

# AIR METHODS TO BE AT WRENS FLY-IN

[Air Methods](#), based at the Thomson-McDuffie County airport, will have an aircraft and display at the Wrens O.B. Brown Memorial Fly-in on June 8. David Rossi, the Lead Pilot at their Thomson base, will be there to explain what they do and how they facilitate patient transportation. Their aircraft will be at the south westerly portion of the ramp so that, as David Rossi wrote, “we could leave from during the show if we get a call. Our participation in these types of events is predicated on the fact that we stay 'in-service' and be able to respond to calls.”



Click above for a video

According to their information, Air Methods is dedicated to air medical transport, focusing on quality of care to patients and safety in aviation. They write “We have since grown to become the most experienced operator in the industry. We are aware each of our stakeholders chooses Air Methods. We accept the responsibility of being their Partner of Choice and work to justify the decision every day.”

Air Methods has built its reputation on a commitment to quality patient care and safety in aviation operations. On their [Website](#) they write “While we call Centennial Airport in Englewood, Colorado home, our operations expand from Alaska to Key West. Currently, we have more than 300 bases of operations that serve 48 states.” They operate eight maintenance centers of excellence throughout the nation and a national communications center.

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## WORK FINISHED ON CLUBHOUSE ROOF

Several volunteers finished the re-roofing work on the Pea Patch EAA 172 clubhouse. Dennis Allen, Don Bush Charlie Connell, Aaron Ramsey, and Steve Thompson did the work on Saturday, May 18. A couple weeks prior to that, Aaron Ramsey repaired one corner of the roof that was already crumbling.

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## FAA ASKED TO REMOVE “OUTDATED” QUESTIONS

Students and pilots taking FAA knowledge exams are expected to know about and are tested on outdated systems such as LORAN, microwave landing systems, and direction finding. LORAN was turned off in 2010, few microwave landing systems ever became operational, and direction finding services are available only on a limited basis and only in Alaska. That’s why AOPA Manager of Regulatory Affairs David Oord and Jason Blair, former executive director of the National Association of Flight Instructors—both of whom serve as co-chairs on the Aviation Rulemaking Advisory Group’s Airman Testing Standards and Training Working Group—have requested that the FAA remove knowledge test questions about obsolete terms and technologies. Other subjects that they asked be removed are the inertial navigation system, transcribed weather broadcasts, on-airport flight service stations, composite moisture stability charts, incorrect terms in winds aloft forecasts, and instrument approach plates with outdated and obsolete components.



This move is part of the working group’s effort to fundamentally change flight training and testing to integrate aeronautical knowledge and risk management topics with specific skills. The draft airman certification standards for the private pilot certificate and instrument rating are currently out for review and comment. AOPA believes the FAA’s piecemeal adoption of changes to testing and training has hampered efforts to keep flight training relevant to operations in the modern environment. (Information adapted from *AvWebFlash*, NAFL, AOPA ePilot, and the FAA)

## *NAME THAT PLANE*

### **Tecnam P2004 Bravo**

Some noticed two “different” aircraft at the edge of the Wrens Airport ramp at the 2012 Wrens Fall Fly-in. These were Tecnam P2004 Bravo airplanes whose two owners were from North Augusta and Rock Hill, South Carolina. It seems that European aircraft builders have stepped in with a wide assortment of light sport aircraft since U.S. light sport plane offerings are scarce. The Tecnam P2004 is a high-wing, light aircraft built by the [Tecnam aircraft company](#). It is similar to the Tecnam P92 Echo Super, but with a cantilevered wing in place of the P92's strut-braced wing. It is produced by Costruzioni Aeronautiche Tecnam, an aeronautics manufacturer founded in 1986, based near Naples in Italy. It has a cantilever wing, is all metal, is fast, has a long range and flies in the USA under Special Light Sport Aircraft (SLSA) restrictions.

As it seems with most SLSA airplanes being produced nowadays, the “new” price is a bit steep, \$160,000. Used ones can be purchased for less than \$100,000 – between \$95,000 - \$99,000 on [Global Plane Search](#) and \$95,000 on [Barnstormers](#) – still a high price when a 1946 Piper J-3 Cub or an Ercoupe is available for less than \$30,000. However the cost of upgrading/refurbishing those may exceed the cost of a good used Tecnam P2004 Bravo with up-to-date instrumentation and communications. Below is a photo and link to one that's for sale showing the nice layout of the instrument panel.

( Data and information from Tecnam USA, Orlando Florida Flight School, Global Plane Search, Barnstormers, AOPA, [Flying Online Blogs](#) – April 30, 2013, AvWebBIZ April 17, 2013, [PilotSpace.EU](#) )

#### **Tecnam P2004 Bravo Specifications**

##### *General characteristics*

Crew: one, pilot  
Capacity: one passenger  
Length: 21 ft 8 in  
Wingspan: 27 ft 6 in  
Height: 8 ft 6 in  
Wing area: 118.4 ft<sup>2</sup>  
Empty weight: 730 lb  
Useful load: 590 lb  
Max. takeoff weight: 1,320 lb  
Powerplant: Rotax 912ULS GT, 100 hp

##### *Performance*

Never exceed speed: 156 kt  
Maximum speed: 120 kt at sea-level  
Cruise speed: 116 kt  
Stall speed: 34.5 kt  
Service ceiling: 13,110 ft  
Rate of climb: 1,200 ft/min  
Wing loading: 11.15 lb/ft<sup>2</sup>  
Take off run: 460 ft  
Landing distance: 394 ft



Cockpit of a previously owned Tecnam P2004 Bravo N639BV advertised For Sale on Barnstormers in May, 2013. This plane is available for \$95,000.

*The above graphic and text are separately clickable for more information.*

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[YouTube \(1 min 47 seconds\) of the Florida Flight School, Tecnam P2004 Bravo.](#)

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If you did not receive a mailed newsletter but only the e-mailed *Pea Patch Post* and you also wanted the mailed version you need to contact the club Secretary at [EAA172@jcmservices.net](mailto:EAA172@jcmservices.net) and indicate that you want the newsletter mailed to you. This should be done by deadline date, which for July is June 30, which is also the deadline for any articles for the July issue. Note that mail has recently slowed so it may take at least two days from the mailing date for you to receive the newsletter. Mailing the *Pea Patch Post* costs EAA 172 \$18 annually per recipient. Also note that if you have the newsletter mailed, and do not inform the EAA 172 Secretary about an address change, the Postal Service will charge you a 50 cent fee for mail forwarding.