

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

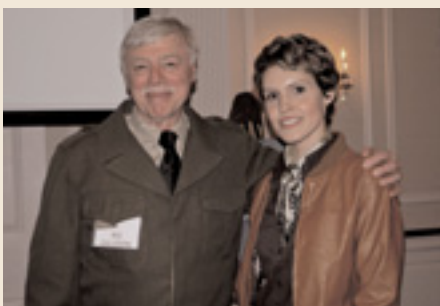
## DINNER HIGHLIGHTS

### Wright Brothers Award

President James Kilduff presented local flight school owner Ted Behrle with the Aero Club Person-of-the-Year Award in appreciation for his dedication to student training and for encouraging students and recent private pilots to join the Aero Club of Pennsylvania. In 2012, T.A.S. Flight School at Brandywine Airport paid for Aero Club memberships for 38 of its students.

### Silent Auction raises funds

The Aero Club held its 3rd annual silent auction in conjunction with the Wright Brothers Dinner. Four full tables of mostly aviation-related items were auctioned to raise funds for the Aero Club Memorial Scholarship fund. Items included vintage books, jewelry, a certificate for hot air balloon training, gift certificates, and framed prints. Total proceeds from the auction totaled over \$3200.



Ric Gallespie with  
Monica Hoffman

## ISSUE HIGHLIGHTS

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## Amelia Earhart speaks at Aero Club Dinner

The Aero Club of Pennsylvania held its annual Wright Brothers Dinner and fundraiser on December 17 at the Desmond Hotel. 75 members and friends attended the event.

The event began with a reception and a silent auction which raised money for the Aero Club Memorial Scholarship Fund. Auction items were donated by members and local businesses. The auction raised \$3200 and the event overall raised \$3700 for aviation scholarships.

Before dinner was served, Walt Ellis introduced our special guest, Amelia Earhart, a.k.a. Monica Hoffman, a local actress. Amelia recalled the events of her life from her earliest years until her infamous final flight. After her performance, Monica took questions from the audience, including questions from surprise guest Ric Gillespie, founder of the International Group for Historic Aircraft Recovery (TIGHAR). Gillespie authored the book "Finding Amelia" and has been investigating Amelia Earhart's disappearance since 1988.

*Amelia recalled the events of her life from her earliest years.*



75 in attendance at the Desmond

Following dinner and dessert, President James Kilduff presented the 2012 Aero Club year-in-review, highlighting the major events of the year. Mr. Kilduff also conducted the official annual member meeting which resulted in the election of five new board members: Robert Dant, Steven Lindrooth, Laren Pitcairn, John Stubbs, and Bruce Thompson. Mr. Kilduff also presented local flight school owner Ted Behrle with the club's annual Wright Brothers Award.

After final acknowledgements and thank-yous, the 2012 Aero Club of Pennsylvania Wright Brothers Dinner adjourned just after 9 P.M.

Some came in period costumes or aviation uniform.





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The Aero Club of PA was formed in 1909 to promote aviation in Pennsylvania and the Greater Delaware Valley. We are a social and civic organization which plans field trips, holds an annual dinner, sponsors presentations, awards aviation scholarships, and produces this quarterly newsletter.

New Membership is only \$20  
 Signup at [www.aeroclubpa.org](http://www.aeroclubpa.org)

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<b>2 Year Term:</b>	Michael Dunleavy Timothy Fields Dan Kurkjian Michael Little Robert Smith
<b>1 Year Term:</b>	Elaine Farashian Nancy Kyle Juliet Lindrooth Glenn Long Dennis Ryan

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**Aero Club Mem. Scholarship Fund:**  
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## PRESIDENT'S MESSAGE

*James Kilduff*

The Wright Brothers dinner took place December 17th at the Desmond Hotel with 75 people in attendance. Out of the usual order, our speaker appeared before dinner. Monica Hoffman is a young actress with a passing resemblance to her character Amelia Earhart. For 30 minutes, she recounted her life speaking in the first person as if she were Amelia. The format of speaker-first seemed to be successful. Should the Wright Brothers dinner have the speaker first next year? Send your opinions or comments by email to [aeroclubpa@gmail.com](mailto:aeroclubpa@gmail.com).

This was the third year for the silent auction, which was a great success in raising money for the scholarship fund. Twenty items were auctioned raising a total of \$3200. Special thanks are due to the Flight Safety office of New Castle, DE for donating a simulator ride. Flight Safety and the Scholarship Fund have become virtual partners in helping young fliers reach career goals. At least three recent scholarship recipients have instructed at Flight Safety, and gone on from there to flying jobs.

A special field trip is in the offing. Our member Erik Kocher has tentatively arranged for an Aero Club member tour of the Boeing Vertol plant in Essington, PA. Boeing is a defense contractor and there is heightened security at the plant. Those concerns override plant tours, so the tour is tentative until it happens. It will be a very relevant tour for Aero Club members who recognize that the development of rotary wing aircraft has roots in our Club. At least two members, Harold Pitcairn and Frank Piasecki, were pioneers in the field. Piasecki developed the tandem rotor aircraft precursor of the CH-47 and then sold the operation to Boeing in the 60's. See page 4 for more details on this tour.

Also possible as an upcoming tour is a visit to the "Fighter Factory" formally known as the Military Aviation Museum, located in Virginia Beach. The Aero Club has a connection to the owner of the museum developed by our special events VP Walt Ellis. Watch the web site or Facebook page for the date. The museum collection includes a Supermarine Spitfire being reassembled this spring. This would be another "behind the ropes" tout that the individual visitor would not experience.

Send any comments or ideas for field trips to [aeroclubpa@gmail.com](mailto:aeroclubpa@gmail.com).

## BOARD OF DIRECTORS REPORT

*Elaine Farashian, Secretary*

The Aero Club Board of Directors met at Wings Field on January 24. The Board of Directors confirmed the officers for the new year and President Jim Kilduff welcomed the officers and new board members.

Elaine Farashian presented the minutes from the October and December meetings. The group discussed financials, membership and newsletter details. Mary Wunder reported results of the membership renewal campaign so far.

Next, Debbie Harding reported on the 2013 Scholarship program. The trustees and scholarship com-

mittee met before the board meeting to finalize the details of this year's program.

The Board discussed the success of the Wright Brothers Dinner and ideas for next year's event.

President James Kilduff and V.P. of Special Projects Walt Ellis talked about upcoming field trip ideas including visits to the Philadelphia Glider Port, Boeing Vertol, and various fly-out possibilities.

The meeting adjourned for dinner and a presentation by Paul Heintz about his 2012 trip to the Bahamas with his wife in their Cessna 210.

## Aero Club Scholarship Report

By Debbie Harding, VP Scholarships

The 2013 Scholarship Program is now up and running for its 75th year! The website is updated and applicants are urged to request an application. This year's Scholarship Committee will consist of Brig. Gen (ret) Bruce Thompson (Chair), Dan Kurkjian, John Stubbs, Captain Timothy Fields and Debbie Harding. The total dollar amounts awarded, as well as, individual amounts are applicant driven and determined by the committee according to the applicant's current training status. Award amounts have ranged from \$250 and \$3000 with a trend toward larger amounts to account for ever increasing training costs. Applicants are encouraged to apply for scholarships multiple years in succession; this has enabled the Scholarship Program to underwrite aviation training as high as \$10,000 to very deserving applicants over a three or four year period.

To determine the available funds for Scholarship Awards, the Aero Club takes 100% of your yearly donations and augments that with investment interest and dividends and ½ of the Scholarship Fund's yearly investment gains. Adhering to this formula enables our fund to grow and allows our membership to increase yearly awards by simply increasing contributions. This year, we expect a record amount available for scholarships.

However large or small ACPA membership is over the years, its members are true advocates of promoting the future of aviation by helping those who aspire to a career in aviation. Most donations have been in the form of actual dollar amounts, but over the last decade we have branched out to fundraise through a "Fly Market" by selling gifts in kind received from our members. The last three years, we added the Silent Auction at the Wright Brothers dinner. The point remains that our own members are the ones doing the giving (and buying), happily so. Recent donors include people like Kate Macario who donated a flight in her Vintage Cessna 195, John and Virginia O'Toole who donated a dinner at PACC, and Jeff McFadden who sponsored a dinner and overnight at the Union League. We received collectible pens from Mr. Jim Monroe, jewelry from the Levine family and the Bob Smith family, many baskets of cheer from Nancy Kyle, books and headsets from Dr. Bill Gerhard and Mr. John Kassab. And we got lots and lots of stuff from the Steven Najarian family.

The idea has arisen recently of getting local corporate sponsors, as we have so many aviation related businesses in our area. But actually, we have had many corporate sponsors over the years; we just view them as individuals. There is John Desmond of the Desmond Hotel group, George Jenkins' Eagles Mere Aviation Museum, Mike Bem's Flying Machine Café, yours truly with Air Ventures Hot Air Balloons, Tom Dougherty of Montgomery County Aviation, Ted Berhle of TAS Flight School, and Harry Griffith at Horizon Helicopters. And this year, Penn Avionics and Flight Safety joined the ranks.

We have also incorporated Scholarship Awards in memory of past local aviators and contributors to the club; people like Bob Shannon, John Ward, Steve Najarian, Rusty Russell, Mike Dunn, Bill Backenstose to name a few. It just goes to show why the Aero Club of Pennsylvania is still active after 100 years. The trend suggests that your sponsorship of the Scholarship Program is actually viewed as a member benefit. So now that this year's amount has been determined, utilize your member benefit by encouraging candidates to apply!

## Board of Directors Mtg, Apr 18

Wings Field, Philadelphia Aviation Country Club

The Aero Club will hold its next quarterly Board Meeting on April 18 at the Philadelphia Aviation Country Club at Wings Field.

Following the board meeting at 6PM, we will have dinner and a presentation to be announced. Members and guests are welcome to attend our presentations.

Dinner (optional) begins at 7PM and the presentation begins around 8PM. Contact Jim Kilduff (jim@kilduffco.com) to announce your intention to attend. Dinner is around \$30 per person, not including drinks. Attire at PACC is business casual.

## Scholarships available

The Aero Club of Pennsylvania Memorial Scholarship Fund and the Eastern PA Chapter of the Ninety-Nines are accepting applications for scholarships to be awarded at the scholarship dinner on June 20. In 2012, the combined organizations awarded \$29,000 in scholarships. Applications are available online at the Aero Club and Ninety-Nines web sites and are due in April.

Each organization offers unique scholarship opportunities. The Ninety-Nines offer scholarships to women who reside, attend school, or are employed in the Greater Delaware Valley, or who are members of the Eastern Pennsylvania Chapter of the Ninety-Nines. The scholarship awards may be used for any aviation purpose.

The Aero Club offers awards to men and women who reside in the Greater Delaware Valley. Scholarships are available to pre- and post-solo flight students and to those seeking careers in other aviation-related careers.



<http://www.aeroclubpa.org>



<http://www.epa99s.org>

December 13, 2012

By Elaine Farashian

### PHILADELPHIA INTERNATIONAL [PHL]

Runway 9L/R27 rehab is delayed due to seasonal weather, yet the notice to proceed is pending. The high speed taxiway K5 bids were opened and the notice to proceed is pending.

### BRANDYWINE [OQN]

Taxiway A rehab and runway and taxiway safety areas have been completed. The phase 2 construction of apron project has been advertised with bids to be received in January. Construction is expected to begin in the spring. Grants are anticipated for rehab and relocation of airfield lighting. The project has been expanded to include preliminary stormwater design for the runway widening.

### CAMDEN COUNTY [19N]

The sponsor has indicated he does not wish to continue with the grant for the projects.

### CECIL COUNTY [58M]

Robert Powell, owner of the airport, recently made a business trip to Indonesia to promote General Aviation and on Dec. 11 gave a presentation at Cecil College. The airport continues pursuit as an Autonomous Airport Authority and is yet considered a medevac unit site. The Civil Air Patrol is finalizing a contract for basing an aircraft at the airport. Hangars are full and fuel sales are up.

### CHESTER COUNTY [MQS]

Phase 5 of the south apron project may be awarded a bid by December

31. Construction should begin in March, 2013.

### CROSS KEYS [17N]

Due to the expiration of NJDOT grants, all projects are currently on hold. The ALP (Airport Layout Plan) update project being conducted by DVRPC is 80% complete, but on hold awaiting a grant extension.

### DOYLESTOWN [DYL]

The Authority is finalizing acquisition of numerous easements for properties located under the runway 5 approach. Grants are expected for obstruction removal for runway 5/23 approaches and transitional surfaces. Another grant is for constructing bypass taxiways on runway 5/23 ends.

### NEW GARDEN [N57]

Phase 3, paving and marking project, of taxiway A will have grant closeout in December, 2012. Acquisition of an easement in runway 6 is being finalized. Design of runway 6/24 reconstruction and widening has been approved and the airport is waiting for grant offer. Bids for rehab west T-hangar apron will be received in March with expected construction completion in May. Perk testing of storm water basin for the new hangars is underway. Dates for the 2013 Air Show are Aug. 17 and 18. Future Aviators Summer Camp plans include expansion to a 2 week session this summer. Dates are July 8-12 and August 5-9. The flight school is doing well and is looking for a new Cessna 150/152.

### QUAKERTOWN [UKT]

The Authority has acquired 6 easement parcels and is working on the 7th for the runway 11 approach. The Authority has acquired 2 parcels of

land under the runway 29 approach. The fuel farm relocation and replacement project has been advertised and bids are expected January 9 with construction to begin in spring.

### SOUTH JERSEY REGIONAL [VAY]

The REIL installation is complete. The Master Plan update is in progress. A public comment meeting was scheduled for December 13. An E-ALP data meeting is planned in January. A new grant for drainage improvement around the T-hangars has recently been approved. The project design for the Jet A fuel farm is completed and bids are due out in December or early January. Another grant has been awarded for rehabilitating the main tiedown apron.

### TRENTON MERCER [TTN]

The EMAS installation on runway 16/34 is complete. The grant for runway 6/24 construction has been approved by the FAA, but not yet by NJDOT. A 2013 grant application is designated for the EMAS installation for runway 6/24. Grants have been approved for taxiway H, B, F rehab and security fence improvement.

### TRENTON ROBBINSVILLE [N87]

The security camera installation should be finished by year's end.

### VANSANT [9N1]

Hurricane Sandy caused extensive damage to hangars and numerous aircraft. The Authority continues to address obstructions. The new FBO, The Bird of Paradise, is operated by Bar and Dannie Eisenhauer.

### WINGS [LOM]

New replacement hangars 3 and 4 are underway with completion expected in February. The itinerant apron project is almost complete. Gasoline sales, airplane rentals and instruction have increased significantly this year.

## AVIATION EVENT CALENDAR

### MARCH

09 Aero Club Tour of Boeing Vertol Plant (see right)

### APRIL

01 Deadline for Scholarship Applications  
18 **Board of Directors Mtg**, Wings Field, Thursday, 6PM  
27 Chili Fiesta Fly In, Massey Airfield (MD1), 12PM-4PM

### MAY

11 Aero Club Scholarship Interviews, Brandywine Airport  
18-19 Ninety-Nines Pennies-a-Pound, Heritage Airport (PTW)  
18 EAA 240 Pancake Breakfast, New Garden (N57)

### JUNE

07-09 Reading WWII Weekend, Reading, PA (RDG)  
01-02 EAA 216 Pancake Breakfast, Cross Keys (17N)  
15 EAA 240 Pancake Breakfast, New Garden (N57)  
14-15 Chester County Balloon Festival, www.WBYA.org at Embreeville Sports Complex, Rt 162, Embreeville, PA  
20 **Annual Scholarship Dinner**, Thursday, 6PM

### Boeing Vertol Tour, March 9

The Aero Club has been invited to tour the Boeing Vertol Facility in Essington. Eric Kocher and Mark Ballew will be our guides for the tour of the Chinook and V22 facilities. Boeing builds complete Chinooks here along with the V22 fuselage that is sent to Texas for completion.

If you would like to attend and wish to be kept informed, send an email to the Aero Club at [aeroclubpa@gmail.com](mailto:aeroclubpa@gmail.com).

# 500 Kilometers Without an Engine

Member Story by Kenneth Ford



In the mid-1990s I encountered a young German glider pilot in Minden, Nevada for whom flying 500 km without an engine seemed routine. If he had nothing better to do one day and the weather looked promising, off he went. He had completed several such flights during that year.

For me it was not so easy. I spent ten years trying, off and on, and finally succeeded on July 1, 1996, not long after my seventieth birthday.

The routine is always the same. You stow a sweater and some extra water behind the glider's single seat, and maybe a blanket and some extra food. (This is in the west. The desert can be lonely and it can be cold at night.) You make sure the oxygen bottle is full. In the pre-GPS days I am describing, you have your official observer load your camera and seal it, then take a picture of your hand-printed flight "declaration" before mounting the camera on the left side of the cockpit, where it points out along the left wing so you can photograph turnpoints in a left bank. You load your recording barograph with a soot-covered foil, mount it behind the cockpit, wind it up and start it running. You put a liter or two of water within reach in the cockpit, also whatever food you plan for en-route nourishment—for me typically Peanut M&M's and a package of crackers and cheese, things that don't readily melt—and a

sectional chart, a microphone, and an oxygen mask.

By now it is around 11:00 a.m. and you are scanning the sky looking for the first little cumulus clouds that might signal nascent thermals. You visit the facilities for what will be the last time for quite a while. You apply sunscreen and climb into the nest that will be your home for the next six to eight



Ken Ford in a Rolladen-Schneider LS-4 sailplane just after completing 500-km flight

hours. A tow plane takes you aloft and you cut loose over the field, not more than 3,000 feet above it. You are on your way.

On most of my dozen or so unsuccessful efforts, I landed either back at the home field or at some other

airfield from where I could be towed out. But not always.

On one flight out of Estrella, Arizona in a Grob 102, my flight ended at an abandoned Air Force base. Hardly had my glider rolled to a stop before an agitated Captain rushed up in his Jeep to tell me I had landed on Government property without authorization! He soon calmed down and drove me to a combined bar-hamburger joint a few miles away, from where I called Les Horvath, the skilled and charismatic owner and manager of the Estrella Sailport (Les pretended that he wasn't worried at all). I also checked in with the tower at the nearest active Air Force base. After getting a ride back to the edge of the field, I walked in to my glider, sure that I was dodging rattlesnakes, and slept surprisingly well in the cockpit. Promptly at 8:00 the next morning, just before the Air Force was scheduled to make low-level passes over the field in jet fighters, Les showed up in his Piper Pawnee and towed me home.

Another time, I landed a Schweizer 1-34 in the late afternoon in a beautiful field of wild flowers south of Mountainair, New Mexico. After weighting down one wing with whatever ballast I had available, I walked east until I found a gravel road, then north, reasoning that Mountainair lay ahead. After a while - it was now dark - a car

CONTINUED ON PAGE 7...

## Marshall Earle Reid

Aviation History by James Talone

Marshall Earle Reid was born in Milton, PA, on August 31, 1886, the son of David Christopher Reid and Betsey Holmes Marshall. His father was a wealthy tobacco merchant and he probably grew up in the Philadelphia area. At age 26, Reid received pilot certificate number 114 and joined the Aero Club of Pennsylvania with his friends Grover Cleveland Bergdoll and President Clarence P. Wynne.

In 1912, Reid purchased a \$5,000 Wright Brother's 1911 model pusher. The Wright Brothers insisted on training people who purchased their planes and Reid was certified to fly in April of 1912 and was recognized as the best of his class for flying 600 feet high.

On June 6, 1912, the New York Times gave him praise for flying from Staten Island to Trenton in a record time of 70 minutes. Reid was less concerned with the record and said that he and his friend and mechanic Orton Hoover were just out joy riding. On the way, they buzzed the Princeton Yale baseball game, a stunt which aroused a bit of attention. When they arrived back in Philadelphia, the Philadelphia Inquirer reported on the incident, and the Aero Club of America reprimanded him and threatened to withdraw his license.

Reid was hired by the U.S. Post Office to fly the first airmail flight in South Jersey between Ocean City and Stone Harbor. In early August, he towed his airplane behind his new Mercedes automobile down Market Street in Philadelphia, across the ferry and made his way down to Ocean City. A ramp was constructed to drag the plane down to the beach and the lifeguards cleared the beach for take off. He was handed 500

pieces of mail from the postmaster and took off with pontoons attached to his undercarriage as a good bit of the trip was over water. He landed in Stone Harbor in 20 minutes and made a return trip the same day. From Aug 3rd to 13th, "carrying in four trips from Ocean City, NJ, distance 21 miles a total of 11,456 pcs mail and three trips from Stone Harbor, NJ a total of 1,059 pis...Geo Greskill."



Marshall Earl Reid and one of the many passengers he flew in his Wright Model B.

Reid took up many passengers during his stay in Stone Harbor, including Mrs. David Risley, the wife of the secretary and treasurer of the Stone Harbor Company, which was developing Stone Harbor at the time

Over in Wildwood, Reid took part in a speed boat race using his pontoons and came in second, as he had a difficult time rounding the buoy. The Philadelphia Inquirer reported that, "The most spectacular flight of the week was on Wednesday when Reid flew from the seething waters in the face of a 30 mile an hour gale and torrent of rain, remaining aloft for 15 min."

Reid had another brush with death back in Stone Harbor when he took off in the back bay on a windy day. He just managed to get aloft when a

downdraft forced the crash-landing of his plane on the marsh. Reid was thrown clear and uninjured but his passenger suffered a strained back. Both were rescued by members of the Stone Harbor Yacht club.

In October, 1912, Reid and his brother in law Navy Lt. Commander Henry Mustin (who later helped found the Naval aviation school at Pensacola) attempted to fly from Cape May to Philadelphia.

On a perfectly calm day, witnesses who saw them off said that things were going smoothly until they passed out of sight. No one heard of them until the next day and the Inquirer reported the two men missing and feared drowned. Reid reported that they were about 12 miles out of Cape May when his engine exploded and caught fire. Reid managed to land the plane and put out the fire but the two men spent the night in the cold water

drifting on the Delaware Bay.

They were unable to flag down numerous oyster boats passing by in the distance. They fought the cold while having to bail out the pontoons to stay afloat. They were eventually rescued by the crew of a police boat that patrolled the area for oyster pirates.

Reid recounted, "We left Cape May intending to sail over the Delaware Bay and river to the Philadelphia Navy Yard, 85 miles away. At 2:05 o'clock when we were about 12 miles from Cape May flying about 150 feet in the air and making 40 miles an hour, the engine exploded. The aeroplane caught fire and we dropped into the Delaware Bay. The flames were extinguished by

CONTINUED NEXT PAGE...

*Continued...*

the waves. The pontoons kept us afloat and we drifted around in the bay for 16 hours.”

Despite the accident, Reid vowed that he would not give up flying. In 1913, he acquired a new Curtiss Flying boat and He gave exhibitions in the New Jersey Wildwoods before many VIPs including the governor. His exhibitions were not without mishaps, but none were as serious as the one in the Delaware River. In all, it is reported the Reid survived 6 plane crashes in his lifetime.

Later, Reid volunteered for service in the Aviation Section of General Pershing’s Mexican expedition against the bandit Pancho Villa. And, he distinguished himself as a Naval aviator in WWI. His friend Grover Bergdoll refused to serve due to his German descent. The government arrested Bergdoll for draft evasion, but after receiving bail, Bergdoll escaped to Canada, leaving behind his automobiles and his Wright Model B in his garage west of Eagle Field.

In the early 1930s, Reid and some friends in the Aero Club discovered Bergdoll’s decaying Wright Flyer in the garage on West Chester Pike in Havertown, PA. They repaired the plane and Reid flew it in a few ceremonial events. That plane was given to the Franklin Institute where it hangs today.

Reid died in 1955 at age 68.

*James Talone is a volunteer and historian for the Stone Harbor Museum in New Jersey. Jim presented to the Aero Club in the Fall of 2012 his historical video about the first airmail trials from Stone Harbor to Ocean City.*



Wright Model B in Egg Harbor City, New Jersey, owned Aero Club member Marshall Earl Reid, 1912.  
Photo from Egg Harbor City Historical Society.

## Sailplane continued...

From page 5

approached. I waved it down. The driver, it turned out, was a local police officer out looking for me.

The day I finally succeeded was a “blue-thermal” day, so dry that cumulus clouds did not form atop thermals. That added to the challenge of finding lift. My route was from Minden, Nevada, via the Pine Nut and White Mountains to Tinnemaha Dam in California’s Owens Valley and back. On the way south, I nudged my legal limit of 18,000 feet several times - real money in the bank. But after my turn at the dam, I made one bad judgment and blew my fortune in downdrafts from the Sierras. At 800 feet above the Bishop, California airport, I called on the Unicom frequency to announce my imminent landing. Nice try, I said to myself. Then I caught a wisp of lift, edged half a mile eastward, and caught another, stronger bit of lift. I called Bishop to say “never mind” and was on my way north and before long, I was flirting with 18,000 feet again.

By the time I got back to Minden, I was 3,000 feet above the ground and had to use willpower to pull the spoilers and lower the landing gear. The photo of me in the glider shows my wide grin as I was anxious to climb out of the LS-4 after spending a long seven-and-a-quarter hours aloft.

*Ken Ford is a retired physicist living in Philadelphia. He has flown and towed gliders out of PGC Airport in Bucks County and has flown power planes from Perkiomen and other area airports. His memoir on fifty years of flying, *In Love with Flying*, is available at Amazon and other booksellers, or on the web site [www.HBarPress.com](http://www.HBarPress.com).*





Organized December 17, 1909; Chartered May 10, 1910

## AERO CLUB OF PENNSYLVANIA

P.O. BOX 748, BLUE BELL, PA 19422

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## FLIGHT SAFETY BRIEFING

*From January issue of FAA's Safety Briefing Magazine:*

### Flying with disabilities

By Paul Cianciolo

You don't have to be able to walk to take wing and fly! As long as it is safe to do so, the FAA encourages everyone to experience the thrill and excitement of learning to fly.

Through sport pilot certification, people who use wheelchairs due to spinal cord injury or loss of limbs have the opportunity to earn their wings. Medically speaking, all that's needed is a valid and current state driver's license. Pilots must follow any restrictions or limitations set for driving while using the driver's license as a basis for flying.

As you know, the driver's license medical is an option only if you have not had an FAA medical exam that resulted in denial or deferral. In this case, you need to "clear" the issue first by getting at least a third class medical; you can later allow it to expire and use the driver's license medical option.

Disabled pilots who seek a private pilot (or higher) certificate may also have the option to seek a standard

medical certificate issued with a Statement of Demonstrated Ability (SODA), which can include aircraft and other types of restrictions.

Hand control systems are available with a stick for the rudder and integration of an additional brake handle, which can be installed in many light-sport aircraft. Specially modified aircraft allow people with disabilities to safely fly.

Brad Jones (paralyzed from the waist down) earned his sport license in 2007 through Able Flight. Able Flight, online at [ableflight.org](http://ableflight.org), is a national non-profit organization that grants scholarships for flight and aviation career training to people with physical disabilities.

*Paul Cianciolo is an assistant editor and the social media lead for FAA Safety Briefing. He is a U.S. Air Force veteran, and a rated aircrew member and search and rescue team leader with the Civil Air Patrol.*

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The theme of the January/February issue of FAA's Safety Briefing Magazine centers around aeromedical issues and advances in the medical certification process. See all articles at [www.faa.gov/news/safety\\_briefing](http://www.faa.gov/news/safety_briefing)