

AVIATION QUESTION OF THE MONTH

Answer to last month's question: *Can I use steel wrap on the brake lines to lessen the frequency of ruptures on my 2005 Sting Sport LSA?*

According to EAA: You'll have to refer to the Operating Limitations document on board your aircraft. There will be a number of paragraphs that give direction on maintenance and inspections of the aircraft. All maintenance changes for aircraft with S-LSA (special light-sport aircraft) airworthiness certificates must be approved by the manufacturer. You must receive prior approval from them before implementing any change from what is specified in the Maintenance Manual published by the manufacturer. However, if your aircraft has been changed to an E-LSA (experimental) airworthiness certification, you may do what you like; you are no longer bound by the S-LSA maintenance requirements. Again, the Operating Limitations document will give guidance on maintenance and inspections.

This Month's Question: A pilot declared an emergency after an alternator failure in IMC. Luckily, he made it to the ground safely and ATC was very helpful. Is he required to file a report about the emergency?

YOUR FUTURE CESSNA'S ENGINE MAY COME FROM CHINA

Teledyne's Continental Motors Unit Sold to Chinese Company



Telemann Technologies has sold its Continental Motors division to Technify Motors, a unit of AVIC International of China. The new owner currently plans to keep the company headquarters in Mobile, Alabama, where it has been since the 1960s. The deal was worth \$186 million and includes Teledyne properties Mattituck Services, which will remain in Mattituck, Long Island, New York, and the Continental facility in



Fairhope, Alabama. Pending approval from government regulatory agencies, the deal is set to close sometime in the first quarter of 2011. Under the new ownership, research is expected to continue on new projects, the most significant of which is diesel engine technology.

Jason VanWees, Teledyne Technologies' vice president for business development, says that current TCM management team will remain in place and that neither company expects any changes before March and perhaps not after that, either. Note that Homelite, Dirt Devil, Bosch, Siemens, and many Craftsman, and Snap-on tools are now made in China. The AVIC company has 54 large- and medium-sized industrial enterprises and 3 scientific research institutes involved in helicopter, airplane, engine and airborne equipment. They control an additional 22 enterprises, institutes and specialized companies including Beijing Chankong Machinery Corporation, Ltd., Harbin Dongan Engine (Group) Company, Ltd., and Shuangyang Aircraft Manufacturing Factory. For future reference, if you want Continental parts and if most of the manufacturing is actually moved from the U.S., here is some address information: AVIC International Holding (HK) Limited, No.67, Jiaonan St, Beijing, China 100712, P.O. Box: 33 Beijing Telephone: 8610-64094319. (Information from AVweb Dec 14, 2010; *FLYING eNewsletter* Dec 16, 2010)

SHORT FINAL

AVweb December 13, 2010

A student pilot finally spotted the airport after getting multiple vectors.

Pilot: "Tower, I'd like to make this a touch-and-go and then depart the pattern."

Tower: "Oh no! It took so much effort for us to get you here, and now you want to leave right away."

FLIGHT PLANNING PATENT BEING ENFORCED



FlightPrep, an Oregon company that received a patent for online flight planning, has apparently started charging royalty fees to other services doing the same thing and the result may be that some of the most popular services will shut down rather than pay the fees or try to fight them. At least one online chart and planning service, SkyVectors, has decided to eat the unspecified costs and continue business as usual, with a note on its charts referencing a licensing agreement with FlightPrep. Other providers are reportedly in the process of being contacted by FlightPrep. The patent appears to cover the basic functions of every online flight planner we've come across and FlightPrep's apparent willingness to enforce it raises inevitable questions about their future availability and cost.

Flight planning company Seattle Avionics and DTC DUAT have teamed up to offer pilots concerned about the future of their favorite flight planner a new option. Pilot concerns regarding flight planning stem from FlightPrep's recent moves to enforce a patent it was provided a year ago by the U.S. Patent Office for certain online flight planning functions. The FlightPrep patent does not apply to application-based flight planners; the difference being that application-based flight planners conduct flight planning operations and placing of the planned route over maps using data stored on an individual's computer. Online flight planners cause some of those functions to occur at a remote server, with results delivered to the user via the Internet.

FlightPrep's actions have caused the shutdown of at least two Internet-based flight planners and stirred up much concern among pilots about the methodology used by FlightPrep and the resulting loss of flight planning options.

(Information from AVweb Dec 9, 2010; *AOPA ePILOT Dec 24, 2010*)



NOTES ON 15 BEAN SOUP

15 bean soup

See: http://en.wikipedia.org/wiki/15_bean_soup

15 Bean Soup (a registered trademark of the N.K. Hurst Co. since 1988) is a packaged dry bean soup product from the N.K. Hurst Co. Over the last 20+ years, it has grown to become the #1 selling branded dry bean soup in the U.S.

Commercially the soup is produced in the following flavors Ham, Cajun, Chili, Chicken, Beef and Vegetarian.



SHORT FINAL

AVweb July 26, 2010

PHL Approach: "Air Canada 364, PHL airport. 2 o'clock and four miles. Report the field in sight."

Air Canada 364: "Yeah, we have the terminal in sight."

PHL Approach: "Don't land on the terminal. Cleared the visual 27R, tower on 118.5."



Happy New Year!