



PENNSYLVANIA PILOT

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

AERO CLUB NEWS...

Scholarship Dinner...

Nearly 70 were in attendance at the Aero Club of Pennsylvania's annual scholarship dinner on June 23 at Wings Field. The Aero Club awarded three \$2500 scholarships. Additionally, the Bob Shannon Memorial Fund awarded two scholarships, and the Eastern Chapter of the 99's awarded two scholarships. In attendance was aviation pioneer, John M. Miller, still flying at age 99. Speaking at the dinner was Bruce Landsberg, the executive director of AOPA's Air Safety Foundation, who spoke about aviation careers and aviation safety. Scholarship recipient photos are on Page 3.



3rd Silent Auction... The Aero Club will sponsor its third annual silent auction at Wing's Field on Vintage Aircraft Day in September. Over the last two years, the event has raised over \$3500 for the Aero Club Scholarship Fund. Donations of aviation-related items are being accepted for the auction. See page 3 and 4 for more details.

Issue Highlights...

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New aircraft top aviation news stories...

AVIATION NEWS

Very light jets debut at Oshkosh... The prototype Citation Mustang, Cessna's entry into the VLJ (very light jet) market, flew into Oshkosh AirVenture in July. Cessna President/CEO Jack Pelton

data gathered from these tests. Also, Honda gave its first public preview of the experimental HondaJet. The jet flew in, making its entrance with a series of low passes over Wittman Field. (From EAA and AvWeb.com)

Airport Flashback

Photo by Rob Dant



Mustin Field, 2005



This current photo shows the remnants of the three crossing runways of the Navy's Mustin Field, adjacent to the old Navy shipyard in south Philadelphia. The Ben Franklin bridge is in the upper right background. The facility was home to the Naval Aircraft Factory, an aircraft research and design facility. The chart clip from the 1948 Washington Sectional shows NAAS Mustin as a hard surface airfield and a seaplane base (see arrow). The airfield is reported to have closed in 1963. A large hangar and seaplane ramp is still visible in the middle right of the photo. Mustin is still shown with an abandoned airfield symbol on a contemporary Washington sectional. For more airport history, visit <http://www.airfields-freeman.com>, and for more airport news, see Pg 3.

flew the airplane from Wichita. The jet is planned to have a ceiling of 41,000 feet. Meanwhile, Eclipse Aviation performed its first public flight demonstrations at AirVenture, and separately flew its fourth test jet in New Mexico. Eclipse expects to have FAA certification next year using

its new high-tech diesel twin, the DA42-TDI Twin Star, during a ceremony at Oshkosh. The twin-engine airplane features TAE Centurion 1.7 turbodiesel engines as well as the fully integrated Garmin G1000 glass flight deck.

Continued on Page 3...

Legend Cub approved for LSA... American Legend Aircraft Company has gotten FAA approval for its Legend Cub as a special light-sport aircraft. It looks very much like the classic aircraft but features a wider cabin and doors on both sides. The airplane is approved for personal use and for flight training or rental. From AOPA e-pilot.

Diamond Twin Star certified...

From EAA and AOPA: Diamond Aircraft received the FAA certification paperwork for

AERO CLUB OF PENNSYLVANIA



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

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PRESIDENT'S MESSAGE

Jeff Kahn

The Scholarship Dinner was a wonderful mixture of aviation's history and future. After listening to 99 year old John Miller espouse the virtues of the autogiro, I would have liked to have had a few to sell to the converts in the audience. Maybe we'll see them in production again some day!

Year after year, Steve Pitcairn's demonstration of his PCA-2 autogiro (Miss Champion) steals the show at Vintage Aircraft Day at Wings Field. The bad news for us locals is that Steve is donating Miss Champion to the Experimental Aircraft Association. The good news is that this gem will be preserved for all aviation enthusiasts.

Speaking of Vintage Aircraft Day (September 10th @ KLOM), even without the autogiro, it promises to be bigger and better than ever. The event benefits Angel Flight East and the Aero Club will once again have a silent auction to raise money for the Scholarship Fund.

Back to the Scholarship Dinner, the main focus of the event, of course, was the very deserving young adults who were given a big boost to in their pursuit of aviation careers. Bruce Landsburg, executive director of the AOPA Air Safety Foundation (subbing for Phil Boyer) presented an entertaining and inspiring view at the future of careers in aviation. If you have any doubt that your generosity makes a difference, take a look at Marcin Korona's letter on page 5 of this issue. We sincerely appreciate your continuing support.

I will close with what Bruce reminded us:

When it comes to aviation, safety is the only thing.

Blue Skies

Jeff Kahn, President

BOARD OF DIRECTORS REPORT

Nancy Kyle, Secretary

The Aero Club board of directors met at PACC at Wings Field on August 4.

The **minutes** were reviewed from the last meeting. Tim Boyle presented the **financial report** for the club and the scholarship fund. Then, Lou Fitzpatrick reported on **membership**. Current paid membership is around 210, with a mailing list of 300.

Rob Dant discussed highlights of this issue of the **newsletter**. The highlight is the membership renewal and photos of the scholarship winners.

Jeff Kahn and the board discussed **upcoming events**: The silent auction at Wings Field will be held September 10 (see page 3 and 4). The club will co-sponsor another FAA Safety Seminar at Wings Field on October 11 at 7PM. New "member presentations" will take place after the board meetings, open to members and spouses (see page 3), with dinner available for a cost. The board also discussed ideas for a fall bus trip or fly out, to be announced via the Aero Club e-mail list.

The Wright Brothers Dinner will feature Marine One pilot Lt. Col. Charles L. "Lindy" Kirkland. He is an operations officer and a command pilot with Marine Helicopter Squadron One that flies and provides rotary wing transport to the president and vice president, heads of state, and cabinet members.

A few other items were discussed and the meeting was adjourned.

AVIATION NEWS

Continued from Page 1...

New data on Walton crash...

The NTSB has released its preliminary report on the June 27 crash that killed Wal-Mart heir John Walton. Walton took off from Jackson Hole Airport in a CGS Hawk Arrow, a two-place experimental homebuilt airplane. He flew the pattern, and shortly after turning onto the base leg, began a nose-low descent and impacted the ground. He did not report any problems to the control tower, and initial inspection has not revealed mechanical or structural failure. Photos and eyewitness accounts imply that the fuselage cover was not on the aircraft during the flight. The aircraft is not designed to fly without it, according to the company that manufactures the aircraft kit. The NTSB does not normally investigate unregistered aircraft. But as ultralights are transformed into Light Sport Aircraft and gain N-numbers, such reports may become standard procedure. From AvWeb.com.

Lake auction doesn't produce sale...

From EAA: The planned auction of the Lake Aircraft company at Oshkosh failed to produce a sale. Six persons made the required \$100,000 deposit to bid on the remnants of the company, which included the type certificates, spare parts, drawings, and tooling to build the four-place amphibious flying boats. But, when the auction failed to achieve an opening bid of \$3 million, the auction was ended. The auctioneer said he was surprised, and that he expected bids in the \$10 to \$15 million range. About 100 people attended the auction, where the auctioneer started the bidding at \$20 million before lowering it all the way down to \$3 million. One Lake owner in the audience expressed his loyalty to the plane and his desire that the business find stable ground.

Garmin 396 displays weather...

Garmin has introduced a new color portable GPS, with features similar to the 296, but which includes XM weather download, an improved color screen, and connectivity to the Garmin digital transponder for traffic display. The weather display, which requires a monthly subscription from XM, can display NEXRAD radar, Metars, TAFs, TFRs, winds, storm track and surface weather charts. The retail price is \$2695 for the complete package.

AERO CLUB CALENDAR**August**

31 (Wed) "Thunder over the Boardwalk" Airshow, Atlantic City
<http://www.atlanticcityairshow.com/>

September

10 Braden Airpark (N43), Fly-in, Breakfast, Young Eagle Flights, FAA Seminar (10AM), 11am-3pm Fly-in Activities
10 Bloomsburg Muni Airport (N13) Fly In. Breakfast & Lunch
11 Pottstown-Limerick (PTW). Fly-in Breakfast.
17 Annual Air Festival, Ocean City, NJ (26N).
18 Punxsutawney (N35) Airport Awareness Day. 8am-5pm Fly/Drive in Breakfast, Lunch Noon-5. Rain Date 9/25.

October

1 Alloway Airport (Pvt-NJ02) Fall Fest Fly-In, www.eaa216.org

November

11-13 35th Annual Waterfowl Festival, Easton, Maryland (ESN). Fine art, folk art, carvings, craft gallery, music, and food. Fri/Sat. 10-6, Sun. 10-4. 1-day \$12, Multi-Day \$24. Children under 12 free. Proceeds to wildlife conservation.

Aero Club Meetings

Sep 10 Vintage Aircraft Day, Wings Field
Oct 11 Aero Club co-sponsored FAA Safety Seminar, Wings Field
Oct 27 6PM: Board of Dirs Mtg, Wings Field, PACC
7PM: Member Presentation: Hot Air Ballooning in France
Dec 17 Wright Brothers Dinner, Desmond Hotel

Highlight**Board Meeting and Member Presentation**

October 27, 2005, Wings Field, Pennsylvania Aviation Country Club

Following the board meeting at 6PM (members welcome), Rob Dant will present a tour of his trip to France on a seven-day Hot Air Balloon Rally in the Loire Valley. The presentation begins around 7PM. Contact Jeff Kahn, JSKESQ@aol.com to announce your intention to attend. A very nice dinner is available for a charge of \$30 per person. Attire at PACC is business casual.

SILENT AUCTION
Vintage Aircraft Day

The Aero Club will conduct a 3rd annual silent auction of aviation items. Items include books, prints, memorabilia, pilot supplies, instruments and other items. Payment is by check or cash only. Proceeds go to the scholarship fund. For more info or to make a donation to the auction, please contact:

Debbie Harding: airvenhab@earthlink.net, 610-827-7208

Rob Dant: rdant@mindspring.com, 610-909-4467

September 10, 2005
Wings Field, Blue Bell, PA

Delaware Valley Regional Planning Commission Meeting Report

AIRPORT NEWS

June 16, 2005
By Steve Najarian



PHILADELPHIA INTERNATIONAL [PHL]

Passenger traffic is at an all time high, currently at a pace 16% over the 2004 number which was 28.4 million passengers. The Federal Environmental Impact Study for runway 17/35 has been completed, and no significant negative impacts were identified. The design phase will proceed, and job completion is targeted for 12/2007. U.S. Airways has announced service to Venice and Barcelona, and is forming a partnership with America West. This is intended to financially revitalize the airline with new investment of \$1.5 billion. Tempe Arizona will become U.S Airways new headquarters. Philadelphia, Charlotte and Phoenix will be their new hubs. Douglas West, current CEO of America West, will be CEO of the new partnership.

NORTHEAST PHILADELPHIA [PNE]

Taxiway E construction has been completed. The design for extension of runway 35 has been approved.

QUAKERTOWN [UKT]

Sixteen new T-hangars have been completed and occupied. A new FBO is now operating the field.

DOYLESTOWN [DYL]

The local township has backed out of approving the expansion of the runway after the Airport Authority purchased the land. The local community opposes expansion; there-

fore, the entire project is on hold until the matter is resolved.

CAMDEN COUNTY [19N]

A major obstruction to the 3100 foot runway has been removed at a cost of \$40,000.

TRENTON MERCER [TTN]

The 16/35 runway-grooving project has been completed. FAA funding for snow removal equipment and taxiway improvements have been requested.

NEW CASTLE COUNTY [ILG]

The Air Guard and Air National Guard may move the C-130 mission to another location, having a significant financial impact to the airport.

FLYING W [N14]

Design for a 330 foot runway extension has been completed.

WINGS [LOM]

The airport invited the community to celebrate their 75th anniversary and it was a great success. Additional hangars for general aviation are being designed. A new storage facility has been designed.

CHESTER COUNTY [40N]

The airport has received a 1.8 million dollar grant from PENNDOT for apron design and land purchase reimbursement. The project is planned for completion in 2006. The Runway 29 localizer is back in service. Two new parking lots will be added to the terminal site. There is consideration to change the airport identifier to all alphabetic letters to allow AWOS to be accessed by the national system.

POTTSTOWN MUNI [N47]

A landfill project, which would have created a major obstruction to the approach path, has been halted.

SOUTH JERSEY REGIONAL [VAY]

The state owned airport is in the process of putting out bids for a new FBO. A security system using video cameras will be installed.

CROSS KEYS [17N]

Three major construction projects are planned: runway rehabilitation, obstruction removal, and a security fence installed around the perimeter of the airport.

PENNRIDGE [N70]

The obstruction removal project has been completed. Between 13 and 15 T-hangars will be constructed.

NEW GARDEN [N57]

Acquisition of the airport by the township is in progress.

BRANDYWINE [N99]

A proposal for tree removal on a hill at the approach path for runway 9 is being considered to provide proper clearance for instrument approaches to the runway. Funding for taxiway extension, installation of REILs and AWOS is expected to be available from the Federal/ State sources July 1, 2005. Aviation Awareness Day took place on June 25th, inviting the public to inspect the airport and to enhance the airports image as a good neighbor. Free food and air-plane rides were given to the public.

CECIL COUNTY [58M]

The storm drain project is almost complete. The flight school has been purchased. A project to build Condo-hangars is planned.

SPITFIRE [7N7]

This airport will be preserved. A new runway and runway lighting will be constructed.

NOTICE: AERO CLUB AGAIN ACCEPTING AVIATION DONATIONS

The Aero Club is again accepting donations for a silent auction at Vintage Aircraft Day at Wings Field, with proceeds going to the Aero Club Scholarship Fund. This is a chance to clear out the hangar while benefitting the scholarship fund. Please contact us to arrange dropoff or pickup:

Deb Harding: 610-827-7208, Rob Dant: 610-909-4467

Seven scholarship awards given out by Aero Club, Shannon, 99's

SCHOLARSHIP AWARDS

The Aero Club of Pennsylvania Scholarship Fund, the Bob Shannon Memorial Fund, and the Eastern Pennsylvania Chapter of the 99's together awarded seven aviation scholarships to worthy recipients on June 23, 2005, at the Pennsylvania Aviation Country Club at Wings Field. Recipients for this year are pictured here. An appreciation letter from a past recipient is printed below.

The following is a letter from Aero Club member Marcin Korona, a 2003 and 2004 Aero Club Scholarship award winner; to the members of the Aero Club...



The Aero Club of Pennsylvania awards scholarships to young men and women interested in pursuing careers in aviation.

Bob Shannon Scholarships are awarded in honor of Bob Shannon, who operated West Chester Airport (Brandywine) and then Downingtown Airport (Shannon Airport) in the 1960's and 1970's.

The Eastern PA Chapter of the 99's is part of the international 99's, an organization of woman pilots, founded in 1929. Each year, the organization offers scholarships to woman interesting in starting or furthering their interest in aviation.

June 8, 2005.

To the Aero Club of Pennsylvania,

Dear fellow members:

I want to thank you for establishing the Aero Club of Pennsylvania Scholarship. It is an honor to be a recipient.

I am extremely happy to share my progress with you, progress which would not have been possible without the support of this scholarship. During the summer of 2004, I received my Certified Flight Instructor Certificate. This was a tremendous leap in my training and it enabled me to share my enthusiasm for aviation as well as teach important flying and safety skills to future pilots. I was employed by Aviation Flight, Southern Illinois University Carbondale (FAR 141). I learned a lot from my first experiences as a flight instructor.

During my employment at SIUC Aviation Flight, I received my CFII certificate. Because I was an employee at SIUC, my training was practically free! This was another great advancement in my professional career as a flight instructor. In May 2005, I received a Bachelor of Science in Aviation Management from SIUC, graduating in the top 10 percent of my class. Currently, I am employed as a flight instructor at MJ-AIR at Old Bridge Airport, New Jersey (3N6). I have also completed my multi-engine flight instructor certificate (MEI) with ATP, Inc., at Trenton-Mercer Airport (TTN).

Once again, I am extremely happy to share this exciting progress that I have made with you in the letter. Without your support, my progress would not have been even close to what it is now. I hope that one day in the near future, I will be able to contribute to someone else's success through my membership and support to the Aero Club of Pennsylvania. Thank you very much for what you have given me.

Sincerely,

Marcin Korona
Old Bridge, NJ

Flying Safely and "ADM"

FLIGHT SAFETY By Al Schnur

Lately there have been a number of accidents/incidents in our area, and I think the time has come for us to review our piloting techniques and decision-making, especially in regards to aircraft and pilot performance. Aeronautical decision making (ADM) is a systematic approach that pilots can use to determine the best course of action in response to problems. The approach helps define good decision-making for dealing with elements of risk, including pilot and airplane.

With time, all of us will suffer degradation in our skills. The way to get around this is to get some meaningful dual training, to allow you to understand the operating limitations of your airplane, and more so, yourself. Get some meaningful dual, preferably with someone who doesn't know you.

It's important to understand the systems in the airplane, and nothing is more eye-opening than dealing with an emergency and trying to determine what is and what is not functioning and what to do about it. As the complexity of the airplane increases, so will the necessity of understanding the systems. The more you know about your airplane, the better prepared you will be to handle emergencies if and when they happen. And I'm not just talking about engine failures.

More should be said about airplane performance. Many



of us jump into an airplane with not much consideration about weight and balance, and as a matter of fact, many of us haven't reviewed the many facets of airplane performance since we've gotten that last certificate or rating. A check of the Pilot's Operating Handbook will reveal most performance criteria are specified at gross weight. How your airplane will behave at reduced weights is something that you should explore with a CFI that understands. Flying airplanes at gross weight and within the envelope is another matter and will not be as forgiving as they are at reduced weights. Try doing and practicing that at altitude. Try that while turning in coordinated flight and very importantly try that in a skid/skid and watch what happens. It's an eye opener and you will be in for a dramatic ride. Also check at how much altitude you have lost.

The better part of valor is to have a plan of action regarding how you will react when things head south. It never fails to amaze me how quickly people become deficient in their proficiency. Flying airplanes requires proper decision-making of four elements of risk: pilot, airplane, environment, and type of operation. These elements combine together in every flight, and the pilot must maintain situational awareness of how each affect the flight. Think of these four as the individual parts of a flight that contribute to the whole. Assessing these will be the subject of a future Flight Safety article.

2006 MEMBERSHIP RENEWAL NOTICE

Club dues for 2006 in the amount of \$25.00 are due November 1, 2005. New memberships are still \$20. Recruit a new member and receive a \$5 discount for each new member application included with your renewal (max 3). Complete and mail the form below. Your timely renewal saves us a bit of postage on reminders.

If you wish to contribute to the Scholarship Fund, your donation will be used to promote aviation. A \$10.00 donation from each member assures providing at least two scholarships next year. Contributions are tax deductible, and 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: _____

2004 DUES: \$25 NEW MEMBER: \$20 WAIVED (\$100 Scholarship):

* PLEASE RETURN BY NOVEMBER 1, 2005 * TOTAL ENCLOSED \$ _____

Member Story, by Robert Dant

A trip of a lifetime

I have always made it a point to answer yes anytime someone asks if I'd like to spend a week in France, drinking good wine, eating good food, and departing each morning from the grounds of a different chateau in a hot air balloon. Someone finally asked and I said yes.

Air-Ventures is a Chester County hot air balloon company owned by Aero Club member Deb Harding. She was forming an American team to participate in a 7-day balloon rally in the Loire Valley and happened to have an extra seat. I was more than happy to fill it.

We departed May 20, 2005 from Newark International and arrived Paris the next morning. A three-hour drive from DeGaulle put us in the heart of Sologne, our home for the week. We stayed at "Les Gites de Cormain," a lodge on a small farm specializing in wheat, corn, and strawberries (they were the best strawberries I've had). Each morning, we would depart from here at 5:30AM to one of the many castles strewn throughout this "valley of the kings."



Chateau de Beauregard

Photo by Rob Dant

Usually, the light morning fog was just dissipating as we started to set up our balloon. As a fixed-wing pilot, this was certainly a different kind of pre-flight. But, we had a crew of 7 each day to make setup go very quickly.

There were 27 teams in all, from

Europe and North America, participating in the "Trophée François Première", an annual balloon rally. Eight flights over 7 days were scheduled, and weather was turning out ideal for the event.

Day 1 of the rally started at Chateau de Villesavin, a modest, privately-owned castle very near the famous Chambord. Four balloons set up on the back lawn, while others were nearby in a larger field. I have volunteered to "chase" with the van and I won't be flying today.

The big balloon came to life as the two burners quickly heated the 120,000 cubic feet of cool air. The gondola righted itself and the passengers boarded. These ships have real personality to them, and with a few extra burns, the balloon quickly pulled itself sky bound with grace. Up they went for a short 40-minute flight. The team then packed up and drove back to the chateau for a wonderful lunch and a guided tour of the castle. It was a great start to a week of unbelievable flying.

My first flight the next day was from Chateau de Beauregard, a beautiful castle southeast of Blois.

Our flightpath took us northeast over the forest of Chambord, chasing the lead balloon and landing in a field near Montlivault. This really provokes memories of earlier days of flight. This was a nice way and place to be introduced to the oldest type of flying, in the very land where it all began.

Pilot's log for our flights:

Day 1: Chateau de Villesavin, first flight of our rented balloon. 4 pax and pilot. Flight time, 0h 40.

Day 2: Chateau de Beauregard. Winds from southeast. Hare and hound chase, 3rd place. Landed in a field near Montlivault. Flight time, 1h 15.

Day 3: Ferté-Beauharnais. Low flight over the tree tops with a challenging landing in a field of high grasses and limited access. Pulled the balloon over a fence and 50 yards to the van. Flight time, 1h 30.

Day 4: Ferté-Imbault and Domaine de la Sauldre. The group is split between two castles. Flight started low over the treetops and ended high (4000' or so). Soft landing in a field. Flight time: 1h 15.

Day 5: Chateau de Cheverny. Another "hare chase" over the heavily-wooded area west of Chambord ends in a second-place finish and a landing adjacent to a field of white asparagus. Flight time: 1h 15.

Day 6: Chambord, the famous castle, rises majestic from the centre of a 10,000 acre forest. A perfect departure, with landing in slightly higher winds in the back lawns of another small chateau. Champagne toast with the landowner. Flight time: 1h 15.

Day 6 Evening Flight: Chateau Beauvais. Specialty shaped balloons. Winds are picking up. A grand flight to the southeast over the river Cher, with a landing in a freshly-cropped hay field. Champagne toast. Flight time: 1h 15.

Day 7 Notes: Chateau du Moulin. We gathered as we did every morning at 6AM for the pilot briefing. Tradition is to cancel the last flight if the rally has been successful and with the winds higher than previous days, it was decided to cancel the morning's flight. No one seemed disappointed. It was satisfaction enough to be there among friends at this lovely small castle, home to one elderly woman. This is where we would have our final luncheon in a few hours. Final flight time, 0h 0, ending with a lifetime of memories.

Aviation pioneer passes...

George W. Townson, age 89 of Lake Worth, Florida, formerly of Philadelphia, passed away on May 11, 2005. Mr. Townson was a member of many aviation organizations, and was a recipient of the FAA's Charles Taylor Award given to outstanding aviation mechanics. He served in the Army during WWII as a Pilot/Mechanic Instructor. He received his pilot's license at age 16. His wealth of knowledge and experience in aviation made him a popular lecturer. He was most proud of his 1985 book, "Autogyro", the story of the "Windmill Plane". He was a true aviation pioneer who will be sadly missed.

FAA to issue Lycoming crank AD...

From AOPA: the FAA says it intends to issue an airworthiness directive on certain Lycoming 360 and 540 engines, requiring crankshaft replacement. This expands on a similar AD that effected higher-horsepower turbocharged Lycoming 540 engines. The FAA says 12 crankshafts have failed in engines of 300 horsepower or less. Lycoming told AOPA that most of the affected aircraft are Robinson R44 helicopters and late-model Cessna 182s, with engines or cranks manufactured after March 1, 1999.

AOPA fights onerous restrictions...

AOPA is fighting legislation that imposes more security standards on GA, including fencing for every airport and double locks on every aircraft. "The security needs of a GA airport are not the same as those big airports," said AOPA President Phil Boyer. Meanwhile, AOPA is opposing attempts to create severe pilot penalties for violating Washington restricted airspace. Penetration of the 15NM flight-restricted zone (FRZ) could result in up to a \$100,000 fine and up to a 5 year certificate suspension. AOPA argues that pilot education is more important in reducing incursions.



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