

EAA CHAPTER 122, Harrisburg, Pennsylvania
Keystone Corp November 2008
http://www.eaa122.org/info/November_2008.pdf

A Word from the President

Hi gang:

Meeting Tuesday, November 18th Carlisle VFW on the right across from the Burger King on Route 641 Trindel Road.

Refreshments served from 6 PM till 7 PM

Major Hank Heim (B-17 & B-29 WWII & Korean Conflict Pilot) & May Graybill (Rosie the Riveter) will be our speakers.

Chapter meeting after speakers.

Enter VFW through the first doors on either side of VFW closest to the road.

*Any questions or can't find the VFW, call me on my cell phone Tuesday night.
717-574-2324*

Also the Christmas Party is scheduled for Tuesday, December 16th at 7 PM at Hoss's on the Gettysburg Pike

Don't forget you can come in the out door at Hoss's. You don't need to stand in line. We will order our dinners from a menu and your tip will be included on your bill.

Denny, President
EAA Chapter 122

They Continue to Fly Proud

Here is an E-mail we received from our previous excellent presenter, Jane Birch.

At last the individual pilot interviews have been posted on the "They Flew Proud" web site, on the Author and Pilot page. Click on the name, and be charmed by their stories. If you have any difficulty, I would suggest you try another Internet browser (AOL failed me, Verizon was successful). The link to the You tube combined video is below. Please share with others, feedback always welcome.

Jane Birch

"They Flew Proud"

<http://www.theyflewproud.com>

<http://www.youtube.com/watch?v=4gjuCwxPjM>

Flight Planner

Here is a rousing endorsement from our own Mike Marra about the new AOPA Flight Planner.

Gents, for those of you in the AOPA, they are introducing a phenomenal on-line flight planner - very interesting for both VFR and IFR flying. You can put the profile of the plane you own/operate in the profile and have your figures ready for flight planning and filing on the databased saved - very good.

I encourage you to take a look at it and form your own opinion. Yes, there are probably better ones out there, but this one is INCLUDED in the price of your membership.

EAA includes AeroPlanner.Com , which I use regularly, and is comparable. Many others, too. This one seemed easy to use.

Worth a look!

Regards, MM

The praises continue with Arnold Offner

Another great feature is it is available on Windows, MAC OS and Linux-based software platforms. Won't be long before it could seen on a cellphone.....

New AOPA Internet Flight Planner wows pilots

Internet-based flight planning hit a whole new flight level with the launch of the AOPA Internet Flight Planner (AIFP) on Nov. 8 at AOPA Expo. The new flight planner has been an instant hit with Expo attendees. AOPA has been showing demonstrations of its flight-planning capabilities on a large screen in the exhibit hall. Because AIFP is Internet-based, it will work on Macs as well as PCs, and it can be accessed from any computer, anywhere in the world with Internet access. "I'm a Mac user and I want to know who to kiss for giving us Mac users access to the amazing flight planning tool AOPA has brilliantly executed," said one AOPA member.

And while we are on the subject of flight planners

I'm excited to announce FlightAware Flight Planning, a revolutionary new product that FlightAware just launched. I'm writing you today because you told us that you are a Student Pilot when you registered on FlightAware in July 2007. This is a pre-release beta, but the flight planning application is now available at <http://flightaware.com/flightplan/>. FlightAware will be the industry leader in flight planning by bringing powerful features and convenience to this free service just like we did for flight tracking three years ago.

Our revolutionary flight planning application will reduce operating cost by automatically calculating the most optimal altitude and route as well as any available FlightAware FBO fuel discounts. Along with your flight plan, we'll provide you with a navigation log, bundled approach plates, airport diagrams, and everything else needed for a flight. Additionally, if you're [using our flight alerts](#), we'll even email or text you with your anticipated clearance -- all for free.

A few of the notable features you should be aware of:

- **Route/Altitude Optimization Matrix** - FlightAware conducts millions of calculations using your aircraft performance data and every available route (based on real-time air traffic control data) and altitude to find the shortest time and/or lowest cost flight.
- **File IFR** - FlightAware remembers your aircraft data (including RNAV/RNP capability and RVSM compliance) as well as pilot information so that you can quickly and easily directly with the FAA.
- **Web-based interface** - FlightAware's flight planning & filing is available anytime, anywhere.
- **Current Fuel Prices** - FlightAware has current (within 10 days) FBO fuel prices at hundreds of US airports. In some cases, fuel prices obtained by FlightAware include significant discounts for operators that flight plan on FlightAware.com.
- **Aviation Weather** - METARs, TAFs, national, local, and en route weather.
- **Approach Plates** -- Download current bundled terminal procedures (IAPs, DPs, STARs, diagrams) in PDF format to easily print and bring onboard.

You will need to set up pilot information (to file IFR) and aircraft information (for performance calculations). We can provide default performance numbers for many popular aircraft. If your aircraft type does not have performance information already entered, you can do it yourself or send copies of the relevant POH pages to performance@flightaware.com or fax to +1-713-877-9020. We'll enter in the performance tables for you and let you know when you're ready to go.

If you're conducting a short flight and do not need to flight plan (e.g., flying direct <25 miles, etc.), simply click "Simple IFR File" at the top of [any flight planning page](#) to quickly & easily file IFR from FlightAware using your pre-defined aircraft and pilots.

You can take a glance at what we have to offer by viewing the attached screenshots or [watching the video demo](#).

Thanks for using FlightAware.

Daniel Baker
FAA Commercial Pilot (AMEL/ASEL/IA)
Chief Executive Officer, FlightAware

Color Key:

- Denotes fastest flight
- Denotes flight using least fuel
- Denotes least expensive flight

FlightAware Flight Plan Options: KTEB - KAPA (1409nm)

Click one of these options to select your route and altitude. Listed in order of recency flown by other aircraft.

Route	Flight Level				
	FL240	FL280	FL320	FL360	FL400
KTEB ELIOT J60 DIMMO J60 PSB J60 IOW J10 LBF SAYGE6 KAPA	3:57 6814 lbs \$10683	3:55 6606 lbs \$10430	4:01 6262 lbs \$10162	4:08 5789 lbs \$9776	4:15 5022 lbs \$9081
KTEB ELIOT J60 DIMMO J60 IOW SAYGE SAYGE6 KAPA	3:57 6799 lbs \$10659	3:54 6598 lbs \$10418	4:00 6253 lbs \$10148	4:07 5766 lbs \$9736	4:14 5000 lbs \$9039
KTEB ELIOT J60 DIMMO J60 IOW J10 LBF SAYGE6 KAPA	3:57 6814 lbs \$10683	3:55 6606 lbs \$10430	4:01 6262 lbs \$10162	4:08 5789 lbs \$9776	4:15 5022 lbs \$9081
KTEB ELIOT J80 KIPPI J80 MCI J24 OATHE KAPA	4:03 6975 lbs \$10936	4:01 6773 lbs \$10692	4:06 6408 lbs \$10399	4:15 5961 lbs \$10066	4:21 5135 lbs \$9286
KTEB KAPA	3:55 6749 lbs \$10586	3:52 6530 lbs \$10313	3:59 6206 lbs \$10076	4:07 5760 lbs \$9733	4:13 4963 lbs \$8980

FlightAware | Eight Greenway Plaza, Suite 1150, Houston, TX, 77046 | 500 Fifth Avenue, Suite 2200, New York, NY, 10110 | +1-713-877-9010

The Bellefonte Airfield

Our own Ed has included a very interesting article about the air mail service at the Bellefonte Airport.

**Bellefonte Historical and Cultural Association
Bellefonte, Pennsylvania**

**Fred D Smith Collection of Historic Photos and Postcards of Bellefonte
The Bellefonte Airfield**



Fred D Smith Collection

Before the U.S. Post Office Air Mail Service, little could be called scheduled air delivery. A few nonscheduled routes operated between major cities, but no national commitment existed for mail delivery by air. Then came the end of World War I, and the post office declared its intention to establish a cross-country airmail route. The Army Signal Corps offered to initiate the service. Three months after the inaugural flight on May 15, 1918, the post office took over from the army and continued the service. They ran it until 1927 when they transferred airmail delivery to America's newly organized commercial airlines.

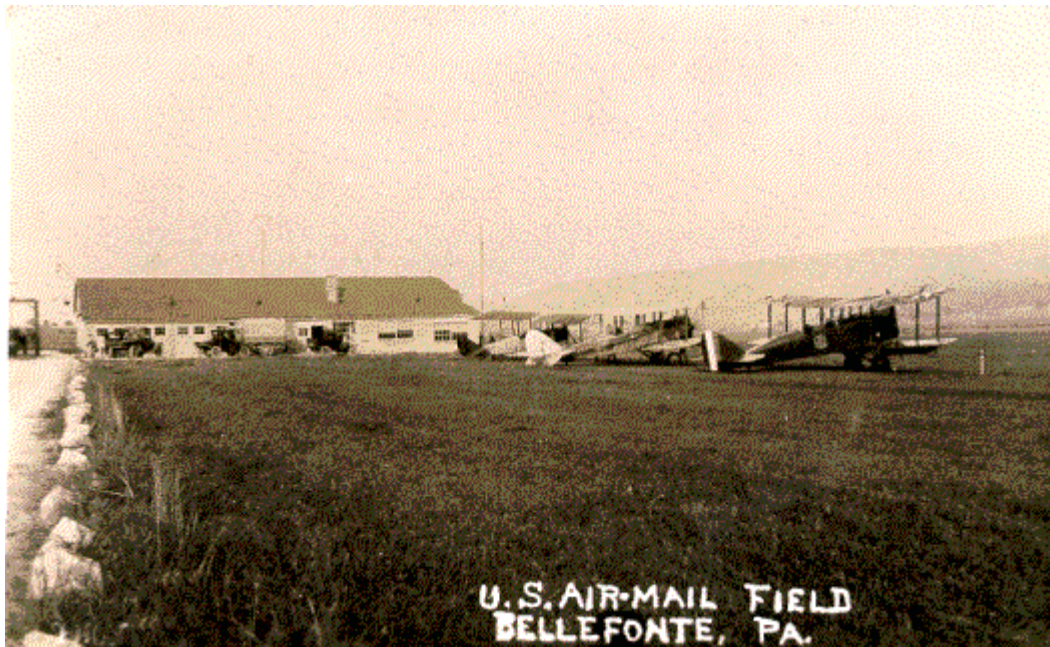
Airmail pilots were the glamour boys of the operation. A breed apart, they were the envy of every kid in the nation who could look up and see a lonely biplane with "U.S. Mail" painted on its fuselage winging its way across the sky. They were the by-the-seat-of-their-pants fliers, the helmet and goggle boys who felt the wind when they flew and heard it singing through the wires and drumming on the fabric of their wings. These earliest of the winged couriers flew as odd an assortment of planes as had ever been assembled. At one time or another the Air Mail Service tried more than 20 types, ranging from German Junkers to Curtiss "Jenny" trainers and World War I bombers. They settled on the British-made de Havilland-4. [from "Remember the Air Mail Pioneers" by Nancy Allison Wright]

During the first years of Air Mail Service, the lessons came fast. Statistics tell the story. In 1921, P.O. officials recorded 1,764 forced landings, about half due to mechanical failures and half due to weather. In that same year, 12 pilots were killed. In all, 32 pilots lost their lives in the nine years of service, approximately one out of every six employed. Determined, however, to prove the mail could be borne on wings despite the hazards, they created milestones that led the way to today's space age wonders.

From 1919 to 1927 Bellefonte was a major refueling stop for mail traveling from New York to Chicago. Flying the fog-shrouded ridges of the Allegheny Mountains in one of the early biplanes with the most primitive of navigational equipment (one pilot famously used a half-empty whiskey bottle strapped to the dash to tell when his wings were level) was a feat of incredible daring and skill -- six pilots would lose their lives flying what was popularly known as the "hell stretch" between 1919 and 1927. The initial stop on the first scheduled westbound air mail flight was made in Bellefonte by Pilot Leon D. Smith on December 18, 1918. The site for the field was chosen by pioneer aviator Max Miller and was in regular use for air mail until 1925. **That site is the present Bellefonte High School on East Bishop St.**

On Sunday, May 15, 2005, the [American Philatelic Society](#) celebrated the heroic era of the pioneer air mail pilots with the dedication of a monument in their honor. The granite monument, erected at the confluence of Logan Branch and Spring Creek, beside the American Philatelic Center ([The Match Factory](#)), was the gift of Paul J. Mulvehill, a former pilot with a passion for air mail. The artist who designed the monument was Mike Newcomer.





Two Weeks to Taxi Approved

Here is a interesting article provided by Dewitt Whittington of Chapter 231 in Richmond, Virginia



Glasair's controversial Two Weeks To Taxi program, in which builders of Glasair Sportsman aircraft build an almost-complete aircraft in two weeks at Glasair's facility in Washington State, has been endorsed by the FAA's Production and Airworthiness Division after a week-long audit. "The FAA's on-site team found that the "lean manufacturing" processes employed, combined with the provided educational assistance, accelerates the Sportsman build time significantly without violating the spirit or intent of Part 21, Section 21.191(g)," the company said in a news release.

More than 100 Sportsmans have been built in the program, in which company staff lay out tools, round up the necessary parts and provide instruction to customers who, according to the FAA's findings, do at least 51 percent of the work. "We have worked very, very hard to develop a program that makes aircraft building more accessible, more organized, and as efficient as possible, while staying within the letter and spirit of the amateur built rule," said Glasair CEO Michael Via. The company says it will expand the program. The decision would seem to set the tone for the current discussion by the FAA's Amateur-Built Rulemaking Committee, which is reviewing the level of participation required by builders in all aspects of the construction of their aircraft. Among those auditing the Glasair program was Frank Paskiewicz, who heads up the FAA's Production and Airworthiness Division and is a key member of the 51 percent rule committee.

Related Content:

[AVweb 's video interview with Glasair's Harry DeLong](#)

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Zenair Expresses Surprise

Here is another interesting article provided by Dewitt Whittington of Chapter 231 in Richmond, Virginia

Zenair Expresses 'Surprise' At European CH601 XL Groundings

ADs State Accident May Have Been Caused By Wing-Structure Break-Up

As a result of an investigation into the September 14 crash of a Zodiac CH 601 XL, the Dutch CAA has released an emergency Airworthiness Directive grounding the type, effective October 24, 2008:



"On the 14th of September 2008 a fatal accident occurred with a Micro Light Aircraft, Type Zodiac CH 601 XL. There are indications that break-up of the wing structure was the cause of the accident. Based on the preliminary findings of the accident investigation of the Dutch Safety Board, the Civil Aviation Authority of the Netherlands declares the aircraft not airworthy until further notice."

In response to the action taken by the Dutch CAA, Zenair Europe issued a press release, and its own Airworthiness Directive:

"On Saturday October 25, Zenair SARL was informed by a Dutch Zodiac XL owner that the Dutch CAA had issued an emergency Airworthiness Directive the previous day, calling for the immediate grounding of all Zodiac XL in the Netherlands, effective immediately.

"This came as a complete surprise to Zenair Europe, Zenair Ltd, and Zenith Aircraft Co., as none of us had been previously contacted by the Dutch authorities. We were further surprised that the basis for the NL-CAA action was a preliminary accident report that offers no new findings regarding the Zodiac XL design. Rather it makes allusion to various other accidents and suggests that the 'calculated strength' of the design is 'probably too optimistic'.

"Zenair is eager to discuss the basis for these statements with the Dutch CAA and is keenly awaiting the return of CAA staff from their seasonal holiday. In the mean time, we note that no past accident investigations involving the CH 601 XL has ever found fault with the basic design; two accidents (2006 & 2008) are still being researched by the NTSB in the USA - completed design analysis in each case, however, has already found the design's engineering to be sound. We can also note that the Zodiac XL is not approved in Europe just on 'calculate strength', but on 'demonstrated strength' as well (extensive load-testing).



"To help appease possible concerns among neighboring countries, Zenair has taken the initiative of issuing a mandatory bulletin of its own. This AD (No. ZE-2008-01) addresses an important issue that may have contributed to the accident currently being investigated in Holland. We hope to share our thoughts on the issue with the Dutch CAA as soon as we may, and look forward to assisting with the on-going investigation in any way that we can.

"We believe that everyone concerned here has a common goal: to quickly find the solution(s) that will permit the Zenair CH 601 XL to once again be deemed 'airworthy' by the CAA in the Netherlands."

In its own Airworthiness Directive, Zenair calls for immediate mandatory inspection of all control cables and their tension; inspection of both ailerons for any type of deformation of the skins at the piano hinge and root rib area; and inspection of the rear spar attachment area at the wing root, looking for deformation or loose rivets.

"Under certain conditions, loose control cables can lead to flutter of control surfaces in some types of aircraft; Flutter has been experienced in the Zodiac CH 601 XL aircraft as reported by two pilots. The actions outlined in this directive are to eliminate the possibility of flutter in this aircraft design when the aircraft is flown within its design parameters," Zenair said.



At least one Zodiac aircraft has been involved in a suspicious in-flight breakup accident in the United States in the past two years. [As ANN reported](#), a Zodiac S-LSA manufactured by Aircraft Manufacturing & Development Co. experienced an in-flight breakup while cruising approximately 8 nautical miles south of Yuba City, CA on November 4, 2006.

A witness to that accident told the NTSB the airplane's engine was "missing" and its power was "on and off." Seconds later the witness heard the sound of an explosion and observed the center section of the airplane falling straight down. The NTSB has not issued a Probable Cause report on the crash.

FMI: www.zenairulm.com/Home/index.htm

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Response from Cliff Martin

Dee,

Thanks for the article. First word I have heard of this action.

The XL is a fairly new version of the 601 Series aircraft. The XL wings attach directly to the fuselage as opposed to the earlier 601HD and HDS, which attached to the center wing section. All in all, Chris Heintz is a very competent designer with a great track record of solid design and safety. I'm sure that with a **detailed** analysis of the accident, there will not be any design flaws. Sounds like the Dutch CAA erred on the side of caution. I would hope that they would include Chris Heintz in the investigation and pull on his expertise.

Regards,

Cliff

Cliff Martin" <southriverent@rockbridge.net>



Legend Cub

Contact: Kurt Sehnert, (903) 885-7000, kurt@legend.aero

American Legend Adds Prop Balancing and Other Aircraft Services To Its LSA, Kit And Restoration Services Businesses

SULPHUR SPRINGS, TEXAS, OCTOBER 24, 2008 -- American Legend Aircraft Company announced today the company has added an array of aircraft services to its current manufacturing and restoration services businesses. The company will immediately begin providing annual inspections, routine maintenance, repairs, major overhaul, and propeller balancing services to Legend Cub and Texas Sport customers as well as operators of other piston engined aircraft.

American Legend Aircraft Company manufactures the Legend Cub, a ready-to-fly certified S-LSA. Under the Texas Sport brand, Texas Sport Aircraft Company manufactures a kit aircraft based on the design of the Legend Cub. American Legend has been providing tube-and-fabric aircraft restoration services since April 2007. The companies have also provided warranty and maintenance services to their customers which number over 160 delivered aircraft and kits since the first Legend Cub was delivered in August 2005.

In adding to its service offerings, American Legend now provides annual aircraft inspections and routine maintenance services such as oil change, brake and tire replacement, tune-ups, and more. Structural repairs and major overhauls as specified by aircraft maintenance manuals can be performed in addition to avionics testing, upgrade, and installation. American Legend now also performs electronic balancing of propellers. The company is equipped and staffed to work on a range of aircraft including certified light-sport, Part 23, and experimental. American Legend specializes in servicing classic and tube-and-fabric aircraft.

American Legend Aircraft Company is located at Sulphur Springs Municipal Airport (KSLR), approximately 80 miles east of Dallas and midway between Dallas, Texas, and Texarkana, Arkansas.

American Legend wishes to remind aircraft owners to protect their investment by performing routine aircraft maintenance. With today's fluctuating economy, an investment in your aircraft will pay dividends, perhaps greater than real estate and financial markets. The Fall season is the perfect time to perform maintenance duties as summertime flying weather retreats and many aircraft are winterized and hangared.

For further information, contact American Legend Aircraft Company at 1810 Piper Lane, Sulphur Springs, Texas 75482; call (903) 885-7000; or log on to www.legend.aero.

-- Legend Cub --

Coming Events

This is a summary of some of the aviation events in Pennsylvania and the surrounding area. For the complete details of these events, click on these sites.

<http://www.flyincalendar.com/>

<http://www.airshowscalendar.com/>

<http://www.EAA.org/calendar/>

<http://www.eaa122.org/events>

November 16, 2008

Weekly 'Soup-on-Sunday'

Weirwood, Virginia

November 23, 2008

Weekly 'Soup-on-Sunday'

Weirwood, Virginia

December 7, 2008

Weekly 'Soup-on-Sunday'

Weirwood, Virginia

December 14, 2008

Weekly 'Soup-on-Sunday'

Weirwood, Virginia

December 21, 2008

Weekly 'Soup-on-Sunday'

Weirwood, Virginia

December 28, 2008

Weekly 'Soup-on-Sunday'

Weirwood, Virginia

EAA Chapter 122

NEXT MEETING

Venturing to the VFW

The next chapter meeting will be at the VFW in Carlisle on Route 641 Trindle Road across from the Burger King on Tuesday, November 18, 2008 at 6:00PM.

Note change in time and location

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