



PENNSYLVANIA PILOT

Vol 17 No 2, Summer 2006

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 22 at Wings Field. Past scholarship winner Ryan Koch will speak about his career in aviation. See the article and dinner invitation on page 7.

Museum visit... On July 15, the Aero Club will meet at Millville Airport to visit the Millville Army Air Field Museum. More details available on page 3.

4th Silent Auction... The Aero Club plans to hold their fourth annual silent auction at Wing's Field on Vintage Aircraft Day on September 9. Over the last three 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 3.

Meeting presentation... After the April 19 Aero Club board meeting, Ed Kwoka and Steve Kendra from Angel Fight East presented on their relief



efforts after Hurricane Katrina.

For six days, they flew mis-

sions carrying medical patients and medicine into and out of the gulf coast area. In this short time, they put in 90 hours of flying.

Issue Highlights...

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Keystone might build helicopters in PA...

AVIATION NEWS

Keystone expanding...

According to the Philadelphia Inquirer, Keystone Helicopter, a wholly owned subsidiary of Sikorsky Helicopter, is seeking federal

ties adjacent to the Chester County Airport in Coatesville and employs 450 full-time non-union employees.

Last year, Sikorsky built 100 helicopters for military and civilian cus-

tomers. They expect to build 200 by 2008. Presently, Keystone does finishing work on helicopters, but if Sikorsky obtains a production certificate, then Keystone may do final assembly of S-76 and S-92 helicopters.

Sikorsky completed acquisition of the privately owned Keystone Helicopter in December of 2005

Airport Highlight [LNS]



Photo by Rob Dant

Lancaster Airport, an active airport in east central PA, just completed an extension to its main runway to nearly 7000'. The extended runway will accommodate larger corporate and private aircraft. Already planned is a charter 737 package trip to Orlando in December. The airport is also served by US Airways. The airport is home to many businesses, including multiple fixed wing and helicopter flight schools, charter services, a hot air balloon company, Airways Pilot Shop, a Cirrus Service Center, avionics shop, propeller service, aircraft sales and maintenance facilities. The terminal restaurant, Fiorentinos, is open 7 days a week. Upcoming events include a fly-in breakfast on May 28, the annual Cessna Cardinal Fly-in on June 10, and Airport Community Days on August 26-27. Information is available at www.lancasterairport.com. More airport news is on Page 4.

approval to manufacture helicopters in Chester County. A Sikorsky company spokesman says the company has had a long-term strategy to increase their manufacturing capacity, but a strike by employees at their Connecticut plant may have accelerated plans to expand in Chester County. Keystone is building facili-

ties adjacent to the Chester County Airport in Coatesville and employs 450 full-time non-union employees. Last year, Sikorsky built 100 helicopters for military and civilian customers. They expect to build 200 by 2008. Presently, Keystone does finishing work on helicopters, but if Sikorsky obtains a production certificate, then Keystone may do final assembly of S-76 and S-92 helicopters. Sikorsky completed acquisition of the privately owned Keystone Helicopter in December of 2005. Mooney recently introduced the new, faster M20 TN Acclaim. The Acclaim, which replaces the Bravo, cruises at 200 KTAS at 10,000 feet, and 230 knots TAS at its service ceiling of 25,000 feet. Mooney claims it the fastest airplane in its class. The aircraft features a 280 horsepower Continental TSIO-550-G turbo-normalized engine with twin turbochargers and dual intercoolers, turning a three-bladed Hartzell propeller. With the optional 130 gallon long-range fuel tanks, the Acclaim

Continued on Page 3...

AERO CLUB OF PENNSYLVANIA



ORGANIZED: Dec 17, 1909; CHARTERED: May 10, 1910
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PRESIDENT'S MESSAGE

Walt Ellis

Nothing stays the same!

I was recently given an Apr. 21, 1947 Washington sectional chart by my friend, Walt Ribiero, a new member of the Aero Club. Looking at that chart made me start thinking about how aviation has changed. The chart looks quite different and less cluttered. I decided to compare the areas around Philadelphia on the old chart with a current chart to see what changes have been made in 59 years.

The first thing I noted was that there was very little restricted or special use airspace on the old chart. You could fly pretty much anywhere you wanted. The only restrictions I found were a "Danger Area" just west of 76 degrees west longitude in the northern part of the Chesapeake Bay that is R-4001A now, and another "Danger Area" at Tuckahoe, NJ about 4 miles in diameter that is now gone. That is all. Today we still have R-4001A plus A-220 and R-5001 at McGuire, PHL Class B and the 30 mile veil, ACY Class C, ILG Class D, and all the Class E. Almost the entire chart in this area is covered with some type of special airspace. There are fewer airports on the new chart in the space between 76 degrees and 75 degrees 45'; I counted about 38 public use landing facilities that are no longer there. I found about 11 facilities on the new chart that were not on the old one. There were no VORs on the old chart, but there were 6 low frequency range stations. I found 10 VORs on the new chart and of course no range stations.

With all the changes we have to live with, more airspace, popup TFRs, more complex regulations and \$5.00 per gallon fuel, I am encouraged that people are still continuing to fly. In fact, new people are still starting out in aviation. I met Joe Long and his son Glen at our board meeting. They have recently purchased an airplane and are both enthused about learning to fly. Glen has already earned his private certificate. Additionally, I recently had the opportunity to speak to some of Joe Blasenstein's aviation students at Mercer County Community College who are learning to fly and looking forward to careers in the aviation industry.

I hope we as a group and individuals will roll with the punches and continue to support aviation for future generations.

Fly Safe. Walt Ellis, President

BOARD OF DIRECTORS REPORT

Nancy Kyle, Vice President

The Aero Club board of directors met at Wings Field on April 19, 2006.

The minutes were reviewed from the last meeting. Tim Boyle then presented the financial report and Lou Fitzpatrick reported on membership. Aero Club membership stands at 185. Rob Dant discussed highlights of the newsletter.

Next, Rob Dant was nominated as a new trustee for the Aero Club Memorial Scholarship Fund when Tim Boyle's term expires at the end of 2006. Also, Jim Prier agreed to join Tim Boyle and John Stubbs in interviewing scholarship candidates on May 20.

President Walt Ellis began a discussion of upcoming events, including the scholarship dinner, future board meeting speakers, a visit to the Millville Army Air Field Museum, Vintage Aircraft Day, and the Wright Brothers Dinner.

In new business, Rob Dant presented a proposal to add a pilot shop link to the Aero Club web site. This would be a partnership with Airways, Inc of Lancaster, PA. Some of the profits from purchases through the Aero Club website would go to the Aero Club Scholarship Fund.

The meeting was adjourned for dinner. Ed Kwoka and Steve Kendra of Angel Flight East presented a program about their relief efforts on the gulf coast after hurricane Katrina.

AVIATION NEWS

Continued from Page 1...

can fly over 1,600 nautical miles while maintaining a 200 knot cruise speed. Wing span is increased 4 inches with the incorporation of new "Mini-fin winglets." The Acclaim's redesigned cowling features new larger air inlets and eliminates the need for cowl flaps. List price for the Acclaim will be \$495,000.

Canadian user fees expanding...

AOPA cites another reason against user fees for General Aviation. Nav Canada, a private company, has run the Canadian air traffic control system since 1996. At that time, they assured general aviation that there would be a simple, fixed annual fee. Now, Nav Canada has announced additional fees for GA use of a number of Canadian airports. Here in the US, airlines are pushing for user fees as a way for GA to pay more for ATC services. AOPA is pushing hard against this idea, using Canada and European ATC as examples of how such fees are detrimental to aviation. AOPA President Phil Boyer states "Air traffic control is not a commodity that can be supplied by the lowest bidder, nor charged on a per-use basis. It is about protecting public safety, in the air and on the ground. Everyone has a stake in that, and that makes air traffic control a government function that is rightfully paid for with taxes."

Future airport highlight: We will highlight Central Airport in a future newsletter. Central Airport in Pennsauken served as Philadelphia's main commercial airport before Philadelphia International Airport opened in 1940.

AVIATION CALENDAR

May

28 Lancaster EAA Fly-In Breakfast (LNS)

June

2-4 Reading WWII Weekend, (RDG)
 3 AOPA Fly-In; Frederick, MD
 3 Sussex, NJ, EAA Fly-in (FWN)
 4 Pottstown Limerick, EAA Annual Breakfast Fly-In (PTW)
 10 EAA International Young Eagles Day
 10 Lancaster, PA, Cessna Cardinal Fly-In (cardinalflyers.com)
 11 New Garden Breakfast Fly-In (N57)
 17 Fly-in Breakfast, Joe Zerby-Schuylkill Co (ZER)
 21-24 Sentimental Journey Fly-In, Lockhaven, PA (LHV)

July

8 New Garden Breakfast Fly-In (N57)
 8-9 Geneseo, NY Airshow (D52)

Major Fly-Ins

June 3 AOPA Fly-In; Frederick, MD
 May 31-Jun 4 Speculator Seaplane Fly-In; Speculator, NY
 July 24-30 EAA AirVenture; Oshkosh, WI

Aero Club Events

Jun 22 Annual Scholarship Dinner, Thursday, 6PM, PACC
 Jul 15 Millville Army Air Field Museum Visit, 10:30AM
 Jul 27 Board of Directors Mtg, Thursday, 6PM, PACC
 Sep 9 Silent Auction, Vintage Aircraft Day, Wings Field

Highlight**Aero Club visit to Millville Army Air Field Museum**
July 15, 2006

The Aero Club of Pennsylvania will sponsor a "fly-out/drive-out" to the Millville Army Air Field Museum on Saturday, July 15. We will meet at the museum at Millville at 10:30AM. This is close enough to drive if the weather is not fly-able. The museum highlights the critical role that the airfield played during WWII as a gunnery school for fighter pilots flying the P-47 Thunderbolt. After our visit, we plan to eat lunch at one of the two restaurants on the field.

**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.

Contacts:

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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 can arrange pickup.

The Aero Club will supply a letter of acknowledgement for tax purposes, if desired.

Delaware Valley Regional Planning Commission Meeting Report

AIRPORT NEWS

March 16, 2006
By Steve Najarian



PHILADELPHIA INTERNATIONAL [PHL]

There were a reported 536,000 operations for 2005. The increase was due to increase in AirTrans and Southwest flight operations. Design of the extension of runway 17/35 is ongoing as is the 9 right safety area. The \$150 million expansion of terminal D is in progress.

PHILADELPHIA NORTHEAST [PNE]

Taxiway C has been extended. PNE has additional private jet capacity but must deal with operating restrictions due to noise sensitive residents nearby.

QUAKERTOWN [UKT]

Planning for 600-foot extension of the runway is complete. The airport activity has declined due to closing of the flight school, but the adjacent business development has potential to expand.

CAMDEN COUNTY REGIONAL [19N]

Township is in favor of keeping the airport. The airport has filed for its first grant in several years.

TRENTON MERCER COUNTY [TTN]

The planning for terminal expansion is complete. Taxiway ACJ rehab design work is ongoing as well as the new lighting and PAPI on the crosswind runway. The FAA is participating in these costs. It was reported that there are significant economic benefits associated with the installation of LED lighting.

CHESTER COUNTY [40N]

New corporate hangars are under construction, to be completed in 4 weeks. Land has been acquired for expansion.

CROSS KEYS [17N]

State supported projects include perimeter fencing, runway rehab and striping.

FLYING W [N14]

Plan is to increase the extension another 300 feet over and above the 300 feet already in the airport improvement plan. This would extend the runway to 4000 feet.

NEW GARDEN [N57]

The airport ownership will transfer to the local township. The taxiway improvement project is ongoing with the cooperation of the state.

BRANDYWINE [N99]

The new extension of the taxiway to runway 9 should be completed by

this summer. A new AWOS is running in test mode and is expected to be operational for airborne pilots later this year when a frequency is assigned. The phone number for receiving the test AWOS is 610-692-6190. New airport lighting and runway rehab should be completed by June. PAPI will also be added to both ends of the runway. Tree removal is also planned for the approach to runway 9 with the hope that it will allow for lowering the MDA for instrument approaches.

SPITFIRE [7N7]

40 Aircraft are now based at this airport. Improvements such as a new runway, taxiway and hangars were dedicated in a ceremony at this airport.

POTTSTOWN LIMERICK [PTW]

This airport is advancing an environmental assessment regarding westerly runway extension. PECO's merger with a Midwest utility may impact their commitment to operate and develop the airport. Recent commercial development west of the airport may impact the safety zone.

WILLOW GROVE [NXX]

A representative from the PA National Guard stated that the airport will remain open and will serve the needs of the PA ANG for an indefinite time period.

FAA redesigning Northeast airspace

The FAA is redesigning the airspace in the New York/New Jersey/Philadelphia Metropolitan areas to help reduce delays. According to the FAA, the closeness of the airports results in complex pilot/controller and controller/controller coordination and circuitous flight paths. The airspace redesign involves a five-state area that includes 21 major airports, with a particular focus on operations at five major airports: Newark, Teterboro, JFK International, LaGuardia and Philadelphia International.

They will select one of four alternatives after the public comment period ends on June 1, 2006. The Draft Environmental Impact Statement includes these proposals:

Future No Action: This alternative assumes no changes to the airspace and is required by regulation to act as a benchmark for comparison purposes.

Modifications to Existing Airspace: This alternative splits a major westbound airway into two inde-



pendent airways and creates new departure headings for LaGuardia, Newark and Philadelphia. This alternative reduces the complexity of the airspace and improves efficiency by expediting departures.

Ocean Routing Airspace: This alternative moves all departing flights from Newark over the Atlantic Ocean before turning back over land, expressly for the purpose of reducing noise. This alternative was included at the request of the New Jersey Citizens Against Aircraft Noise (NJCAAN).

Integrated Airspace Alternative: This alternative would make additional airspace available to enable controllers to expedite the flow of traffic in and out of the metropolitan areas. This alternative could be carried out either with existing air traffic control facilities or by consolidating facilities throughout the project area.

More information is available online at the FAA website: http://www.faa.gov/nynjphl_airspace_redesign

Accident rates stay low, despite some recent accidents...

PILOT NEWS

NTSB reports on 2005...

AOPA summarized the latest NTSB accident data for 2005. Although accidents were up slightly, that was up from a record low in 2004. General aviation accidents increased from 1,617 in 2004 to 1,669 in 2005, a 3.1-percent rise. There were 321 fatal GA accidents in 2005, up 2.2 percent from 2004. A slight increase in fatalities, from 558 to 562, was also noted. To improve safety, the AOPA Air Safety Foundation provides interactive safety courses, downloadable publications, and interactive quizzes on their website at <http://www.aopa.org/asf>. ASF also breaks down accident details in its annual "Joseph T. Nall Report" at <http://www.aopa.org/asf/publications/nall.html>.

New Garden Accident...

A Piper Cherokee 140 crashed and burned in a swampy field near New Garden Airport in Toughkenamon, PA, during the early afternoon of Sunday, April 16. The local pilot, Gregory Earnes was killed, while his son Jason survived. According to the preliminary NTSB report, the engine experienced catastrophic failure a few minutes after takeoff. The passenger said that the pilot maneuvered the airplane toward an open area bordered by trees, but the airplane lacked the altitude to clear the treetops. The airplane struck the trees, burst into flames, and then collided with terrain. The passenger escaped the wreckage, but fire prevented him and local residents from pulling the pilot from the aircraft.

Aviation legend killed...

Scott Crossfield, well-renowned test pilot, died in the crash of his Cessna 210, during a likely encounter with bad weather on

April 19. According to the FAA accident record, Crossfield was flying from Alabama to Virginia, when radio and radar contact was lost, approximately 60 miles north of Atlanta, GA. His last known clearance was to deviate south for weather. Thunderstorms were reported in the area. In the 1950's and 1960's, Scott Crossfield flew a number of record-breaking test missions, including flights in the X-15 rocket plane. In his later years, he was involved in the Civil Air Patrol and served on the staff of the House Science and Technology Committee.

Garmin debuts GMX200...

Garmin has introduced the updated MX20, called the GMX200. The new unit has a brighter, larger display, new Garmin-style controls, an SD Card slot, and enhanced mapping and chart display. The unit can be interfaced to the GDL-69 for display of XM Weather and TFRs. Enhanced versions also interface with TIS or ADS-B Traffic information and active Radar.



Double-lock proposal...

There are new calls for "double lock" aircraft requirements, this time in Pennsylvania. The proposal is similar to regulations adopted by New Jersey. AOPA is generally opposed to requirements that impose unnecessary cost burdens and a layer of inconvenience on pilots. According to Bill Leavens, the AOPA Eastern Regional Representative, the only deterrent that two locks might serve is against theft of radio equipment

and personal belongings. "If somebody wants the aircraft, they will likely be able to overcome any passive locks or disabling systems. Locks only deter honest people. With less than ten aircraft stolen each year, this legislation attempts to address a problem that doesn't exist." AOPA advocates the Airport Watch program as a proven, low cost solution to the threat of aircraft theft. And, the FAA/TSA is likely to adopt nationwide regulations to address unsecured aircraft. "It makes little sense for all 50 states to make up their own rules to govern aviation which involves interstate commerce. A pilot visiting a PA airport may be unjustly sanctioned because he wasn't aware of a two lock rule. A Federal requirement makes more sense."

Spotlight: Bill Leavens AOPA Eastern Regional Rep

Bill Leavens is the AOPA Eastern Regional Representative. There are 13 Regional Reps who act as a combination lobbyist, ambassador and confidant for general aviation in the area. Bill lives in New Jersey, but represents Ohio, West Virginia, Pennsylvania, New Jersey and Delaware. Bill's aviation advocacy started in 1988 as a founding Director of the Mid-Atlantic Aviation Coalition which acted to defend pilot interests in New Jersey. For efforts in saving Bader Airport from Frank Lautenberg and for other initiatives, he was granted the Laurence P. Sharples award for service to general aviation as a volunteer.

Bill can be contacted at bill.leavens@aopa.org. Eastern Region news and initiatives are available at <http://www.aopa.org/whatsnew/region/r-ea.html>

Aircraft Crosswind Components

FLIGHT SAFETY By Al Schnur



Summer is here, and it's a good idea to review the crosswind capabilities of you and your aircraft. Aircraft crosswind components are covered in FAR Part 23, in the section that addresses aircraft directional stability. It states that a 90 degree cross-component of wind velocity, demonstrated to be safe for taxiing, takeoff and landing must not be less than 0.2 V_{SO} ; And, the airplane must be satisfactorily controllable in normal power-off landings, without using brakes or engine power to maintain a straight path, until the speed has decreased to at least 50% of the touchdown speed.

This is a wordy way of saying that your airplane has to withstand a direct crosswind of 20% V_{SO} , the stalling speed of the airplane in the landing configuration at max gross weight. It is important to remember this last point. This implies that at weights of less than gross, the aircraft crosswind component goes down. How much, I don't know. You may need to do a little exploring with a CFI.

What may be unclear is whether the certification demonstra-

tion was done with a right or left cross wind. You should probably consider the worst case and assume that the test pilot took on a left crosswind. That's a situation that actually is more conservative given the dynamics involved. Remember all those forces that want to make the airplane go to the left?

Now you probably have noticed that your airplane (especially those manufactured after 1976) has a crosswind component somewhat greater than the 20% x V_{SO} required by Part 23. A super airplane? Not at all. What happened was that on the day of certification, the crosswind component was stronger than Part 23 required and the airplane successfully demonstrated directional stability and control.

How about older airplanes that came with an Owners, aka Pilots Manual/Handbook? Well, in that case take a look at the bottom of the white arc on the airspeed indicator and do the appropriate arithmetic. The problem with these airplanes is that the airspeed markings are usually painted in calibrated airspeed and not indicated, so you might need to check the correction charts to convert to indicated airspeed. Better yet, hook up with a CFI familiar with your make and model. Safe Flying!!

My Walter Mitty Moment

by Donald Hershey

It was back in the late 1980's. I was in a three-way partnership in a Piper Arrow. I had agreed to fly up to Rutland, VT to pick up one of my partners, Alan Bassman. I brought along a family friend and we departed out of Wings Field, where we were hangared at the time. We had been flying a couple hours when it was time for me to climb to get over the Green Mountains going northeast bound. I needed to gain about 3000 feet to clear the mountains to get into the valley to Rutland. It was calm air, good ceiling, and nice flying. I was almost ready to level off, but still climbing when there was a loud bang and heavy vibration up front.

There is conventional wisdom about when engine failure occurs, but many believe that when you change an engine setting, it is a likely time to have a problem. Another is when your engine is under maximum load, or nearly so, and that certainly applies in my case.

Of course it scares you at first. I didn't know at the time that this situation is not necessary deadly, but the

first thought to all the noise is that the engine is about to self destruct. I suppose at full power, it might well have done so. So, I pulled back the throttle and did a 180 back to lower ground. But I didn't kill the engine when I realized that it was still idling ok, just producing Thurber's "tap-pocketa-pocketa". At idle throttle it was tolerable and I had partial power.

Now, I had been talking to my other partner, Bob Vernon, just before this trip. Bob religiously followed his finger along a VFR chart on every flight, always wanting to know exactly where he was. So, on this flight, I was doing the same thing, and I knew that we had just flown over a small airfield at Granville, NY.

My passenger's response at that moment was magnificent. After the loud bang, knowing something was obviously terribly wrong, and in a calm voice that was absolutely conversational, she turned to me and said, "Are we going to die, Donald?" Now, you talk about a Captain Walter Mitty moment - once I knew the engine was not going to fall off and I knew I had a field in range, I turned to her and said in a cool and confident voice, "No, I don't think so, Sarah."

The engine continued to run at idle until I was on final at Granville, which was not much more than a runway and a small, wooden building. Even with a dead engine, I was able to land and pull a mini Bob Hoover, taxiing in pretty close to the building. Outside were a few geezers about my present age, who saw me fly over and witnessed the whole thing: the climb, the bang. One of them came over and said, "Well, we watched the whole thing. Sounds like you swallowed a valve". I think that's the first time I ever heard the term "swallow a valve."

Of course, there were no cell phones back then. In fact, no phones at all there, and we were expected in Rutland within the hour. So, I explained it to one of these old guys who said, "Well, help me drag my plane out from the hangar." It was a 3-seat Piper tail dragger; it must have been a Super Cruiser. He got us to Rutland.

We had a mechanic put a new jug on the engine. It was not a terribly expensive repair. I can't help but think that if the engine had failed just three or four minutes later as I was over-flying the mountains, I might have been in a much worse situation. But as it were, it was one of the better bits of flying I've ever done.

*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 22, 2006, Pennsylvania Aviation Country Club at Wings Field

Ryan Koch, past recipient, to speak at dinner.



Ryan Koch grew up in Adamstown, PA and went to Daniel Webster College in New Hampshire, where he graduated with a BS degree in Aviation Flight Operations. Ryan received Aero Club of Pennsylvania scholarships in 2000, 2001 and 2002 that helped him complete his training. He interned with Northwest Airlines in Eagan, MN during his senior year. He then returned home to earn a flight instructor certificate, and he spent two months working ground crew on the Fujifilm blimp. With his CFI finished, Ryan worked for Aero-Tech Services at the Lancaster airport for seven months, and then returned to New Hampshire to instruct at Daniel Webster. During his year and a half at DWC, he received training to instruct in motor gliders, instruments, and multiengine aircraft. Recently, Ryan accepted a position at the Randolph-Macon Academy, a private military boarding school in Front Royal, VA. He teaches ground school classes and shares flight training duties with one other instructor. The school has 32 students.

**** As always, seating is limited at PACC. 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, \$35.00 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 \$35 per person, payable by June 10, 2006 to:

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

NAME: _____ Number Attending: ____ x \$35 = \$ _____
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Please list name of attendees...

ATTENDEES: _____,
 _____,

Sport Cub rolls off the line...

CubCrafters of Yakima, Wa, introduced their first production CC11-100 Sport Cub at Sun 'n Fun. The plane has a standard empty weight of 825 pounds, a 4" wider cabin than the original Cub, a stow-away rear seat, and a modern instrument panel. The airplane is available in multiple retro-style paint schemes. Program Manager Don Johnston says that "the Sport Cub is a complete new design - spinner to tailwheel - that retains the gentle flight characteristics of the legendary Cub, but vastly improves all the other components versus any past or present airplane."

More LSA offerings...

Adding to the number of new Light Sport Aircraft offerings, a Spanish company will introduce the Toxo ready-to-fly light sport aircraft to the U.S. market in May. The tricycle gear aircraft comes standard with a 100-horsepower Rotax engine, three blade prop, and a maximum cruise speed of 120 knots. Takeoff distance is just under 400 feet and landing distance is just under 600 feet. The Toxo's base price is \$120,000. Optional equipment includes a ballistic parachute, electronic flight display, and leather seats. See: <http://www.toxo.aero>

Javelin is a GA sports car...

The prototype Javelin twin-engine civilian jet has been making news. ForbesLife recently highlighted the exciting new \$2.8 million dollar jet. Aviation Technology Group, Inc., founded by a retired military Air Force pilot, characterizes their new jet as a Ferrari for the skies. The two efficient Williams International engines will help propel the lightweight Javelin to Mach 0.9 and a 10,000 foot per minute climb. Several successful test missions are complete, including the first in-flight gear retraction. Over 100 deposits have been made, with the first aircraft expected to be delivered in 2009.




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