Maintenance Professionals .
  - Design and conduct seminars
  - Prepare a post procedures guides on key topics

# TYPE SUPPORT NEEDED TO ENSURE THE VIABILITY OF THE FLEET, Cont.

- Direct Assistance to Members.
  - Continue What is Working.
  - Provide More Coverage by Recruiting More Volunteers to Provide Assistance.

# ADVANTAGES OF HAVING A TECHNICAL COORDINATOR

- Puts ICS on the Map with the Industry.
- Shifts the Center of Gravity to ICS Forum.
- Provides a Consistent Technical Resource to the Executives and the Board.
- Provides the Focal Point for Consolidating all Comanche Tribal Knowledge

# IMPLEMENTATION ISSUES TO BE RESOLVED

# FINANCIAL FEASIBILITY – Strategy Needed That Doesn't Drain Reserve

- Preliminary Estimated Budget  $\approx$  \$75K annually?
- Potential Sources:
  - Surplus (  $\approx$  \$45K annually)
  - Revenues from Seminars
  - Revenues for Providing Extra Services
  - Fundraising
  - Increased Membership
  - CFF Could Contribute for Training and Safety Seminars.

# LIABILITY ISSUES

- Generally Overblown, but real
- Other Type Support Organizations Face the Same Issues.
- Risk Management Protocols
- Insurance
  - ICS Should Have Liability Insurance Regardless of Whether it Gets a Technical Coordinator.

# Relationship with Technical Coordinator

- Contract
  - Length of Contract?
  - Full Time or Part Time?
- Employee?

# OVERSIGHT ISSUES

- Development of Technical Coordinator Job Description.
- Development of Job Qualifications.
- Development of Oversight Committee or Direct Officer Oversight.
- Identification of Potential Candidates.

**From: Mitchell Ange [mailto:mitchange@cox.net]  
Sent: Thursday, November 05, 2009 8:58 PM  
To: Lorne Harmon  
Subject: Re: EXPIRATION OF ICS MEMBERSHIP**

Lorne,

I am aware that I (reluctantly) let my membership expire. **I do not have any interest in the social events but had looked forward to your organization being a source of technical information.** I joined after we bought our Twin Comanche little over a year ago and shortly afterwards emailed the society with a couple of technical questions and got no response what so ever. I would be delighted to remain a member but not just for the sake of membership in the club, so to speak. I had hoped being a member would add support to all our cause and get a little technical help when a question arises. Be glad to renew if that's a reasonable expectation.

# PROPOSAL

- Seriously Explore the Feasibility of a Paid Technical Coordinator.
- To do so: Form a Special Purpose Committee to Prepare an Analysis and Recommendation for the SBM.
- Report Should be a Detailed Proposal and Implementation Guide if Approved.