



PENNSYLVANIA PILOT

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

FAA reopens doors at FSS stations; C.A.P. turns 60

AVIATION NEWS

FSS goes public; AFSS consolidates

An increasing number of Flight Service Stations have reopened for face-to-face pilot briefings. Hopefully, FSDO and ATC facilities will soon follow. At the same time, expect some of the Automated Flight Service Stations (AFSS) to close down. Department of Transportation Inspector General Ken Mead called for reducing the number of AFSSs, telling lawmakers that paring the current 61 AFSSs down to 25 and incorporating a new computer platform would significantly reduce costs without degrading safety or service.

Runway incursions down for 2001

The highest-risk near-collisions on the nation's runways fell from 68 in 2000 to 50 in 2001. Note, though that last year's total of 380 for all potentially dangerous runway incidents was the second-highest in recorded history, down from the year-2000 all-time high of 431. While the FAA and AOPA attribute the decline to improved airport markings and educational efforts, it is hard to overlook that the FAA has found that reported incidents are proportional to increases and decreases in traffic, not unlike the drastic drop in aviation traffic after 9/11. The national near-collision leader, Los Angeles International, managed to reduce the reported number of serious incidents from five in 2000 to just one in 2001.

L.A. is one of a dozen airports using the Airport Movement Safety System (AMASS) which provides controllers with visual and audible alerts to potential conflicts in air-

organization on December 1, 1941, one week before Pearl Harbor. During World War II, C.A.P. coastal patrols flown by civilian volunteers were used to spot enemy sub-

marines along the Atlantic and Gulf coasts. After the terrorist attacks of September 11, Civil Air Patrol volunteers carried out support missions nationwide. With its 60,000 volunteer members, CAP performs 85 percent of inland search-and-rescue missions across the country. Happy Birthday, C.A.P.!

More fallout from Tampa

The FAA suggestions on improving flight school security made in the wake of 15-year-old Charles Bishop

flying a Cessna into the side of a Tampa, Fla., building will probably not be the last word on the subject. The Office of Homeland Security is taking a hard look at what happened and is awaiting recommendations that could become new and possibly mandatory preventive measures. The FAA was quick to respond to the January 5

Continued on Page 3...

Airport Highlight [MIV]



Photo by R. Dant

Millville Airport, N.J. has had a unique visitor on the ramp since November. This C-97G (known in the civilian world as the Stratocruiser) is owned by the Berlin Airlift Historical Foundation and is one of only 2 flying worldwide. It made a stopover at MIV on its way to Floyd Bennett Field, near JFK International, but was delayed because of the complications of 9/11. After maintenance work and the airshow in early May, it will continue to Brooklyn where it will undergo restoration and become a flying museum. The foundation is in dire need of donations and is looking for R-4360-59B engines. Information is available at www.spiritoffreedom.org. More Airport News is printed on Page 4.

craft movements on the airport. Another 22 airports will receive AMASS installations by year's end.

CAP Celebrates 60 Years Of Service

This past December 1, the Civil Air Patrol celebrated its 60th birthday. The C.A.P. was officially established as a volunteer civilian defense

AERO CLUB OF PENNSYLVANIA



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

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PRESIDENT'S MESSAGE

Norm Blanchard

The annual scholarship dinner is set for Thursday, July 18 at the Philadelphia Aviation Country Club at Wings Field. The invitation is available on Page 7. As always, we've included a line for your donation to the scholarship fund. Scholarship donations are one of the best ways you can help foster the future of aviation. See you at the dinner.

Spring means Sun 'n Fun and a good representation of "winterbirds" from the Delaware Valley flew to Lakeland, Florida. Twelve members flew down from Wings and Brandywine airports. Highlights of the event included start-of-the-art avionics demonstrations by Garmin and Avidyne, and displays by Adam Aircraft, Cirrus and Lancair. Also, Diamond showed off their new DA-40 4-place airplane, while Eclipse displayed their new twin jet. The Eclipse is expected to cruise at 355 knots, have a ceiling of 41,000 feet and a range of 1300 miles. Price will be \$837,500 and the first jet is expected to fly in July. Eclipse reported eight new sales during the week. Everyone agreed that it was a great visit to Sun 'n Fun this year, but it was exciting to return to the emerging springtime foliage of the Delaware Valley.



Tim Boyle, Steve Najarian, Walt Ellis and Lou Fitzpatrick at Sun'n Fun.



The Eclipse Jet at the exhibition tent. It'll go really fast when it gets wings.

BOARD OF DIRECTORS REPORT

Jeff Kahn, Secretary

On April 25, 2002, the Board of Directors and the Trustees of the Scholarship Fund met at Wings Field. It was reported that our paid membership stands at 260. We lost a discount member when the Flying Machine Cafe at Lancaster Airport closed. It's "sister" at Coatesville (40N) remains in operation and remains a discount member.

Important changes to the By-Laws and the Trust Agreement were adopted. As a result of these amendments, scholarships will now be available to residents of Pennsylvania and/or the Delaware Valley area, regardless of age, and the trustees may consider applicants for any aviation related training, not just flight training.

Three of our 2001 scholarship recipients have gone unclaimed, possibly due in part to the events of September 11th. Consideration will be given to requests to extend eligibility beyond the one-year time limit. Also, the club is considering a bus trip to the new Cradle of Aviation Museum on Long Island, probably in the fall. Finally, a committee has been formed to investigate the possibility of promoting charitable trusts as a way to bring new money into the Scholarship Fund.

AVIATION NEWS

Continued from Page 1...

suicide crash, calling on flight schools to watch their student pilots more closely, and encouraged everyone at airports to be on a heightened state of alert. Perhaps a remarkably apt description of the act of flying, these days.

EAA to make the 50th convention golden

It is hard to believe, but EAA AirVenture 2002 will be the convention's 50th anniversary. The association is working to celebrate the fiftieth in grand style, and they are soliciting your help. They are searching for memorabilia from the very first fly-in held September 12-13, 1953, at Milwaukee's Curtiss-Wright Field, and the personal recollections of the approximately original 180 who attended. Visit www.eaa.org for more information.

NASA eases stance on space tourism

Russia's mission control recently announced that they would carry the second space tourist, South African Internet mogul Mark Shuttleworth, to the International Space Station on April 27, with NASA's approval. Easing off a bit on its no-amateurs-in-space attitude, NASA said it intends to create a nonprofessional astronaut eligibility program to screen space-tourism aspirants. The move comes as part of an effort to maintain a bit of control over who is allowed to go wandering through the largely U.S.-funded space station while still providing financially challenged working partners the chance to subsidize their work through space tourism.

Aviation records for 2001

Aviation record-setting may seem a little boring at times, but the National Aeronautic Association (NAA) likes to remind us that some amazing stuff still happens. Each year, they select their "Most Memorable" records. For 2001, they included two unmanned missions: AeroVironment's solar wing, "Helios" set an altitude record when it soared to 96,863 feet, and Northrop Grumman's Global Hawk set a distance record of 8,214 miles. Stephen Fossett's forgettable attempt to fly a balloon solo around the world may have failed, but he set a time-aloft record and made the NAA cut.

AERO CLUB CALENDAR

May

- 20 Franklin Institute, Lindbergh Dinner
- 26 26th Annual Fly-In Breakfast and Lunch; Smoketown, PA
- 30-June 2 Sea Plane Seminar; Speculator, NY

June

- 1 **Aero Club Scholarship Applications Due**
- 1 AOPA Fly-In & Open House; Frederick, MD
- 1-2 1st EAA Family Flight and Balloon Festival; Oshkosh, WI
- 7-9 **MidAtlantic Air Museum WWII Weekend; Reading, PA**
- 9 EAA 1250 Fly-in Breakfast; Pottstown/Limerick Airport
- 16 Rhinebeck Airshow Season begins
- 19-23 Sentimental Journey Cub Fly-In, Lock Haven, PA
- 21-23 Wings over Pittsburgh, Pittsburgh, PA
- 22 **Aero Club Scholarship Candidate Interviews**

July

- 6-7 Golden Age Air Museum Fly-In, Grimes Field, Bethel, PA
- 12-14 1941 A/C Group's History of Flight Air Show; Geneseo, NY
- 13 EAA Chapter Fly-In/Drive-in; New Garden Airport, PA
- 18 **Aero Club BOD Meeting, 5PM, Wings Field**
- 18 **Annual Scholarship Dinner, 6PM, PACC, Wings Field**
- 20-21 United States Air & Trade Show; Dayton, OH
- 26-28 New Jersey Festival of Ballooning; Readington, NJ
- 23-28 EAA's Air Venture, Oshkosh

August

- 10 Annual Pancake Breakfast, New Garden Airport, PA
- 16-18 Wings over Frederick; Frederick, MD
- 17-18 Wings over Verango Airshow, Franklin, PA
- 23-25 30th Annual Sussex Airshow; Sussex, NJ

September

- 7 Vintage Aircraft Day, Wings Field; Philadelphia, PA
- 7 Pottstown/Limerick Fly-In Breakfast; Pottstown, PA
- 10-12 NBAA Annual Convention; Orlando, FL
- 12-15 Reno Air Races; Reno, NV
- 13-15 Sounds of Freedom Air Show; Willow Grove, PA
- 13-15 32nd EAA East Coast Fly-In; Toughkenamon, PA
- 21-22 Planes, Trains, and Automobiles Show; Reading, PA

Future

- Oct 5-13 International Balloon Fiesta in Albuquerque, NM
- Oct 18-20 NE Aero Historians Mtg, Cradle of Aviation Museum
- Oct 24-26 AOPA Expo 2002; Palm Springs, CA
- Nov 8-10 Waterfowl Festival; Eastern, MD
- Dec 17 **Wright Brothers Dinner; Desmond Hotel**

Highlight

11th World War II Weekend; Reading, PA, June 7-9

For 10 years now, the Mid-Atlantic Air Museum has hosted a truly unique aviation weekend. The show is host to many famous WWII aviators and flying machines, including a B-17, B-25, P-51's, C-47, Lockheed Lodestar, Lockheed P2V Neptune and many more. Get more details at www.maam.org.

Delaware Valley Regional Planning Commission Meeting Report

AIRPORT NEWS

April 12, 2002
By Steve Najarian



PHILADELPHIA INTERNATIONAL [PHL]

Terminal 1 is under construction; completion is scheduled for October 2002. Runway 17-35 will be resurfaced and rehabilitated this summer. Terminals E&D expansion continues.

DOYLESTOWN [DYL]

Purchase of parcels of land surrounding the airport continues, allowing for an increase of the runway from 3004 to 3800 feet, with an overrun. There is a long waiting list for parking space at this airport.

QUAKERTOWN [UKT]

Extension of the runway will be delayed one year because of a Fish & Wildlife study to determine the environmental impact on bog turtles. The survey must be made between April and June when the bog turtles come out of hibernation. The runway extension plan specifies an increase from 3300 to 3800 feet. A new FBO and flight school is now in operation.

NEW CASTLE COUNTY AIRPORT [ILG]

The new control tower is operational. Its construction was funded locally and not by FAA funding. The General Aviation Terminal building will be renovated. The airport master plan calls for Runway 14-32 to be rehabilitated.

TRENTON-MERCER COUNTY [TTN]

Pfizer Corporation had a grand opening of a new hangar facility. Local opposition against expansion continues

from surrounding New Jersey communities and Bucks County residents.

MILLVILLE [MIV]

A new large corporate hangar will be constructed. An air show featuring the USAF Thunderbirds is scheduled for May 4th & 5th, 2002.

DELAWARE AIR PARK [33N]

A new Master Plan is being formulated which includes construction for a parallel 4300 foot runway (9-27). No date has been set for beginning of construction.

POTTSTOWN-LIMERICK [PTW]

Since 9/11, local township manager has been concerned about safety issues due to the airport's proximity to the Limerick nuclear plant (1 mile away). Exelon owns the airport and also owns the nuclear plant. The U.S. government agency responsible for risk management of terrorist threats has not completed its study. Exelon has placed improvement programs on hold while it evaluates its plans for the airport.

SUMMIT [EVY]

Summit Aviation has a new president and chairman. A new strategic plan includes runway extension of the 4487-ft runway. A 3600x200 ft grass runway (11-29) is also available.

FLYING W [N14]

Recently concluded a public environmental meeting to gain local approval for a 103-ft extension of the runway. Local opposition relented when they saw first-hand the insignificance of the impact of a 103-foot extension. Public relations worked in favor of the airport!

WINGS [N67]

The runway extension to 3700 feet

has improved the takeoff and landing margin of safety for gross weight allowable twins. Installation of AWOS-3 is in the master plan. A newly installed 54-ft rotating beacon has caused opposition from two residents complaining about light shining in their bedrooms. The problem was solved by installing a partial shield to block the light from shining toward specific houses.

NEW GARDEN [N57]

Hazardous brush encroaching on the runway is being cleared. N57 is celebrating their 31st annual air show June 2nd. It was mentioned that Delaware Congressman Mike Castle is promoting a bill mandating that all flight school students receive Federal background checks at their expense. All airport managers were urged to voice their opposition through their local representatives to this bill.

BRANDYWINE [N99]

McFarland Johnson developed a master plan for N99. Local airport taxes increased from \$20,000 to \$100,000 a year, placing a burden on shareholders. There is a plan to appeal for tax relief. N99 believes that the multiple owners' concept (New Brandywine Airport Club) provides greater stability and sustainability compared to single owner airports.

CECIL COUNTY [58M]

Runway has been widened. FBO has acquired new underground fuel system with 20,000-gallon fuel capacity.

PHILADELPHIA SEAPLANE BASE [N92]

Floatplane training continues at this historic site under Bob Mills' airport license.

SOUTH JERSEY REGIONAL [VAY]

The airport is up for sale.

Featured Aero Club Discount Merchant

Cherry Ridge Airport Restaurant, Honesdale, PA [N30]

Located northeast of Scranton, the Airport Restaurant overlooks the runway at Cherry Ridge Airport. Popular to local and fly-in traffic, the restaurant specializes in omelettes, eggs benedict and griddle cakes for breakfast. Lunch features include hot sandwiches, burgers and homemade soups and salads. For dinner, there's prime rib, cornish hens and chicken parmesan. Leave room for

the desert menu, featuring homemade pies. Operator, Lynn Murhpy offers a 5% dining discount to Aero Club members. The FBO offers \$2.10 per gallon, the lowest in the area. So fly toward the beautiful Pocono area for a classic fly-in experience. Phone 570-253-6119.

Hours: FRI 8am-9pm, SAT 7am-9pm, SUN 7am-3pm

Local CFI receives master status; Col. Gabreski passes away

PILOT NEWS

Congrats to local CFI

Congratulations to Judy Cadmus of Collegeville, PA., whose Master Flight Instructor designation was recently renewed by the National Association of Flight Instructors. Judy is an independent flight instructor operating from Perkiomen Valley (N10), and specializes in teaching advanced techniques in Garmin 430/530 flying. She offers GPS workshops in addition to individual flight avionics training. Out of 81,000 CFI's in the country, fewer than 300 have achieved the Master CFI status, and Judy is only one of two in the state of Pennsylvania. If you feel the need for some advanced tips on the use of those new Garmin's, contact Judy at cadmus-ja@hotmail.com.

Colonel Gabreski goes west

In early February, at 83 years of age, Col. Francis Gabreski passed away

due to a heart attack. Gabreski flew a P-47 and had downed 31 enemy aircraft by the end of World War II. Flying an F-86 during the Korean conflict, he raised his tally to 37.5 air victories. By the time of his retirement from the Air Force in 1967, Gabreski had flown 266 combat missions, more than any other U.S. pilot, and was the highest-ranking living U.S. ace. If our new heroes shine, it is only in the shadow cast by those who came before them. It is time to say farewell to an old war hero.

May I see your new pilot's license, please

Don't worry, it's not so new and chances are very good you won't have to do anything at all to get it. The positive-ID-for-pilots program championed by AOPA has won favor with the FAA, and you'll soon be required to do what you likely always have done, "carry a valid, government issued form of photo

identification [like a driver's license] when flying." Under the yet-to-be-drafted regulations, your driver's license would be used as "a positive short-term measure" to the FAA. AOPA says that it "offered the proposal, in part, to answer public demands to 'do something' to enhance GA security."

C.A.F. is now C.A.F.

The negative connotation associated with the word "Confederate" prompted the Confederate Air Force to change its name. More than 1,000 names were submitted to a CAF committee for consideration. The choices were culled to the four that captured the "distilled essence" of the CAF's mission. The group's 10,000+ members voted among "Heritage Flying Museum", "Ghost Squadron", "Heritage Air Force" and "Commemorative Air Force". The members chose to retain their acronym by choosing "Commemorative Air Force."

Aero Club Scholarship Submission Info

It's not too late for young pilots to submit applications for a 2002 Aero Club Scholarship. Applications are due June 1 and are available at www.aeroclubpa.org and at many local flight schools.

Please encourage a young aviator to apply today!

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Sport Pilot and Light-Sport Aircraft Rule

by Al Schnur

To keep pace with advances in sport and recreational aviation technology, the FAA has proposed new certification requirements for light-sport aircraft, pilots and repairmen. An estimated 10,000 existing aircraft will be certified and 10,000 people are expected to become certificated sport pilots and flight instructors. An additional 9,000 pilots and newly manufactured aircraft will be certificated over the next 10 years.

The proposal would define light-sport aircraft as simple, low-performance, low-energy aircraft that would be limited to 1,232 lbs. maximum weight, two occupants, single engine (non-turbine), stall speed of 39 knots, maximum airspeed of 115 knots, and fixed landing gear. The FAA would include two new aircraft categories: weight-shift-control aircraft and powered parachutes. Helicopters and powered lifts are not covered by the proposed rule.

The proposal would establish new FAA certification categories for aircraft and airmen. There are three groups of aircraft that may obtain the new light-sport airworthiness certificate. 1) Existing light-sport aircraft that do not meet the requirements of Part 103 (ultralights) of the FARs. 2) Aircraft assembled from eligible kits that do not comply with the 51 percent amateur-built requirement. 3) Aircraft issued special, light-sport certificates that do not comply with the operating limitations of that certificate, but that meet a standard developed by industry. Aircraft holding this certificate may be used for flight training and rental (similar to the primary category). For airmen, there's a new sport pilot student certificate, a sport pilot certificate, a flight instructor certificate with a sport pilot rating, and a repairman certificate.

The rule is estimated to cost \$40.4 million over 10 years while generating benefits of \$221.4 million over the same time. The Notice of Proposed Rulemaking (NPRM) can be downloaded at the FAA's new sport pilot web site at: www.faa.gov/avr/afs/sportpilot/index.cfm.

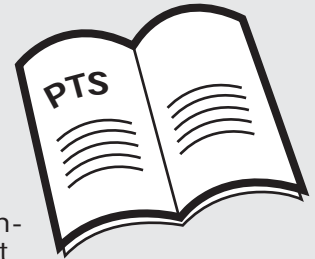
The rule may have a big impact on how GA operates, and since this is still in proposal stage, changes are sure to occur. Be sure to read any introductory comments when the final rule is published.

PTS: Secret Document

FLIGHT SAFETY

By Al Schnur

Contrary to popular belief, "PTS," does not stand for Pilot Training Syllabus; however that comes close to accurately describing how the Practical Test Standards (PTS) are used by Flight Instructors. Pilot training has to be broader than just those areas reflected in the PTS.



Unfortunately, many pilots training for a certificate or rating confess that they never saw the PTS either before or during their training. And more grievously, instructors are not mentioning it to their students. Only later, and to their surprise, students learn that the PTS was the copy of the flight test!! Who wouldn't want a copy of their test to study in advance? Flight instructors should introduce their students to the appropriate PTS being used. Allowable tolerances should be discussed during training sessions, i.e., plus or minus 5 degrees, 100 feet, and 10 knots, etc. Students should be encouraged to remain within the allowable tolerances, or better yet, strive for zero tolerance. With proper instruction and conscientious practice, the allowable tolerances should be more than adequate to cover the checkride.

When reviewing the PTS, pay particular attention to the introduction. It has specific information for the CFI and the student/applicant. The Flight Standards Service of the FAA has developed the PTS as a standard to be used by Inspectors and Designated Pilot Examiners when conducting pilot practical tests. The introduction discusses items such as Practical Test Concepts, Utilization of the Practical Test Standards, Aircraft and Equipment Required for the Practical Test, Examiner/Instructor Responsibility, Satisfactory/Unsatisfactory Performance and much, much more. Read and digest before going to the Areas of Operation and Tasks in the PTS. Remember the allowable tolerances stated in the Tasks are for minimum passing performance. As mentioned earlier, it is best to strive for zero tolerance.

Instructors and student applicants may obtain any PTS (including changes) free of charge on the Internet. Why keep these very important documents a SECRET? Download them from the AFS-600 Web Site at: <http://afs600.faa.gov>.

More on the PTS in the next issue of the PA Pilot, where I'll discuss some philosophical concepts.

Maintenance Corner

Airworthiness Directives (AD's) can cover just about everything that is installed on or is part of an aircraft, engine, propeller or appliance. There have been AD's issued against coffee makers, life vests, and even the fuel.



Anyone who owns an aircraft knows the feeling of going out to the mailbox and finding it staring at you like the Grim Reaper, that little piece of paper from the FAA. Sometimes you get lucky and the AD is not applicable to your aircraft, or all it requires is a flight manual update. Nobody worries too much about AD's like these. But every now and then you get that dreaded AD that requires you to do some inspection, modification or replacement. The big question on your mind at this point is... Do I have to do this? The answer is...maybe..

First, you should check the text in the Applicability Section of the AD. If your aircraft, engine, prop or appliance is not listed, you've got nothing more to do. If something is listed, then you must go to the Compliance Section to determine what steps need to be taken to ensure compliance. In this section, the AD will list the conditions that must be met and the timeframe in which to meet those

conditions. This part can get very tricky. Sometimes all you have to do is make a copy of the AD and place it in your flight manual or check your logs to find a part number. Just remember to make a logbook entry stating compliance with the AD when you are done.

The last three paragraphs of the Compliance section will tell you whether or not the pilot can perform the task, if you can get a ferry permit to take the aircraft to a maintenance base, and whether or not there are alternate methods of compliance. If you don't see a statement to the effect that "the pilot or owner/operator may perform these checks or inspections", then you have no choice but to take the plane to your mechanic. Some AD's are of such a serious nature that the FAA will not issue ferry permits or will not accept alternatives to comply with the AD. In either case check with your mechanic.

Some people erroneously believe that their mechanic is responsible for complying with AD's. Remember that FAR 39.3 states simply enough, "No person may operate a product to which an AD applies except in accordance with the requirements of that AD". And that means you, the pilot. Make certain that your mechanic does a thorough search of all AD's that apply to your aircraft, not just the ones that apply to the airframe or engine.

Neil Young, A&P/IA, Wings Field

The Aero Club of Pennsylvania, Eastern Chapter of the 99's,
and The Bob Shanon Memorial Fund present the

ANNUAL SCHOLARSHIP AWARDS DINNER

Date: Thursday, July 18, 2002

Place: Pennsylvania Aviation Country Club at Historic Wings Field

Time: Cash Bar 6 PM, Dinner 7 PM

Cost: \$30.00 per person

Reply: Please send check so that it arrives no later than July 8, 2002.

We prefer not to get phone reservations, walk-ins, or partial payments.

Please cancel at least 24 hours in advance. Without cancellation, no refund can be given.

Make checks are payable to: **Aero Club of Pennsylvania**

Cost \$30 per person, payable by July 8, 2002 to:

Aero Club of Pennsylvania, PO Box 748; Blue Bell, PA 19422

NAME: _____ No Attending: _____

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Deaf man follows dream to fly

Excerpt from an Associated Press Article, June, 2001:

Stephen Hopson can't hear engine noise, radio weather reports or voices of controllers. But none of this makes any difference to the deaf native of Latham, who got his pilot's license last year. Hopson has been deaf all his life, and earned his wings after a year of training at Oakland Troy Airport. "He just aced the flight test" said instructor Don Solms. "I never taught a deaf person to fly. It was a totally different experience. He would read my lips, or I would write down instructions on a piece of paper on my left knee."

Hopson, 41, once a banker and then a stockbroker, had appeared on CNN and other media outlets for his career success. He later quit his six figure stockbroker job and become an inspirational speaker. Engagements were sporadic, so he worked odd jobs until he decided to follow another dream: flying. His dream came into focus when he heard about the International Deaf Pilots Association. The group has about 160 members worldwide, with 75 members in the United States.

Hopson lays out his maps, watches for landmarks and uses his GPS for guidance. His gauges warn him of danger, and he lands once in a while to check on the

weather reports and to refuel. For an emergency landing at a towered airport, he uses the radio to warn the controllers that he's deaf. Tower personnel then operate colored lights to indicate where and when to land.

Mary Carpenter, an FAA designated pilot examiner, certified Hops to be a private pilot. One of the exercises was landing at a controlled tower airport, and because he's trained himself to speak well and knows what he's doing, he passed easily. Hopson earned his private pilot license on May 18th, 2001.

Aviation Oddity: X-Rated Security

Special procedures may take on new meaning at Orlando International since it has been chosen as a test-base for the new Rapiscan Secure1000. The machine uses low-energy X-rays to see through your clothes, leaving only your body's outline. We're not entirely sure of the clarity of the image, but reportedly, officials have mandated that the machine only be operated by an individual of the same sex as that of its subject. And there is more. The Barringer Ionscan 400B is also on hand at Orlando to sniff passengers for traces of 40 types of explosives, or 60 types of drug residue. Invasive or not, at least you won't be asked to turn your head and cough... yet.

Address Correction Requested

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