



PENNSYLVANIA PILOT

Vol 12 No 2, Summer 2001

Published quarterly by the Aero Club of Pennsylvania for all those interested in aviation activities in Pennsylvania

Special Issue: Aero Club Membership Drive Insert

JOIN THE AERO CLUB TODAY!

MEMBER NEWS

Bob Mills Gala Dinner attended by 170

On March 28, Bob Mills was honored at a dinner at the Philadelphia Renaissance Hotel. 170 were in attendance, including AOPA Phil Boyer, and FAA Eastern Region Administrator Arlene Feldman. The FAA and AOPA presented several certificates and plaques to Bob.

Nearly three-quarters of those present held a seaplane rating, many of whom had Bob as the FAA designated examiner. While acknowledging his thanks to the audience, Bob Mills dryly remarked that "I didn't realize that I had so many friends," and suggested that..."Perhaps I should have handed out more pink slips." In keeping with his tradition of modesty, Bob ended the evening by insisting on shaking hands with every participant in the hall.

The President's Message on page 2 has more details about the event.

Concord flies again

Recently, one of Air France's Concorde's took to the skies again, flying from Paris to a military base in the southern part of the country to undergo testing. Dozens of spectators lined the runway fence. A half-dozen fire trucks and an ambulance stood by. And yes, the runway and taxiways were swept clean prior to the takeoff.

Flying U.S. Airliners safer than ever

A statistical analysis recently presented in USA Today found that the risk of

the Glasair and GlaStar kitplanes declared bankruptcy last year, catching the attention of the experimental aircraft industry with

Airport Highlight



Photo by RLD & NB

On April 5, Historic Wings Field closed for its long-awaited airport improvement. The entire runway and taxiway have been torn up (not shown) and will be resurfaced and extended to 3700 feet. Helicopter operations continue at Wings, which has been designated as a Heliport during construction. The flight school has temporarily moved to Pottstown Limerick Airport. The project should be completed and the airport reopened by early August. See page 3 for more details and other airport news.

being killed on a U.S. airliner reached an all-time low in the last decade. Airlines are now flying about 6 million flights per year. This means that all of us who flew with a U.S. carrier any time in the '90s subjected ourselves to a 1-in-12-million chance of being on a flight that would end prematurely.

Efforts to rebuild Glasair continue

Stoddard-Hamilton Aircraft Inc. (SHAI), the successful producer of

all the subtlety of a departure stall. The ensuing spin of takeover bids, counteroffers and court challenges took another turn late last week as Scott Thomsen et al. re-entered the bidding war for the company, the EAA reported.

Thomsen, who had been awarded SHAI's assets last summer, was removed from the contest in

December when he indicated that his backers might not allow him to close

the deal. Since then, GlasPlanes Inc., represented as W.D. and Lonny Weitzel, had stepped in and was in the process of arranging the sale of the assets of Glasair, GlaStar and Aurora (a project in development).

Confusing matters

Now, an attorney for SHAI has presented Thomsen's new offer to the court in the amount of \$525,000, under the name of Stoddard-

Continued on Page 4...

Also inside this Issue... Aero Club Scholarship Dinner Information, Page 7

AERO CLUB OF PENNSYLVANIA



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PENNSYLVANIA PILOT

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PUBLISHED QUARTERLY

All Copy for the Pennsylvania Pilot should be submitted via e-mail or floppy disc one month prior to publishing date.

Please submit copy to either:

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designer: rdant@mindspring.com

PRESIDENT'S MESSAGE

Norm Blanchard

BOB MILLS GALA

Aviation dignitaries, friends, family, and fellow pilots turned out en masse to honor a diminutive, modest, true American W.W.II hero, and owner of the oldest seaplane base in the United States. The evening of March 28th, 2001 was magical for those fortunate enough to have attended the banquet honoring the retirement of Bob Mills at the Renaissance Hotel in Essington, PA. How appropriate that the banquet was held within sight of the splashdown area of his beloved seaplane base. Accolades resonating from the banquet hall that evening may well have rattled the timbers of his seaplane hangars.

The FAA's entourage was headed by Arlene Feldman, Eastern Regional Administrator, and included Jack Grogan, Manager of the Philadelphia FSDO, Assistant Manager Art Brownell (who was also Chairman of the Organization Committee for the retirement banquet), and Wendy Grimm, Regional Aviation Safety Program Manager. Ms. Feldman spoke eloquently of Bob Mill's achievements and presented him with the "Wright Brothers Master Pilot Certificate" as well as a handsome plaque. And Jack Grogan awarded the guest of honor with the "Eastern Region Flight Instructor of the Year Certificate."

The AOPA contingent included Chairman Andy Pew, Vice-chairman Paul Heintz, and Phil Boyer, AOPA President, who flew in from Frederick, MD, for the occasion. Phil paid tribute to Bob's many accomplishments, and presented him with the "Presidential Appreciation Plaque." This prestigious award is extremely rare and enshrines Bob as a unique contributor to American aviation history.

The Aero Club of Pennsylvania was privileged to have participated in this historic event. We served as the agent of the FAA for collecting the dinner reservations and checks for the banquet. We were pleased to announce that the excess proceeds from the banquet would permit the Aero Club to establish a scholarship award in honor of Bob Mills. This was a fitting tribute for an American aviation icon.

Happy retirement Bob!

BOARD OF DIRECTORS REPORT

Jeff Kahn

The Board of Directors met at the Philadelphia Aviation C.C. on April 19, 2001. The agenda was as follows...

- Minutes of last BOD meeting..... Jeff Kahn
- Treasurer's Report..... Bob Tonkinson
- Membership Report..... Lou Fitzpatrick
- Discount Program Report..... Steve Najarian
- Scholarship Committee Report..... Tim Boyle

NEW BUSINESS

- Membership Drive Insert for PA Pilot..... Norm Blanchard for Rob Dant

OLD BUSINESS

- Bob Mills Gala Dinner Results..... Bob Tonkinson

Delaware Valley Regional Planning Commission Meeting Report

AIRPORT NEWS

March 15, 2000
By Steve Najarian



PHILADELPHIA INTERNATIONAL [PHL]

The Precision Runway Monitoring System for Runway's 8-28 and 9-27 will allow simultaneous use in the westerly flow of traffic and improve airport capacity. It is scheduled for May of this year. In addition a new deicing pad facility will be installed.

NEW GARDEN [N57]

The private owners want to sell and place the airport in the public domain. The township has so far vacillated about taking over the airport. The FAA and the State have not been able to assist in the take over.

DOYLESTOWN AIRPORT [DYL]

Have received \$1 million funding from PennDOT for land acquisition..

QUAKERTOWN [UKT]

Received FAA/PennDOT funding for tree obstruction removal, AWOS, and relocation of taxiway for meeting FAA separation standards from the runway.

POTTSTOWN LIMERICK [PTW]

Airport is advancing an environmental assessment for a westerly runway extension. Peco has sold the property to Excelon Generation as a result of a merger. The impact for further development with the new owner is unknown.

CHESTER COUNTY AIRPORT [40N]

Funding for snow removal equipment and tree obstruction removal has been received from the FAA/PennDOT block grant program.

PERKIOMEN VALLEY [N10]

PennDOT grants, which were approved, are on hold due to the Rule 2210 problem with their township.

BRANDYWINE AIRPORT [N99]

The funding for the Airport Development Plan has been granted. The Airport Development Plan is a prerequisite to receiving block grant funds from the State Aviation Bureau of PennDOT for airport improvements. The airport owners plan to clear several acres of a wooded area to build more ramp space.

PHILADELPHIA NORTHEAST [PNE]

Taxiway lighting improvements are planned for 2001.

SPITFIRE AIRDROME [7N7]

Plans to widen the runway from 50 to 75 feet in underway.

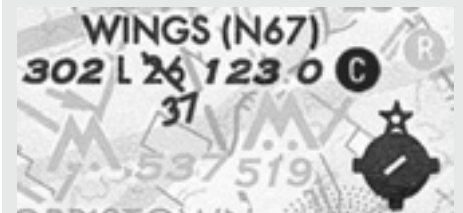
SOUTH JERSEY REGIONAL [VAY]

Runway repairs have been completed. The outlook for runway extension in the face of local opposition has improved.

CROSS KEYS [17N]

The airport has lost its reliever status because of the 100 resident aircraft rule. FAA reliever funding is cut off if less than 100 aircraft are based on an airport. The parachute jumping school is moving to another airport to avoid the Philadelphia restricted airspace problem.

AIRPORT HIGHLIGHT (PAGE 1):



WINGS FIELD [N67]

Editor's Note: This excerpt is from the original DVRPC report dated March 15. See the cover page for more up to date information...

The owners are proceeding with runway extension plans. The field will close for a period of four months because of construction. The flight school will be moved to Pottstown Limerick [PTW] for that period.

The good news is that Wings may receive a direct grant of approximately \$3 million plus from the FAA Discretionary Fund as a result of a direct appeal to the FAA Administrator to cover the cost of the runway extension. The FAA has an interest in improving safety for airport operations and its effect upon the surrounding community. It therefore will fund improvements using discretionary funds. This direct grant to the owners of the airport by the FAA circumvents the onerous Rule 2210, which applies to airports located in Montgomery County. The rule allows a Township Ruling Body in Montgomery County to block FAA/PennDOT funds from being granted to an airport due to local public opposition.

Aero Club Discount Merchant

Roger's Bistro (near Brandywine, N99)

Roger's Bistro, a family restaurant specializing in Mediterranean cuisine is our newest Aero Club Discount Member. Roger's offers a wide variety of dishes and sandwiches at reasonable prices. The restaurant has a friendly informal dining atmosphere and is frequented by many pilots from Brandywine Airport (N99). If you have transportation, Roger's is a five-minute drive from N99 at 940 East Boot Road in West Chester, PA.

The restaurant is about a half mile west of the Route 202/Boot Road exit on the left side of Boot Road (remember to veer left at the fork). Hours are Mon-Thur 10AM-10PM, Fri & Sat 10AM-11PM, and Sunday 10AM-9PM. Reservations are not required. Phone 610-692-8053. Stop in and say hello to the owner Roger Seleiman. Just show your Aero Club Membership card for a 10% discount.

MEMBER NEWS

Continued from Page 1...

Hamilton Acquisitions LLC, for all SHAI assets. To sweeten the deal, Thomsen is also offering a payment (amount unknown) to finalize an agreement with Arlington Aircraft Development, for the design rights of the GlasStar aircraft. In light of the new offer, a U.S. Bankruptcy Court has decided not to decide on the matter just yet. They will mull over the ruling that will affect the future of these highly regarded designs.

Where the buffalo roam

This just has to be the weirdest idea this year.... Denver officials are contemplating transplanting a herd of buffalo from their home on the range to a place where they can roam not far from a runway at Denver International, as reported by the Christian Science Monitor. The idea has nothing to do with what's best for the bison, but rather the spicing-up of the dull expanse of empty space that passengers look down on as they're on final approach. And in case all that Western-style scenery gives you a healthy appetite, one official suggests that buffalo burgers could be served up at the airport's food court - Uugh! I just don't get this - someone help!

Refurbish your old headsets

Headsets Inc. now has a kit to convert your passive headsets to an active noise control system.. Not only will your old headsets have superior noise cancellation, you'll save money, too. For more information and to order, go to <http://www.avweb.com/sponsors/headsets>.

Want to exceed Mach 1 without power?

With the race to space long over, we seem to keep adding members to a new batch of contestants who aren't looking to escape gravity, but rather want to work with it. Some recent news releases have someone intent on jumping from a gondola at 130,000 feet -- and letting gravity pull them through Mach 1. The latest entrepreneur is Rodd Millner, of Australia. The speed to beat is 714 mph, attained in a jump by Joe Kittinger back in 1960. Fortunately these little gems surface every forty years or so.

AERO CLUB CALENDAR

JUNE

- 1-3** Seaplane Seminar; Speculator, NY
- 2** 11th Annual AOPA Fly-In; Frederick, MD
- 8-10** Mid-Atlantic Air Museum WWII Weekend and Air-show; Reading Regional Airport, Reading Airport.
- 17-24** Paris Air Show; Paris, France
- 20-24** Sentimental Journey to Cub Haven Fly-In, Lock Haven, PA
- 28** **Annual Scholarship Dinner at Wings Field**

JULY

- 20** **Aero Club Board of Director Mtg., PACC, Wings Field**
- 21-22** Dayton Airshow, Dayton Intl Airport, Dayton. OH
- 21-22** US Air and Trade Show; Dayton, OH
- 21** National Hall of Fame's Enshrinement Ceremony; Dayton
- 24-30** EAA International Fly-In, Oshkosh, WI

AUGUST

- 11** AIRFEST 2000; Cape May, NJ
- 17-19** Confederate Air force Wings of Freedom Airshow, Frederick, MD

SEPTEMBER

- 8** Vintage Aircraft Day; Wings Field
- 8** 2nd Annual USO Swing Dance, NASW Aviation Museum, Cape May Airport, NJ
- 8-9** Sounds of Freedom Air Show; Willow Grove, PA
- 14-17** Reno Air Races; Reno, NV
- 18-20** NBAA Convention; New Orleans, LA
- 22** Annual Air Festival; Ocean City, NJ
- 22-23** Planes, Trains & Automobiles, Mid-Atlantic Air Museum; Reading, PA

FUTURE

- Nov 8-10** AOPA Expo 2001 Fort Lauderdale, FL
- December 17** **Annual Wright Brother's Dinner**

HIGHLIGHT

June 8-10, WWII Weekend and Air-show, Reading, Pa

This year the WWII Weekend takes place a week later than usual, so there is no conflict with AOPA Fly-In the previous week. Visit <http://www.maam.org> for information about the show..

Redefining 'on duty', Age 60 reconsidered, runway incursion data...

PILOT NEWS

Pilots tired of airline's definition of 'On Duty'

The FAA limits a pilot's time on duty to 16 hours, but just what qualifies is the subject of an ongoing disagreement between the airlines and pilots. Late last year, the FAA said it defines time on duty as actual time, including delays and other unscheduled time. The Air Transport Association (ATA), which represents the larger U.S. airlines, didn't like the FAA's interpretation of its own rule, saying only scheduled time counts as duty time. So ATA rounded up some lawyers and filed suit in an attempt to block the FAA from enforcing the clarified rule. Last week, the Coalition of Airline Pilots Associations, which represents 26,500 pilots, filed a petition in federal court seeking to stop ATA from stopping the FAA. If you haven't fallen asleep yet, just wait - the legal wrangling has barely begun.

The Senate reconsiders the Age-60 rule

Legislation that would extend the mandatory retirement age for commercial airline pilots from age 60 to 65 is working its way through a Senate committee. U.S. Sen. Frank Murkowski (R-AK) introduced the bill, which has been under review by the Senate Commerce, Science, and Transportation Committee. Various industry groups have been working for years to achieve a change in the rule.

A new "I-word"

A new word has been added to the 'Pilot/Controller Glossary' of the Aeronautical Information Manual (AIM) that will allow pilots to communicate an urgent situation without declaring an emergency. Pilots in contact with ATC should see the word 'immediately' to avoid an imminent situation. Weather situations such as icing, thunderstorms,

and anywhere a heading change or IFR clearance is needed quickly may qualify for extra ATC consideration. Of course, in some cases, use of the "I-word" may be an indication that a pilot allowed things to progress too far. Plan ahead!

AOPA issues some sound medical advice

If you have a medical problem, you should: a) Call your aviation medical examiner (AME), b) Talk about your concerns at your flight physical, or c) Keep your mouth shut! According to AOPA, your lips need to be zipped until you know what you're facing. According to Gary Crump, AOPA director of medical certification, "Reporting anything new on your medical application without advance preparation can cause problems." AOPA has put together three new reports that give tips on what and what not to do,

Continued next Page...



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10% discount with their membership card.**

when seeking a medical certificate. Call 1-800-USA-AOPA for more information.

Some safety stats to consider

Safety statistics for aviation in 2000 were a mixed bag, according to a report released by the NTSB. Civil aviation lost fewer aircraft in 2000, but the overall results were deadlier than the previous year. U.S. civil aviation accidents numbered 1,975 during 2000, down from 2,053 during 1999. However, fatalities associated with those accidents increased to 748 in 2000, as compared to 697 in 1999. As a group, general aviation fared better: Total accidents dropped from 1,913 in 1999 to 1,835 in 2000 and fatalities fell from 630 to 592. Thanks for not contributing.

Private planes and ATC get blame for runway incursions

According a report from the U.S. Transportation Department's Office of Inspector General, the chance you will be involved in a runway incursion incident is still on the rise. While 1999 saw 321 incursions, 2000 jumped to 429, according to FAA figures cited in the report -- and officials said small private aircraft were the cause of most. Much of the rise, though, may reflect increased awareness and reporting rather than an actual jump in incidents. The report also counted 1,200 errors by air traffic control last year.

In response to this very prominent problem in the world of air travel, the report recommends that the Transportation Department seek out new technology, improve airport infrastructure and perhaps alter airspace to reduce incursions. It also suggests that they consider improving runway markings (and perhaps build more runways), address whether new technology can keep up with demand, and perhaps grow controlled airspace when weather minimums shrink.

Bracketing the Easy Way

FLIGHT SAFETY

By Al Schnur

Well, you're finally established on the Magnetic Course (MC) of choice, be it a radial from a VOR or a magnetic bearing from a NDB, and for some reason you manage to get blown off course by say four to eight degrees. I may ask what you were doing allowing the situation to deteriorate to that level, but in any case, the task at hand is to get back on course.



So you dust off that old tried and true 30 degree intercept technique. You apply it and viola, the needles return indicating that you are back on the desired MC. For starters I would employ an initial 15 degree Wind Correction Angle (WCA), which is one-half of the 30 degree intercept. Then pay attention to the course deviation indicator or relative bearing indicator on the VOR and NDB respectively. If nothing moves you will have established the appropriate heading to stay on the chosen course, which means the WCA, problem has been resolved.

However, suppose it moves in one direction or the other implying too little or too much WCA. What to do, well, first get back on the desired MC and apply or use 1/2 of the 15 degree intercept that was applied earlier or approximately 7 degrees +/- added/subtracted to the original 15 degree intercept. Ultimately when you follow the procedure at ad-nausea and in reality it should not take more than three passes. When you really get proficient the entire situation will be resolved without going through this many steps.

And one final thought, if you end up requiring a thirty degree wind correction angle, it will mean that the wind is blowing at 50% of your true airspeed directly across the course you are tracking. And guess who will not be in the airplane with you.

Blue Skies

Hey... did you cut out that Aero Club Membership Application two pages back? What are you waiting for? You don't have to be a pilot to join, you know. You just have to be interested in aviation activity in and around Pennsylvania. **Join Today!**

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

ANNUAL SCHOLARSHIP AWARDS DINNER

Join the Aero Club and special guest Bob Mills to celebrate the 2001 scholarship recipients and to wish them our best.

- Date:** **Thursday, June 28, 2001**
- Place:** **Pennsylvania Aviation Country Club at historic Wings Field**
- Time:** **Cash Bar 6 p.m.
Dinner 7 p.m**
- Cost:** **\$30.00 per person**
- Reply:** **Please send check so that it arrives no later than June 21, 2001.**
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
PO Box 748
Blue Bell, PA 19422

**REMEMBER: Wings Field runway will be closed on this date.
Presumably, you can still fly in by helicopter if you are so equipped.**

Cost \$30 per person, payable by June 21, 2001 to:
Aero Club of Pennsylvania, PO Box 748; Blue Bell, PA 19422

NAME: _____ No Attending: _____
ADDRESS: _____ Amount Enclosed: \$ _____
CITY/STATE: _____ PHONE: _____
E-MAIL: _____

Please list name of attendees so we can make name badges (use other side if needed):

ATTENDEES: _____,
_____, _____

AVIATION ODDITIES

Pigs fly, and that's just ducky with the FAA

Charlotte, a 300-pound Vietnamese pot-bellied pig, became a celebrity last month when US Airways let her fly first class from Philadelphia to Seattle as a "companion animal" to a woman with a heart condition. The rationale was that the pet pig helped to relieve her owner's stress. The FAA said yesterday that US Airways acted perfectly properly and in accordance with regulations. Now that the FAA says pigs can officially fly, we'll be watching for the National Weather Service to report freezing temperatures in hell.

Dogs & Travel - Perfect Together

We always knew it and now we know. Dogs traveling on a commercial airliner are a lot more comfy than the rest of us sitting up there in coach -- or even first class. Guidelines mandate that a dog must be able to stretch out and turn around in comfort, requiring containers twice the width of the dog. No such generous

regulation exists for mere humans. In fact, the minimum requirement is 26 inches from the back of your seat to the seatback bumping into your knees -- and that's before the jerk in front of you slams his seat into a full recline.

Wanna try some sick humor with your friends?

The next time your aviophobic friend has to jump on an airliner, casually mention that s/he check out their odds on <<http://www.amigoingdown.com>>. Some of our friends across the pond with a positively sick persuasion have set up a web site that allows one to enter trip details to find out whether you have better odds finishing your trip or meeting your maker. Actually, the odds are quite good. According to amigoing-down.com, if you took a flight every day, you would travel more than 1,000 years on average before being involved in a fatal accident.



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