

NAME THAT PLANE

Porterfield “Flyabout” 35-70 ATC # 567 5 - 9 - 35

The Porterfield “Flyabout” 35-70 was formally introduced at the 1935 Detroit Airshow and was greeted with much enthusiasm. Prospects were enticed with free flying lessons and pay as you fly contracts. Agencies began to appear all around the U.S. from the New York area to the West coast, Mexico and even South America. The airplanes were eagerly sought for pilot training and sport flying. Ed Porterfield was not the designer but bought into the company with designer Noel Hockaday who was factory manager and test pilot. The aircraft was powered at first with a 3 cylinder radial engine of 40 hp and somewhat under powered. Later the Porterfield 35-70 “Flyabout” two place cabin monoplane was powered by the 70 HP (at 1850 RPM) radial “Leblond” engine. It was never as reliable as newer horizontal opposed engines.

I was only 16 years old when first flying the Porterfield and was quite impressed with performance and heavier feel, after flying the 40 hp J-2 Cub and 36 hp Aeronca ‘K’. Specifications and performance data for the Porterfield “Flyabout” model 35-70 with the 70 hp (at 1850 rpm) Leblond engine:

Wing span: 32', 0", wing area, 147 sq. ft., Empty wt. 806 lbs, gross wt. 1310 lbs. Fuel 17 gals. Max speed 115 mph, cruise, 100 mph. Landing speed, 38-40 mph. Cruise range @ 1850 rpm at 4.7 gph, 360 miles. Price, \$1695 in 1935 to \$2095 in 1937. Construction, typical of that era: Steel tubing fuselage and tail surfaces. Wings: wood spars & ribs, fabric covered. Landing gear, shock cord suspension. Dual controls, wheel brakes, tail wheel, wheel pants, battery, nav lights and air speed indicator, OPTIONAL. The airplane handles much like a Piper Super Cruiser (100 hp) and was quite comfortable but landed slower than the Cruiser, and more noisy BALDO PATTON

NTSB AMENDS ACCIDENT REPORTING REQUIREMENTS



In early January, 2010, the NTSB published a final rule amending its regulations and reporting requirements regarding aircraft accidents and specifying the sort of accidents that must be reported immediately. Incidents making the list now include specific EFIS system and PFD or PND failures, and specific collision avoidance system advisories received while operating on an instrument flight plan or in class A airspace. Also included are powerplant issues including turbine component failure resulting in debris thrown anywhere other than out the exhaust path, and propeller failure resulting from anything other than a ground strike. Along with all that, air carriers will be required to report any landing or departure from a taxiway or use of the wrong runway. The provisions detailed in the rule will become effective March 8, 2010. There is more. Added to the list of incidents to be reported immediately:

A complete loss of information, excluding flickering, from more than 50 percent of an aircraft's

- * Electronic Flight Instrument System (EFIS) displays;

- * Engine Indication and Crew Alerting System (EICAS) displays;

- * Electronic Centralized Aircraft Monitor (ECAM) displays; or

- * Other displays of this type, which generally include a primary flight display (PFD), primary navigation display (PND), and other integrated displays;

- * Airborne Collision and Avoidance System (ACAS)

All aircraft accident/incident reporting to the NTSB should be completed using NTSB Form 6120.1 – Pilot/Operator Aircraft Accident/Incident Report.

LORAN-C PHASE-OUT STARTS FEBRUARY 8

The Coast Guard says LORAN-C isn't necessary for maritime navigation and the Department of Homeland Security says it's not needed as a backup for GPS, so by February 8, you may not have it available to you, either. That has some pilots very concerned about the lack of a land-based redundancy for GPS. That doesn't seem to concern authorities who call it "an antiquated system no longer required by the armed forces, the transportation sector or the nation's security interests." The decision considers that LORAN-C is only used by "a small percentage of the population," and that those users "will have to shift to GPS or other systems." The bottom line is this: "LORAN-C is no longer prudent use of taxpayer funds and is not allowed under the 2010 DHS Appropriation Act," according to the Coast Guard.

On January 22nd the AOPA commented on this: This doesn't seem prudent, at least until eLoran is up and running. The Aircraft Owners and Pilots Association (AOPA) expressed dismay at the decision of the U.S. Coast Guard to terminate the U.S. Loran-C signal beginning February 8, 2010, without a backup plan for the global positioning system. The Coast Guard this month released a special notice of its intent to terminate signals. The fiscal 2010 Department of Homeland Security appropriations bill calls for the elimination of Loran-C funding if the Coast Guard Commandant certifies that the system is not necessary as a backup for other federal navigation uses. AOPA noted that while Loran-C is not now widely used for navigation, an enhanced version, eLoran, has been recommended as a backup system for GPS. "The termination of LORAN will leave the country without a single national backup system in the event of a GPS system outage.



DUES ARE DUE!

That time of year has come! Please pay the annual dues of \$25 at the February meeting or send a check made out to *EAA 172* to:
EAA 172 Treasurer
4511 Boulineau Rd.
Blythe, GA 30805



Note that if you want to include your spouse or family in your membership the dues are only \$30.

PLEASE give or send your EAA Number, address changes, phone number, e-mail changes etc. to the Club Secretary.