



PENNSYLVANIA PILOT

Vol 17 No 1, Spring 2006

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

AERO CLUB NEWS...

Scholarships available...

The Aero Club is accepting applications for aviation scholarships to be awarded in June. \$7500 in scholarships were awarded last year for both flight training and aviation mechanic training. Applications are available online and at certain local flight schools. See details on page 6.



Wright Brothers Dinner...

The Aero Club held its annual dinner at the Desmond Hotel on December 17, 2005. Sixty members and friends enjoyed hors



Speaker, Craig Rush

d'oervres, dinner and a presentation from Marine One Pilot, Craig Rush. Craig presented a series of rarely seen Marine One photos showing the presidents and international dignitaries carried by Marine One helicopters. Jeff Kahn presented Nancy Kyle with the club's annual person-of-the-year award and introduced Walt Ellis as the new club presi-

Issue Highlights...

- Spring Calendar, pg 3
- Airport News, pg 4
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- Scholarship Info, pg 6

Pilots speak out against permanent ADIZ...

AVIATION NEWS

Public meetings held...

From AOPA and AvWeb: Two public meetings were held in January over the proposal to make the Air Defense Identification Zone (ADIZ) permanent around Washington, D.C.

Administration, Homeland Security, Defense Department, Customs and Border Protection, and the Secret Service. "The people on the panel were the right players," David Wartofsky, owner of Potomac Air-

field, told AVweb. Wartofsky used his turn at the podium to propose alternative ways to protect the airspace. An FAA spokesman ensured AOPA that "We will look at all the comments and consider the many creative recommendations we have."

Airport Highlight [S37]



Photo by Rob Dant

Smoketown Airport sits in the middle of Pennsylvania Amish country. What started out as a private farm strip in 1952 has become an active public-use airport, home to over 70 aircraft. The runway was paved in 1990 and lengthened by 350 feet in 2005, for a total length of 2750 feet. 14 new T-hangars were constructed this last year. The airport is home to numerous businesses, including an active flight school, a charter service, a paint shop, maintenance shop, upholstery shop, and an FBO with 24-hour competitive fuel rates. With multiple restaurants, attractions, a motel, and outlet shopping nearby, Smoketown is an interesting destination anytime. Courtesy car available. (More airport news on Page 4)

Experimental aircraft restrictions...

The Van Nuys Flight Standards District Office (FSDO) recently prohibited flight tests and normal operations by experimental aircraft at Burbank, Van Nuys, White-

man, and Santa Barbara airports. AOPA is protesting the

Over 250 speakers, including AOPA President Phil Boyer, spoke out about the difficulties and personal intrusions that the ADIZ has caused. Boyer spoke of the difficulty his own wife had clearing her name after being wrongly accused of violating ADIZ airspace. The 11-member panel included representatives from the FAA, Transportation Security

restrictions with the FAA. "Pilots and owners of experimental aircraft must have access to the National Airspace System," said Luis Gutierrez, AOPA director of regulatory and certification policy. "And the FAA's justification for the restrictions isn't even based on factual data." After the Las Vegas FSDO closed a corridor to first flight activity of amateur-

Continued on Page 3...

AERO CLUB OF PENNSYLVANIA



ORGANIZED: Dec 17, 1909; CHARTERED: May 10, 1910
PO Box 748
Blue Bell, PA 19422
www.aeroclubpa.org
AeroClubPA@aol.com

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PRESIDENT'S MESSAGE

Walt Ellis

I was honored to assume the presidency of the Aero Club of Pennsylvania at our annual Wright Brothers Dinner on December 17th. What a wonderful evening. As usual the accommodations at the Desmond Hotel were fabulous. The weather was fine and our speaker Lt. Col. Craig Rush was outstanding.

As we move into 2006, on behalf of the members, directors and officers, I would like to thank our past President, Jeff Kahn, for his leadership during 2004 and 2005. In the past two years the Aero Club has been active. We have co-hosted FAA safety seminars, taken some very interesting field trips and helped some deserving young people with our scholarship program.

In the future we plan to continue as in the past and try to do even more. We hope to have some type of aviation related speaker or program at each of our board of directors meetings, which are open to all members.

Our first program was presented at the October meeting, by member Rob Dant. Rob told us about his trip to France to participate in an international balloon rally. At our January meeting, member Lee Paynter talked about his trip to northern Canada in a single engine piston airplane. In April our program will be a discussion of aviation History during World War II with Mr. James Hyett, a flight instructor at the Tuskegee Institute.

If you know of someone that might be interested in our scholarship program, direct them to our web site for information on how to apply. If you have suggestions for possible speakers or places to visit that would enrich our aviation experience as a club or encourage aviation in other ways, please let me know.

Fly Safe.

Walt Ellis, President

BOARD OF DIRECTORS REPORT

Debbie Harding, Secretary

The Aero Club board of directors met at PACC at Wings Field on January 19.

The **minutes** were reviewed from the last meeting. Tim Boyle then presented the **financial report** and Walt Ellis reported for Lou Fitzpatrick on **membership**. Membership renewals are down slightly, so non-renewals may receive a letter asking them to continue their membership.

Rob Dant discussed highlights of this issue of the **newsletter**, including the 2006 Scholarship announcement. Then, Walt Ellis began a discussion of **recent events**: Although attendance was down this year at the Wright Brothers Dinner, all agreed that the dinner and speaker were excellent. Then the board discussed ideas for future speakers.

A discussion ensued on ideas for **future field trips**. Possibilities include a return to Floyd Bennett Field, a trip to the Millville Army Air Museum, or perhaps a trip back to the Air & Space Museum Garber Restoration Facility.

John Stubbs agreed to help the Scholarship Committee interview scholarship candidates. A few other items were discussed, and the meeting was adjourned for dinner and to watch a presentation by member Lee Paynter.

AVIATION NEWS

Continued from Page 1...

built aircraft in Las Vegas due to "development" in the area, the AOPA provided proof that the FAA's "development" claim was wrong. The AOPA presented aerial photos from February 2004 and August 2005 of the area in question that shows little to no change in development around the corridor. FAA Headquarters is reconsidering its actions. (From AOPA.com)

Spectrum light jet flies...

A new entrant in the light jet arena made its maiden flight from Spanish Fork, Utah. The Spectrum 33 flew to nearby Provo in January. The proof-of-concept aircraft was built as a joint venture between Spectrum Aeronautical and Rocky Mountain Composites. The design team used a carbon-graphite process to create a cabin that is substantially lighter than equivalent eight- to nine-seat business jets on the market. Cruise estimates are over 400 knots with a range of 2,000 nautical miles at half the fuel burn. Conforming production aircraft for FAA certification will be built later on in the program. Visit the company website at www.spectrum.aero. (From AOPA ePilot)

Symphony adds a parachute...

The Symphony SA 160 now includes a rocket-launched emergency parachute as a factory-installed option. Ballistic Recovery Systems recently received an FAA supplemental type certificate for the installation. Symphony President and CEO Paul Costanzo commented, "We are committed to the rebirth of the two-place market, and are proud to be the first manufacturer of two-place aircraft to offer the parachute installation as a factory option." (From AOPA ePilot)

Taylor Sport approved...

Taylorcraft Aviation has revived a general aviation icon. The company has received light sport aircraft (LSA) certification for its Taylor Sport, a derivative of the Taylor Cub. Powered by a Continental O-200 engine, it has a base price of \$69,995. The company, based in La Grange, Texas, is also producing several type certified F22 models that have been out of production since 1992. For more information, see the company's Web site, <http://www.taylorcraft.com>. (From AOPA ePilot)

AERO CLUB CALENDAR**March**

11 Angel Flight East, 7th Annual Casino Night

May

01 **Last day to submit scholarship applications**

14 AOPA Annual Board Meeting, PACC

20 Hammonton, NJ, Pancake Breakfast, EAA 1376, 8AM-12

21 Pancake Breakfast, Lock Haven, PA (LHV)

June

03 AOPA Fly-In; Frederick, MD

17 Fly-in Breakfast, Joe Zerby-Schuylkill Co (ZER)

25 Breakfast Fly In, Cumberland, MD (CBE)

Major Fly-Ins

April 4-10 Sun'n Fun Fly-In; Lakeland Florida

June 3 AOPA Fly-In; Frederick, MD

Early June Speculator Seaplane Fly-In; Speculator, NY

July 24-30 EAA AirVenture; Oshkosh, WI

Aero Club Meetings

Apr 20 Board of Directors Mtg, Thursday, 6PM, PACC

May 20 Scholarship Candidate Interviews, Saturday

Jun 22 Annual Scholarship Dinner, Thursday, 6PM, PACC

Jul 27 Board of Directors Mtg, Thursday, 6PM, PACC

Special dinner guest, April 20, 2006

Wings Field, Pennsylvania Aviation Country Club

Following the board meeting at 6PM, special guest James J. Hyett will accompany us for dinner. Mr. Hyett will discuss his time as a flight instructor training fighter and bomber pilots at Tuskegee Flight School 2164BU during the Second World War. At over 90 years old, Mr. Hyett is a writer and gardener, and devotes time to giving tours of the Millville Army Airfield Museum. A very nice dinner (optional) begins at 7PM. Contact Jeff Kahn, JSKESQ@aol.com to announce your intention to attend. Dinner is \$30 per person. Attire at PACC is business casual.



Lee Paynter gives a presentation on his trip to the Canadian North.

Delaware Valley Regional Planning Commission Meeting Report

AIRPORT NEWS

December 5, 2005
By Steve Najarian



PHILADELPHIA INTERNATIONAL [PHL]

Expansion of flight operations for Southwest Airlines and Air Trans continues. Terminal D expansion has begun. The design phase for extension of runways 17/35 is in progress.

WILLOW GROVE [NXX]

The local county and township support maintaining the airport for corporate use exclusively. The debate between community groups opposed to the airport existence and the advocates to keep the airport open is ongoing.

NEW CASTLE [ILG]

Master plan to build a safety area for runways 1-19 is in progress. The ILS for runway 1 is now in operation.

PHILADELPHIA NORTHEAST [PNE]

Augusta Helicopter has doubled its

daily operations. Extension of taxiway C is in progress.

DOYLESTOWN [DYL]

Stormwater drainage project is underway. The Buckingham Airport Authority is filing suit against the Buckingham Township for renegeing its agreement for expansion of open space at this airport. The matter is unresolved.

VAN SANT [9N1]

This airport, a grass strip, is closed for the winter.

CAMDEN COUNTY REGIONAL [19N]

Airport has filed its first application for a fuel farm to NJ DOT.

TRENTON MERCER COUNTY [TTN]

Airport has received two million dollars from NJ DOT for snow removal equipment, expansion of the taxiways, and rehabilitation of the lighting and PAPI system.

SOUTH JERSEY REGIONAL [VAY]

Airport has received \$150,000 to provide a test bed for a new general aviation security system from NJ DOT. If successful, it will provide a model for all NJ airports.

CROSSKEYS [17N]

Runway rehabilitation and fence construction is underway.

FLYING W [N14]

Construction to add 300 feet to the existing runway will be underway to provide a safety area.

WINGS [LOM]

Funding for construction to house snow removal equipment has been approved. Plans to move the itinerant apron for helicopter operations to another location on the airport property for noise abatement is underway

BRANDYWINE [N99]

The new taxiway extension for runway 9 is under construction and should be completed by the summer of 2006.

PERKIOMEN VALLEY [N10]

Lane Judd, owner of this airport passed away. The family plans to continue airport operations for the time being.

SPITFIRE [7N7]

New runway has been completed and new T hangars are under construction.

Aero Club web site

Your resource for Aero Club information

The Aero Club of Pennsylvania web site (www.aeroclubpa.org) is a valuable resource for Aero Club and local aviation information. The site always includes our current calendar and announcements about upcoming events. There is information about our scholarship program, including the latest scholarship application. There is a short history of the Aero Club, including the list of our past presidents, dating back to 1909. For prospective pilots, we have including information about getting the private pilot license, and for current pilots, we have a weather page with links to local Delaware Valley weather information. For prospective members, membership information and application are available on the site. Recently added to the site, a new page with links to sister organizations and advertisers, and links to back issues of this newsletter.

So, spend a little time online to see what our site has to offer. And send your friends, prospective aviators and members to www.aeroclubpa.org so they can see what the Aero Club is about.



The web site is maintained by Rob Dant, and hosted by Harp Column.

Friend of Aero Club passes; Medical re-issuance gets easier...

PILOT NEWS

Friend of Club passes...

Howard Bedrossian passed away on January 15th, 2006 survived by his wife Adelle and family. Howard and Adelle, who was a member of the ACPA, were frequent attendees of the Wright Brothers Dinners. For many years Adelle invited the Aero Club to have their dinners at her country club in Drexel Hill. The funeral was held at the Frank Videon Funeral Home, Broomall PA.

Medical re-issuance easier for heart patients...

Pilots with heart conditions will require less paperwork when trying to get a renewed special issuance medical certificate each year. The FAA announced that aviation medical examiners will now be able to reissue third class medical certificates under special issuance for nine heart conditions - myocardial infarction, angina pectoris, coronary artery bypass, angioplasty, stent, tissue and mechanical valves replacements, atherectomy, brachytherapy, and Ross procedure. AOPA has been fighting for some time to improve re-issuance procedures. "Our goal has been for the FAA to expand the AME-Assisted Special Issuance (AAISI) program, making medical recertification faster for thousands of pilots with heart conditions," said Gary

Crump, AOPA director of medical certification. (From AOPA ePilot)

Student pilot pleads guilty of drunken flying...

A Connecticut student pilot plead guilty to drunken flying after taking his two buddies on a flight in a Cessna 172. The two-hour trip departed Danbury and ended with a landing on an unlit taxiway at New York's Westchester County Airport. The 21-year old pleaded guilty to charges of reckless endangerment, unauthorized use of a vehicle, flying while intoxicated, and resisting arrest in New York. He's been in jail since June, and the Westchester County prosecutor withdrew felony charges in exchange for the plea. He still faces charges in Connecticut. After the event, Connecticut Gov. M. Jodi Rell ordered a review of airport security. (From AOPA ePilot)

262 Replica heads for Germany...

After a 60-day delay by the U.S. State Department, a replica of one of Germany's greatest technological triumphs late in World War II, the Messerschmitt Me.262 fighter jet left American soil and reached Germany. The aircraft will be reassembled by the Messerschmitt Foundation aircraft collection and flown once again. The replica project has been taken over by a group

of retired Boeing engineers operating in Everett, Washington, as "Legend Flyers". The aircraft are for sale by Air Assets International/Warbird Recovery in Colorado. Messerschmitt granted

five additional serial numbers. Two have been built, with three to go. (From AOPA ePilot)

Aircraft encountered icing...

All three on board a Cirrus SR22 walked away unhurt when it landed gently in a grove of trees adjacent to a road near Childersburg, Ala, after the pilot deployed the ballistic parachute. The pilot, a certified flight instructor with over 12,000 hours, pulled the chute after reporting control difficulties while attempting to maneuver through an area of in-cloud icing conditions. He tried to climb to a higher altitude to escape the icing, but the airplane began to shake and entered into a stall. "I pulled the chute and got a sudden jolt against the seatbelt," the pilot said. "The nose pitched down and very quickly leveled itself and in less than a minute we were on the ground." A vice president of Cirrus told a local TV station, "This is how we think any aircraft incident should come to a close, with somebody getting on a cellphone and calling home." To date, the Cirrus parachute system has been deployed six times. (From AvWeb.com)

AOPA sweepstakes '06...

AOPA announced that their 2006 sweepstakes airplane will be a refurbished 1967 Piper Cherokee Six. The winner of the 2005 AOPA Sweepstakes Commander 112 will be announced soon.

Correction

On the article about our Red Lion trip, we incorrectly stated that the guns on the Corsair were operational. It has been pointed out that it is, in fact, illegal to have fully operational guns on a warbird restoration. The guns on Tom Duffy's Corsair are not operational, but boy, they sure look real!



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Aviation Safety Program gets new name, and more

FLIGHT SAFETY By Al Schnur

The new FAASTeam

Coming soon to a FSDO near you will be a refurbished and redesigned Aviation Safety Program that will be called the FAA Safety Team or FAASTeam. This name change will have significant impact on what we will be doing in the future regarding Aviation Safety Program. Many Safety Program Managers for years knew that the Safety Program was only reaching a limited and also repetitive audience. As a matter of fact I got to know attendees on a first name basis, including their children and grandchildren.

Needless to say, it was time for a change. The numbers of General Aviation Accidents have always reflected, percentage wise, the same scenarios. The "Man in the Van" just did not have an impact on reducing those



various types of causal accidents. We all know those common causals: accidents/incidents concerning Take-offs and Landings, Controlled Flight Into Terrain (CFIT), Runway Incursions, Maintenance Issues, Aeronautical Decision Making, and Weather. The plan now is to take those issues to the flying public and have them get involved and contribute in the mitigation of those problems. More Aviation Safety Counselors will be appointed and will become known as FAASTeam Line Representatives and FAASTeam Representatives. These representatives will go out to the various Flight Schools, public meetings rooms, libraries, malls and other places to bring home the message of safety and encourage attendees cooperation in reducing the causals as identified by each FSDO.

More to come... Stay Safe and fly smart.

Announcing the 2006 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 log-book. For maintenance scholarships, proof of enrollment in an accredited A&P program or FAR Part 147 school must be included.

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

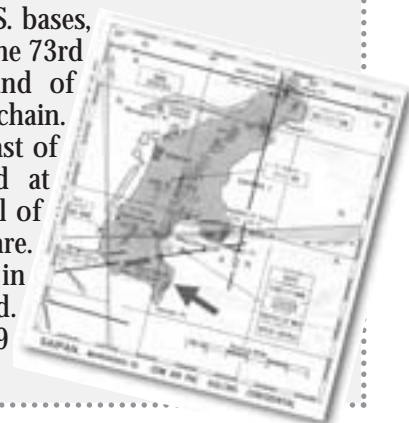
Applications must be received by May 1, 2006. Forms and instructions are available at www.aeroclubpa.org. They may also be found at some local flight schools and FBOs.

Applicants must be available for a personal interview with the Scholarship Review Board on May 20, 2006, and winners must attend the Scholarship Awards Dinner on June 22, 2006. 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:



Member Photo, by Steve Najarian

When the war in Europe ended, General Eisenhower flew to the Pacific Theater to visit all of the significant U.S. bases, including the Mariana Islands. I was with the 73rd Bomb Wing at Isley Field on the Island of Saipan, which was part of the Mariana chain. Saipan is about 100 nautical miles northeast of Guam. Ike's Transport, a C-54, landed at Kobler Field which was under the control of the Navy Island Commander Captain Ware. Ike was being greeted by Captain Ware in this photo with me in the right background.



The 73rd Bomb Wing was made up of four groups and multiple squadrons flying B-29 missions to Japan. See the Nav chart of the period for the location of Isley Field.



Local aviator made his mark...

George W. Townson, who passed away last year, was a Philadelphia native and aviation pioneer. He received his pilot's license at age 16, and was involved in aviation throughout his life. In 1937, he became test pilot for a rather unique flying machine. The vision of the future in 1943 was an airplane in every driveway. Gerald Herrick's airplane/helicopter combination was a candidate to be parked next to the Oldsmobile. The photos and story here are excerpts from a 1943 Mechanix Illustrated article. Mr. Townson is seen on the cover.

Gerald Herrick was a physicist and mathematician and was convinced that the ideal aircraft would be combination of the helicopter and airplane. Capable of rising or landing vertically as a helicopter, the "Convertaplane" converts itself in mid-air to a high-speed, efficient, long range airplane or from airplane to low speed helicopter.

As far back as 1937, Test Pilot George Townson flew a series of sensational demonstration flights in the 125 horsepower experimental Convertaplane. One day that year, with Navy and NACA dignitaries watching, pilot Townson roared across Boulevard Airport on the outskirts of Philadelphia. A few minutes earlier, a group of engineers and aircraft experts had craned their necks to watch this little known ship convert from airplane to rotor plane at 1,700 feet, but this time a conversion would be made at only 50 feet.

The crowd that lined the runway turned as he shot past them. In the cockpit, Townson reached up, grasped the overhead level that would release the upper wing for

rotation. As the ship skimmed over the center of the airport, the slim upper wing suddenly swung into action as a rotor, and to the amazement of the spectators, seemed to lift the machine almost vertically in its flight path. Then, with nearly the entire field behind him, Townson eased off the throttle, while the crowd waited for the inevitable crash into the undergrowth beyond the airport. But the Convertaplane and intrepid pilot settle gently to a featherlike landing, with several hundred yards to spare!

Half plane, half gyro was how designers described the ship. Perhaps, the most unusual feature of the Convertaplane is the design of its rotor-wing. Unlike the rotors of the familiar

autogyro and helicopter, the Convertaplane's rotor-wing blades are not separately hinged at the hub and do not bend upward in operation. Built as a combination rigid, two-bladed rotor, and cantilever wing, this rotor-wing tilts as it spins. So in flight, this unit inclines at a slight angle to one side in response to the air stream, in rotation, and is automatically checked at the proper limits.

A special symmetrical rotor had to be designed for the rotor-wing because of the fact that it has to act like a wing in either direction. In fact, a future version of the Convertaplane is designed without the fixed bottom wing, making it a full-fledged helicopter when the rotor is turning - and a full-fledged airplane when the rotor is locked for high-speed flight. With a dead engine, the Convertaplane has a good glide range as a conventional aircraft, and can start its rotor-wing spinning to land safely straight down.

In the future, your family Convertaplane can also be your family car, as coming models will include street-friendly options. For a short trip to the corner market, you will merely lock your rotor-wing in a fore and after position and drive your ship like an automobile. The same configuration offers easy fit into an average size garage. Advanced models will be designed for ambulance duties, that can take off and land vertically and still be capable of 300 mph speeds.

George Townson was author of the 1985 book, "Autogyro", the story of the "Windmill Plane". He died at age 89 in Lake Worth, FL.



Pilot pulls lever as shown, to convert ship from one type to the other. Balance mechanism allows lever starts rotating freely. Locking mechanism for speed flight is nearly simple.



Is this your LAST ISSUE?

If you have not renewed your membership for this year, this will be your last issue before being taken off our mailing list. We appreciate your membership and hope you will renew. Send \$25 renewal check to the Aero Club of Pennsylvania, PO Box 748, Blue Bell, PA 19422.

Tuskegee Instructor to dine with Club

Following the next board meeting, special guest James J. Hyett will dine with the Aero Club. Mr. Hyett was a flight instructor who trained fighter pilots and bomber pilots at Tuskegee Flight School 2164BU during the Second World War. See page 3 for details.

4th annual Silent Auction call for “stuff”

One of the Aero Club's major fund raising events is the silent auction of aviation memorabilia. We will hold our annual auction at Vintage Aircraft Day at Wings Field in September. If you needed an excuse to clear out your garage, hangar, basement, or bookshelves, we would appreciate your donations of aviation-related items. We can send you a letter noting the donation for your tax records. We can arrange pick-up. Please contact Debbie Harding at airvenhab@earthlink.net, 610-827-7208 or Rob Dant at rdant@mindspring.com, 610-909-4467. Proceeds benefit the scholarship fund.

Aero Club Scholarships Available!

Imagine the possibilities!

- Finishing private pilot training
- Completing instrument flight training
- Starting aviation maintenance training
- Taking the steps to an aviation career

The Aero Club of Pennsylvania can help make this happen for qualified applicants. Detailed information is available on page 6 of this newsletter, and applications are available on the Aero Club website at www.aeroclubpa.org. Members of the Aero Club are eligible and are also asked to encourage others that they think would be good applicants. Giving away scholarships is our number one goal and we need your help to give your money away.

Return Service Requested

AERO CLUB OF PENNSYLVANIA
P.O. BOX 748, BLUE BELL, PA 19422

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