



# PENNSYLVANIA PILOT

Vol 13 No 3, Fall 2002

Published quarterly by the Aero Club of Pennsylvania for those interested in aviation in the Greater Delaware Valley

## Aero Club Scholarships awarded; More security concerns

### AVIATION NEWS

#### Annual Scholarship Dinner awards nine

The Aero Club's Annual Awards Dinner was held at the Philadelphia Aviation Country Club on July 18th. 50 were in attendance to witness the awarding of four \$1500 Aero Club scholarships, one in the name of Paul W. Nelson. Additionally, the Bob Shannon Memorial Fund and the Eastern Chapter of the 99's each awarded two scholarships. All recipients and scholarship applicants will become complimentary members of the Aero Club for 2003. Congratulations to all recipients! See page 3 for photos of all of our scholarship recipients.

#### Museum trip planned

The Aero Club is sponsoring a bus trip to the Cradle of Aviation Museum on Long Island on November 2. Sign up on Page 4.

#### Ramp paranoia

Not all the votes are in, but the general public's need for security at GA airports has given aviation enthusiasts some concern. The question is how do you tighten up security for small airplanes? Several methods are being suggested and don't be surprised if your local FBO has some new requirements for you. Not many aircraft are stolen annually, but be prepared for items such as propeller locks, throttle locks and even wheel locks. Now may be the time to investigate which one may be best for you.

#### Recent airport security in question

According to the Associated Press, at some airports over the last months, patrolling National Guard troops

#### Wandering the skies strongly discouraged

Recent reports indicate that the FAA is intensifying its response to communications lapses and transponder failures. Now, air controllers must immediately tell their superiors when an airplane doesn't respond readily to radio requests, deviates from anticipated behavior, or loses its transponder signal. The Pentagon also will be notified.

#### Airport Highlight [N99]



Photo by R. Dant

Brandywine Airport continues to be one of the most active GA airports in the Delaware Valley. Space is limited for the over 120 planes based here, with only a few grass tiedowns available for rent. New privately-owned corporate hangars are being built on the northeast corner of the airport, slated to house a number of fractional ownership Pilatus PC-12's. Penn Star now bases one of their MediVac helicopters here and the flight school plans to purchase a new 172SP to add to the flight line. Completion of the airport plan may pave the way for airport improvements, and hopes continue for a future restaurant. More Airport News is available on page 4.

#### GA forecast

The General Aviation Forecast Conference in Wichita had industry representatives mixing with FAA'ers for their annual look at the future of general aviation. The crowd included manufacturers from Bombardier

didn't have any bullets in their weapons. At 16 Pennsylvania airports, troops were prohibited from carrying loaded weapons, the bullets kept on their belts. "I don't mind being in harm's way, but let me react," said Staff Sgt. Bill Lawrence, 39, who was stationed at Philadelphia International Airport until the guardsmen left May 10.

to Cessna and groups from EAA to NBAA. They met to hear expert opinion about the future of piston and turbine markets and to ponder the expansion of GA as a bona fide form of inter-city transportation. Concerns ranged from how the GA fleet will interact with the next generation of ATC systems to security

Continued on Page 3...

## AERO CLUB OF PENNSYLVANIA



ORGANIZED: Dec 17, 1909; CHARTERED: May 10, 1910

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### PENNSYLVANIA PILOT

Editor Al Schnur  
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## PRESIDENT'S MESSAGE

### Norm Blanchard

The IFR briefing at 12:16 Zulu on Saturday, July 6th called for clear weather enroute between Hyannis (Cape Cod) and Brandywine Airport via Victor 16 and 312 to Woodstown, then direct to N99, with a few fair weather cumulus and winds at 320 at 21 knots over JFK. So far, so good, but somewhere between Buzzards Bay and Long Island the visibility deteriorated to less than two miles in brown haze. The ground was barely visible looking straight down from 8000 feet. Real IMC. I didn't realize what caused the reduced visibility until I was on the ground, turned on the radio, and learned that forest fires in Quebec created a dense smoke layer that was carried by the leading edge of the high pressure area all the way from New England to the mid-Atlantic states. Lower down, and inland, it was VFR, but I wonder how many pilots in our area experienced this weather phenomenon, and wondered what caused the "brownout".

Well, it's that time of year again to renew your membership in the Aero Club of Pennsylvania, quite possibly one of the best values in aviation today. We cannot exist without your suggestions and support, so please take a moment to fill out the membership form and return it to our PO Box in Blue Bell. And while you are at it, why not add something extra for a great cause, our annual Scholarship Fund. It helps defray flying expenses for young pilots, who are, after all, the future of general aviation. Congratulations to this year's winners.

Blue Skies, Norm



Congratulations to Paul C. Heintz, the Aero Club Solicitor, who was recently elected as Chairman of the AOPA Board of Trustees. He was elected during the AOPA's annual meeting at Wings Field on May 4. Paul is a partner with Obermayer, Rebmann, Maxwell and Hippel, LLP. He holds an ATP and CFII pilot certificate, is rated in gliders and owns a Cessna 210. Paul is also the author of the 1995 book "Flying for Fun".

## BOARD OF DIRECTORS REPORT

### Jeff Kahn, Secretary

On July 18, 2002, the Board of Directors and the Trustees of the Scholarship Fund met at Wings Field. ...

## 2002 Scholarship Winners

**1**  
AERO CLUB  
SCHOLARSHIP

**2**  
AERO CLUB  
SCHOLARSHIP

**3**  
AERO CLUB  
SCHOLARSHIP

**4**  
AERO CLUB  
SCHOLARSHIP

**5**  
99'S  
SCHOLARSHIP

**6**  
99'S  
SCHOLARSHIP

**7**  
BOB SHANNON  
SCHOLARSHIP

**8**  
BOB SHANNON  
SCHOLARSHIP

## AVIATION NEWS

Continued from Page 1...

issues facing pilots, operators and manufacturers. The FAA noted that the growth spurt of the last few years has leveled off, and attrition of aging aircraft will contribute to an overall decline in active aircraft through 2003, before an upturn in 2004. Turboprops may fare better, with only a slight decline through this year, turning to steady growth through 2013. Bizjet sales should remain strong. The FAA also predicted a decline in student starts, while the AOPA disagreed.

## AERO CLUB CALENDAR

## August

**16-18** Wings over Frederick; Frederick, MD  
**17-18** Wings over Verango Airshow, Franklin, PA  
**23-25** 30th Annual Sussex Airshow; Sussex, NJ

## September

**7** Vintage Aircraft Day, Wings Field; Philadelphia, PA  
**7** Pottstown/Limerick Fly-In Breakfast; Pottstown, PA  
**5-8** Intl Seaplane Fly-In; Moosehead Lake; Greenville, ME  
**10-12** NBAA Annual Convention; Orlando, FL  
**12-15** Reno Air Races; Reno, NV  
**13-15** 3rd Harvest Moon Ball Festival; Hazelton, PA  
**13-15** Sounds of Freedom Air Show; Willow Grove, PA  
**13-15** 32nd EAA East Coast Fly-In; Toughkenamon, PA  
**21-22** Planes, Trains, and Automobiles Show; Reading, PA  
**21** Ocean City Airport Fly-in, Ocean City, NJ  
**28-29** Golden Age Air Museum Fall Fly-In, Grimes Field, Bethel PA

## October

**5-13** International Balloon Fiesta in Albuquerque, NM  
**12** Fly-in Breakfast, New Garden Airport, Toughkenamon, PA  
**18-20** NE Aero Historians Meeting, Cradle of Aviation Museum  
**19-20** **RotorFest 2002; Brandywine Airport, W Chester, PA**  
**24-26** AOPA Expo 2002; Palm Springs, CA

## November

**1** Aero Club Membership renewal due, see page 7.  
**2** **Aero Club bus trip to Cradle of Aviation Museum**  
**8-10** Waterfowl Festival; Eastern, MD

## December

**Dec 17** **Wright Brothers Dinner; Desmond Hotel**

## Highlight

**RotorFest 2002, October 19-20, West Chester, PA**

See how the other half lives. Helicopters are the highlight at the 6th annual RotorFest at Brandywine Airport. Sponsored by the American Helicopter Museum, this 2-day event features static and flight demonstrations of military and civilian helicopters. Helicopter rides, antique/new cars/planes, food and fun. Details are available online at [www.helicoptermuseum.org](http://www.helicoptermuseum.org).

# Delaware Valley Regional Planning Commission Meeting Report

## AIRPORT NEWS

June 20, 2002  
By Steve Najarian



### PHILADELPHIA INTERNATIONAL [PHL]

Terminal construction continues. New FAA-mandated baggage screening project expected to be complete by end of year. An increase of parking capacity for 8000 vehicles was scheduled for completion by July 2002. Rehabilitation of runway 17-35 will begin this summer.

### PHILADELPHIA NORTHEAST [PNE]

Runway 15-33 will be re-surfaced. Construction of new hangars is in progress.

### DOYLESTOWN [DYL]

Purchase of 68 acres of land to enable runway extension to 3800 feet is on hold for funding. The new FBO, Flight Concepts has greatly improved the terminal comfort. AWOS III was installed and frequency assigned. It can be accessed at 215-538-7610.

### QUAKERTOWN [UKT]

After a \$40,000 study, it was determined that the bog turtle problem was non-existent. No bog turtles were found on the airport property. This will enable the airport to reactivate plans for runway extension to 3800 feet.

### TRENTON-MERCER COUNTY [TTN]

Public hearings for environmental assessment were completed and considered successful. It was determined that the plan to construct a new terminal will have no environmental impact on the surrounding communities. Taxiway rehabilitation is planned.

### SOUTH JERSEY REGIONAL [VAY]

Airport is recipient of FAA funding and must remain open. The runway extension has been held up due to opposition by new county commissioner. The airport needs more ramp space.

### FLYING W [N14]

Rehabilitation of runway pavement and extension from 3496 to 3796 feet is planned.

### WINGS [N67]

The objections to the new towered beacon by the local township has been withdrawn. Tree clearing at the approach end of runway 24 is progressing. A fly-off was completed to demonstrate the level of noise created by various types of aircraft, including a Citation Jet. A Cessna 182 created more noise than the Citation. The Annual Aircraft Vintage day is planned for September 7th. New hangar construction is planned for 2004.

### BRANDYWINE [N99]

Consultant McFarland-Johnson completed the airport layout plan. This will serve as a basis for FAA/State funding requests for airport improvements. Penn Star MediVac Helicopter Services is now based at the airport serving the surrounding counties with emergency transport. John Taylor is the new airport manager, replacing the now-retired Dave Nelson.

### ROBBINSVILLE [N87]

Construction of four rows of T hangars are planned, as well as rehabilitation of paved surfaces.

### PHILADELPHIA SEAPLANE BASE [9N2]

Seaplane training continues at this historic site. Hank Grenfel continues to serve as the designated FAA Flight Examiner.

## SPECIAL NOTICE

### BUS COACH TRIP TO THE CRADLE OF AVIATION MUSEUM

Saturday, November 2nd, 2002

Depart Wings Field..... 07:30AM  
Return Wings Field.....07:30PM

Explore the frontier of space in eight exhibit galleries. Enjoy the spectacular show in the Grumman IMAX Dome Theater. Experience dining on Mars in the 22nd century at the Red Planet Cafe.

A 47 passenger super comfortable coach has been reserved for this unique trip. Send in your reservation coupon today, as we expect to have a great response for this unique visit to one of America's most exciting air museums, only recently opened to the public. **Cost is \$30 per person for the bus.**

There is an additional ticket price of \$13.50/person (but we are negotiating for a group price). Look for our future announcements in your local airport or by email.

Yes, I have enclosed a check for the following person(s) (more on back):

Name: \_\_\_\_\_

Name: \_\_\_\_\_

E-Mail: \_\_\_\_\_

Send coupon with check for \$30 per person payable to:

**Aero Club of Pennsylvania  
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Blue Bell, PA 19422**

## Featured Aero Club Discount Merchant

### Chester County Aviation [40N]

Welcome Chester County Aviation as the newest member of Aero Club of PA Merchants Discount Program. They are located at Chester County Airport, Coatesville, PA and are offering a generous 20 cents off per gallon of the posted avgas fuel price to Aero Club Members.

This is courtesy of the new owners of Chester County Aviation, Brian Campbell, President.

Members can break even on the \$20 Aero Club membership dues at 100 gallons of fuel purchase.



# FAA provides simpler instrument approaches and easier medicals

## PILOT NEWS

### Instrument approach simplification

The FAA will revise the non-precision instrument approaches to resemble ILS approaches by utilizing RNP RNAV technology. This major shift is designed to increase flight safety while boosting airspace capacity. The RNP RNAV approaches depend on data from onboard Flight Management Systems (FMS) and will eliminate stepped and non-precision approach paths for operators of RNP RNAV-certified aircraft. However, Steve Brown, acting FAA Associate Administrator for Air Traffic Services says that "one of the FAA's challenges is to devise ways to get benefits for those who do invest, while still giving access to the non-equipped aircraft; that access will still be there." Both the FAA and industry collaborated on the concept, giving aircraft that use a flight management system ILS-like precision guidance to every runway without the need for an ILS at that runway.

### Easier medical renewal

It's been a long, slow-road-to-change in the medical-certification wars, but here is some progress. Recently the FAA announced new guidelines that would allow some pilots with Special Issuance Authorization Class III medicals to have

them reissued by their local AME. The new policy gives more authority to AMEs to issue certain medical certificates on the spot, rather than making a recommendation and mailing it away to the FAA.

### New security proposed

The American Association of Airport Executives (AAAE) has presented its list of security recommendations for GA airports to the Transportation Security Administration (TSA). They include categorizing GA airports, with a corresponding level of security to be imposed on each airport. All GA airports would be required to come up with a security plan and those that fall within the top two categories would have to screen their employees for criminal backgrounds and would not grant unescorted access to "the aircraft operating area." The AAAE also recommends the implementation of a "smart card" pilot's certificate and require that all GA aircraft be secured when unattended.

### Steer clear of those monuments

When you're out flying about the land these days, be careful where you fly, check for applicable NOTAMs, and consider most major monuments off limits. The FAA may have issued Temporary Flight Restrictions (TFR) covering radius and altitude constraints around that site, which means you need to talk to Flight Service. If you're one of those lucky pilots based at College Park or Potomac, near Washington, D.C., get ready to jump through even more hoops. Another NOTAM has been issued with extra stuff for pilots to do if they want to leave or enter the TFRs around those airports. Be careful; some pilots have gotten into problems attempting operations to the affected airports. Merely filing IFR into these areas doesn't suffice.

Continued next Page...



### Runway Restaurants, Inc.



**Now exclusively at Chester County, Coatesville (40N)**

Enjoy good food and fellowship, free popcorn, and a runway view.

Aero Club members receive a 10% discount with their membership card.

*Protect your right to fly!*

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## New Doppler radar for ATC

Air traffic controllers can now benefit from a new system that claims to bring highly accurate weather information directly to controller displays. For the first time ever, advanced Doppler weather information will be displayed directly to air traffic controllers on the same screen as aircraft position data. The capabilities of the new display systems enable WARP to provide real-time aviation weather using different colors to show varying intensities of precipitation. The Weather and Radar Processor (WARP) will enhance safety by allowing controllers to reroute air traffic to avoid areas of severe weather.

## Sectionals to get new VFR waypoints

The FAA will add "VFR waypoints" to sectional and terminal charts, providing navigational data in Airport/Facility Directories to make it easier for transient pilots to pick out visual landmarks used as location reporting points by local ATC controllers. The new VFR waypoints are identified on the charts by either a flag-and-pole graphic, like existing visual check points, or a four-pointed star. Five-letter strings beginning with "VP" will be used as identifiers for the VFR waypoints, which then will likely find their way to a GPS databases.

## Latest on retirement rule

Recently, ten members of the Professional Pilots Federation (PPF) sought exemption from the age-60 mandatory retirement rule. Their petition says that the rule was a favor to American Airlines in 1959 to get older pilots out of the cockpit, not a safety move. The PPF's lengthy petition includes a February 5, 1959 letter from C.R. Smith, the then-CEO of American, to the then-FAA Administrator Gen. Elwood Quesada. The PPF claims the two were longtime friends when Smith told Quesada that the pilots' association was balking at the company's mandatory retirement age of 60 and suggested the FAA make it law. The FAA set the age at 60 about 10 months later.

## Clermont gets cut out from Cincinnati Class B airspace

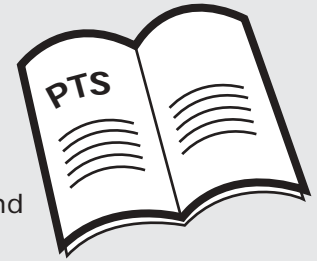
The FAA published a Final Rule providing an airspace cutout of Cincinnati Class B for Clermont County Airport. AOPA had lobbied for GA access to Clermont. However, the FAA raised the ceiling of the Class B to 10,000 feet MSL, which effectively blocks a lot of GA traffic from overflying the airport.

## PTS: Secret Document, Part 2

### FLIGHT SAFETY

By Al Schnur

The practical test is the final step in the FAA Certification process. It serves the dual purpose of determining that the applicant has completed the required training to the level of proficiency required and that the applicant can safely exercise the privileges of the certificate or rating sought.



Part 61, found in Title 14 of the Code of Federal Regulations (14CFR), specifies the areas in which knowledge and skill must be demonstrated before the applicant may be issued a certificate or rating. There are provisions in the code that permit the FAA to publish Practical Test Standards (PTS) containing specific tasks in which pilot competency shall be demonstrated. The PTS was created by the FAA to create a standardized test for certification, and to insure a fair and objective evaluation process. Designated Pilot Examiners (DPE's) and FAA Inspectors use the PTS to administer tests and to adhere to the policies set forth in the INTRODUCTION. CFI's are expected to use the PTS when preparing applicants for a practical test. And more importantly, applicants are expected to be familiar with its contents.

It is important to note that the PTS is a "testing document" and NOT a "training document". The training an applicant receives toward a pilot certificate must far exceed the training required to satisfactorily complete the tasks in the PTS. The PTS contains the standards for the task/knowledge items selected for practical testing, and as such it must be adhered to. But as a training document, the PTS is incomplete. It does not contain specific techniques/procedures to be used in training for and/or performing the task listed for evaluation. Furthermore, there is not a complete list of all the tasks/knowledge areas a pilot must be competent in to safely exercise the privileges of his/her certificate. That information is contained in but not limited to training documents such as the "Airplane Flying Handbook" (FAA-H-8083-3) and is referenced in the PTS as the source document on techniques and procedures.

The standards for each PTS task are clearly defined; however, the evaluation process requires that the examiner/inspector use judgment, discretion, and even intuitive insight to determine whether the applicant can not only demonstrate the ability to perform the Areas of Operation within approved standards, but also to demonstrate "mastery of the aircraft" and "sound judgment". This is not an easy task for any evaluator.

## 2002 MEMBERSHIP RENEWAL NOTICE

Just to remind you that your Aero Club dues in the amount of \$20.00 for 2002 are due by November 1, 2002. Be sure to take advantage of membership renewal discount program-discount \$5.00 off your membership for each new member (maximum three). Discount only applies if membership application(s) and dues for new members are included with your renewal. Please complete the membership subscription form below, making any changes as appropriate. By filling out and sending the form now, you can help save the club the cost of sending you a renewal notice directly.

If you wish to contribute to the Scholarship Fund your donation will be used to promote youth in aviation. A donation of \$10.00 from each member will assure providing two scholarships next year. Remember that all contributions to the Scholarship Fund are tax deductible, so please consider the Aero Club when planning your 2002 contributions. If you contribute \$100 to the scholarship fund, your membership dues are waived for the year!

Please send your dues and Scholarship donations to:  
Aero Club of Pennsylvania, PO Box 748; Blue Bell, PA 19422.

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY/STATE: \_\_\_\_\_

PHONE: \_\_\_\_\_ E-MAIL: \_\_\_\_\_

SCHOLARSHIP CONTRIBUTION: \$10  \$25  \$50  \$100  Other: \_\_\_\_\_

2001 DUES: \$20.00  SCHOLARSHIP \$ \_\_\_\_\_ TOTAL ENCLOSED \$ \_\_\_\_\_

\* PLEASE RETURN BY NOVEMBER 1, 2002 \*

### Maintenance Corner

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Neil Young, A&P/IA, Wings Field



## Philly FSDO Website is new again

The Philadelphia FSDO website has been around since 1997, but hadn't been regularly updated until recently. The site has been rebuilt with a plethora of useful information by Ernie Scardecchio who recently transferred to Philly from the Miami FSDO, where he was webmaster and Airworthiness Safety Program Manager. The site lists valuable information about the FSDO, along with links to the Safety Program and Safety Seminar Calendar, information for pilots and mechanics, FAA Regulations and Publications, and other useful links. In short, this is a one stop website right here in our aviation backyard.

Ernie has researched and built this information-rich website as a labor of love. It could answer many of your nagging questions on general aviation. Ernie says "Check it out for yourself and let me know what you think." The site is available at [www.faa.gov/fsdo/phl](http://www.faa.gov/fsdo/phl)

## Won't go hungry with restaurant map

A new map of "Places to Fly and Eat" has been compiled by Brandywine pilot Rob Dant. The map, centered on Brandywine, identifies fly-in restaurants within 90NM of Philadelphia. A high-quality full-size version of the map can be purchased at Brandywine Airport, benefiting the Brandywine Pilots Association. The 250KB file can also be viewed online at [www.mindspring.com/~rdant/AvRestaurants.pdf](http://www.mindspring.com/~rdant/AvRestaurants.pdf).

## Aviation Oddities:

### A new carry-on no-no list

In the aftermath of 9/11, you just knew that some committee at the Transportation Safety Administration would come up with a list of what you can and can't take into the cabin of an airliner. The recently issued list notes that canes and umbrellas, once checked by security, are in, as are nail files and eyelash curlers. Gone are guns, explosives and box cutters (which I'm sure you already knew), along with corkscrews, crowbars and baseball bats. Is there a rule-of-thumb? Well, not really. One thing is certain, if they take your stuff away, don't ever count on getting it back.

### Taking care of business

Georgia Congressman Sanford Bishop couldn't wait to use the washroom on a flight from Washington to Atlanta. Passengers on flights from Reagan National Airport are required to stay belted in for 30 minutes after takeoff, but when Bishop was finally able to get up, someone else beat him to the bathroom. With pressing need, the Congressman solicited a flight attendant that provided a plastic cup and showed the congressman to a private area where he was able to take care of business.

Address Correction Requested

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Organized December 17, 1909; Chartered May 10, 1910



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