



PENNSYLVANIA PILOT

Vol 13 No 1, Spring 2002

Published quarterly by the Aero Club of Pennsylvania for all those interested in aviation activities in Pennsylvania

A record number attend the Wright Brothers Dinner

AVIATION NEWS

Wright Brothers Dinner attracts 80

The Aero Club's Annual Wright Brothers Dinner was held on December 17 at the Desmond Hotel in Great Valley, PA. Nearly 80 attended, a recent record. The highlight of the night was a general aviation presentation by Dr. Steven Siesper of Siesper Laser Eye Care and his wife, Ms. Susannah Small. They provided a multimedia presentation of their trip in a Bonanza to Venezuela and back. Response to the dinner, the accommodations and the presentation were generally very positive. At the end of the night, President Norm Blanchard announced Robert L. Dant as winner of the Wright Brothers Award for the year 2001 (see article page 8).

PA Aero Club: 2001 year in review

A prime goal of the Aero Club of Pennsylvania is to secure a solid membership base and to promote aviation via the Aero Club Memorial Scholarship Fund. By those measures, 2001 was a good year for the club. Membership increased to over 250 members, while 133 contributions were made to the scholarship fund. This allowed the club to offer a record number of scholarships to deserving young aviators in the Delaware Valley. The year was also highlighted by three major events. The club honored Bob Mills in March, gave out seven scholarships in June, and finished the year with a

successful Wright Brothers' Dinner. Despite the horror of September 11, the year 2001 ended on a positive note for the Aero Club.

Standards for screeners in question

A New York Times editorial noted that while the Department of Transportation has expressed intent to raise the bar for airport screeners, the newly formed Transportation Security Administration (TSA) has announced significantly less lofty goals. The new standards suggested by the TSA do not require screener applicants to be in possession of a high school diploma, provided the applicant has one year of similar work experience. This means that the same

Airport Highlight [PTW]



Photo by R. Dant

Pottstown Limerick Airport, with its unique proximity to the Limerick Nuclear Power plant, endured temporary flight restrictions around nuclear plants in November. Now a plan is in place to expand the airport. A new airport layout plan is complete and an environmental assessment is under way to remove obstructions and increase the runway by 1000 feet. The addition of new hangars is also under study. More Airport News is available on Page 4.

FAA intensifies response to lost comm

Recent reports indicate that the FAA is proceeding with its own ideas about how to make things more secure, by 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.

people who were protecting us before September 11, could be the same ones protecting us in the future.

New Hot Air Balloon Festival Announced

EAA has just announced plans for a new hot-air balloon festival. Starting this June 1, the first EAA Family Flight & Balloon Festival will be held at the EAA Aviation Center in Oshkosh, WI. There will be numerous hands-on activities, flight

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AERO CLUB OF PENNSYLVANIA



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

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PRESIDENT'S MESSAGE

Norm Blanchard

It's hard to imagine that we are in the midst of winter with all this mild weather, but if you plan to fly to northern New England for a few days of skiing, be prepared for the unusual, either in weather or FBO services. I recently returned from a three day stay in New Hampshire and while there, left my Bonanza with a reputable FBO (name purposely withheld) with written instructions as to how and when to plug into my Tannis heater. Hangar costs for the night were quoted at \$150, but the electricity plug-in was free. A no brainer, right? When I returned for my IFR departure to Brandywine, the Bonanza had been moved next to the main hangar. So far, so good. Except on the preflight check, the engine was ice cold (18 degrees F nighttime temperature) and the dipstick was a congealed, semi-frozen mess. The FBO supplied a complimentary preheat (thanks a lot) but it required a full 15 minutes before the oil gauge was in the green. Moral of the story; you can't be too careful when flying in winter conditions. So, practice your best wintertime flying habits, and don't forget to check with flight service for weather and filing flight plans before departure.

I suspect that many of you have had similar stories to relate, so let's hear from you by email (AeroClubPA@aol.com), or by surface mail to PO Box. We would like to initiate a special column for "Pilot Tales" with each publication. Here's your chance to exercise your writing talents while recounting your interesting real life incidents to members of the Aero Club.

Best wishes to all of you for a fun filled, adventurous flying year in 2002.

BOARD OF DIRECTORS REPORT

Jeff Kahn, Secretary

The board of directors met at Wings Field on January 24. The meeting started with a report on the minutes from the October 18 meeting and a treasurer's report by Bob Tonkinson. Then, Lou Fitzpatrick announced that club membership is now over 250, Steve Najarian reported that we now have 33 Aero Club Discount Merchants, and Rob Dant discussed the upcoming newsletter issue.

Tim Boyle reported on the Scholarship Fund. Of the seven scholarships awarded last year, 4 remain unclaimed. As for contributions, more people contributed in 2001, but the total amount of donations for the year was down. That, in conjunction with reduced investment income means that the available funds for scholarships will be down this year from last.

The board discussed the success of the Wright Brothers Dinner. The feedback was generally positive and the Desmond is the likely location for 2002.

In new business, the club would like to broaden membership and scholarships to include A&P's and pilots throughout the Delaware Valley, rather than just southeast Pennsylvania. Lastly, Nancy Kyle reported on the status of memorabilia that was donated to the club by the estate of the late John "Rusty" Russell. Items include John's oil paintings, books and aviation pins. No decision has been made yet on what to do with the items.

AVIATION NEWS

Continued from Page 1...

demonstrations and displays in addition to hot-air balloon competition flights as sanctioned by North American Balloon Association. A schedule of events will be announced shortly by the EAA.

Web Site Updated; Advertising Manager sought

The Aero Club web site at www.aeroclubpa.org has been updated. The site contains information about the Aero Club and current weather information for the Philadelphia area. On a related note, the club is seeking a member to take over the role of advertising manager for the Aero Club newsletter. This person would help seek out interested advertisers to help defray the cost of the newsletter. Contact normblanch@aol.com if you are interested.

New Mexico Balloon Event

More than 900,000 visitors shared the joy of flying at October's Kodak International Balloon Fiesta in Albuquerque, N.M. About 700 balloons flew during the nine-day event, the largest of its kind in the world. If you missed this one, mark your calendar for this year's edition: October 5-13, 2002.

Locked down cockpit doors

A New York budget airline, Jet Blue, seeking to survive the air-travel slowdown, has installed Kevlar-reinforced multiple-titanium-bolted cockpit doors, likely a fair bit stronger than the frames to which they are attached. The push for push-proof cockpit doors extends well beyond tragedy-gripped New York City. TTF Aerospace has risen to the call with an armored door it guarantees will meet any existing or yet-to-come FAA regulations.

Meigs is saved

Just when you thought city hall always wins, proof that the little guys, if they fight hard enough, can overcome tremendous odds. After six years of letter-writing, speech-making, banner-waving, and lawsuits, the Friends of Meigs Field were told recently that their beloved patch of grass (and runway) was going to be around for 25 years. The final deal has many players and it is possible that some cracks may alter the quarter century extension.

AERO CLUB CALENDAR

March

9-10 AOPA CFI Refresher Clinic; Philadelphia, PA
13-15 Women in Aviation Intl. Conference; Nashville, TN
26-28 NATA & PAMA Convention; Minneapolis, MN

April

7-13 **Sun 'n Fun; Lakeland, FL**
25 Aero Club BOD Meeting, Wings Field
25-27 Aircraft Electronics Association Convention; Palm Springs

May

4 AOPA Annual Business Meeting; Wings Field, PA
20 **Franklin Institute, Lindbergh Dinner**
26 EAA 26th Annual Fly-In Breakfast; Smoketown, PA
30-June 2 Sea Plane Seminar; Speculator, NY

June

1 AOPA Fly-In & Open House; Frederick, MD
1-2 1st EAA Family Flight and Balloon Festival; Oshkosh, WI
16 Rhinebeck Airshow Season begins
18 Aero Club BOD Meeting, Wings Field
22 Scholarship Candidate Interviews

July

July 18 **Annual Scholarship Dinner, PACC, Wings Field**
July 23-28 EAA's Air Venture, Oshkosh

Highlights

April 7-13, Sun'n Fun, Lakeland Florida

It's time to fly south again to the first big event of the new flying season. Lakeland, Florida is host to EAA's Sun'n Fun, preferred by many to Oshkosh because of its moderate size and temperate weather. For more, visit <http://www.sun-n-fun.com>.

May 20, Lindbergh Dinner, Franklin Institute

The Franklin Institute is holding a reservation-only dinner on Monday, May 20, honoring the anniversary of the Lindbergh flight. Author A. Scott Berg, the biographer of "Lindbergh" will speak about the aviator and his famous flight. This lecture will have a ticket price of \$125 because it will include an elegant dinner and reception in celebration of aviation. Seating is limited. Aero Club members can call Marisa Wigglesworth at the Franklin Institute at 215-448-1339 to make reservations. The Franklin Institute is online at <http://sln.fi.edu>.

Delaware Valley Regional Planning Commission Meeting Report

AIRPORT NEWS

December 13, 2001
By Steve Najarian



PHILADELPHIA INTERNATIONAL [PHL]

The parking authority is adding new parking areas. Four new gates are being added to terminal D and 4 more to the hammerhead of terminal E.

DOYLESTOWN [DYL]

Acquiring more land to extend the runway 800 feet from 3004 to 3804 feet with an overrun. Milford Township has passed an ordinance whereby purchasers of real estate must be informed and acknowledge that an airport exists and that the homeowners are subject to overflight. This hopefully will avoid future lawsuits by homeowners against airport operations.

QUAKERTOWN [UKT]

The airport authority is in the process of acquiring additional land at the end of the runway to extend the runway 600 feet. This acquisition is on hold until an environmental study by the Fish & Wildlife Commission is completed to determine the impact upon the Bog Turtle alleged to live on this parcel of land. The first question in this

study is to establish the actual presence of Bog Turtles. A new FBO, Cooper Flight, has been established advertising a low aircraft fuel price of \$1.99.

TRENTON-MERCER COUNTY [TTN]

The airport authority is negotiating for a new FBO to take over a 100,000 square foot site. Corporate tenants Merck & Pfizer are expanding their hangar facilities.

CHESTER COUNTY [40N]

Chester County Aviation is now under new ownership. Brian and Gregory Campbell are the new owners of the FBO.

SOUTH JERSEY REGIONAL [VAY]

Airport is under threat of closure unless funding arrangements can be made through local, county, or state government. A previously approved plan for runway extension was overturned by the New Jersey Bureau of Aeronautics even though the Bureau supports keeping the airport open.

WINGS [N67]

Wings held its annual Vintage Air Day and Classic Car Show on Saturday September 8, 2001. Thousands of local residents and aviation supporters attended and participated, as the new 3700 foot runway/taxiways is open and in use. Cooper Flight has taken over FBO operations.

BRANDYWINE [N99]

Airport was under threat of public acquisition and closure through condemnation by the school board

of its local municipality, for the construction of a new school. As of September 19th, 2001 Brandywine was removed from consideration as a new school site. A new helicopter flight training school called Liberty Aviation Service is in full operation including offering demonstration rides at the Helicopter Museum. The local fixed wing flight school TAS is in full flight training operations since the lifting the Enhanced Class B Airspace.

NEW GARDEN [N57]

New consultant is being sought to get Airport Master Plan on track. Airport owners have not as yet succeeded in getting the town or county to purchase the airport.

PHILADELPHIA SEAPLANE BASE - ESSINGTON [9N2]

Floatplane flight instruction operations are continuing at this historic seaplane base site. The airport license is still under Bob Mills name and the new owners of the property are encouraging continuation of the flight school. Hank Grenfell has been certificated as the local FAA Designated Pilot Examiner. A Piper J3 Cub on floats is used for training.

CECIL COUNTY [58M]

New runway widened by 10 feet is operational. FAA has added 2 new GPS approaches. With the increase demand for T hangars, addition of new T hangars is being considered. Storm water drainage project for the parking ramps is 2/3rds complete.

Featured Aero Club Discount Merchant

Jack Watkins Airport Restaurant Pottstown Limerick Airport [PTW]

Located a short walk east on West Ridge Pike from Pottstown Limerick Airport, the Airport Restaurant offers informal, friendly country dining. The restaurant specializes in steaks and seafood and is well known for crab cakes and prime ribs on Fridays and Saturdays. They also offer luncheon specials featuring a nice salad bar and homemade soups. As an Aero Club Discount Merchant, owner Jack Watkins offers a 10% discount on all dining with membership card. Enjoy good food and friendly atmosphere at Jack Watkins' Airport Restaurant.

Location:

3347 West Ridge Pike, Pottstown.

Phone:

610-495-7626.

Hours:

Weekday Luncheons: 11:00am - 2:00pm
Weekday Dinners: 5:30-9:30pm.
Saturday Dinner 4:30-9:30pm; Closed Sundays.

Local aviation personality passes away; Famous P-51 destroyed.

PILOT NEWS

Local Aviation personality dies at 85

Paul W. Nelson, a well known and respected aviation personality in the Delaware Valley, died at age 85 in Tampa, Florida on January 13th, 2002. He learned to fly in 1938 and aviation became a lifelong passion. During WWII, he served as a transport pilot and later as a flight instructor. After the war, he continued to teach flying at West Chester, Downingtown, and Coatesville Airports. Flying remains a family tradition. Three of his sons, David, Ken, and Bill are active pilots, and Dave is the Airport Manager at Brandywine Airport. The family has graciously indicated that memorial donations may be made to the Aero Club of Pennsylvania Scholarship Fund, P.O. Box 748, Blue Bell, PA 19422. A memorial will be held at the Goshen Fire Hall at 7pm, February 21, 2002.

FSS Upgrades phone system for pilots

Thanks to a recent upgrade in the telephone system used by flight service stations, individual toll-free numbers are now available for each FSS facility. Pilots can now use cellular phones far from home to contact the nearest flight service station without automatically being directed to what is normally their "home" facility. Pilots will also be able to call for local NOTAMS at destinations outside of their home station's briefing area. Of course, the old standby 800-WX-BRIEF remains available for all FSS inquiries, and the FAA wants pilots to use WX-BRIEF whenever possible to provide for normal distribution of calls during peak hours. For a full listing of the numbers, see AOPA Online at http://www.aopa.org/whatsnew/air_traffic/afss_tollfree.html.

Glamorous Glen III destroyed

Glamorous Glen III, the famous P-51 Mustang flown by Chuck Yeager crashed on September 6 near Lincoln, N.C. Yeager was not in the aircraft at the time of the accident. The WWII-era fighter's engine seized after losing its coolant near the Lincoln County Airport. Pilots Jeff Michael and Butch Cauble knew that an engine failure was imminent, removed the canopy and unfastened their seatbelts before being flipped over and dumped out below 1,500 feet. Both men received only minor injuries thanks to "good chutes," but the aircraft was destroyed.

Location, Location

The NTSB is asking the Feds to have controllers state the aircraft's location with regard to the takeoff runway and to be very clear when

Continued on Next Page...

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telling pilots to “taxi in into position and hold” at an intersection. Pilots need to be aware that the NTSB wants to amend the AIM to include an advisory that when operating on an airport, pilots should state their position whenever making initial contact with ground or tower controllers. With the number of runway incursions on the rise, the FAA could look favorably at these newest NTSB recommendations.

AMASS demonstrates its worth at SFO

A radar system designed to prevent runway incursions actually did so this past October at San Francisco International Airport (SFO). The Airport Movement Area Safety System (AMASS) gives controllers visual and audible alerts of an impending collision. According to the National Air Traffic Controllers Association, a commuter turboprop was coming in to land on a runway already occupied by a departing business jet at SFO. AMASS sounded a warning, the commuter went around, and all ended well. Detroit and Los Angeles also have the system.

AOPA fights Nantucket Class C

AOPA is continuing its fight against the proposed Class C airspace around the airport on Massachusetts' Nantucket Island. The feds want the current Class D changed to Class C so that all aircraft will be under radar control, which (according to AOPA) is already an option through Cape TRACON and Nantucket Tower. AOPA proposes listing the frequencies on charts, which could be implemented within the next charting cycle, rather than embarking on a yearlong formal rulemaking proposal.

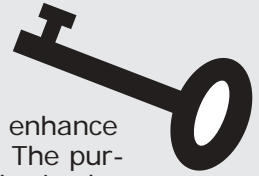
Amelia route retraced

When Carlene Mendieta took off from White Plains, N.Y., in late September, her plan was to fly 5,500 miles cross-country in a 1927 Avro Avian and return to New York on October 2 at 2:30 in the afternoon. Frankly, most were a bit skeptical. The project's goal was to celebrate the life and career of Amelia Earhart, who flew the route in an identical airplane in 1928. On October 2, Mendieta sailed in to Westchester County Airport, five minutes early.

Small Airport Security Recommendations

FLIGHT SAFETY

By Al Schnur



Given the recent suicide by a 15-year-old boy in Tampa, the FAA has issued a set of recommendations to enhance security at Flight Schools and FBOs. The purpose, of course, is to prevent unauthorized access to aircraft. Some of the security enhancements are as follows:

1. Use different door/ignition keys with instructors providing ignition key when s(he) arrives at the aircraft.
2. Limit student pilot access to aircraft keys until certain training curriculum has been completed.
3. Flight instructor supervision of pre-solo students at all times.
4. Dispatch student pilot after an appropriate check-in procedure.
5. Establish positive identification of any student before every flight lesson.
6. If the student is not yet a legal adult at the time of enrollment, the enrollment application should be co-signed by a parent
7. Even though a medical certificate is not required until the student is ready to solo, consider establishing a school/FBO policy that the student pilot obtains the medical certificate before he or she begins flight lessons (a medical certificate will be denied if the individual has a disqualifying mental condition). Introductory flights could be exempt from this policy.
8. To prevent unauthorized use of aircraft, take steps appropriate to the specific type of aircraft to secure it when it unattended.
9. Consider having an instructor or other school or FBO employee open the aircraft door and retain possession of the key during the student pilot's preflight inspection.
10. Place a prominent sign near areas of public access warning against tampering with or unauthorized use of aircraft; clearly post emergency telephone numbers (police, fire, FBI) so that people may report suspicious activity.

These recommendations are voluntary and many flight schools have already implemented many of these security controls. Let's all become more aware of our surroundings and fly safe and sane!!

2002 Aero Club Scholarship applications due June 1

The Aero Club of Pennsylvania Memorial Scholarship Fund is pleased to announce its 2002 Memorial Scholarship Awards Program. Aircraft flight training scholarships are available to young men and women interested in pursuing an aviation career. Our goal is to encourage and support young men and women with their goals toward an aviation career.

Applicants must be 17 to 30 years of age, inclusive, male or female, reside in the Pennsylvania Greater Delaware Valley Area, and have completed their first solo flight. To be considered, applicants must be available for a personal interview with the Scholarship Review Board on June 22, 2002. Applicants who are selected for an award must also attend the Scholarship Awards Dinner on July 18, 2002. The winner(s) will be announced on or before July 6, 2002. Successful candidates will be notified by mail. Unsuccessful candidates will be given a free one year membership in the Aero Club of Pennsylvania, and are encouraged to reapply.


All applications must be received by June 1, 2002. Application forms must be accompanied by two (2) letters of recommendation, a transcript of your most recent education, 500-word typed essay, and copies of all aviation licenses, medical certificate, and the last three pages of your logbook.

Applications are available at www.aeroclubpa.org, or by sending an e-mail to ACPAfund@aol.com. They are also available at many local flight schools or FBOs or by writing to Aero Club of PA, PO Box 748, Blue Bell PA 19422.

Application forms must be returned by June 1 to:

Aero Club of Pennsylvania
Attention: Scholarship Committee
PO Box 748
Blue Bell, PA 19422

Maintenance Corner



Our old friend the groundhog just issued his annual prognostication, signaling the end of another winter season. To most pilots, this means pulling their plane out of its winter den and dusting off the feathers, to once again return to the skies.

Which brings us to the subject of springtime maintenance. Is your plane ready? Is your battery up to the task? Over the course of the winter the electrolyte level has most likely dropped. The cold has wreaked havoc on the state of charge. Now would be a good time to take care of the battery. If you haven't done so yet, I'll bet you a jump-start that you might just need one soon.

How about your oil? Do you have a fresh filter and oil, or are you still running the same stuff that was in there last fall? Over the winter, condensation has built up inside the crankcase and that condensation will turn into an acid when it gets warmed up. If that acid gets a chance to circulate inside your engine, it will cause corrosion that could result in costly repairs... or worse. Regular and seasonal oil changes are like cheap insurance for the continued health of your powerplant. You'll thank yourself when it is time to overhaul your engine.

And last, but not least, have a good look around the machine for signs of mice, birds and other pests that would like to call your trusty ride their home. Mice will usually enter through the wheel wells and seek out anything that looks or smells like food or nesting material. Mice will gnaw through wires and plastic and their droppings are highly corrosive to aluminum. So make sure that they are thoroughly cleaned out. Look at the upholstery, baggage areas and under the seats for the telltale signs of infestation. Birds, on the other hand, will generally roost in the cowl and the tail areas. A nest built on an engine can cause serious damage due to overheating, and a nest in the tail can foul the controls. Make certain that all material is removed prior to flight.

With all this being said, I wish everyone a happy and prosperous new year of safe flying!

Niel Young, A&P

Aviation Oddities:

Bible-loving Pilot scares Floridians

Call it paranoia or atheism, but some people just don't seem to appreciate sky-high religious flying. It seems that Jerry Stevens, 58, a devout religious sky-writer, decided to inject some holy inspiration into the skies above South Florida with the words "God is Great" this past New Year's Day. Apparently, some area residents were not inspired, but alarmed, and called the authorities. Stevens retorted that he didn't write "Allah is great." Stevens said his next project would be to skywrite "Jesus Loves You."

No Way Jose

In spite of our love for democracy, there are other means to get results. Recently, a group of Mexican farmers marched through the streets of Mexico City brandishing machetes and setting off fireworks to make their point. Apparently, they're not very happy with a proposed airport on their generations-owned farms. More eloquent critics of the proposed airfield say the new six-runway, \$2.3 billion airport planned for Texcoco would exacerbate urban sprawl, pave an area crucial to regulating floodwaters, and harm migrating birds. It's a bit more difficult to argue with the machetes.

2001 Wright Brothers Award



Norman Blanchard, President of the Aero Club, announced Robert L Dant as winner of the 2001 Wright Brothers Award at the annual Wright Brothers dinner on December 17th. Robert received this recognition for his outstanding work as assistant editor and producer of the Pennsylvania Pilot. The engraving on the plaque says it best: "In recognition of his extraordinary graphic art talents in the creation of the PA Pilot thereby elevating the quality and professionalism of the Aero Club of Pennsylvania to new heights."

Robert also serves on the Aero Club Board and Executive Operating Committee and maintains the Aero Club Web site. Robert is an active pilot and owner of a C-172 based at Brandywine Airport.

Address Correction Requested

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AERO CLUB OF PENNSYLVANIA

Organized December 17, 1909; Chartered May 10, 1910



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