



# PENNSYLVANIA PILOT

Vol 18 No 1, Spring 2007

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. \$10,000 in scholarships is expected to be awarded to deserving recipients for both flight training and aviation mechanic training. Applications are available on the Aero Club web site. See details on page 6.

Scholarships Available.

### Wright Brothers Dinner

The Aero Club held its annual dinner at the Desmond Hotel on December 17, 2006. Nearly eighty members and friends enjoyed hors d'oeuvres, dinner and a pres-



Speaker, Rick Gillespie

entation from author and aviation archeologist Richard Gillespie. Mr. Gillespie, author of "Finding Amelia", spoke about details leading up to the disappearance of Amelia Earhart. The club also honored recent recipients of the "Wright Brothers Master Pilot Award", Jerry Burdulis and Wally Murray. Art Brownell of the Philly FSDO spoke about the significance of this award, while Tom Martin, manager of the FSDO spoke about the "Charles Taylor Master Mechanic Award". Finally, Aero Club president Walt Ellis presented Debbie Harding and Steve Najarian with the club's person-of-the-year awards.

## Flight instructor Bill Kershner passes...

### AVIATION NEWS

#### Bill Kershner flies west...

From EAA: William Kershner, well known flight instructor, passed away in January at the age of 77 after a long fight with cancer. Pilot, flight

certificates and went on to acquire instrument and airline transport pilot ratings. He logged over 11,000 hours including 1,150 hours military, 1,900 hours multi-engine, and 4,300 hours aerobatic instruction.

#### Airport Highlight [N14]



Flying W, file photo

Flying W is an active central New Jersey airport, with over 120 based airplanes and helicopters. The airport is home to an active part 141 flight school, a helicopter training school, helicopter news operations, charter services, and a maintenance facility. Total airport operations are up over 50% in the last 5 years and are expected to continue to increase after completion of a planned runway expansion and T-hangar construction. Accommodations include an upscale restaurant featuring a popular Sunday brunch, as well as live music Friday and Saturday nights. There is also a pilot shop and lounge, motel, adjacent golf course and a swim club. Get more information at [www.flyingwairport.com](http://www.flyingwairport.com). For more airport news, see Page 4.

instructor, author, and EAA/NAFI member, he authored a series of aviation books that sold more than 1 million copies. He was inducted into the Flight Instructors Hall of Fame at Oshkosh in 1998.

Bill grew up in Clarksville, Tennessee, where he started flying in March 1945, at age 15. He worked as line boy to obtain his private, commercial, and flight instructor

He graduated from Iowa State in 1960 with a degree in technical journalism and began writing his books. He moved back to Tennessee where he flew charter flights, instructed, and operated an aerobatic and advanced instruction school concentrating on "defensive flying."

### New calls for user fees...

The new Secretary of Transportation Mary Peters revived for aviation user fees as the current FAA funding authoriza-

tion nears an end this year. This expiration provides a "once-in-a-decade opportunity to rewrite the book when it comes to America's aviation policies," she said. "The importance of getting a financing bill that ties revenues to costs... cannot be overstated." There may be further pressure coming from the White House in its attempts to balance the budget. Of course, few in

More news on Page 3...

2007 Scholarship Info, pg 6; Member Story: Oshkosh, pg 7

## AERO CLUB OF PENNSYLVANIA



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

### New Member Application \$20:

Includes Qtrly Newsletter. Send to address above.

Membership dues waived for \$100 scholarship donation.

Name \_\_\_\_\_

Address \_\_\_\_\_

e-mail\* \_\_\_\_\_

\*e-mail to receive Aero Club announcements

\$20 New Member OR  \$100 Scholarship Donation

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### PENNSYLVANIA PILOT

**Editor/Layout** Robert Dant  
**Contributing Editor** Al Schnur

rdant@mindspring.com  
1-610-909-4467

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## PRESIDENT'S MESSAGE

### Walt Ellis

The FAA has had safety programs since the early seventies. Over the years there have been a few changes. There was "**Operation Raincheck**" that focused mainly on ATC functions. The "**FAA Accident Prevention Program**" that was started in 1970, to provide general aviation with a safety program that was responsive to its needs. In 1985 an attempt was made to revitalize that program by changing its name. The "**FAA Accident Prevention Program**" became the "**FAA Aviation Safety Program**". Over the years these programs with the help of volunteer counselors, who were experts in their fields, presented safety seminars and did safety counseling under the direction of the FAA. Some of our members, Paul Heintz and Bill Reppert were counselors for those programs from the beginning. Recently the FAA has done statistical reviews that indicate that the reduction in the general aviation accident rate has not continued to decline at an acceptable rate. In 2006 the FAA launched the "**FAA Safety Team**" (FAASteam). This new program superceded the Aviation Safety Program and is devoted to "reducing accidents by promoting cultural change in the aviation community toward a higher level of safety". In addition to pilots, the FAASteam will delve into new areas such as schools and repair stations. Many people who were "Safety Counselors" will remain with the new program as "non-FAA FAASteam members" under the direction of the local FAASteam manager. Although the program has a new name and will function differently, the FAASteam will still be the FAA's retail outlet for safety information for airmen.

There are also other changes we should be aware of. In the past airmen with a valid medical certificate would be notified by mail about safety seminars and events that were being presented. The FAA is no longer sending out notifications by mail. They will use web based services and e-mail to disseminate safety information. They have developed "SPANS" The "Safety Program Airmen Notification System". The SPANS web site ([www.faasafety.gov](http://www.faasafety.gov)) can be used to check out what events are coming up in your area. You can also register with the site and the FAA will send safety information directly to your e-mail address.

The FAA's increased use of the internet has many advantages. Most of the reference material we need as aviators is now available online. In addition to the safety information mentioned above, regulations, type certificate data sheets, advisory circulars, and FAA handbooks are all available from the FAA and other private sources on the Internet. AOPA and Landings.com are examples. Having the latest information available 24 hours a day mostly for free is a great improvement over the past. As with everything else aviation is always changing, we have to keep up to date with the changes and learn to adapt to continue to enjoy our passion.

Thanks and blue skies! Walt Ellis, President

## BOARD OF DIRECTORS REPORT

### Debbie Harding, Secretary

The Aero Club board of directors met at PACC at Wings Field on January 18. The **minutes** were reviewed from the last meeting. John O'Toole then presented the **financial report** and Walt Ellis reported for Lou Fitzpatrick on **membership**. Membership is down some from last year.

Rob Dant discussed highlights of this issue of the **newsletter**, including the 2007 Scholarship announcement. Then, Walt Ellis began a discussion of **events**. Attendance was up this year at the Wright Brothers Dinner. Speakers are being considered for the upcoming Scholarship Dinner in June.

Numerous **Field trips** are being planned, including Lakehurst, Falcon Jet in Wilmington, Flight Safety, and Warbirds of Delaware. Check the web site for the latest information. Allison Chalker of the 99's will speak at the next BOD meeting. A few other items were discussed, and the meeting was adjourned for dinner and to watch a presentation by Rob Dant.



## AVIATION NEWS

Continued from Page 1...

the General Aviation community believe that such a pay-as-you-go system will be more efficient than today's tax and fee-based system. 75% of the monies to develop and run the US airspace system comes from avgas taxes, airline ticket fees and shipping fees; money which is easily collected. The other part comes from the general fund. The current system is actually over funded, and a European-style fee system could reduce incentive for GA to utilize ATC and weather systems that enhance safety. From a GA standpoint, the current system seems perfectly equitable. The more one flies, the more one is likely to use the system, and the more one pays in fuel taxes. Unfortunately, that concept seems lost on the bureaucrats. (Sources: AvWeb, AOPA)

### FAA may require ADS-B by 2020...

AOPA is speculating that the FAA will soon reveal a plan to mandate, by the year 2020, that most aircraft be equipped with ADS-B. Automatic dependent surveillance-broadcast is an advanced "transponder" that broadcasts the aircraft position and altitude using GPS-derived data. This data can be picked up by ATC and other aircraft in the vicinity. But, the system can also broadcast the category of aircraft, airspeed, identification, and whether the aircraft is turning, climbing or descending. Additionally, the system is capable of receiving information such as traffic data and weather datalink. AOPA has long supported ADS-B as a way to bring many new benefits to GA.

### 5th Annual Sale: call for "stuff"

One of the Aero Club's major fund raising events is the sale of aviation memorabilia at the annual 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](mailto:airvenhab@earthlink.net)  
(610-827-7208) OR

**Rob Dant** at [rdant@mindspring.com](mailto:rdant@mindspring.com)  
(610-909-4467)

Proceeds benefit the scholarship fund.

## AERO CLUB CALENDAR

### March

**10** Angel Flight East, 7th Annual Casino Night  
<http://www.angelflighteast.org/casino2007.htm>

### May

**01** Last day to submit scholarship applications  
**04** Aero Club Field Trip: Falcon Jet, Friday, May 4  
**26-27** Wheels & Wings, Millville, NJ (MIV), Blue Angels

### June

**01-03** Reading WWII Weekend, Reading, PA (RDG)  
**02** AOPA Fly-In; Frederick, MD (FDK)  
**16** Balloon Fest, West Bradford, PA ([www.wbya.org](http://www.wbya.org))  
**20-23** Sentimental Journey Cub Fly-in, Lock Haven, PA (LHV)  
**21** Annual Scholarship Dinner, Thursday, 6PM, PACC

### Major Fly-Ins

April 17-23 Sun'n Fun Fly-In; Lakeland Florida  
June 2 AOPA Fly-In; Frederick, MD  
Early June Speculator Seaplane Fly-In; Speculator, NY  
July 23-29 EAA AirVenture; Oshkosh, WI

### Aero Club Meetings

**Apr 12** Board of Directors Mtg, Thursday, 6PM, PACC  
**May 19** Scholarship Candidate Interviews, Saturday  
**Jun 21** Annual Scholarship Dinner, Thursday, 6PM, PACC  
**Jul 19** Board of Directors Mtg, Thursday, 6PM, PACC

### Dinner Presentation, April 12, 2007

Wings Field, Philadelphia Aviation Country Club

Following the board meeting at 6PM, Allison Chalker of the 99's will present on the "History of the 99's". The Ninety-Nines is an international organization of female pilots, organized in 1929. In 1931, Amelia Earhart was elected as first president and the group was named for the 99 charter members.



The presentation begins around 8PM. Optionally, members may also attend the board meeting at 6PM and/or a very nice dinner at 7PM. Contact Jeff Kahn, [JSKESQ@aol.com](mailto:JSKESQ@aol.com) to announce your intention to attend. Members and guests are welcome. Dinner is around \$40 per person. Attire at PACC is business casual.

### Upcoming Aero Club Field Trips:

- Flight Safety, April, weekday evening
- Falcon Jet, Wilmington, DE, Friday, May 4
- Wings over Delaware, upcoming

Announcements for trips are sent out via e-mail. You might need to check that your e-mail system is not filtering them. Details are also available on the website. And, you can send an email stating your interest in attending. [AeroClubPA@aol.com](mailto:AeroClubPA@aol.com)



# Delaware Valley Regional Planning Commission Meeting Report

## AIRPORT NEWS

December 5, 2005  
By Steve Najarian



### PHILADELPHIA INTERNATIONAL [PHL]

Traffic is up by 50% since the dip after 9/11. Traffic is projected to increase by another 50% over the next 20 years. Runway 17/35 will be extended to handle more small jet traffic as an intermediate step toward total redesign of the runway configurations. Long term, a 3rd runway 9/27 is planned.

### CHESTER COUNTY [40N]

Chester County is a very busy airport west of Philadelphia, the only airport that can handle corporate jet traffic in that region. 200 jet departures per month is the current traffic load. Thirty

one jets are based here. Runway lengthening from 5400 ft to 6100 feet is planned to handle Gulf Streams. The total cost of the expansion is estimated at \$33 million. New PAPI is awaiting FAA flight check.

### BRANDYWINE [N99]

The airport is home to nearly 150 aircraft. An AWOS (121.40) has been commissioned and runway rehab has been completed. The township is enforcing the local zoning ordinances regarding tree height limits. Volume of helicopter traffic has increased 40 percent and overall operations were up 14 ½ percent from 2001 to 2005.

### POTTSTOWN MUNI [N47]

Obstructions have been cleared from both ends of the runway. Crack sealing is ongoing and the runway has been renumbered 8/26.

### DOYLESTOWN [DYL]

Local community is opposed to runway

expansion. Public relations drive is underway to neutralize the negativity.

### WINGS [LOM]

Penn Dot is conducting a workshop to improve community relations. Apron improvement project has been approved for funding.

### NEW GARDEN [N57]

The township is finalizing the acquisition of airport. The airport is home to over 130 aircraft and an active EAA chapter and maintenance facility.

### CECIL COUNTY [58M]

Received approval for expenditure to improve taxiway and terminal building. Future plans include runway extension and additional hangars. The number of based aircraft is up 30% since 2001.

### PERKIOMEN VALLEY [N10]

The airport is under new ownership. PAPI and obstruction removal are underway.

## Airport Restaurants: A list of some of the fly-in restaurants around the Delaware Valley:

### Pennsylvania:

#### Butter Valley (7N8)

Golf Port Restaurant (Seasonal)

#### Cherry Ridge (N30)

Airport Restaurant

#### Chester County (40N)

Flying Machine Cafe

#### Gettysburg (W05)

Herr Tavern (1/3 mile east)

#### Kutztown Airport (N31)

Kutztown Diner

Open 24 Hours

#### Lancaster (LNS)

Fiorentino's (Terminal)

#### Pottstown (PTW)

Airport Hotel Rest. (2 blocks)

#### Reading Regional (RDG)

Malibooz Bar & Grille (Terminal)

#### Smoketown (S37)

Smoketown Diner (adj)

T.Burk Deli (2 blocks)

### Wilkes-Barre (AVP)

Terminal Restaurant

Damon's Sports Bar (1 block)

### Williamsport (IPT)

Sky View Restaurant

### York (THV)

Orville's

### Delaware:

### Wilmington (ILG)

Polidoro Italian Bistro

Damon's Sports Bar

### Sussex County (GED)

Jimmy's Grille

### Maryland:

### Easton (ESN)

Hangar Cafe

### Frederick (FDK)

Airways Inn

### New Jersey:

### Blairstown (1N7)

Runway Cafe

### Cape May (WWD)

Antino's Grille (Seasonal)

### Central Jersey (47N)

Pizza/Pasta (1 block)

### Flying W (N14)

Avion Restaurant

### Millville (MIV)

The Flightline (Jug)

Antino's Grille

### Ocean City (26N)

Airport Diner

### Sky Manor (N40)

Sky Manor Restaurant

### South Jersey (VAY)

Runway Cafe

### Sussex (FVN)

Airport Diner

# Maysie Morris Cantrell Henrotin: 1922-2006

## PILOT HISTORY by Robert Dant

"United 896, after East Texas, descend to one one, eleven thousand, cross MAZIE intersection at 11."

Airline pilots hear the name Maysie every day as they descend into Philadelphia from the north. The airway intersection name is a reminder of a well known Chester County aviatrix who passed away on October 13, 2006.



Cantrell family photo: Edited by Richard Davis

Maysie may be best known locally as the nice lady who worked at Chester County Airport, where she worked for many years. She was also an active member of the Easter PA Chapter of the Ninety-Nines, a past president of the Aero Club of Chester County, and a board member of the Aero Club of Pennsylvania. She was also an active athlete, animal lover, gardener, farmer, sailer and a bit of a world traveller. She was at one time on a national women's lacrosse team, she enjoyed figure skating, was an accomplished diver, and she played tennis into her 70's.

In the late 1960's, Maysie pursued her lifelong dream of learning to fly. She got her pilot's license in the early 70's and began working the desk at Chester County Airport. She was a recognized voice on the radio providing pilots with airport advisories. In 1974, she bought a Cessna 150. In this plane, she visited her children in Michigan, Montana and California. Maysie's flight log from her 1978 trip to Montana captures her spirit for adventure. The

journey included flying thrilling mountain passes, landing on dirt roads, and visiting remote airstrips.

Maysie grew up in Daylesford, PA (near Berwyn), one of five sisters. She graduated from Agnes Irwin School in Rosemont at the beginning of World War II, and worked in north Philadelphia making aviation parts. She married Pete Cantrell at age 20, and in 1951, they bought a modest farm near Ludwig's Corner in Chester County. They had four children. They divorced in the late 1950's and she married Blair Henrotin in 1961.

Maysie lived in the farmhouse at Ludwig's Corner for over 50 years. Since 1999, "Maysie's Farm" has been run as a community supported farm and eco-farming education center by Maysie's son, Sam Cantrell.

Nancy Kyle of the 99's recalls, "Maysie was a bit eccentric, always spoke her mind, funny, passionate about flying, a great friend of aviation, super on the intercom, a true lady and a real pistol! I will miss her."



A rather youthful looking 24 year old Maysie in 1946

Maysie Henrotin was 84.

Sources: Easter Pennsylvania Chapter of the 99's, Aero Club of Chester County, Philadelphia Inquirer, Maysie's Farm Conservation Center ([www.maysiesfarm.org](http://www.maysiesfarm.org)).

## Aero Club members visit Lakehurst Naval Air Station

By Rob Dant

On February 10, 2007, as this newsletter is being mailed, members of the Aero Club are visiting the Lakehurst Naval Air Station in New Jersey. Commissioned in 1921, NAS Lakehurst was the center for Navy airship development for four decades. More recently, the newly named Naval Air Engineering Station (NAES) has served as a center for research into aircraft ejection seats and carrier aircraft launch and recovery techniques.

The first American rigid ship, the USS Shenandoah was constructed in Hangar One and flew in 1923, and was the first to use helium. It contained most of the world's helium reserves at the time. With an interior floor space equal to four football fields, the massive steel and cement Hangar One was constructed in 1920's as a home for the Navy rigid airships. At various times, the nearly 1,000 foot long structure sheltered all the American rigid airships (Shenandoah, Los Angeles, Akron and Macon) and Graf Zeppelin and Hindenburg.



Historic Hangar 1, left. Hangars 2 & 3. Hangar 4, background.

Photo by Rob Dant

The tour normally includes visits to the Information Center, the Ready Room, the POW-MIA display, historic Hangar One, the airpark, and the Hindenburg Crash Site Memorial Marker.

Information about tours and about the Navy Lakehurst Historical Society is available at [www.nlhs.com](http://www.nlhs.com).

# Error Management

**FLIGHT SAFETY** By Al Schnur

Human error has been with us since the birth of mankind. In aviation, the result is accidents, poor decision making, mistakes, and other mishaps that can and should be prevented. All of us are guilty, either as part of a team (recall CRM) or as individuals. So, it is important to be aware of the risk of making an error in a high risk environment, which can result in injury or death of participants and bystanders, and, of course, property damage.

To combat the dangers, there is a unique new approach as part of the FAA's Safety Management System, utilizing the concept of team training. Research shows that human error is predictable and that participants may be taught to correct them. One thing that is certain, that people perform more in accordance to established procedures or regulations when they are being observed (surveillance). Just see what happens on a highway where there is a radar speed check point or when surveillance is done at an airport. In order to learn to correct human error, it is important to understand three types of common scenarios that make us all vulnerable:

**Time constraints:** These lead us to take on multiple tasks, sometimes beyond our limit to make proper decisions. This modern buzz word for this is "multi-tasking," which quite frankly makes me nervous, especially when it leads to shortcuts. The logical follow-



on usually sounds like "we have to do more with less." I was nervous before, but this one really makes me ballistic. What a compromise to safety!

**Deviation Acceptance:** This is the situation that occurs when individuals ignore rules and regulations and then accept that deviation as normal. A good example of that is the acceptance of a highway speed limit. Padding the posted limit by 8-10 MPH is an accepted and a time-honored tradition. So it becomes acceptable to exceed posted limits, under the guise that everyone is doing it or "I may get run over by an 18 wheeler or a Mini Cooper." And this mindset is not limited to the earth-bound travelers.

**Mental Observance:** This occurs when cues (the error chain) are lost due to distractions, thereby preventing problem recognition and resulting in no corrective action. This item usually comes just prior to the Accident/Incident. It's important to recognize the two aforementioned error producing conditions and the sense of invulnerability.

To get the most benefit from this knowledge requires incorporating it as into one's lifestyle. Above all, fly safe. Learn to question some of your actions and see if there are any potential problem areas. Most importantly, get some effective dual instruction.

## Announcing the 2007 Aero Club Scholarship Awards Program

The Aero Club is 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, 2007. Forms and instructions are available at [www.aeroclubpa.org](http://www.aeroclubpa.org).

Applicants must be available for a personal interview with the Scholarship Review Board on May 19, 2007, and winners must attend the Scholarship Awards Dinner on June 21, 2007. 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 or e-mail scholarship application forms to the Aero Club [AeroClubPA@aol.com](mailto:AeroClubPA@aol.com):

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

## P-47 comes home to Millville

An original WWII P-47 Thunderbolt pursuit/fighter plane, "No Guts, No Glory", one of just nine flying in the world today, arrived at Millville in January where it will be based for future years as a tribute to its distinguished aviation history. During WWII, Millville was home to the gunnery school for fighter pilots flying the P-47. New owner Tom Duffy, a warbirds collector from Haddonfield, NJ, purchased the Thunderbolt as part of his collection, to be displayed by the Millville Army Air

Field Museum. The "Thunderbolt" name was later used by Millville's school sports teams as a symbol of strength and dependability. This Thunderbolt was flown from Chino, California by Terry Rush, a private warbirds pilot.



2004 photo by Andrew P Clarke  
wikipedia image P-47MThunderbolt.jpg

Source: Millville Army Airfield Museum ([www.p47millville.org](http://www.p47millville.org))



## Oshkosh 2006 - My 10th Anniversary

by John Stubbs



*John Stubbs grew up in the UK and was introduced to flying by his dad, who served in the RAF in WW2, and trained as a radio operator on the "Lancaster" British Bomber.. The family lived near an RAF base and they attended the annual Battle of Britain air show many times. His first trip to Oshkosh in 1996 inspired him to finally get his pilot's license. He returned from AirVenture 1996, enrolled in a ground school program at Wings, earning his private, instrument, and multiengine ratings under their guidance. John is an active Aero Club of Pennsylvania board member and EAA chapter member. He owns and flies a Cessna 182 out of Wings Field.*

AirVenture 2006 marked the 10th anniversary of my first trip to Oshkosh back in 1996. I have only once missed the show in this ten-year period. And, the arrival of the beloved Lancaster this year gave this an even more poignant significance. Also, my son Martin, who has accompanied me on most of these trips, heads off to college this year for a 5-year co-op program, so who knows when his next trip will be.

Maybe as a sign of the times, with Avgas hovering around \$4 a gallon, we chose to leave the flying to Midwest Airlines, rent a car for a long weekend, and stay in an air conditioned hotel with a pool, rather than fly out in my trusted C-182! We saved some cash, but we also avoided having to endure the blistering hot conditions of camping under the wing. But there is something very magical about writing that OSH landing in your logbook.

We arrived the Friday of the last weekend just as the Blue Angels began a brief show. We had missed the unannounced visit by two F-22 Raptors the previous day, which really disappointed my son. This day was blistering hot, and we spent a lot of time in the Cessna Pilots Association tent that offered both shade and endless chilled water and lemonade. But, I seem to be instinctively drawn to the composite homebuilts, and usually spend a significant time at the Lancair booth. One day, as retirement looms ever closer, the thought of building a Legacy FG seems very tempting! A very aggressive flight display by the B1 bomber managed to set off all of the car alarms close to the flight line as he hit the afterburners on climb out. We watched this plane being towed out, and he fired up the engines on the taxiway in the middle of the crowds with quite dramatic effect. We stayed to the end of the flying display on Friday, and the warbirds display was as spectacular as ever.

Saturday was a slightly cooler day with unrestricted visibili-

ty. The Eclipse 500 VLJ had received another endorsement from the FAA during the show, and we saw production model #1 put through its paces by the CEO of the Corporation - now that's a corporate job to aspire to! Production model #2 came off the assembly line the Wednesday of the show and was flying a display at Oshkosh by Saturday. That's impressive, as was everything about the way this airplane looks and performs.

Strolling along the flight line, my son and I met the pilot of the Sea Venom who flew every day during the show. The plane is owned by John Travolta, but I'm not sure he flies the plane. We got into a discussion about the flying characteristics of this plane, and I found the landing procedure to be quite interesting. Downwind, base, and turn to final are



Eclipse 500 light jet



A.V. Roe Lancaster, WWII British Bomber.

Photos by John Stubbs

straightforward - flaps to 15 degrees, power to 35% and airspeed to 100 knots. But on short final, the next flap setting is engaged, a dramatic 70 degrees. To maintain airspeed, the power has to be increased to 90%, an adjustment which apparently needs some finesse because the compressor rotor is so heavy that a sudden power adjustment induces sufficient p-factor to roll the plane!

Light Sport Planes were hot topics this year. I saw the new Cessna concept plane, but was not all that impressed with the high-wing design. I weigh ~180lb and am 5' 11" tall and in pretty good shape. Getting into many of these airplanes was next to impossible, and getting out was worse, so try before you decide to buy. Many of the low wing

**Oshkosh story...** continued from page 7.

designs were much easier to negotiate, and there are some very attractive designs out there.

We awoke on Sunday morning to violent thunderstorms and heavy rain. This happened once before when we were camped on the field, and it's much easier to deal with from a hotel room. We went over to the EAA museum until the weather cleared up. This is always worth a half day of your time, and there is plenty to see. One sad display for me personally was the DH Mosquito, which was in flying condition until quite recently, but seems to have been downgraded to a static display. This airplane was originally built in my hometown of Chester, England, and I have not seen one flying since I left those shores 24 years ago.

The weather cleared by noon, and we were fortunate to witness the start up, taxi, and take off of the beloved Lancaster. My father trained as a radio operator on this airplane, but luckily for me and my son, he never saw active duty, or I doubt that either of us would have been around to enjoy Oshkosh. As if divine intervention had smiled on us, the Lancaster stopped its taxi roll right in front of where we were standing, and I was barely 50 feet from this magnificent airplane. I pointed out to my son that he would have been the right age for aircrew training in WW2.

Another spectacular flying display was the C-17 Globemaster, which is akin to a flying city, has some remark-

able flight characteristics. Slow flight is truly amazing at 85 knots. A short field landing can be achieved in 1000' - that would leave 2700' of unused runway at Wings, if the runway was rated for the weight of this monster! The plane taxis very nicely backwards, and the pilot turned around by pulling into a tight spot and then reversing out while turning.

A memorable show by Jim LeRoy, the surviving member of the original "Masters of Disaster", closed out AirVenture 2006. Another great AirVenture, and I hope to continue the almost unbroken tradition of going every year. The show has evolved in many new directions since its inception as a homebuilder's paradise, but truly provides something for everybody interested in aviation. Hope to see some of you there in 2007!



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