



PENNSYLVANIA PILOT

Vol 16 No 2, Summer 2005

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

AERO CLUB NEWS...

Scholarship Dinner... The annual scholarship dinner will be held on June 23 at Wings Field. AOPA President Phil Boyer will speak. See article and invitation on page 7. Seating will be limited.

Safety seminar... The Aero-Club co-sponsored an FAA safety seminar at Wings Field on April 21. The topic was Light Sport Aircraft and Light Sport Pilot. The Aero Club tries to co-sponsor two seminars a year.

Bus Trip... By the time of this printing, 30 club members and friends will have boarded a custom bus for a unique trip to old Floyd Bennett Field in Brooklyn. A park service ranger provided a guided tour of the old terminal, and the Berlin Air-



Floyd Bennett Field near JFK

lift Historical Foundation gave an up close look at the C-97 Stratocruiser they are restoring.

3rd Silent Auction... The Aero Club will sponsor its third annual silent auction at Wing's Field on Vintage Aircraft Day in September. Over the last two years, the event has raised over \$3500 for the Aero Club Scholarship Fund. Donations of aviation-related items are being accepted for the auction. See details on page 4.

GA's safest year; Some NDBs no more.

AVIATION NEWS

2004: GA's safest year yet... General aviation had its best safety record ever in 2004. The NTSB reported that GA accidents decreased from 1,741 in 2003 to

30 years. The NTSB numbers are preliminary. As reported by AOPA.

FAA to eliminate many NDB approaches...

From AOPA: In an effort to cut costs and become more efficient, the FAA plans to eliminate many NDB approaches. The list is not final yet, and the FAA is seeking input from pilots and aviation organizations. Locally, included on the initial list are NDB approaches at Wilmington, Trenton, Allentown, Philadelphia International, Quakertown and Reading.

First light-sport aircraft ready to fly...

The FAA signed off on the final hurdle allowing manufacturers to sell ready-to-fly light-sport airplanes. The FAA also announced that it will begin training designated airworthiness representatives (DARs) to issue airworthiness certificates, which will reduce the burden on FAA inspectors and allow manufacturers to expedite aircraft deliveries. The Evektor SportStar and the Flight Design CT are the first two aircraft to receive their Special-Light Sport

Airport Highlight [UKT]



Photo by Rob Dant

Quakertown Airport is undergoing many improvements. The completed hangars have been sold out and demand may support construction of more in the near future. A \$2.7 million grant will be used to widen and resurface the runway and taxiways in 2006. The airport will be open to limited operations during the work, and the runway will likely be closed for at least one month. The airport is home to over 75 aircraft, plus an active flight school, an avionics shop, a maintenance facility and an aviation maintenance training school. More airport news is available on page 4.

1,614 in 2004, the lowest on record. There were 312 fatal GA accidents, down from 352 the year before. The accident rate decreased from 6.77 per 100,000 flight hours in 2003 to 6.22 in 2004. The fatal accident rate decreased from 1.37 to 1.20. Although 1999 edged out 2004 as the year with the lowest fatal accident rate, the difference is negligible. In 1974, there were 4,425 GA accidents, compared to just 1,612 in 2004. That's better than a 60 percent improvement in

Continued on Page 3...

AERO CLUB OF PENNSYLVANIA



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

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*e-mail to receive Aero Club announcements

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PRESIDENT'S MESSAGE

Jeff Kahn

It's a busy year so for the Aero Club. We sponsored our second FAA Seminar at Wings Field in April, and by the time of this printing, will have finished our trip to historic Floyd Bennett Field in Brooklyn. The annual Scholarship Dinner is on the horizon (June 23rd at Wings Field), and Vintage Aircraft day at Wings Field is not too far off.

Speaking of Wings Field, its 75th anniversary will be celebrated on May 21st. Wings is rich in history, as noted in its publication, "Wings Connections":

Wings Field is where much of the progress in general aviation got a start. Airport lighting used the world over began in a small shop on Wings Field. Navy pilots avoided accidents because of a device developed at Wings. The first navigation radios designed for small aircraft were tested and manufactured at the field. At one time forty years ago, Wings was the third busiest airport in Pennsylvania. And, after World War II, it was regarded as a "mecca of corporate aviation" on the East Coast. The largest civilian aviation organization in the world began at Wings and still holds its annual meeting there.

That "civilian organization" is AOPA, whose president, Phil Boyer, we are delighted to have as our Scholarship Dinner speaker.

Probably Wings biggest accomplishment is that it is still with us. Through the efforts of many people, led by our Solicitor, Paul Heintz, Wings was saved from certain development. It's FBO, Montgomery County Aviation, has made great improvements both in the aesthetics of the facility and customer service.

So while there are undoubtedly battles ahead for Wings (like many other general aviation airports) it's a joy to celebrate the anniversary of a field that has not only survived, but is thriving.

Jeff Kahn, President

BOARD OF DIRECTORS REPORT

Deb Harding, Asst. Secretary

The Aero Club board of directors met at PACC at Wings Field on April 21.

The **minutes** were reviewed from the last meeting. Then, Lou Fitzpatrick reported on **membership**. Current paid membership is steady at about 210. Additionally, the club includes an additional 100 guests and dignitaries on our newsletter mailing list.

Rob Dant discussed highlights of this issue of the **newsletter**. The highlight is the announcement that Phil Boyer will speak at our Scholarship Dinner.

Tim Boyle presented the **financial report** for the club and the scholarship fund. Club money is funded from dues and goes mainly to pay newsletter and mailing expenses. Scholarship funds come mainly from donations and interest income.

Jeff Kahn and the board discussed **upcoming events**. The schedule includes the safety seminar, the bus trip in May, Wings Field 75th anniversary, the scholarship dinner, Vintage Aircraft day, the silent auction, and the Wright Brothers Dinner. The board discussed ways to handle the limited seating available for the scholarship dinner. We expect that accommodations will fill up quickly due to the our guest speaker.

The meeting was adjourned and followed by the Safety Seminar.

AVIATION NEWS

Continued from Page 1...

Aircraft certification. The SportStar is imported from the Czech Republic by Sport Aircraft International in Kerrville, Texas, and the Flight Design CT is imported from Germany by FlightStar Sportplanes in Ellington, Conn. Additional offerings are expected soon, including the Legend Cub, Rans Coyote and Courier, the ZennAir CH601, and a couple of Quicksilver models. Reported by AVweb.com and AOPA.

Eclipse flies second jet... Eclipse Aviation introduced the first type-conforming Eclipse 500 to the public at Sun 'n Fun, 2005 in Lakeland, Florida. "This is the first fully conforming, pre-production, very light jet," said CEO Vern Raburn emphatically. "This is not a prototype, not a one-off, not a kit you build yourself." The plane flew in powered by the Pratt and Whitney Canada PW610F engines developed for Eclipse after it parted ways with Williams International two years ago, setting back the certification and delivery schedules by a commensurate amount. The jet took about five hours to fly in from Albuquerque at FL250, and averaged about 270 knots. A third certification test plane is expected to fly soon as the company moves toward certification sometime in 2006. As reported by AVweb.com.

Airport goes solar... The FAA has installed 90 solar-powered taxiway lights at Cross Keys Airport located 14 miles south-east of Philadelphia in Gloucester County, New Jersey, to see if they might benefit thousands of small general aviation airports. The blue-emitting diode lights remain on from dusk to dawn and will be tested for nine months for visibility, durability, and effectiveness. Many smaller airports have no taxiway lights, either because they are in remote locations with no electrical power or because of limited budgets to pay for it. As reported by AOPA ePilot.

**"To invent an airplane is nothing.
To build one is something. To fly
one is everything."**

**Otto Lilienthal,
the world's first glider pilot.**

AERO CLUB CALENDAR

May

- 21** Wings Field 75th Anniversary, Starting at 10AM.
- 21** Hammonton, NJ, Pancake Breakfast, EAA 1376, 8AM-12
- 20-22** Wheels & Wings Airshow, Millville, NJ
- 29** Smoketown Fly In Breakfast

June

- 4** AOPA Fly-In; Frederick, MD
- 3-5** Speculator Seaplane Fly-In; Speculator, NY
- 3-5** World War II Weekend; Reading, PA
- 18** Pennridge (N70). Aviation Awareness Day. Perkasie, PA
- 18** Hammonton, NJ, Pancake Breakfast, EAA 1376, 8AM-12
- 18** Top of the Mountain Breakfast, Schuylkill County, PA (ZER)
- 19** Fatherfest at American Helicopter Museum, N99, PA
- 19** Hagerstown (KHGR), 3rd Annual Fathers Day Fly-in
- 23** Aero Club Scholarship Dinner

July

- 16** Hammonton, NJ, Pancake Breakfast, EAA 1376
- 26-Aug 1** EAA AirVenture; Oshkosh, WI

August

- 31 (Wed)** "Thunder over the Boardwalk" Airshow, Atlantic City

Aero Club Meetings

- May 22** Scholarship Candidate Interviews, Sunday
- Jun 23** Annual Scholarship Dinner, Thursday, 6PM, PACC
- July 28** Board of Directors Mtg, Thursday, 6PM, PACC
- Sep 10** Vintage Aircraft Day, Wings Field
- Oct 27** Board of Dirs Mtg, Wings Field 6PM, PACC
- Dec 17** Wright Brothers Dinner, Desmond Hotel

Highlight

Sentimental Journey, Lock Haven, PA

June 22-25, 2005

This is the 20th year for this unique fly in. Of interest to pilots of all aircraft, the highlight is the homecoming of Cubs from around the east coast. This year the J-2 Cub is featured. This aircraft has the Continental A40 engine with 37 horsepower, no brakes, a single ignition, and a tail skid. It is the precursor to the J-3, but with a different wing and with a different chord. This year will also feature a Stearman fly in. All aircraft are welcome.

SEEKING DONATIONS

Time to clean out the hangar or garage of those old aviation items you've been hanging on to for 20 years! Books, photos, charts, aircraft parts and avionics are all welcome items for our annual Silent Auction to raise funds for the Scholarship Fund.

See next page for more details.

Delaware Valley Regional Planning Commission Meeting Report

AIRPORT NEWS

March 18, 2005
By Steve Najarian



PHILADELPHIA INTERNATIONAL [PHL]

Passenger traffic has been at all time high at 28½ million passengers for 2004. Aircraft operations also reached a high of 486,000. Cargo tonnage handled reached 630,000 tons. Plans to lengthen Runway 17/35 from 5459 to 7000 feet are underway with stiff opposition from New Jersey communities. The Pennsylvania communities are requesting an extension to study the possible environmental impact. There are plans to construct a new corporate hangar.

PHILADELPHIA NORTHEAST [PNE]

Taxiway expansion is underway at this airport.

DOYLESTOWN [DYL]

The purchase of 34 acres was completed for runway extension. However, the state transportation authority is holding up funding because it has taken a position that the necessary master plan paperwork that supports the request for

funding was incomplete. The airport may be forced to sell the 34 acres unless the stated master plan discrepancy is cleared up.

TRENTON-MERCER COUNTY [TTN]

Rehabilitation of runway 15/24 is almost complete

CHESTER COUNTY/CARLSON [40N]

The airport received a grant of \$1,792,000 for the purchase of 27 acres of land and improvements. The "Flying Machine Café" and pilot lounge in the main terminal building is undergoing major enhancements.

SOUTH JERSEY REGIONAL [VAY]

The state owned airport is seeking an operator for a new FBO. The airport has 150 home based aircraft.

PENNRIDGE [N70]

The airport is undergoing obstruction removal. The airport has plans to construct 19 new T-hangars. It was reported that the cost of construction of a hangar 5 years ago was \$20K. Now it is \$60k.

FLYING W [N14]

The runway will be extended to 3700 feet to accept micro-jet traffic.

WINGS [LOM]

This airport will celebrate its 75th anniversary on May 21st 2005. The apron improvement program and construction of a storage building

for snow removal equipment is ongoing. The hangar plans include T-hangars, corporate hangars and, possibly, a large general hangar.

CROSS KEYS [17N]

DVRPC reported that this airport would accept state funding.

NEW GARDEN [N57]

Recent events now pave the way for New Garden Airport to be purchased by New Garden Township. It appears that the state's objections related to ownership of past airport improvements funded by the state have been resolved.

BRANDYWINE [N99]

Design phase for extension of the taxiway to runway 9 has been completed. The airport improvement plan request for funding includes PAPI for runway ends, REIL and AWOS. Construction may begin this summer.

CECIL COUNTY [58M]

Airport plans to purchase 42 acres for expansion. Construction of new T-hangars is planned. The hangars will be rented for \$400-\$600 per month as condos.

VANSANT [9N1]

This county owned airport operates only under daylight VFR conditions. This all grass airport flourishes with antique aircraft and gliders.

NOTICE: AERO CLUB ACCEPTING AVIATION DONATIONS

The Aero Club is accepting donations of aviation items and memorabilia for the purpose of raising proceeds for the Aero Club Scholarship Fund. The Aero Club will be conducting a silent auction at the September Vintage Aircraft Day at Wings Field. Items may include books, photos, artwork, pins, charts, aircraft parts and avionics, and other auctionable aviation-related items. This is a chance to clear out the hangar or basement of those old aviation items while benefitting the scholarship fund.

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Rob Dant: rdant@mindspring.com, 610-909-4467

Drop locations are available in S.E. PA. and New Jersey, and the Aero Club may be able to arrange pickup.

Former scholarship recipient moving up. Towers reopen to pilots.

PILOT NEWS

Former scholarship recipient going to Bombardier...

Bill Davis, a former line crewman at Chester County Airport, and a recipient of a past Aero Club of Pennsylvania scholarship, was offered a job as a Lear Jet Demonstration Pilot with Bombardier. He will be moving to Wichita, Kansas for the new position.

FSS/towers open to pilots...

Theoretically, you should be able to get your next weather briefing in person if you want to. With some prompting from AOPA, the FAA has determined that there's no good reason to keep pilots out of flight service stations and towers as long as the security threat remains at yellow or below. According to AOPA, that means that FSSs should be open for walk-in briefings and that pilots should be allowed into air traffic control facilities for "operational purposes" that include tours and Operation Raincheck programs.

Fly-by ends badly... The urge to show off and a badly placed power line created a tragedy a Mississippi family will never forget. As friends and relatives watched, Tim Mitchell, 38, flew a very low pass in his Cessna 195 over his home in Montgomery County. The plane's landing gear hit the power line and the plane crashed, killing Mitchell and his nine-year-old son, Adam. "He was going to fly over the house so that all the other kids could see the plane," Chastity Sawyer, one of the witnesses, told the local paper.

Graphical AWOS online...

Real-time weather information from the Automated Weather Observation Systems at your local GA airport may

be online soon, if a project from Stanwyck Avionics gains traction. The company has developed graphic display software linked to AWOS that updates automatically every 60 seconds over the Internet. The display is currently for informational purposes only, the company is working with the FAA to see if it can be certified. The graphic shows the airport runways with the wind on a compass rose, displaying direction and speed as well as headwind and crosswind components. The page also lists wind and temperature data, as well as the current METAR and trend information. From Avflash.

U.S. pilots may need passports to fly across borders...

From AOPA: Pilots accustomed to flying over the border to Canada, Mexico, or the Caribbean using a birth certificate to prove U.S. citizenship on their return could soon need a passport instead. A new proposal would require anyone reentering the United States from any foreign country to carry a valid passport. The program is currently the subject of an advance notice of proposed rulemaking to give the public time to comment.

The measure grew out of the Intelligence Reform and Terrorism Prevention Act of 2004. The program would be implemented in phases, with the first deadline set for December 31, 2005, when all citizens of the U.S., Canada, and Bermuda traveling from the Caribbean and Central or South America will need a passport to reenter the U.S. One year later, it will be extended to all citizens of the United States, Canada, and Bermuda who reenter from Canada or Mexico. The following year, the rule will be expanded to

include all persons traveling in the Western Hemisphere who are returning to the U.S.

Laser tag, NORAD style...

The North American Aerospace Defense Command (NORAD) has unveiled its laser-based warning system designed to prevent innocently errant pilots from being shot down in the hypersensitive restricted airspace surrounding Washington, D.C. Starting in about a month, pilots who stray into the Air Defense Identification Zone (ADIZ) will get "illuminated" with alternating blasts of "safe" green and red laser pulses by the Visual Warning System (VWS). The system is intended to cause pilots to immediately get out of the ADIZ and those who don't risk interception. The system was spawned by an incident last year in which a series of communications problems and foul-ups (none of which were the fault of the pilots involved) almost resulted in the downing of a King Air carrying the governor of Kentucky to former President Ronald Reagan's funeral. From AVweb.com.

Medevac helicopter helps out opponent...

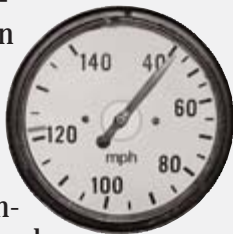
A dispute over the location of a New Jersey medevac unit took an ironic twist when their helicopter was used to airlift a severely injured employee of the medevac's most vocal opponent. An employee of Polycel Structural Foam in Branchburg, N.J. suffered severe burns after being doused in molten plastic. The company CEO is a local township committeeman who owns a 175-acre horse farm near the airport. He has been trying to get the medevac unit

Continued on Page 8...

Slow Flight revisited

FLIGHT SAFETY By Al Schnur

Operating at airspeeds considerably less than cruise is referred to as slow flight, and before doing so, a pilot is wise to get a feel of the airplane throughout its speed range in various configurations. Airspeed indicators on current airplanes are painted as “indicated airspeed” for the most forward allowable CG and at gross weight. The rationale for that is that it would be extremely difficult to exceed the most forward allowable CG position. The means that CG positions farther aft will result in stall speeds lower than indicated. Therefore, it is desirable to know what to expect when operating at these speeds.



Minimum controllable airspeed implies that any increase in pitch or airspeed reduction will result in a stall. Increasing the load factor by turning has the same effect. During a checkride, slow flight at minimum controllable airspeeds is to be demonstrated in straight and level, turns, climbs and descents, with flaps and landing gear configurations as specified by a pilot examiner. It is performed at airspeed just above the stall, sufficient to permit maneuvering, but close enough to the stall to give the sensation of sloppy controls and ragged response to control pressures. If done correctly, any additional reduction in speed will result in immediate indications of a stall.

The operation of airplanes, including light twins, at or near stalling speeds, is not in itself hazardous (neither is performing power-on stalls in twin engine airplanes). However, each airplane is different. The Practical Test Standards (PTS) require that the examiner determine that the applicant has adequate general knowledge of maneuvering during slow flight, but also specific knowledge for the particular airplane used for the practical test. This is an important part of the evaluation process. For instance, with flaps and/or landing gear extended, a climb at minimum controllable speed may not be possible. Also, before the flight begins in a twin, it is prudent to thoroughly discuss the procedures for dealing with an engine power loss during a slow flight demonstration. Generally, the power required to demonstrate flight at minimum controllable airspeeds is well below the maximum available, even on one engine.

To summarize, the best indication of the approach of the stalling speed in any airplane, especially an unfamiliar airplane, is the rapidity with which flight control response decreases. Hence, the continuing requirement for a slow flight demonstration on practical tests. And though operation at speeds near stall is not, in itself, hazardous, such operation can become very dangerous unless the pilot is familiar with this flight regime. One must be alert and able to devote full attention to flying the airplane.

Wings Field celebrating 75 years

Saturday, May 21, 2005

Wings Field, one of the oldest continuously operating private airports in the country, will celebrate its 75 years of aviation history during an all-day gala on May 21. Featured will be some of the aircraft and personalities that were popular at the field in its earliest days. See old planes, visit old flying friends, and enjoy a barbecue lunch.

The party will feature all day aviation exhibits, unveiling of the newly published “Wings Field Autobiography,” a workshop to explain Wings’ plans for replacement hangars, and a cocktail party (\$15 donation at the door).



Featured Aircraft: DC-3, Beech D-18, Cessna Bobcat, Travelaire, Pitcairn Autogiro, Pitcairn Mailwing, Beech Staggerwing, Beech T-34, T-6 “Texan”, Gypsy Both

Aviation Exhibits: 10AM to 3PM
Workshop on Hangar Plans: 12PM to 3PM
Cocktail Party (\$15 donation): 6PM to 8PM

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

ANNUAL SCHOLARSHIP AWARDS DINNER

Thursday, June 23, 2005, Pennsylvania Aviation Country Club at Wings Field

Phil Boyer, AOPA President, to speak at dinner.

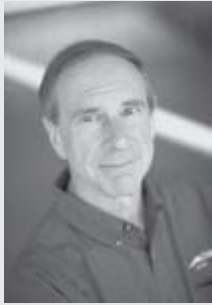


Photo: Aircraft Owners & Pilot's Assoc.

We are pleased to have Mr. Phil Boyer speak to our scholarship recipients this year. Mr. Boyer has been president of AOPA for nearly 15 years now. He is a 7,000-hour-plus, instrument- and multiengine-rated pilot who has been flying for more than 30 years. AOPA is the largest civil aviation organization in the world. During his presidency, AOPA membership has grown to over 400,000 members. Under his leadership, AOPA has been instrumental in promoting and modernizing General Aviation, and has helped to protect aviation freedoms in the post 9/11 world of flying.

Before AOPA, Boyer was senior VP of development for ABC Video Enterprises, Inc.. During this time, he created ABC's "Wide World of Flying," a popular subscription-based video magazine. Also, during his career at ABC, he held vice president and general manager positions at ABC television stations WABC-TV/New York and WLS-TV/Chicago.

**** Seating is limited due to our speaker. We regret that we must return reservations that exceed the Country Club's capacity. Get your reservations in early. ****

Cash Bar 6 PM, Dinner 7 PM, \$30.00 per person

Please send check so that it arrives no later than June 10.

We regret that we cannot accept phone reservations, walk-ins, or partial payments.

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

Cost \$30 per person, payable by June 10, 2005 to:

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

NAME: _____ Number Attending: ____ x \$30 = \$ _____

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CITY/STATE: _____ Total Enclosed: \$ _____

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Please list name of attendees...

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 _____,

out of nearby Somerset Airport since it was moved there from Newark recently, calling the helicopter an "unlawful and unnecessary intrusion into the rural region that surrounds the airport." That intrusion may have saved his employee's life. The chopper, which was moved to reduce response times in the area, took only a minute for it to respond to the emergency compared to the 20 minutes it would have taken. Speed is critical in burn injuries because of the danger of the victim's airway closing. A medivac technician hopes opponents take note. "We've said in the past that they don't quite understand until they have a need." From AVweb.com.

Aviation Oddities:

Mooney lands on truck...

The pilot of a Mooney M20F can add the dubious distinction of using a moving truck trailer as a landing strip. Mark Taylor Davis was trying to get to the airport at Fabens, Texas after the plane's engine quit, but he didn't quite make it. The plane left a couple of skid marks on top of the trailer before falling onto the highway upside down. Neither Taylor nor his wife was hurt. The truck driver said he didn't hear a thing when the plane touched down. Reported by Avflash.

A different kind of snowfall...

Who'd have thought a wrecked Piper Aerostar could be worth \$24 million -- but this one was packed with cocaine. The plane crashed on airport property at night at Wheeling, W.Va. It was carrying 520 pounds of the drug, some of it wrapped as Christmas gifts. The plane crashed at night after the tower was closed, and was found the next morning. The pilot apparently flagged down a passing motorist and paid him for a ride to a local motel with bills peeled from a wad of \$100 notes. Reported by Avflash.



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