



PENNSYLVANIA PILOT

Vol 16 No 1, Spring 2004

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

AERO CLUB NEWS...

Wright Brothers Dinner...

The Aero Club held its annual dinner at the Desmond Hotel on December 17, 2004. Nearly 70 members and friends enjoyed hor d'oeuvres, dinner and a presentation about volunteer pilot organizations. Rol Murrow of Air Care Alliance spoke about the many ways that pilots can volunteer.



Speaker Rol Murrow

Long-time volunteer Dave Altman provided some personal stories about his flights. Finally, Jeff Kahn presented Tim Boyle with the club's annual person-of-the-year award for his efforts with the Scholarship Fund.



Scholarships available...

The Aero Club is accepting applications for aviation scholarships to be awarded in June. Four \$2500 scholarships were awarded last year. See details on page 6.

Safety seminar... The Aero Club co-sponsored an FAA safety seminar on January 13 at the Philadelphia FSDO. The subject was "Inoperative Equipment, Mechanical and Personal." The club will sponsor another seminar on April 21, 2005 at Wings Field. See page 3 for details.

Airbus 380 rolls out; RSVM takes effect...

AVIATION NEWS

But will the big plane fly...

Well, it's here, it's big and it's beautiful. The question remains, will the Airbus A380, which was rolled out in a recent ceremony, take off? The practical answer to that question

cooperation at its best (components are built in 15 plants in four countries) and hailed it as the greatest aviation development (notwithstanding Concorde) since the Boeing 747. Reported by AVweb.com.

Airport Highlight [7N7]



Photo by Rob Dant

Spitfire Aerodrome (once known as Old Mans Airport) is located adjacent to exit 7 of I-295, between Wilmington and Philadelphia. The owners of this airport are working on an Airport Improvement Plan that includes refurbishment of the runway and lighting system. They are also trying to exercise "New Jersey Development Rights" to obtain funding and to guarantee that Spitfire will remain an airport. About 35 planes now live at the airport. Plans are in place for future T-hangars. Spitfire Aerospace does aircraft and helicopter maintenance on the field, and offers flight training in Cessnas and Enstrom helicopters. More airport news is on page 4.

Reduced vertical separation takes effect...

Domestic RVSM (Reduced Vertical Separation Minimums) took effect in the airspace above the U.S. in January, and (so far) the transition seems to have gone without glitches or griping. At 4:01 AM EST, January 20, aircraft that had not complied with FAA requirements for equipment and authorization were tran-

will come in March with the first test flight. But as airlines all over the world retrench in a pitched battle with cut-rate upstarts, pundits wonder if the Clipper-like service on the double-decker behemoth is a thing of the past. And some planners wonder about the ability of airports to accommodate the aircraft (and its passengers). British Prime Minister Tony Blair termed the A380 an example of European

sitioned out of the airspace between Flight Levels 290 and 410. Aircraft in compliance were transitioned to make use of the six new high-altitude routes. The changes took effect at the same time above Canada, Central and South America, and the Caribbean. RVSM allows properly equipped and FAA-authorized aircraft to fly at vertical separations of 1,000 feet instead of 2,000 feet, in RVSM airspace. The FAA says the

Continued on Page 3...

AERO CLUB OF PENNSYLVANIA



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

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PRESIDENT'S MESSAGE

Jeff Kahn

I am not a fan of winter, and my plane has been down for it's annual for too long. So I'm taking my mind off of the present and looking ahead towards our annual Scholarship Dinner on June 23rd. In case you've forgotten, last year the Aero Club Memorial Scholarship Fund awarded scholarships totaling \$7,500 to three outstanding recipients. With the continued generosity of our members, good management and some luck, we are able to offer up to \$15,000 in awards this year. And now I have to ask you for more, but not more money. We are accomplishing our monetary goals just by asking for contributions twice a year with our membership drive and the Scholarship Dinner registration. I am always astonished by the percentage of Aero Club members who contribute without any real solicitation or harassment.

Now we need more qualified applicants to reap the rewards of your generosity and that is where I am asking you to chip in. We must increase awareness that the Aero Club offers scholarships that can make a substantial difference for anyone seeking a career in aviation. Tell your friends! Let your FBO, flights school and flight instructor know that their students may be eligible for a significant grant that might well be spent with them (self-interest never hurts)!

Check out our web site at <http://www.aeroclubpa.org/scholarship.html> for details. Print some applications and hand them out.

Anyone who has attended the scholarship dinner knows how much fun (and satisfying) it is to give out money and assist those looking for a future in aviation. With your help, we will have more fun than ever this year! Of course, if we have too much fun, I'll have to ask you for more money!

Look for the Scholarship Dinner Invitation in our next issue and sign up early. Phil Boyer would like to see all of you, but space is limited.

Jeff Kahn, President

BOARD OF DIRECTORS REPORT

Nancy Kyle, Secretary

The Aero Club board of directors met at PACC at Wings Field on Jan 28.

The **minutes** were reviewed from the last meeting. Then, Tim Boyle presented the **financial report**. Scholarship donations were steady last year, and investment income was good, allowing the club to raise it's available scholarship money for this year to nearly \$15,000.

Next, Rob Dant discussed highlights of this issue of the **newsletter**. Some discussion followed about how advertise the Scholarship application this year.

Steve Najarian talked about the financials of the **Wright Brother's Dinner**. The club incurred a small loss on the dinner, as is expected each year. Steve also announced that the club has received a **grant from IBM** for the purchase of a projector and screen for use at safety seminars and other club events.

Walt Ellis provided information about another upcoming **safety seminar** to be held at Wings Field. The subject will be the "Sport Pilot Regulations". Walt is also working to set up a field trip in May to visit old **Floyd Bennett Field** and some of the aircraft being restored there.

Jeff Kahn discuss the upcoming **Scholarship Dinner**. AOPA President Phil Boyer had agree to speak, so we expect that accommodations will fill up quickly.

The meeting was adjourned.

AVIATION NEWS

Continued from Page 1...

change will save the airlines \$5.3 billion over the next decade. Reported by AVweb.com.

Commander Aircraft to be liquidated... Commander Aircraft is apparently the latest casualty of 9/11 and the generally weak aviation market. The Bethany, Okla., plane-maker has asked a bankruptcy judge to convert its bankruptcy case from Chapter 11 reorganization to Chapter 7 liquidation. The company built about 200 of the luxurious four-place singles between 1992 and 2002. It was hit hard by the recent downturn and failed attempts at attracting new capital. Commander Aircraft bought the piston single line from Gulfstream Aerospace in 1988 and obtained a new type certificate for its modernized version of the aircraft, which was originally developed by Rockwell. Reported by AVweb.com.

FAA to discontinue printed safety information... Budget concerns have prompted the FAA's Aviation Safety Program to phase out the practice of sending printed safety meeting announcements to pilots via U.S. mail. Instead, all information will be delivered via e-mail and posted on the program's web site. Pilots are urged to register an e-mail address at <http://www.faasafety.gov/>, where they can pick and choose notification services for safety seminars and other events. You do not need to register to search the events database. The FAA says it will not share its database of e-mail addresses with anyone. As reported by AOPA ePilot.

FAA SAFETY SEMINAR April 21, 2005

The Aero Club will co-sponsor an FAA safety seminar from 7 to 9 PM at Wings Field. The seminar will feature speakers from the Philadelphia FSDO, speaking on "The New Sport Pilot Regulations". The Aero Club and Wings Field will supply refreshments.

**Wings Field (KLOM)
Blue Bell, PA**

AERO CLUB CALENDAR

April

02 Aviation Flea Market, Cape May Airport (WWD)

May

1 Last day to submit scholarship applications
14 Tentative date for bus trip to Floyd Bennett Field
20-22 Wheels & Wings, Thunderbirds, Millville, NJ
 (www.p47millville.org)
21 Hammonton, NJ, Pancake Breakfast, EAA 1376, 8AM-12
29 Smoketown Fly In Breakfast

June

18 Pennridge (N70). Aviation Awareness Day. Perkasie, PA
19 Hagerstown (KHGR), 3rd Annual Fathers Day Fly-in

Major Fly-Ins

April 12-18 Sun'n Fun Fly-In; Lakeland Florida
 June 4 AOPA Fly-In; Frederick, MD
 June 3-5 Speculator Seaplane Fly-In; Speculator, NY
 July 26-Aug 1 EAA AirVenture; Oshkosh, WI

Aero Club Meetings

Apr 21 Board of Directors Mtg, Thursday, 5PM, PACC
Apr 21 Aviation Safety Seminar, Wings Field, 7PM
May 22 Scholarship Candidate Interviews, Sunday
Jun 23 Annual Scholarship Dinner, Thursday, 6PM, PACC
Jul 28 Board of Directors Mtg, Thursday, 5PM, PACC

Highlight

Floyd Bennett Field Bus Trip, May 14

The Aero Club is trying to plan a bus trip to visit old Floyd Bennett Field in Brooklyn, NY. Numerous aircraft, including a C-97G (Stratocruiser) are being restored at the field. Information about the C-97 is at www.spiritoffreedom.org. The announcement will go out via the Aero Club e-mail list. If you wish to be added to our mailing list, e-mail us at AeroClubPA@aol.com.



Guest speaker Dave Altman, left-center, talks to speaker Rol Murrow at the head table at the Aero Club Wright Brothers Dinner. The dinner was held at the Desmond Hotel, Great Valley.

Photo by R. Dant

Delaware Valley Regional Planning Commission Meeting Report

AIRPORT NEWS

December, 2004
By Steve Najarian



PHILADELPHIA INTERNATIONAL [PHL]

The FAA is considering expanding runway 17/35 to allow regional jets, which are replacing turbo-prop aircraft, to utilize this runway. This would provide short-term relief to the two main east-west runways. New Jersey communities in its flight path are mounting opposition to this expansion. PHL handles about 1200 arrivals and departures per day. Making it the 12th busiest airport in the nation.

BRANDYWINE [N99]

The airport is facing potential noise complaint problems where a land developer is planning to build a nursing home in East Goshen Township, which would be in the landing path of runway 27, and the takeoff path of runway 9.

CHESTER COUNTY [40N]

The airport FBO is planning rehabilitation of runway 29/11.

DOYLESTOWN [DYL]

The airport has purchased 34 acres that will allow extending the runway 800 feet for a total length of 3800 feet.

NEW GARDEN [N57]

The revenue diversion and compliance issue is holding up the sale of

New Garden Airport to the Township. The rule states that the \$70,000 AIP FAA grant given many years ago is considered revenue and should be re-paid to the FAA. The state is pursuing a change in the rules to exclude small airports from this requirement.

POTTSTOWN LIMERICK [PTW]

The airport will improve security by adding a gate and fencing around the airport boundary.

QUAKERTOWN [UKT]

The airport will increase the taxiway and runway to 3800 feet.

PENNRIDGE [N70]

The airport has announced a plan to build new hangars.

Philadelphia International 17-35 Expansion Plans

Source: FAA, PHL-Environment Impact Statements (EIS)

The City of Philadelphia is proposing major improvements to the Airport in order to reduce existing and forecast delays. The runway 17-35 Extension Project would provide a more immediate delay reduction for several years by extending the length of Runway 17-35. The extension would allow regional and narrowbody jets to use the runway, thereby improving traffic flow into the airport. Two alternatives are being considered, both of which would require closure of a portion of State Road 291. Public meetings have been held in Philadelphia, south Jersey and Delaware. There is some public opposition to the project from residents worried about additional noise and environmental impact.

Alternative 1

Alternative 1 would extend Runway 17-35 to the north by 640 feet and to the south by 400 feet from its existing length of 5,460 feet to a proposed total length of 6,500 feet. A new Runway Safety Area, a flat unpaved surface at the end of the runway that allows airplanes that overshoot or undershoot the runway to stop safely, would extend 1,000 feet beyond the new extensions on



both ends. Alternative 1 would potentially require the relocation of a portion of State Route 291. Tall shipping

vessel obstructions on the Delaware River would be avoided by discontinuing the use of Runway 35 (south end) for landings when ships are present. This would occur on average four times per day for 15 minutes.

Alternative 2

Alternative 2 would extend Runway 17-35 to the north by 1,140 feet and to the south by 400 feet from its existing length of 5,460 feet to a proposed total length of 7,000 feet. A new Runway Safety Area would extend 500 feet beyond the extension to the north. An Engineered Material Arresting System (EMAS), collapsible



concrete blocks that stop an overrunning aircraft in a shorter distance than a standard unpaved safety area, would be placed in this Runway Safety Area. A new Runway Safety Area would extend 1,000 feet beyond the new extension to the south. Alternative 2 would accommodate tall shipping vessel obstructions on the Delaware River by displacing landings from the south by 1,444 feet to the north of the unpaved runway end and would accommodate I-95 by displacing landings from the north by 500 feet to the south of the unpaved runway end. The use of a displaced threshold means that planes land at a certain point, or threshold, on the runway that is different, or displaced, from the physical runway end.

FAA goes after “hero”; T-37 collides with a civilian plane...

PILOT NEWS

Crime and punishment...

No good deed goes unpunished, it seems. Jeremy Johnson, battling high winds and rain, used his private helicopter to help rescue a southern Utah family from a massive flood that washed away their home recently. Then, he offered rides in his Robinson chopper for a \$100 donation to the family, raising \$20,000 over two days. That was after ferrying supplies, taking an explosives expert to a blockage in the river to blow it up and flying for a week to help his neighbors. But while his community is hailing him as a hero, the FAA is alleging he broke a rules in the process. The FAA claims that Johnson did not give proper seven days' notice before offering rides in the helicopter. They are also questioning whether his spur-of-the-moment kindness qualified as a bona-fide charity. As for carrying the explosives expert and his explosives (at the request of emergency officials), the FAA's Hazardous Materials Division is reviewing that move's legality. FAA spokesman Allen Kantzer confirmed that Johnson could face "as little as a reprimand or as much as a revocation of his license." Regardless of the FAA stance, Renae Ludwig, whose daughters Johnson flew to safety from the flood, has her opinion. "He's my angel wings. I'm just overwhelmed

by everything. I can't believe what he did." Reported by AVweb.com.

Age-60 rule back in play...

With Congress back in session, a bill to raise the mandatory retirement age for airline pilots from 60 to 65 has reappeared. With the major airlines in trouble, and pilots losing wages and benefits and pensions, their plea to not be booted out at 60 may gain a bit of sympathy. And better healthcare means pilots at 60 still retain their flight skills. Rep. John Mica, R-Fla., chairman of the House Aviation Subcommittee said he plans to hold hearings on the rule. "When it comes to flying, older and more experienced is better," he told the St. Petersburg Times. "The age-60 rule imposed by the FAA has no basis in science." The bills would abolish the FAA's age-60 rule and replace it with a plan that ties the commercial pilot retirement age to the Social Security retirement age. From AVweb.com.

Military/civilian midair probed...

The vast majority of midair collisions occur in or near the pattern, so investigators have their work cut out for them in the tragic meeting of an Air Tractor crop-duster and an Air Force T-37, 5,000 feet above the wide-open spaces of Oklahoma in January. The Air Force pilots bailed out safely but the Air Tractor pilot

died. One of the Air Force pilots said that he didn't see the collision coming. The Air Tractor pilot was ferrying the brand-new plane from the plant in Olney, Texas, to its new owner in South Dakota. Inspectors declined speculation on the cause of the collision. The crash occurred near Hollister, Okla., in an area commonly used by the air training wings based at Sheppard AFB near Wichita Falls, Texas. AVweb.com also reported another military/civilian collision in November 2004. After that collision, an F-16 pilot ejected safely and walked to a local house to use the phone. The Cessna pilot was killed.

Pilots of missile-struck plane honored...

The prestigious Guild of Air Pilots and Air Navigators in Britain has given one of its highest honors to the crew of a DHL Airbus A300 hit by a missile while taking off in Iraq. The Airbus made a spectacular landing in Baghdad about 25 minutes after being hit by the missile. They landed the plane with the trim stuck in the climbout position, and apparently using only the thrust from the engines to control pitch, attitude and direction. The pilots, Capt. Eric Genotte, First Officer Steeve Michielson and Flight Engineer Mario Rofail, were presented

Continued on Page 8..



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Don't take it on the rocks when it comes to carb heat.

FLIGHT SAFETY By Al Schnur

I recently had the misfortune to respond to an accident that happened on Christmas Day. Yup, I had Accident Standby duty during this past Holiday. Many inspectors accept this duty because it is usually very quiet and one can go into the office to get things done in a calm environment. Not this year. Driving home from Farmingdale, I happened to be listening to some seasonal music when during a news brief, the commentator mentioned an airplane accident, that had occurred far east on Long Island. Needless to say I was dispatched to the scene (I had no choice) and found the aircraft inverted next to Sunrise Highway. It was a Cessna 150 that had experienced an engine failure at about 300 feet. Fortunately, the pilot only experienced minor injuries and was rather lucid about the event. We decided to meet next day.

We sat down to discuss the issue and it became clear that



Photo by Al Schnur

carburetor ice was the culprit. The pilot stated that at about 300 feet the engine began to lose power and started running rough, and that the application of carb heat made the engine run even rougher. Well folks, that's the way it's supposed to work. Faced with an increasingly rougher engine the pilot elected to shut the carburetor heat off, and as you can imagine, the engine completely failed. What is more bazaar is the fact that the pilot tried to stretch the glide to clear some wires, and being unable to do that went "underneath" them. He stalled and the nose dropped to the ground hitting on the nose wheel and flipped on its back.

There are two scenarios here and I've asked others and myself the question: What would you have done? In the end, we may have reacted in much the same way. Three hundred feet is mighty close to the ground and you probably would undo anything that makes a situation worse. Or would you? The better part of valor is to have a plan. Perhaps there was some indication of carburetor ice in the run-up. We will never know, but as always plan ahead. Have a way out just in case the improbable does happen.

The other thought scenario is the fact that once an engine develops undetected carburetor ice, if it's allowed to continue it might completely shut down with the application of carburetor heat. The message here is to stay alert and vigilant, pay attention to your engine, especially those that have a history of making more ice than you would use in your favorite beverage. As always check with your favorite CFI.

The Aero Club will be awarding scholarships toward the completion of Private Pilot, Instrument, Commercial, Maintenance Degree, or any aviation-related training to qualified applicants. Members are asked to seek out and encourage qualified candidates to apply for these wonderful scholarships.

Announcing the 2005 Aero Club Scholarship Awards Program

The Aero Club is once again awarding aviation-related scholarships for flight and maintenance training to men and women interested in pursuing aviation careers. Applicants must reside in the Philadelphia Greater Delaware Valley Area and have completed their first solo flight or made an equivalent maintenance training commitment. Application forms must be accompanied by two letters of recommendation, a transcript of your most recent education, a 500-word typed essay, and copies of all aviation licenses, medical certificate, and the last three pages of your logbook. For maintenance scholarships, proof of enrollment in an accredited A&P program or FAR Part 147 school must be included.

Applications must be received by May 1, 2005. Forms and instructions are available at www.aeroclubpa.org. They may also be found at some local flight schools and FBOs.

Applicants must be available for a personal interview with the Scholarship Review Board on May 21, 2005, and winners must attend the Scholarship Awards Dinner on June 23, 2005. The winners will be announced on or before June 9. Successful candidates will be notified by mail. All applicants will receive a free one year membership in the Aero Club of Pennsylvania, and are encouraged to reapply. Mail scholarship application forms to the Aero Club at this address:

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

Member Story, by Robert Dant

Around Delaware in a day

The beautiful October weather beckoned me to the sky for my last significant trip of the fall flying season. My flying buddy and I headed off in my C-172 to visit the state of Delaware. There are only 10 public use airports in the state and it seemed an interesting challenge to visit all of them in a single afternoon.

WILMINGTON

Our first stop was Wilmington. We had no time to stay, though; this was just a quick stop and go and we were off.

SUMMIT

We headed south past the beautiful cable-stay bridge and then west to Summit Airport. "Summit Traffic, Skyhawk is 3 east, inbound". Another greaser landing and we were on the tarmac admiring a Beech B-18. This is our lunch stop, so we borrowed a courtesy car and headed into town.



Beech B18 at Summit Airport

After a modest lunch and some small talk with the locals, we were ready to continue our journey.

CHANDELLE ESTATES

Chandelle Estates is nestled near the north edge of Dover's Class-D airspace. We crossed Smyrna VOR at pattern altitude (700'), just two miles north of the airport. It's 2500', but the trees at both ends make it interesting. The STOP sign at the end of the runway reminds me to come up on the brakes. We were picking and choosing our stopping points and this was not one of them. A taxi back on the adjacent grass and we were ready to go, headed back to the northwest to Delaware Airpark.

Delaware Airpark

There wasn't much happening at Delaware Airpark, but the winds were doing interesting things over the trees. We taxied back and departing runway 27. We were headed south again. I decided to overfly a couple of grass airstrips and head to the next hard surface strip instead. These are short grass strips, so I wanted to burn some fuel before I get back to them later.



Cable-Stay Bridge, C&D Canal

CHORMAN

Chorman appears to be mainly used for crop-dusting operations, as evidenced by the 3 ag birds in the hanger. It was quiet that day and we were getting some odd looks from the locals. They probably don't get a lot of transients here. I gave a friendly wave out the window and made a quick getaway. We were heading south to Laurel.

LAUREL

We saved our next full stop for a classic grass strip at Laurel, near the Maryland border. The FBO operator and wife greeted us kindly upon landing. He was getting ready to take a student up. We spent 45 minutes or so lingering around the little terminal building and meandering through the adjacent soybean field. It was awful nice here, but reluctantly, we departed for the trip back north.

SUSSEX COUNTY

The first real traffic of the trip was at Sussex County at Georgetown. The sun is getting low in the sky, so we were just a touch and go on the long runway. We had burned a good bit of fuel and were ready to hit the shortest strips of the trip. Heading 330, our destination was Henderson.

HENDERSON

An earlier overflight gave us a good view of Henderson, a beautiful little 2000' grass strip. Those trees at the approach to 33 are close and look tall, so I decided earlier that I'd use 15 for landing and 33 for departure, winds permitting. I had called the proprietor earlier in the day to get the condition of the grass and to be sure that transients were welcome. It was a sleepy strip on this Friday. There were a couple little hangers, but no planes or people in sight. It was late afternoon, and my passenger was getting homesick. Off we went. Two more stops.

JENKINS AIRPARK

The most challenging stop is Jenkins Airpark. This old grass strip is home to an aircraft graveyard; the local FBO sells used aircraft parts. The cross-runway is closed, so our only choice is the 2800' north-south runway. Seems plenty long, but trees on both ends keep it very interesting and make it looker shorter than it is. The owner is weary about people snooping around the parts yard, so we just taxied around a bit and checked out the planes on the line. We taxied back and were off to our final stop.

SMYRNA

What a beautifully well-kept strip at Smyrna! Cut out of the middle of a farm field, the grass was in immaculate



Beautiful Smyrna Airport

shape. We landed just before sunset and taxied back. There was no one around but us explorers. We departed to the east, away from the setting sun, and left the little state of Delaware behind on a beautiful fall day. Mission accomplished!

the Hugh Gordon-Burge Award, which is for outstanding airmanship in saving an aircraft. From AVweb.com

Pennsylvania set to pass drunk-flying law...

It could soon be illegal to fly an airplane drunk in Pennsylvania (but don't do it anywhere else, either). Last year, when John Salamone supposedly took his plane on a drunken spree of busted regulations and near-collisions through some of the country's most crowded airspace, prosecutors discovered that there wasn't actually a law against drinking and flying in Pennsylvania. A judge decided the state's impaired-driving laws didn't apply, and Salamone was eventually convicted of reckless endangerment and risking a catastrophe. He faces up to nine years in prison when he's sentenced later this year.

...While convicted pilot wants money back

Meanwhile, Salamone claims his punishment is a bit too harsh. He was jailed for up to 23 months (he's appealing) and also forfeited his Piper Cherokee for his flying spree. Now Salamone wants the \$34,000 selling price of the plane that a judge ordered him to forfeit to the Montgomery County district attorney's office.

Aviation Oddities:

Fishing for a Bird-dog..

Hoping to spot dinner, fisherman Cory Fladeboe instead served up a solution to a 46-year-old mystery. Fladeboe was fishing for walleye on Green Lake in Minnesota when he got frustrated with his poor luck. He stuck his underwater camera over the side, hoping to see where to cast his line. Instead, he snapped a shot of the wreck of a high-wing airplane. Officials believe it is an Army Cessna L-19 Bird-dog that went down in the lake in Oct, 1958. Reported by Avflash.

Drunken thief escapes authorities...

When it comes to beating airport security, hitting the bottle first might be a good strategy. A young man "in a visible state of drunkenness" was able to break into an airport terminal at Coulommiers, east of Paris, and take a single-engine plane for a joy ride. But it gets better (worse). After being intercepted by a helicopter and escorted to Charles de Gaulle Airport, he managed to run away from airport officials who were trying to detain him. Reported by Avflash.

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