

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.