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From: AOPA e-Pilot Newsletter <aopa@mail.0mm.com>
Subject: AOPA ePilot--Vol. 2, Issue 48
Content-Type: text/plain; charset="us-ascii"
Mime-Version: 1.0

AOPA ePilot Volume 2, Issue 48 December 1, 2000

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==> GA NEWS <==

NTSB RELEASES PAYNE STEWART REPORT

The NTSB confirmed Tuesday what most had believed in the year since
the Learjet 35 carrying golfer Payne Stewart and five others
mysteriously crashed. The crash was indeed a result of a cabin
depressurization. What the NTSB is unsure of is why the crew was not
able to get supplemental oxygen after the cabin depressurized.
Following the 13-month investigation, the NTSB issued 11 safety
recommendations to the FAA, mostly centering on crew training and
ways to improve pressurization systems. In addition, NTSB Chairman
Jim Hall said that with the rapid growth in fractional and charter
operations, business jets should be treated the same as commercial
airliners when it comes to safety. For more on the investigation, see
the NTSB's Web site (<http://www.nts.gov/Publictn/2000/aar0004.htm>).

CRIPPLED SKYHAWK LANDS SAFELY AFTER MIDAIR

A Cessna 172 safely landed at West Houston Airport, Texas, following
a midair collision with a Cessna 150 on Sunday. One-third of the
172's right wing was left hanging down by the impact. The aircraft
were flying at 2,000 feet in good visibility, NTSB officials told
"The Houston Chronicle." The pilot of the Cessna 150, 36-year-old Don
Lee of Katy, Texas, died after a wing was severed from his aircraft
by the impact. His airplane crashed along Interstate 10, just outside

of Katy. The pilot of the Cessna 172, Diana Orendorff, spotted the Cessna 150 shortly before the impact and pulled her aircraft into a climbing right turn, she told investigators. Aircraft owner Ed Oppermann then took control and landed at West Houston on one wheel. The aircraft reportedly struck at a 90-degree angle.

PREMIER JET HITS MORE SNAGS

Raytheon Aircraft's Premier I business jet program has once again been delayed because of holdups in the certification process. In a November 15 Securities and Exchange Commission filing, Raytheon Company, the aircraft company's parent, disclosed that the jet would not receive FAA certification by the end of the year. It marks a setback of more than two years. The company, meanwhile, has recorded an increase in aircraft sales, to \$2.4 billion in the first nine months of this year compared to \$2.1 billion over the same period in 1999, according to the filing. Earlier this year it was revealed that Raytheon plans to sell its aircraft unit, but no one has stepped up to the plate yet to pay the reported \$4 billion asking price. Company officials and several potential buyers have refused to comment to "ePilot" about the sale. To read more about Raytheon, search under key word "Raytheon" on the SEC's Web site (<http://www.sec.gov/cgi-bin/srch-edgar>).

SUPERIOR AIR PARTS TO REMAIN INDEPENDENT

Superior Air Parts Inc. plans to remain an independent company after a deal to sell it to Aviall Inc., a global parts distributor, fell through last week. Under the agreement, Aviall would have bought Superior for \$43 million in cash. But since Aviall wasn't able to secure the necessary financing commitments within the specified time, the board of directors of Superior terminated the purchase agreement, said James P. Wilson, chairman of the board for Superior. The company plans to continue its growth rate with products such as the certified Millennium pre-owned engine, the XP-360 engine, and other programs. Superior Air Parts, headquartered in Dallas, manufactures and distributes FAA-approved parts for piston-powered general aviation aircraft.

BONANZA PILOT MAKES EMERGENCY HIGHWAY LANDING

Some evening rush hour commutes are more exciting than others. Bill Hart, 57, was heading to San Jose, California, for a business trip on Monday when his Beech Bonanza lost power on short final to San Jose International Airport at about 6 p.m. He had plenty of fuel and he tried switching tanks, but there was no effect, he said. Since he was so low to the ground, Hart notified the tower of the emergency and looked for the nearest suitable landing site which turned out to be an on ramp to Highway 87. Hart found out later he had dodged a high school, homes, and moving cars in the dark. The only damage was small dent in the leading edge of the left wing from hitting a mile marker. With assistance from the police, the airplane was restarted, taxied to the next off ramp, and towed to the airport by flight line personnel. Hart said he suspects that the engine was vapor-locked.

AIRPORT USES NEW KIND OF RUNWAY SURFACE

The Savannah-Hardin County Airport (SNH) in Tennessee is the first general aviation airport in the nation to receive a new type of runway surface called ultra-thin whitetopping. The 4-inch concrete overlay was installed on the 38-year-old, 5,000-foot asphalt runway earlier this year, giving it a whitish appearance. It's an especially welcome sight for IFR pilots when they break out of clouds and see a big white landing surface amid green fields. Airport officials found that it was more expensive than an asphalt overlay but less expensive than a total reconstruction, according to a report by the American Concrete Pavement Association. However, when looking at maintenance costs, it was determined that the asphalt would crack and the runway would require a new asphalt overlay in 10 years. Airport officials expect the robust concrete surface to last 25 years, the ACPA report

continued. The runway already won awards and is being studied by the government and other airports.

For daily news updates, see AOPA Online (<http://www.aopa.org/members>).

==> INSIDE AOPA <==

AOPA TO AIR GA COMMERCIALS

AOPA will underwrite national cable TV messages promoting the value of community airports this holiday season. The 30-second commercials will air from December 22 through January 3 on the Weather Channel, just as congestion and passenger disgruntlement at major airline hub airports reach a peak. "Once again, AOPA is action, not talk," said AOPA President Phil Boyer. "Because defense of airports is our members' number one priority, we're making this investment for the entire general aviation community." For more, see AOPA Online (<http://www.aopa.org/whatsnew/newsitems/2000/00-4-067.html>).

AOPA RECOGNIZES CLARK COUNTY AVIATION ASSOCIATION

AOPA President Phil Boyer gave special recognition to members of the Clark County (Nevada) Aviation Association (CCAA) Tuesday during a Pilot Town Meeting in Las Vegas. Boyer told the crowd of pilots that CCAA was "working tirelessly to make things better for general aviation in Las Vegas." CCAA and the North Las Vegas Airport (VGT) are hosting a Community Aviation Day this Saturday (December 2) from 9 a.m. to 2. p.m. For more, see AOPA Online (<http://www.aopa.org/whatsnew/newsitems/2000/00-4-069x.html>).

WINGS OF LIGHT THANKS AOPA

Wings of Light, a nonprofit organization that helps people affected by aviation accidents, honored AOPA this past week at a Pilot Town Meeting in Phoenix. Andrea Waas, founder of the Phoenix-based organization, presented a plaque to AOPA President Phil Boyer, recognizing AOPA as an affiliate sponsor. "The support of AOPA and other sponsors allows Wings of Light to provide our services at no cost, and to increase awareness among the public and decision-makers of the issues involved with aircraft accidents and the needs of those affected," she said.

==> ON CAPITOL HILL <==

GORTON DEFEATED IN WASHINGTON

Former Democratic Rep. Maria Cantwell rallied to defeat Senate aviation subcommittee Chairman Slade Gorton late last week and win the last remaining Senate seat still in question at the close of the 2000 election cycle. After all of the votes were tallied, Cantwell held a 0.08 percent margin--just 1,953 votes more than Gorton out of more than 2.5 million ballots cast in Washington State. As in the presidential election in Florida, the margin of victory fell below one-half of 1 percent, forcing an automatic recount that is expected to be completed this week. However, the outcome will likely remain unchanged. Cantwell took the lead late last week after a slew of late-counted ballots, that were thought to be for Gorton, turned the race in her favor. Gorton has not conceded the race yet, but has indicated that he will make an announcement following the recount.

==> AIRPORT SUPPORT NETWORK <==

VOLUNTEER OF THE WEEK--CHERYL POPP

AOPA recently received member inquiries concerning possible closure of Cincinnati-Blue Ash Airport (ISZ) in Ohio; however, Airport Support Network volunteer Cheryl Popp reported that there is no

impending threat of closure. Popp, in conjunction with the Blue Ash Airport Advisory Committee and the city fathers of Blue Ash, has been working on possible acquisition of the airport from Cincinnati for several years. Popp said that negotiations between the cities have finally begun.

SOLBERG UNDERGOES CONDEMNATION PROCEEDINGS

Readington Township has escalated its efforts to prevent improvement or further development at Solberg Airport (N51) in New Jersey. Airport Support Network volunteer Sim Hitzel has attended local meetings and has been reporting regularly to AOPA on these latest efforts by the township to strangle the airport and stifle growth. The battles between the airport and the township have been ongoing. In its largest salvo of the attack, the township is attempting to wrestle control (and ownership) of the airport through a state condemnation process. Hitzel has also worked diligently with the airport's owners as well as local pilots to counter the attack. New Jersey pilots stay tuned! What happens at Solberg could migrate to other privately owned airports in the state under sanction of state legislation.

To learn more about the Airport Support Network, visit
(<http://www.aopa.org/asn/>).

==> AOPA AIR SAFETY FOUNDATION NEWS <==

DEADLINE NEARS FOR DONATION DEDUCTIONS

There is only a month left to receive tax deductions for charitable contributions for this year. The AOPA Air Safety Foundation has programs and gifts for every level of contribution. ASF can help you put your hard-earned money to work for aviation safety. Call 800/955-9115 and ask for Art Keefe or Bob Milanichus or visit AOPA Online (<http://www.aopa.org/asf/development/>).

==> QUIZ ME! <==

Here's a question asked by an AOPA member last week of our AOPA technical specialists. Test your knowledge.

Q: The question was recently put to me: "Why does a red morning sky denote bad weather during the day?" I have not been able to find the answer and wondered if you could. A: We all probably know the weather saying, "Red sky at night, sailors delight. Red sky in morning, sailors take warning." A red sky at sunset or early evening indicates clouds to the east, with clearing on the western horizon allowing the setting sun to be seen. Unsettled weather or storminess may have passed. A red sky in the morning indicates clouds to the west as the sun is rising, which may advance eastward and bring bad weather. For more weather lore, see
(<http://classroomatsea.noaa.gov/shipops/rhymes.html>).

Got a technical question for AOPA specialists? Call 800/872-2672, or e-mail to (<mailto:inforequest@aopa.org>). Send comments on our Quiz Me! questions to (<mailto:epilot@aopa.org>).

==> COMING UP IN "AOPA PILOT" <==

Fly the U-2 in thin air, take the funky Helio Courier around the golf course, and shove the throttles forward in the Cessna CJ2 in the January issue of "AOPA Pilot." It will be mailed December 16.

==> ePilot CALENDAR <==

WEEKEND FLYING DESTINATIONS

In response to member requests, destinations will be posted at least one week in advance. CARMEL, CALIFORNIA. The forty-first annual Santa and Mrs. Claus Fly-In takes place December 9. Carmel Valley Airport (O62), 831/659-0860, is the host airport. Call the airport for event information.

DALLAS, TEXAS. The Frontiers of Flight Museum hosts North Texas Aviation's "Contributions to Winning WWII" December 15. Dallas Love Field (DAL), 214/670-6073, is the host airport. Call 214/350-3600 for event information.

COLLEGE PARK, MARYLAND. The College Park Aviation Museum hosts Santa's Fly-In December 9. Activities for children. Call 301/864-6029 for event information.

WEST CHESTER, PENNSYLVANIA. The American Helicopter Museum of Education hosts Lunch With Santa December 9 at Brandywine Airport (N99), 610/692-6100. Call 610/436-8180 for event information, or visit the Web site (<http://www.helicoptermuseum.org/events.htm>).

For more airport details, see AOPA's Airport Directory (<http://www.aopa.org/members/airports>). For more events, see (<http://www.aopa.org/pilot/calendar.html>).

ASF FLIGHT INSTRUCTOR REFRESHER CLINICS

(All clinics start at 7:30 a.m.)

The next AOPA Air Safety Foundation Flight Instructor Refresher Clinics are scheduled in Chicago and Denver, December 9 and 10. Clinics are scheduled in Reston, Virginia, Lincoln, Nebraska, and Orlando, Florida, December 16 and 17. For the Flight Instructor Refresher Clinic schedule, see (<http://www.aopa.org/asf/schedules/aboutfirc.html>).

ASF SAFETY SEMINARS

The next AOPA ASF Safety Seminars are scheduled in St. Louis, January 8; Springfield, Missouri, January 9; Kansas City, Missouri, January 10; and Wichita, January 11. For more information see (<http://www.aopa.org/asf/schedules/sssite.html>).

ASF PINCH-HITTER GROUND-SCHOOL COURSES

(Pinch-Hitter courses start at 9:30 a.m.)

The next Pinch-Hitter(R) Ground School will take place December 17 in Orlando, Florida. For more Pinch-Hitter courses, see (<http://www.aopa.org/asf/schedules/pinch.html>).

AOPA PILOT TOWN MEETINGS

Featuring AOPA President Phil Boyer
(7:30 p.m.; admission is free)

The next Pilot Town Meetings are in Tallahassee, Florida, January 30; Fort Lauderdale, Florida, January 31; and Tampa, Florida, February 1. For more information on Pilot Town Meetings, see (<http://www.aopa.org/prez/>).

For comments on calendar items or to make submissions, contact Julie S. Walker at (<mailto:julie.walker@aopa.org>).

==> YOUR WEEKEND WEATHER <==

See (<http://www.aopa.org/members/wx/>).

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