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**EDITOR**

Kim Blonigen

EDITORIAL OFFICE

2779 Aero Park Dr., Traverse City MI 49686

Phone: (316) 652-9495

E-mail: kblonigen@cox.net

PUBLISHERS

J. Scott Lizenby

Dave Moore

Village Publications

GRAPHIC DESIGN

Luana Dueweke

PRODUCTION MANAGER

Mike Revard

PUBLICATIONS DIRECTOR

Steve Smith

ADVERTISING DIRECTOR

John Shoemaker

King Air Magazine

2779 Aero Park Drive

Traverse City, MI 49686

Phone: 1-800-773-7798

Fax: (231) 946-9588

E-mail: johns@villagepress.com

ADVERTISING EXECUTIVE ASSISTANT

Betsy Beaudoin

Phone: 1-800-773-7798

E-mail: betsybeaudoin@villagepress.com

SUBSCRIBER SERVICES

Rhonda Kelly, Mgr.

San Juana Fisher

P.O. Box 1810

Traverse City, MI 49685

1-800-447-7367

ONLINE ADDRESS

www.kingairmagazine.com

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Intensive Care *in the*



Almost 25 years ago, New Zealand's Starship Children's Hospital was launched as "a culmination of a dream, determination and commitment of a few visionary individuals" who saw the need for a specialist children's hospital that would provide world-class care to

the children of the country. Before Starship's hospital in Auckland was opened, the children of New Zealand were treated at Princess Mary Hospital, a collection of buildings that were built for temporary use during World War II and had become debilitated.

AIR


King Air 350 becomes air ambulance for Starship Children's Hospital

by Kim Blonigen



In 2014, over 27,000 children were patients at Starship Children's Hospital; 56 percent of them being under the age of six. Looking at the numbers another way, there were 48,494 in-patients admitted, 32,594 visits to the hospital's emergency room and 66,402 outpatient clinic attendances.

The Starship National Air Ambulance Service of New Zealand recently took delivery of a King Air 350 to transport the children of its country to the national children's hospital in Auckland.



LifePort medical stretchers were added to the interior of Starship's King Air 350.

Funding Care for Young Patients

Supporting the hospital is the Starship Foundation, a social-profit organization that raises funds so Starship Children's Hospital can better care for its young patients. Donations provided by the foundation are extra to government funding that the hospital receives. Through the huge generosity of corporations, individuals, community groups, trusts and foundations, in 2014 more than NZ\$6.5 million from the Foundation funded a range of initiatives, including hospital equipment and projects, refurbishments, pediatric research and professional development, play therapy and comfort items, and community and family support.

"The King Air 350 was selected because it represents the leading edge of turboprop aircraft performance and technology ... It provides the highest speeds, longest range, quietest cabin and greatest reliability and safety of any turboprop aircraft in its class ..."

Mike Toogood,
Managing Director, Skyline Aviation

The Starship Foundation provides NZ\$1.5 million annually to help fund the Starship National Air Ambulance Service, which brings children from all over New Zealand to the hospital to receive the life-saving care that they need. This amount is a subsidy to the full cost of the ambulance service, which

is also covered by relevant district health boards in the country; there is no cost to the patient. The air ambulance flies a dedicated retrieval team that specializes in the care of children. Issues the patients are experiencing vary from complications arising from normal childhood illnesses such as the flu to accidents (drowning, car crashes, sporting injuries), as well as children suffering from heart conditions, seizures and meningitis. A retrieval team is on standby at all times and helps stabilize the children where necessary, then brings them back to Starship's Pediatric Intensive Care Unit where they can receive the care they need.



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TEXTRON AVIATION

Providing Intensive Care in the Air

The Starship National Air Ambulance Service is operated by Skyline Aviation, a privately owned, New Zealand family business led by directors Mike and Annabel Toogood. As the largest aeromedical operator in New Zealand with over 25 years of experience, Skyline owns the aircraft, holds the aircraft operating certificate, employs specialist aeromedical pilots, and manages the fleet's maintenance. Through its sister company, New Zealand Air Ambulance, it provides mission coordination 24 hours a day, seven days a week for this life-saving service. In a typical three-month period, the Starship National Air Ambulance will take approximately 65 flights to various locations throughout the country, some being 1,000 miles away.

"It is a privilege to be working alongside the wonderful Starship Children's Hospital clinical teams,

A close-up look at the side of the airplane's child-friendly paint scheme which was created to help reduce anxiety for the patient and their family, and reflects the décor at the Starship Children's Hospital.



helping to look after the most vulnerable and precious members of our community, our babies, children and young people," said Mike Toogood, managing director, Skyline Aviation.

King Air Fits the Mission

Recently, Skyline replaced its Fairchild Metroliner, the previous

aircraft operated for the Starship National Air Ambulance Service, with a 2001 King Air 350 that was purchased in the United States and then taken to Elliott Aviation for new paint; partial interior refurbishment, including installation of LifePort medical stretchers; and new Garmin 1000 avionics.

Continued on page 10

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Meet One of Ben's Life-Saving Flight

Ben Ryder is no stranger to hospitals and surgery. Born with a congenital heart block disorder, Ben was flown to Starship for emergency care when he was less than a day old and had surgery when he was three to have a pacemaker fitted.

Fast forward eight years and young Ben is your typically active boy who loves sports. In fact, the day before he was due into his local hospital in Christchurch for a routine check on his pacemaker, Ben finished second in his school's cross country race.

But during this checkup the next day, doctors discovered his pacemaker was malfunctioning. The only solution was an urgent operation to install a new one.

The Starship National Air Ambulance Service was quickly dispatched to pick Ben up from Christchurch and fly him to Starship (over 1,000 km). Ben was brave during the flight. "There were lights

Starship



Ben being loaded in Starship's former air ambulance, before the King Air was put into service.

and cords and people everywhere. The most exciting part was taking off in the plane with earmuffs on and being able to hear what the crew were saying. When we landed in Auckland, there was an ambulance there to meet us. It was really dark and a bit like a movie," he said.

On arrival at Starship, Ben was quickly prepped for surgery to receive a pacemaker with more up-to-date functions, including the ability to raise his heartbeat while exercising. His operation went really smoothly and he spent a few more days recovering before being flown back to Christchurch to be reunited with the rest of his family.

"The level of care Ben and our family received at Starship Hospital was out of this world," said Ben's dad, Guy. After having the new pacemaker fitted, "Ben played his first full game of football and managed to score four goals," he said.

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Continued from page 6

"The King Air 350 was selected because it represents the leading edge of turboprop aircraft performance and technology," Mike Toogood said. "It provides the highest speeds, longest range, quietest cabin and greatest reliability and safety of any turboprop aircraft in its class, and its interior cabin size is perfect for the medical stretchers and equipment

The OR family waiting room was recently updated and showcases the child- and family-friendly theme, like the aircraft's exterior, to help calm nerves in stressful situations.



Tim Whittaker Photo



Tom Clements has 43 years' experience flying and instructing in King Air aircraft and authored *The King Air Book*

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-Tom Clements



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needed. By adding the Garmin 1000 avionics, it allows the team to fly in most weather conditions across New Zealand and into the South Pacific. This is vital in ensuring we can reach children in need."

Skyline also took advantage of having a new paint scheme added to the King Air to coordinate with the décor at the hospital and more geared to children. "The high-tech equipment on board the air ambulance is a mobile intensive care unit with full life-support capabilities. However, we shouldn't underestimate the value of having a more child-friendly aircraft on the outside either, as this can help reduce anxiety for the patient and their family at a very stressful time," said John Beca, clinical director of Starship's Pediatric Intensive Care Unit.

This paint scheme and the purpose of the aircraft turned personal for the Elliott Aviation team who worked on Starship's air ambulance King Air, many of them having children of their own. They decided to take a collection to donate to the Starship Foundation and raised \$1,400, which was presented at the time of delivery. **KA**

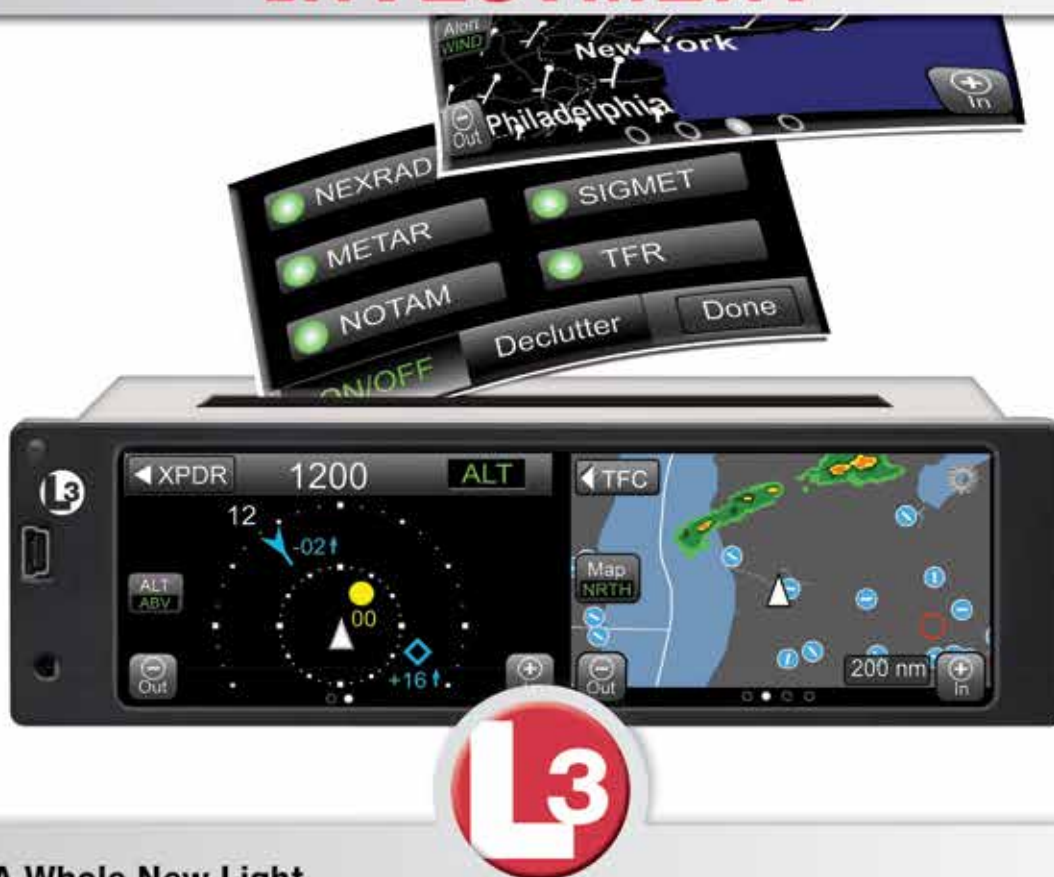
To support Starship's National Air Ambulance, visit www.starship.org.nz/airambulance.

The Starship Children's Hospital was started almost 25 years ago to fill a need for a specialist children's hospital that would provide world-class care to the children of New Zealand.





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The newly certified Pro Line Fusion-equipped King Air 250 debuted at EAA's AirVenture in July.

Pro Line Fusion-equipped Beechcraft King Air 250 awarded type certificate

As reported in a previous issue of *King Air* magazine, Beechcraft Corporation announced that new production King Air turboprops would feature the Rockwell Collins Pro Line Fusion avionics system as standard equipment, as well as enhanced cabin features. This upgrade is progressing as planned, as the Pro Line Fusion-equipped King Air 250 was awarded its type certificate and debuted at EAA's AirVenture.

According to the company, the new avionics system changes how operators aviate, navigate and communicate through a one-of-a-kind intuitive flight deck interface; and the enhancements to the cabin offer an improved and connected passenger experience.

The Pro Line Fusion's three 14-inch displays are interchangeable, high-resolution and cursor controlled. Other performance-enhancing capabilities include:

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The enhancements made to the Cabin

The upgrades to the King Air's cabin technologies are international or domestic Wi-Fi as standard on the King Air 350i and King Air 250 aircraft and optional on the King Air C90GTx, allowing customers to stay connected on the ground and in the air. Also standard on all three models will be electronically dimmable window shades, offering a simple interface that provides clearer views and darker shading at the touch of a button.

Deliveries for the Pro Line Fusion-equipped King Air 250 will commence this quarter. Certification for the King Air 350i/ER is expected to occur in the fourth quarter of this year, followed by the King Air C90GTx in the first half of 2016, with deliveries beginning shortly thereafter.



Dr. Elisa Port, MD, Chief of Breast Surgery and Co-Director of the Dubin Breast Center of the Tisch Cancer Institute at The Mount Sinai Hospital, expressing her appreciation at the special delivery ceremony for the pink Wheels Up King Air 350i.

First-Ever Pink King Air 350i to Bring Awareness and Funds for Breast Cancer

Wheels Up, the revolutionary membership-based private aviation company featured in the October 2014 issue of *King Air* magazine, has taken delivery of the first-ever one-of-a-kind, pink Beechcraft King Air 350i aircraft to commence its first annual Breast Cancer Awareness initiative. The pink plane will be in service from October 1, 2015 – September 30, 2016, in support of raising awareness and funds for the Dubin Breast Center at The Mount Sinai Hospital in New York City, one of the world's most renowned and advanced facilities for breast cancer treatment and research.

The special King Air is the 45th aircraft in the Wheels Up fleet. The company took delivery of its first 350i in October 2013, which was part of the largest business aircraft order for twin turboprop aircraft in general aviation history – up to 105 brand new King Air 350i aircraft and Hawker Beechcraft Services as the acting maintenance provider, a deal valued at \$1.4 billion. **KA**

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NBAA Reports on New Initiatives



by Kim Blonigen

Throughout its history, NBAA has worked to support policies that foster business aviation in the United States and around the world. Among the policy priorities for the Association and the industry it represents are modernization of the nation's aviation system, building upon the already outstanding safety record for business aviation and preserving secure access to airports and airspace. Below are two new initiatives that will aid in supporting these policy priorities.

New Security Resources

The NBAA Security Council is developing new resources to help their Member Companies manage technology security threats and educate aviation department personnel on these concerns, including privacy issues raised by ADS-B equipage and other new technologies.

"The Security Council acknowledges the potential threats associated with the use of some avionics and other technology, and will be developing best practices for use of technology in aviation departments," said Sarah Wolf, a certified aviation manager who is NBAA's

senior manager of security and facilitation. "Included in these threats are potential loss of privacy, laser attacks and even possible hacking of aircraft avionics."

The council plans to update *NBAA's Best Practices for Business Aviation Security* and the *NBAA Management Guide* to include new guidance on how business aircraft operators can address these emerging threats.

For many years, the Security Council has focused on ensuring business aviation has fair access to airspace during temporary flight restrictions (TFRs), especially those associated with movements of VIPs. Wolf said this would continue to be a priority for the Security Council, which hopes to increase business aviation access to airspace during TFRs by leveraging existing security initiatives such as Global Entry or the DCA Access Standard Security Program.

"VIP TFRs become a more significant issue during election seasons, especially during presidential elections," noted Wolf, who is staff liaison to the Security Council. "NBAA and the council will continue to work with regulators so that aircraft operators have reasonable

notice of impending TFRs. We also will seek to limit the duration of onerous TFRs and help ensure business aviation operations are not unduly restricted.”

In addition to revised guidance materials and airspace access advocacy, the council will provide members with new security-related training materials and other resources. Members with suggestions for topics to be covered by the council’s work should contact Wolf at swolf@nbaa.org.

New Working Group with U.S. Customs and Border Protection

U.S. Customs and Border Protection (CBP) Commissioner R. Gil Kerlikowske recently said that his agency would organize a working group to focus on issues specific to general aviation, including business aviation. NBAA’s meeting with CBP officials focused on improving the facilitation of N-registered general and business aviation operators returning to the United States. The working group will begin meeting later this year, and NBAA hopes it will work to streamline regular processing requirements for international general aviation arrivals.

For example, NBAA suggested that broader use of CBP assets at foreign locations, including pre-clearance facilities, could be used to process a greater number of U.S. operators before they return home.

NBAA will provide Members with regular updates on CBP initiatives. **KA**

FAA Reauthorization Bill Due to Floor this Month

As reported in the July issue of *King Air* magazine, NBAA has requested a call to action from business aviation operators and owners regarding the FAA Reauthorization Bill. The House Transportation and Infrastructure Committee notified aviation groups that House leadership delayed floor consideration for the Bill until this month. The bill was expected to be presented by Committee chairman, Bill Shuster (R-Pa.), in July. Congress will have little time to pass a bill before the FAA’s current authorization expires on September 30.

NBAA called upon its more than 10,000 Member Companies to make their voices heard in strong opposition to any legislative proposal that would strip congressional oversight of the nation’s air traffic control (ATC) network in favor of a private entity funded through user fees. If you haven’t already, there is little time left to take action.

For more information and guidance on how you can contact Congress regarding the FAA Reauthorization Bill, go to www.nbaa.org/advocacy/contact/.

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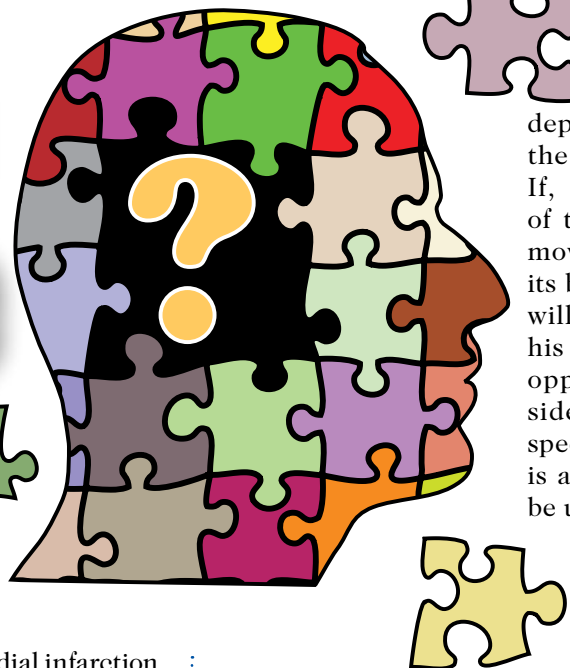
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Flying on the Brain

by Dr. Jerrold Seckler



When a stroke occurs, the symptoms will vary depending on the part of the brain that is affected. If, for example, the part of the brain that controls movement is deprived of its blood supply, the person will have difficulty moving his extremities on the side opposite of the injured side of the brain. If the speech center of the brain is afflicted, the person will be unable to speak properly and may slur words or otherwise have problems speaking. The most common symptoms are sudden numbness

In a recent article, I discussed myocardial infarction, a condition that occurs when the blood flow in one or more of the coronary arteries is blocked. A similar situation can occur with the arteries that supply the brain as well. When a portion of the brain is deprived of its blood supply, the person suffers a stroke.

The brain has a complex circulation, the anatomy of which is beyond the scope of this article, but if any of the arteries supplying the brain are cut off, the person will experience some sort of neurologic symptom that will depend on the specific part of the brain that is deprived of oxygen.

There are two major types of stroke – ischemic and hemorrhagic. Ischemic strokes result from an interruption of blood flow to the brain and are subdivided into two types – thrombotic (from a clot that forms in the vessel itself, usually on an atherosclerotic plaque) or embolic, where a clot that forms elsewhere in the body (usually the heart) breaks off and travels to the brain where it plugs an artery thereby causing the brain tissue supplied by that artery to die. Hemorrhagic strokes occur when a vessel in the brain ruptures (breaks) and allows blood to enter into the brain tissue or the area above the brain, between the brain and the skull. In this case, the brain tissue is compressed and little, if any, blood flows past the point of vessel rupture to whatever brain tissue that particular vessel supplied.

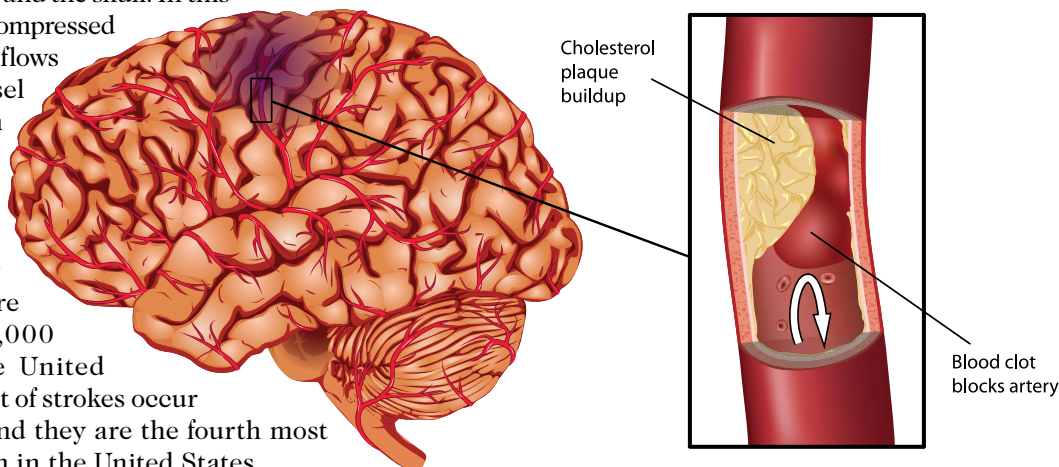
Strokes have been decreasing in frequency over the years, but there are still about 800,000 strokes yearly in the United States. About 35 percent of strokes occur in persons under 65, and they are the fourth most common cause of death in the United States.

or weakness, most often involving only one side of the body, trouble speaking, mental confusion, sudden difficulty seeing, dizziness, loss of balance and headache. If the stroke involves a major vessel that supplies a large part of the brain, it can result in rapid loss of consciousness and death. The potential symptoms are endless and significant incapacitation can occur quite rapidly. Anyone who thinks they might be having a stroke should get to a medical facility immediately; prompt intervention can limit long-term neurologic impairment.

There is also a condition called a TIA, or Transient Ischemic Attack. In this condition, also referred to as a “mini stroke,” there is a temporary interruption of blood flow from spasm, or possibly from a small clot that frees itself. The symptoms are similar to a stroke, but only last for a short period of time. Persons who have had TIAs are at significantly greater risk of a full blown stroke than the population at large.

Illustrations showing the two major types of stroke – ischemic and hemorrhagic.

Ischemic Stroke



There are several risk factors that make strokes more likely. These include obesity, smoking, diabetes, sleep apnea, hypertension, high cholesterol levels and a history of heart disease and atrial fibrillation. People taking anticoagulants are at higher risk for hemorrhagic stroke, and that's why the FAA wants to be certain that anti-coagulated applicants have their medication very well regulated. Note that the risk factors for stroke are similar to the risk factors for a host of other conditions that also can result in loss of a medical certificate. The moral of this is to try to keep yourself in good condition; watch your weight, exercise regularly, don't smoke and take care of little problems before they become big ones.

Because of the high probability of some degree of incapacitation, the FAA is quite concerned about strokes in pilots and any history of a stroke or TIA is disqualifying for any class of medical certificate.

If you suffer a stroke or TIA, you are effectively grounded and are not eligible for either a medical certificate or special issuance for at least two years. There are some exceptions for TIAs if the cause is recognized and corrected. You will have to submit a complete treatment record detailing the specifics of the stroke and your convalescence, a current and complete neurologic evaluation by a neurologist, a complete cardiovascular evaluation, a Doppler ultrasound

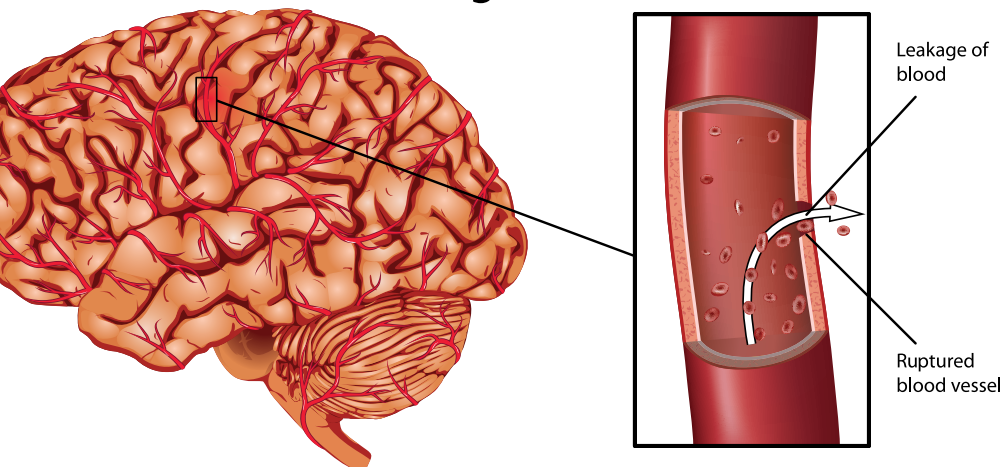
of your carotid arteries (the major arteries that supply the brain), a 2D echocardiogram (an ultrasound of the heart to rule out clots in the heart that can embolize to the brain), and finally, a computerized tomographic angiography or Magnetic Resonance angiography of the neck and brain. Those latter tests are simply either a CT scan or MRI in which contrast material is injected so that the arteries and vessels to and in the brain can be visualized.

Even if a person does receive a special issuance after a stroke, he will have to submit to extensive testing with every renewal. Strokes are not part of the AME assisted Special Issuance Program and every renewal will have to be approved by the FAA. **KA**

About the Author: Dr. Jerrold Seckler is retired after practicing medicine (urology) for over 40 years and as an active AME for 25 years. He has over 6,000 total hours, 2,200 of those in his 2001 Cirrus SR22. He is an ATP, CFII, former COPA Board Member and a ground instructor at Cirrus Pilot Proficiency Programs.

The items discussed in this column are related to experiences by Dr. Seckler in his many years as an AME, and made hypothetical for the article. Any information given is general in nature and does not constitute medical advice.

Hemorrhagic Stroke



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Pitot-Static System Abnormalities

by Tom Clements

When we were taking our first ground school lessons, we learned – among many other things – how static air pressure was sensed and used to operate the altimeter, vertical velocity indicator (VVI), and airspeed indicator. Of these three instruments, airspeed was the only one that required an additional input: ram air pressure as sensed by the pitot tube.

Although we have now advanced in our flying endeavors to the pressurized, turboprop world of King Airs, the knowledge we learned initially about the pitot-static system remains basically the same as it applies to King Airs as it did to our simple, single-engine trainers. Our altimeter and VVI still work by measuring static pressure and its rate-of-change, and our airspeed is still derived by measuring the difference between pitot and static pressure.

What *has* changed, in some of the more-sophisticated and modern King Air installations, is that the actual indicators are no longer mechanical devices but instead are electronic. These electronic displays may look and act almost the same as three of our old “six-pack” friends – with the exception of having a red, “Off” flag of some sort – or they may be part of a complete glass cockpit. In these situations, no longer do pitot and static lines connect directly to the appropriate instrument but instead they connect to an Air Data Computer, or ADC. The ADC then sends the appropriate electronic information to the displays to make them depict the proper information.

Think back to that initial ground school discussion of the pitot-static system. What did you learn about failures? I bet you were taught about the wasp building its nest in the pitot tube, right? How about the tube being blocked with ice? Did your instructor mention the importance of assuring that the cleaning crew did not leave the static ports covered with tape after their wash job? Did you learn about the need for an alternate static system, where it was located, and how it was selected? Yes, I thought so.

Let’s do a quick review of these failures. If the pitot tube is blocked before takeoff, we would hope that the

lack of an increasing airspeed indication would be noted early in the takeoff roll and lead to an uneventful aborted takeoff and a taxi back to the ramp to find and fix the problem. (Pilot to copilot, copilot to pilot: “I thought *you* had taken off the pitot covers!”)

If the pitot tube became blocked in flight, during the climb – quite likely due to icing, with either the pitot tube’s heating element inoperative or the pitot heat switch inadvertently not activated – now what will happen? That’s correct: With trapped ram pressure but decreasing static pressure caused by the airplane’s ascent, the difference between the two increases, causes the indicated airspeed to increase. Perhaps the most infamous case of this was the Northwest B727 with just the crew on board, on its way to pick up a sports team in the northeast. All on board were killed when the airplane stalled, spun, and crashed due to the huge angle-of-attack that came from a massive nose-up attitude. And why was the nose so high? Because the pilots fixated on the increasing indicated airspeed and kept pulling the nose higher and higher in a futile attempt to slow the plane down. It was this accident that led the FAA to mandate that pitot heat be on in flight at all times in jet airplanes and why annunciators tell the crew if they forget to activate the system. The King Air 350 has this warning system also.

On the other hand, if the static ports were blocked with wax or covered with tape prior to takeoff, that mistake will not likely be noted during the takeoff ground roll. However, as the airplane begins its climb, it will become obvious quickly that something is amiss. The altitude and vertical speed won’t show any change! Airspeed? It will be reading less than it should due to the trapped static pressure being greater than the actual static pressure at the current altitude.

Here is the time that the selection of alternate air is called for and will immediately solve the problem. The alternate air source’s actual location can and is different in different types of flying machines, but for all King Airs the source is the unpressurized aft fuselage or tail. If you are not familiar with it, peak up at the aft side of the aft pressure bulkhead when your aircraft is in the

shop next with its “hell hole” door open. See that round fitting with the hole in the middle, below the outflow valve, almost touching the bottom fuselage skin? Yes, that’s the end of the alternate static air line.

I now want you to think about a failure that was never discussed back in private pilot ground school and, unfortunately, perhaps has also been overlooked during your Initial and recurrent King Air training sessions. As you probably know, down near floor level on the right sidewall in the cockpit, there is an upholstered panel providing maintenance access to two or three static air line moisture drains. Although I have yet to find a mechanic who has ever seen water drip out when they are opened for one of the phase inspections, nevertheless that is their purpose and they are located at the low points in the lines. Suppose that the mechanic got distracted or called away and forgets to close the drains. Now what?

This exact scenario happened not once, but two years in a row, when I went to pick up my company’s old C90 from a well-respected shop in California! In their defense (They still should not have made the mistake!), the drain valves on this 1972 model were rather unusual in that the valve “handle” was positioned parallel with the tube when the drain was closed and perpendicular to the tube when open ... just opposite of what one would normally expect.

...two things: First, add one more pitot-static malfunction into your storage bin of facts: The effect of introducing pressurized cabin air into the static lines. Second, know your magic numbers.

So there I am, thorough post-maintenance pre-flight complete, all system run-up checks complete, departing for the short hop to my home base. All seems normal ... rotate, gear up, and pitch for the normal 10° initial attitude.

Hmmm, why is my airspeed so low?! Yes, the copilot’s indicator is also reading low. We’re down to 80 KIAS and it is decreasing rapidly. Let’s recheck attitude – 10°, check – and recheck power – torque near redline, propellers still a maximum speed, check – so the IAS has got to be reading incorrectly. It was about now that my scan revealed that both altimeters were reading just a little above the departure airport’s elevation. I estimated I was about at pattern altitude, pulled power

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back, and turned to remain in the pattern. Now I had time to select alternate air – reaching over to the lever on the right side panel – and no change took place! You see, the open drains still permitted cabin air pressure to enter the instruments since the drains were downstream of the source. I figured that depressurizing the cabin would be my only solution and since I was only at pattern altitude I used the Dump switch instead of the more gentle method of turning off both left and right bleed air switches. Immediately, as the cabin ascended to aircraft altitude, all instruments returned to normal operation, allowing for an uneventful approach and landing. (Followed by a rather eventful meeting with the shop supervisor!)

Here is the part of this story that absolutely "blew my mind." Before I dumped, the airspeed had dropped *so much* that it was actually reading below zero! A quick glance at it, without observing its previous slow demise, would have left an observer believing we were overspeeding, past VMO. I am quite happy that this whole event transpired in clear weather conditions and that I had not departed into low clouds.

It had never occurred to me previously just how little the actual difference is between pitot and static pressure that leads to our normal IAS indications. Merely having the static pressure about one thousand feet lower than it should have been led to more than a 150 KIAS difference!

Imagine what would happen if those drains were opened in normal cruise flight, while fully pressurized. Instead of simply sensing an incorrect static pressure from the beginning – as happened to me – now the system would instantaneously experience a huge pressure increase, with the "felt" altitude going from, say, 24,000 feet to 8,000 feet in a heartbeat. A colleague said this happened while he was flying a Convair 580 and not only were six instruments ruined, but it included having the glass faces of the VVIs ejected from the panel!

In conclusion then, two things: First, add one more pitot-static malfunction into your storage bin of facts: The effect of introducing pressurized cabin air into the static lines. Second, know your magic *numbers*. If and when your airspeed indication is malfunctioning, it certainly is comforting to have solid torque and airframe configuration combinations in mind that you know will yield safe and appropriate speeds. **KA**

About the Author: King Air expert Tom Clements has been flying and instructing in King Airs for over 43 years, and is the author of "The King Air Book." He is a Gold Seal CFI and has over 23,000 total hours with more than 15,000 in King Airs. For information on ordering his book, go to www.flightreview.net. Tom is actively mentoring the instructors at King Air Academy in Phoenix.

If you have a question you'd like Tom to answer, please send it to Editor Kim Blonigen at kblonigen@cox.net.



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“We are out to win!”

In September 1936, Louise Thaden and Blanche Noyes became the first female pilots to capture the coveted Bendix Trophy, and they did it flying a stock Beechcraft

by Edward H. Phillips

We think you’ve won the Bendix!” yelled a man as he ran along beside the biplane as it taxied across the grass at Mines Field near Los Angeles. Pilots Louise Thaden and Blanche Noyes were puzzled why more and more men came running up to their Beechcraft C17R. They were certain they had made some mistake and were about to be reprimanded.

Determined to learn what all the fuss was about, Louise ordered Blanche to “find out what they want.” Her co-pilot cranked down the window and heard a startling statement – “You’ve won the Bendix!” The two ladies thought he was joking, and besides, they were too tired after nearly 15 hours in the air to care what anybody had to say.¹

After reaching a safe spot to stop, Louise shut down the Wright R-975 static, air-cooled radial engine that had faithfully propelled their ship from New York to California in a flying time of 14 hours, 55 minutes and one second. Amidst a raucous, noisy herd of reporters and officials that included race sponsor Vincent Bendix and Cliff Henderson, manager of the National Air Races, Louise and Blanche slowly exited the Beechcraft and were hurried off to the announcer’s stand to address a cheering crowd of thousands. To their surprise and initial disbelief, the two women had not only won the prestigious Bendix competition, but would pocket a handsome \$9,250 for their efforts. That award was a significant amount of cash in the midst of the worst economic depression America had ever experienced up to that time.

As they stepped down from the stand they were greeted by Olive Ann Beech, who ran up to them with tears in her eyes, threw her arms around them and said with emotion in her voice, “So a woman could not win, eh?” Indeed, they had won, beating the likes of Amelia Earhart, Laura Ingalls, Helen Richey and above all, the best male pilots in the country. Among those men were the dapper “Colonel” Roscoe Turner, flying his 1,000-hp Wedell-Williams racer; Benny Howard, whose custom-built monoplane *Mr. Mulligan* shed a propeller blade high over New Mexico and crashed, seriously injuring Howard and his wife, Maxine; and Joe Jacobson, who had to bail out of his crippled Northrop Gamma all-metal monoplane above Kansas.

Louise McPhetridge von Thaden began her aviation career in 1927 and soon became one of America’s best-known female pilots. Born and raised in Arkansas, she once simultaneously held the women’s altitude, endurance and speed records, and later earned an Air Transport Pilot license. Walter Beech played a pivotal role in helping Louise earn her initial pilot’s license and always encouraged her to fly higher, farther and faster than her contemporaries.

(EDWARD H. PHILLIPS COLLECTION)





In 1929, Thaden added to her fame by winning the inaugural Women's Air Derby that was part of the National Air Races that year. She flew her Travel Air Model D4000 equipped with speed wings from Oakland, California, to Cleveland, Ohio. (EDWARD H. PHILLIPS COLLECTION)

Louise and Blanche's flight adventure had begun a month earlier when Walter Beech decided to enter a new Beechcraft in the nation's premier, free-for-all speed dash from coast-to-coast. In 1931, the inaugural Bendix event was won by James H. "Jimmy" Doolittle flying a Laird *Super Solution* biplane. The race remained a male-only event until 1936 when officials finally (and perhaps reluctantly) agreed to allow female pilots to compete in a special category. To encourage participation, Vincent Bendix promised a \$2,500 prize for the aviatrix posting the fastest flying time to Los Angeles. As Thaden recalled after the race, O.A. Beech had once remarked to her, "I think we ought to have that money, don't you?"²

In August, Walter had yet to decide who would fly the blue and cream C17R he had selected as the Beech Aircraft Company's entrant. Would it be a man or a woman? Olive Ann argued for a woman, but her husband was seriously considering Bill Ong, a salesman and factory test pilot, for the job. At the behest of his wife, however, Mr. Beech eventually agreed with her choice of Louise Thaden. In 1927, he had helped the young woman enter aviation by sending her to California to work alongside D.C. Warren, a well-known and successful dealer/distributor for the Travel Air Manufacturing Company, of which Walter was president at that time. She quickly proved herself a capable pilot, and at one time held the women's speed, altitude and endurance records in the United States.

When Louise received Walter's offer, she was surprised. She knew the competition would be formidable, and she also knew that speed was the quintessential element of the Bendix. Louise doubted that a humble Beechcraft could defeat the hard-flying Turner, Howard, Earhart, Ingalls and others, all of whom would be flying ships

built for speed above all. When Thaden was tapped to fly the race she and Blanche Noyes were working for the Bureau of Air Commerce as part of President Franklin Delano Roosevelt's Works Project Administration. Their job was to convince Texas officials to install airmarkers at 600 cities and towns to help pilots navigate across the Lone Star State.

After talking with Noyes about the race, the two women decided to team up and fly Walter's C17R the 3,000 miles from New York to California. They harbored no thoughts of winning – just finishing the grueling journey would be sufficient compensation. Louise telephoned Olive Ann and accepted the offer. From that moment on, time was of the essence. Only two weeks remained until September 4, and rules stipulated that all contestants had to arrive at Floyd Bennett Field no later than 48 hours before midnight on September 3, 1936. A week later Louise and Blanche arrived at the Beech factory and were introduced to the C17R registered NC15835. Resplendent in its colorful Sherwin Williams blue with white accent stripes, the ship had already been sold to the Honduran Government as a replacement for a B17L that had crashed during service with the country's Escuela Militar de Aviacion.

Thaden later wrote that the Beechcraft had the appearance of "a trim, blue princess of the air, as though she was impatiently poised for instant flight ... as sleek and as fast as a greyhound, strong and sturdy as an ox."³ The only modifications to the airframe were installation of a 56-gallon aluminum alloy auxiliary fuel tank that replaced the rear seat, and a 12-gallon oil tank mounted in the baggage compartment (oil from the tank had to be pumped forward to the engine's tank using a wobble pump installed between the two front seats). The only



complaint Louise voiced was her dissatisfaction with the obsolete radio receiver and the absence of gyroscopic heading indicator instrument.

The Wichita newspapers knew a good story when they saw one, and two women pilots willing to pit their skills against those of their contemporaries, both male and female, made for sensational press. When asked about their chances of winning the race, Louise replied, “Don’t say that we are entered in the women’s division of the Bendix. We are in the Bendix and out to win first prize. If the men take it away from us they will have to do some flying because the Beechcraft can make any of them open their power, and we will hold our engine open all the way.”⁷⁴ That was tough talk, but both Louise and Blanche intended to fight for the win from takeoff to landing.

The duo departed Wichita on August 31 and made an uneventful flight to New York City. During the next two

In 1934, Louise had an opportunity to fly Beechcraft A17F5 in a long-distance race known as the MacRobertson International Trophy Race, a 12,000-mile free-for-all that began in London, England, and ended in Melbourne, Australia. The one-of-a-kind A17F5 was powered by a supercharged Wright SR-1820 static, air-cooled radial engine rated at 710 hp. Unfortunately, insufficient funding for the airplane and preparations for the race forced Thaden to withdraw from the competition. In 1936, Walter and Olive Ann Beech would give Louise another chance at winning another race – the Bendix cross-country speed dash.

(WILLIAM THADEN AND PAT THADEN WEBB)

days, the C17R was inspected by race officials and a few minor problems corrected. The ancient radio set was checked by a technician, new spark plugs were installed in all nine cylinders of the Wright radial engine, a few adjustments were made to the landing gear, and a heading indicator was installed, thanks to the generosity of a fellow pilot. In the early morning hours of September 4,

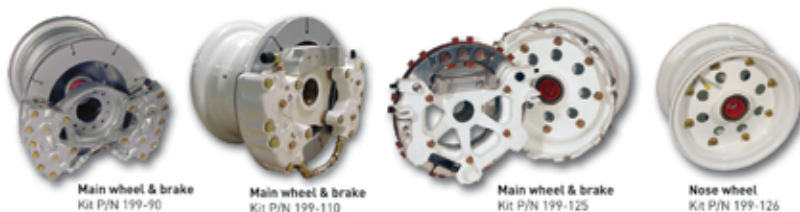
the Beechcraft was waved into position for takeoff. The moment of truth had finally arrived.

The C17R's engine rumbled impatiently as the flagman yelled to Louise, "One minute!" She eased the throttle forward to 800 rpm. "Fifteen seconds!" the flagman screamed. She inched the throttle forward a little more. "Good luck!" he yelled as he dropped a handkerchief. The R-975 responded eagerly as Louise pushed the throttle full forward. "The ship gathered speed down the concrete whiteness of the runway. Faster and faster we rolled until with a thunderous paean of triumph, the engine lifted the earth-bound wheels clear, and we, too, became a part of the night,"⁵ Louise recalled years later. Floyd Bennett Field quickly disappeared into the darkness.

After one hour in the air, Louise and Blanche were glad to see the horizon behind them begin to glow as the sun began its slow climb above the eastern horizon. The aviators were unsure of their position because a layer of fog blanketed the ground, denying them an early opportunity to check the Beechcraft's groundspeed between pre-planned checkpoints. Just as Louise had feared, the Lear radio proved useless due to an avalanche of static, preventing them from tuning in to radio stations. Another 30 minutes passed. Gradually a few holes in the fog bank revealed enough of the landscape below that Blanche guessed they were somewhere over Ohio. A few minutes later Blanche was thrilled to see an airmarker! It confirmed that the C17R was in Ohio airspace. Remarkably, after flying nearly two hours without any reference to the ground, Blanche calculated that they were only a mere 10 miles off course. Better yet, their groundspeed was about 211 mph.

Although Louise had told the newshawks in Wichita that she intended to fly the race with the Wright radial roaring at full throttle, she set power at 65% and continued flying at 8,000 feet toward the next

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Thaden posed with the winning C17R after the Bendix race. She and co-pilot Blanche Noyes earned \$9,500 and temporary possession of the Bendix Trophy in September 1936, defeating both male and female competitors. They were the first women to compete and win the coveted trophy.

(EDWARD H. PHILLIPS COLLECTION)



Co-pilot Blanche Noyes was caught on film as she conducted a final preflight inspection of the C17R before she and Louise Thaden departed for the East Coast. The ship was assigned Race Number 62 and completed the westward coast-to-coast dash in 14 hours, 55 minutes, one second. The second place finisher, Laura Ingalls, landed in Los Angeles 45 minutes behind the speedy Beechcraft.

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WICHITA STATE UNIVERSITY LIBRARIES)



major checkpoint, St. Louis, Missouri. Two hours later the mighty Mississippi River slipped away beneath the Beechcraft as it sped toward its first and only fuel stop – Wichita, Kansas. Still 150 miles away from the city, Louise established a shallow, high-speed descent of about 200 feet per minute. Less than an hour later, the airport hove into view, and despite visibility being limited to six miles, Thaden was intimately familiar with the area and had no trouble using landmarks to home-in on the field.

With gear down and flaps set, the biplane touched down gently on Kansas turf. Louise quickly taxied to the designated refueling area where two trucks awaited the ship's arrival. There to supervise the refueling process and check on the ladies and their airplane was none other than Walter Beech, a ubiquitous pipe clenched between his teeth. The engine was allowed to rest for only eight minutes as 170 gallons of avgas were pumped into the tanks, the oil tank was replenished and Louise and Blanche washed down sandwiches with bottles of ice-cold Coca-Cola. Beech calmly enquired what power setting Louise was using. Reluctantly, she told the truth: "65% power." Walter exploded. "What the hell do you think you're in, a potato race?" he roared in response, almost biting his pipe stem in two. "Open this damned thing up!"⁶ Reeling from Beech's verbal broadside, Louise firmly replied, "Yes, sir!" That was the answer Walter

wanted to hear, but Thaden had no intention of obeying Mr. Beech. She had already resolved to fly the remaining distance at 65% power.

What happened next, however, nearly ended the women's quest to win the Bendix. The Beechcraft was on its takeoff roll when Louise suddenly noticed another airplane to her right, on final approach to land. Without hesitation she chose to continue the takeoff and ignore the other airplane's right-of-way to land. The two aircraft were very near each other when Louise forced the C17R into the air, threw it into a sharp turn and avoided a collision. As the story goes (perhaps embellished over time but possibly close to the truth), the scary event had been witnessed by Walter Beech. Bristling with rage, he reportedly bit his pipe stem in two, tore his hat to shreds, cursed a blue streak and gave the other pilot a tongue lashing that he would not soon forget.

After departing Wichita, the C17R climbed upward through a rain-laden sky until it broke out of the clouds into a brilliant sunlit sky. Heading ever westward toward Los Angeles, Blanche estimated the Beechcraft was encountering headwinds of about 60 mph that slowed its progress across the ground to only 150 mph. Both women knew they had to land before 6:00 p.m. or be disqualified, and "With such a slow time, we decided there was no alternative but that we should finish the race as the 'cow's tail,'" Louise later recalled.⁷ Despite

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Thaden (left) and Noyes paused for the camera shortly before departing the Beech factory for Floyd Bennett Field near New York City. The Beechcraft C17R was stock except for installation of auxiliary fuel and oil tanks. The additional gasoline tank required the Beechcraft to make only one stop en route for fuel.

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being discouraged, they continued flying toward their next major checkpoint, Albuquerque, New Mexico.

If the duo had known what had happened to their competitors that day, perhaps they would not have felt so sullen. Benny Howard was out of the race, as was Joe Jacobsen, and Amelia Earhart and co-pilot Helen Richey's twin-engine, all-metal Lockheed *Electra* had fallen far behind because a stubborn hatch had refused to close, doing irreparable damage to their chance for victory. Thaden and Noyes were in the lead, but close behind was petit Laura Ingalls flying her black Lockheed *Orion* monoplane. She would later prove to be Louise Thaden's chief adversary in a race to the finish line. Oblivious to all that was happening elsewhere that day, the two lady aviators left New Mexico behind and sped across Arizona's bleak desert landscape to California. Ahead of them, however, lay a range of high mountains that would have to be crossed at an altitude of at least 14,000 feet. The Wright engine roared steadily as the C17R climbed into the cold, autumn skies above the snow-capped peaks.

By the time the airplane cleared the mountains, it became obvious that the sun had beaten the Beechcraft westward, and was slowly sinking toward the horizon. Louise reduced power and began a long but speedy

descent in the general direction of Los Angeles. Looking at their watches both women breathed a sigh of relief – they would arrive before the deadline. All that remained was to guide their ship to the designated airport, fly across the finish line in the correct direction, and land safely. Years later, Louise remembered her thoughts as the final miles droned by: “Believing I had lost all chance of landing in the money, I felt elated that anyhow, perhaps from the thrill of finishing a race in which you have given your best, perhaps because I knew I had tried hard in the face of many obstacles.”⁸

Weary but alert, Louise and Blanche had put 2,600 miles between them and Floyd Bennett Field, but they faced one more challenge – locate Mines Field and do it quickly. Thaden leveled off at 2,000 feet as both women kept a keen vigil for any sign of the airport. The glare of a setting sun, coupled with the haze and smog that pervaded the area, reduced visibility to only a few miles. Blanche had calculated that they should be over the field at any moment, but it remained hidden. Suddenly she cried out, “There it is!” Louise put the Beechcraft into a shallow dive and flashed across the finish line at more than 200 mph, “with thundering reverberations we swept low across the airport, my eyes too busy looking for planes to notice anything on the ground.” She nearly

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jumped out of her seat when Blanche punched her and exclaimed, "You've shot the airport instead of the finish line on the race field. It's over here!" as she gestured frantically down and to the right.⁹

Without hesitation Louise pulled the C17R up, rolled the ship into a hard right 180-degree turn and, after avoiding a flock of U.S. Marine Corps fighters, ripped the air asunder as the airplane crossed the white line on the ground. Relieved to be on terra firma once again, the two pilots could not have imagined that they had won the Bendix. About 45 minutes later, Laura Ingalls' fast Lockheed crossed the line to finish second, while Amelia Earhart and Helen Richey finished a distant fifth behind William Warner in a Vultee V-1A, and George Pomeroy in a Douglas DC-2 airline transport. When Walter Beech received news that the C17R had won, he was surprised, but was quick to express his confidence in Thaden and Noyes: "Those girls did a wonderful job and deserve every bit of praise they get." The next day he boarded a TWA DC-2 and flew to Los Angeles, where he joined Olive Ann.

He warmly congratulated Louise and Blanche. "Nice work, fella," he told Thaden. "The old man knows what he's talking about, doesn't he?" She replied, "You certainly do, except we cruised out from Wichita, too." Beech was stunned. "The devil you did," he exclaimed, laughing until his face was red and tears rolled down his

cheeks. Walter, however, had the last laugh. "A woman winning the Bendix flying a stock airplane at cruising speed ... that's the best I've ever heard, particularly since the engine has more than 1,200 hours on it!" Thaden gasped, "1,200 hours! Why, that engine's practically a grandfather! Darn you for giving us a worn out engine!"¹⁰

In the wake of the Bendix win, Walter Beech planned to send Louise and the C17R on a nationwide tour to celebrate the triumph. The only problem was that he had already sold the ship to the Honduran Government, and their agent was growing increasingly impatient for delivery. Beech had to deliver the Beechcraft and had no other C17R available. The solution was pure Walter Beech. He ordered that C17R-81, then on the production line, be painted in Sherwin Williams blue with white accent stripes identical to the Bendix winner, as well as the same registration, NC15835. Early in October, Louise and the imposter Beechcraft departed Wichita and spent the next few weeks visiting Beechcraft dealerships and airports across the country.

As for the genuine victor, after the race C17R-77 was refurbished at the factory and finally delivered on September 12, 1936. It served with the Escuela Militar de Aviacion and was still in service as late as 1947. For her success in the Bendix race Louise received the Harmon Trophy from the Ligue Internationale des



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Aviateurs, and accepted a position with the newly renamed Beech Aircraft Corporation as a sales agent and demonstration pilot.

NOTES:

1. Thaden, Louise; *"High, Wide and Frightened;"* Air Facts Press, New York; 1973
2. Ibid
3. Ibid
4. Ibid
5. Ibid
6. Phillips, Edward H.; *"The Staggerwing Story;"* Flying Books International, Eagan, Minnesota; 1996.
7. Ibid
8. Ibid
9. Ibid
10. Ibid

About the Author: Ed Phillips, now retired and living in the South, has researched and written eight books on the unique and rich aviation history that belongs to Wichita, Kan. His writings have focused on the evolution of the airplanes, companies and people that have made Wichita the "Air Capital of the World" for more than 80 years.

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Nextant G90XT Successfully Completes Test Flight Program

Nextant Aerospace introduced the G90XT twin turboprop at this year's EAA AirVenture at Oshkosh, Wisconsin. Company representatives were seeking feedback regarding the final cabin design and layout, and said the aircraft was on track to complete FAA certification during the summer.

The company says its design criteria for the C90XT has focused on safe and effective single pilot operations. The Regent™ integrated flight deck will be the first to feature digitally controlled single-lever power management technology, which will not only reduce pilot workload, but also offers complete exceedance protection for the GE engine.

The H75-100 engines by GE create the foundation for operating cost benefits of the G90XT. The advanced turboprops feature exceptional fuel efficiency and are ultra-low-maintenance with a TBO of 4,000 hours and no requirement for a hot section or fuel nozzle inspection. The result is an engine that runs for years with a simplified maintenance program – extra good news for operators who are due for overhaul.

For more information, go to www.nextantaerospace.com.

English Field Aviation Launches Charity Flight Program

In an effort to give back to the aviation community and support King Air customers engaged in charitable flying, English Field Aviation (EFA) has launched a Charity Flight Exchange program, which will run until the end of 2015. During that time, EFA will donate one hour of labor for each charitable flight hour flown in a customer's King Air. The donated labor hours can be used for any King Air phase inspection completed at EFA. Customers can earn up to 25 hours per aircraft per year.

In order to participate in the program, customers should bring official documentation of charitable flying hours performed in their King Air for any federally recognized non-profit organization when they arrive for their phase inspection.

Specializing in King Air aircraft, EFA is an FAA-approved Part 145 facility and provides professional aircraft maintenance, avionics upgrades and inspections and refurbishment services. The company has two convenient, mid-continent locations in Amarillo, Texas, to serve customers at Rick Husband International Airport (KAMA) or Tradewind Airport (KTDW). To learn more visit www.efaaero.com or call 1 (806) 322-1971.



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ForeFlight Mobile Announces Connectivity with Garmin Avionics

ForeFlight, a popular flight app for pilots, announced connectivity with Garmin avionics, broadening the flight planning, in-flight, and connectivity capabilities available to customers.

ForeFlight Mobile now connects to the Flight Stream 210/110, Garmin's Bluetooth® wireless gateway, and displays the full suite of ADS-B weather and traffic information received via the GDL 88/84. The Flight Stream 210, with its internal attitude sensor, powers ForeFlight's Synthetic Vision and adds a backup attitude capability with dynamic pitch and bank information. WAAS GPS position information from GTN™ 650/750, GNS™ 430W/530W navigators, or GDL 88 with an internal WAAS receiver can also be used to power features like ForeFlight Mobile's moving map, geo-referenced approach plates, and taxi diagrams to enhance situational awareness in the air and on the ground. Additionally, flight plan transfer capability is currently in development and will be available in a future app update.

Support for Garmin Flight Stream connectivity is available with ForeFlight Mobile 7.2, now available for

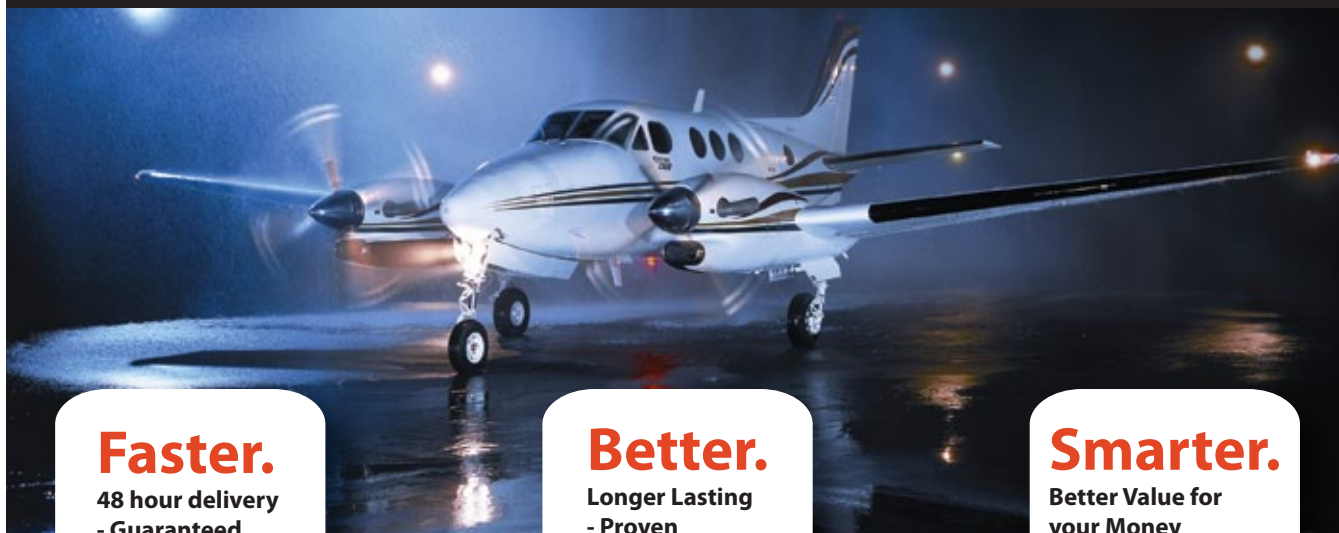
download at the App Store. For more information, visit foreflight.com/connect.

Garmin® Automated Logbook Syncs Across Garmin Pilot™ iOS Devices and flyGarmin

Garmin announced electronic logbook capabilities built-in to the Garmin Pilot application for iPad/iPhone and seamless integration with flyGarmin. While flying with Garmin Pilot, the logbook feature provides automatic record keeping of commonly recorded data pertaining to each flight. Information such as date, total duration of each flight, number of takeoffs and landings, route and more are all conveniently sorted and saved for easy reference across Garmin Pilot devices and within flyGarmin. Built-in redundancy also allows pilots to make manual logbook entries via the flyGarmin website or Garmin Pilot app, where both entries are automatically synced and stored to display the same information. Additional capabilities include the ability to record endorsements, track flight currency, generate historical flight reports and more. In addition to electronic logbook documentation, Garmin Pilot now incorporates nearest navigation functionality so pilots can see at-a-glance, the nearest airport, navigational aid, airspace or facility, relative to their location.



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Automated Logbook

Integrated within Garmin Pilot, logbook provides pilots with an automatic and convenient way to maintain a consistent log of their flights, while accessing in-flight navigation information within one application. While on takeoff roll, Garmin Pilot detects a change in airspeed and altitude, which initiates the logbook function to automatically begin recording. Pertinent information such as date, duration, total flight time, route and the number of flight segments are automatically recorded and logged within Garmin Pilot, creating a provisional logbook entry for the pilot to review and accept. Pilots may modify the provisional log entries or manually add flight information into the logbook as needed. Additional data fields may also be manually entered to specify aircraft type and identifier, hobbs



and tachometer times, as well as pilot-in-command, solo, cross-country, actual and simulated instrument flight time. For added reassurance, the logbook data is automatically stored on the flyGarmin website, as well as within the Garmin Pilot application. Likewise, logbook entries made within flyGarmin are also saved and synced within Garmin Pilot.

Logbook provides even more opportunities for record keeping, including a tab for pilot certificate and currency endorsements. Within the Garmin Pilot application, flight instructors and other designated authorities may document flight reviews, Instrument Proficiency Checks (IPC), pre-solo knowledge test sign-offs and more. Logbook also provides pilots with quick and easy access to flight currency information. A dedicated currency tab identifies FAA, EASA and TCCA day/night and instrument currency types so pilots can quickly reference whether or not, for example, they are current to fly passengers or at night. For easy reference, logbook automatically generates a report to display past flight information by day, month and year.

Nearest Navigation Feature

Now included at the top of the main menu, Garmin Pilot incorporates nearest navigation functionality to give pilots the option to locate the closest airport, NAVAID, intersection, user waypoint and more, relative to their location. Pilots can also quickly locate Visual Reporting Points (VRPs), Air Route Traffic Control Centers (ARTCCs) and their associated frequencies, as well as nearest airspace for added situational awareness. To assist with the decision-making process, pilots are provided with a ruler line that identifies the selected airport on the moving map, as well as course and distance information relative to the location of their aircraft.

In addition to these new capabilities, Garmin Pilot calculates and displays density altitude information on the weather tab within the airport page. This calculation is automatically displayed within Garmin Pilot so pilots can view at-a-glance, density altitude data, which is critical to aircraft performance. An enhanced distance-measuring tool has also been modified to allow for easier use and functionality within the moving map page.

Garmin Pilot 7.4 for iOS is available as a free update, providing existing customers access to these latest features. For new customers, Garmin Pilot is available in the Apple App Store as a free download for the first 30 days. After the 30-day trial period, customers may purchase an annual subscription of Garmin Pilot starting at \$74.99. FlyGarmin logbook documentation is a free service and will be available on flyGarmin.com. Visit the Apple App store to download Garmin Pilot and visit www.garmin.com/aviation for additional information.

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From King Air Communiqué 2015-5

Issued: August 2015

ATA 00 – King Air 200 Series Maximum Take-Off Gross Weight Increase STC

200 Series

Beechcraft After-Market announces the availability of a Supplemental Type Certificate (STC) that increases the maximum takeoff gross weight for the King Air 200, B200 and B200GT.

The STC raises the maximum take-off weight of any Model 200 Series King Air from 12,500 to 13,420 pounds, resulting in a 920 pound increase in payload capacity. The STC enhances the take-off performance by including “Balanced Field Length” performance charts and range of the airplane.

Note: This modification changes the FAA category of the airplane from Normal Category to Commuter Category, which necessitates additional crew requirements. Consult the FAA regulations for crew requirements for Commuter Category operations.

For more information about this STC, please contact the nearest Beechcraft Authorized Service Center.

ATA 27 – Elevator Bob Weight Inspection

200/300 Series

Beechcraft engineering has added an inspection of the elevator bob weight to be performed as part of Phase 3 Inspection on the Model B300. This inspection will be added to the Model 200 and 300 inspections in the future. This inspection was added due to reports that the bob weight stop bolt was not making positive contact with the face of the bob weight. In some cases, the bob weight traveled past the stop bolt head, which added friction to the elevator



control surface. Photos illustrating this condition are shown below left, to give owners/operators a better understanding of the intent of the inspection. This condition can occur when the airplane is subject to high winds or jet blast while parked without the control surface lock installed. This condition can also be the result of release of the control yoke from a full aft position allowing the mechanism to slam against the system's stops. If this condition is found during inspection, please contact Beechcraft Technical Support for guidance.

ATA 28 – Fuel Drain Inspection

All

King Air Communiqués # 29 (May 1980), #38 (Nov 1982) and #97-011 (Aug 1997) called attention to the flush mounted fuel drains and mentioned reports of the drain valve coming apart. Beechcraft would like to reemphasize the importance of inspecting the drain valve for general condition and security during the Preflight Walk Around and draining a sufficient amount of fuel to ensure that all water is removed (to prevent freezing at altitude).



Communiqué # ALL-001

August 2015

ATA 00 – General - Technical Publications Updates

IML Incremental Updates

Textron Aviation strives to bring you the latest and most vital maintenance library updates as quickly as possible. The FAA has approved Textron Aviation's launch for making revised publications and interim updates available faster via the web. Releasing this information as soon as it is available reduces the need for supplemental documents, such as Temporary Revisions, ICA Supplements and TMDAs (Technical Manual Deviation Approvals). These incremental releases are shown as point-releases to the most recently issued library.

As part of this initiative, we have implemented the incremental library updates for Interactive Maintenance Library (IML) subscribers at no additional charge. Rather than wait for the regularly scheduled revision release of a maintenance library, this “in between the revisions”

Interactive Maintenance Library Status

Updated: April 2, 2015

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| Library Part Number | DVD Revision | DVD Distribution Date | Online Revision |
|---------------------|------------------|-----------------------|-----------------|
| ML 200 | 52 February 2015 | 2/1/2015 | 52.2 4/13/2015 |

| Book Title | Book Part Number | Book Revision | On DVD | Online |
|----------------------------------------------------|----------------------|---------------|-------------|----------------|
| 200 Series Aircraft Maintenance Manual | 101-500010-10 | D1 May 2015 | 52 May 2015 | 52 5/1/2015 |
| Weightiness Limitations Manual | 101-500010-482 | 6 Feb 2016 | 52 May 2016 | 52 5/1/2016 |
| King Air Chapter 20 Standard Practices - Airframe | 130-500010-487 | A1 Feb 2015 | 52 May 2015 | 52 5/1/2015 |
| Component Maintenance Manual | 101-500097-13 | B8 May 2014 | 52 May 2015 | 52 5/1/2015 |
| Structural Inspection and Repair Manual | 88-38006 | C18 Nov 2013 | 52 May 2015 | 52 5/1/2015 |
| Illustrated Parts Catalog | 101-500168-16 | N Mar 2016 | - | 52.1 4/10/2016 |
| Illustrated Parts Catalog - (2002010200C/200C) | 101-500010-17 | F Oct 2003 | 52 May 2015 | 52 4/15/2015 |
| 8200M/8201F/8200C/8200CT Illustrated Parts Catalog | 101-500010-150 | V May 2015 | 52 May 2015 | 52 5/1/2015 |
| Wiring Diagram Manual (Pro Line 21 Avionics) | 101-500010-433 | F May 2014 | 52 May 2015 | 52 5/1/2015 |
| Wiring Diagram Manual | 101-500010-129 | 6/8 Oct 2003 | 52 May 2015 | 52 5/1/2015 |
| 8200F Wiring Diagram Manual | 101-500010-101 | 5 Nov 2008 | 52 May 2015 | 52 5/1/2015 |
| Wiring Diagram Manual | 101-500010-39 | D4 Feb 1999 | 52 May 2015 | 52 5/1/2015 |
| King Air 200 Service Information Library | ML-44200-SERV-40ENUS | N/A | 52 May 2015 | 52 5/1/2015 |
| RPM Data Package | RPM DATA | N/A | 52 May 2016 | 52 5/1/2016 |
| 200 Series Crash Fire and Rescue Information | 200-SERV-CFR | Misc Sep 2013 | 52 May 2015 | 52 5/1/2015 |

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update will ensure you have the latest information for your maintenance library.

No additional action is required on your part as IML Online Manuals will automatically include the updated manuals as soon as they are released online. An e-mail advising release of these updates will be sent to those who have signed up for the Service Information E-mail Notification. To sign up for the free e-mail notification,

log in to <http://pubs.beechcraft.com> and click on your user name to access your profile.

The IML DVDs, with the incorporated incremental updates, will release at the next regularly scheduled revision date. Subscribers to IML DVDs have automatic access to the online version. Paper and single CD subscribers will receive the incrementally updated manual after it is available online.

ATA 00 – General - Online Illustrated Parts Catalogs

Textron Aviation is also pleased to announce that all Beechcraft, Cessna and Hawker Illustrated Parts Catalogs (IPC) are now available online at no charge. The IPCs are in a pdf page-turner format and have been placed on <http://pubs.beechcraft.com> for your convenience. The IPCs have been provided online to assist the user in researching part numbers for the aircraft. Registration is required for both websites.

To access Beechcraft and Hawker IPCs, go to <http://pubs.beechcraft.com> and click on Illustrated Parts Catalogs on the Tech Pubs Overview page.

For questions or comments regarding this Model Communiqué, contact Technical Support at +1 (800) 429-5372 or +1 (316) 676-3140. For Beechcraft or Hawker subscription information, contact the Technical Manual Distribution Center (TMDC) at +1 (800) 796-2665 or +1 (316) 676-8238.

The above information is abbreviated for space purposes. For the entire communication, go to www.beechcraft.com.

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