

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

Event Planning

Scholarship Dinner

The Annual Aero Club Scholarship Dinner will be held on June 14 at Wings Field in Blue Bell. See the details and your dinner invitation on page 7.

Trip to Curtiss Museum

The Aero Club is in early planning stages for a summer fly-out to the Curtiss Museum in Hammondsport, NY. Details will be added to the website and via our email announcement list.

Annual Fly Market...

The Aero Club will hold its annual aviation sale on Wings & Wheels Day on September 8 at Wings Field. Donations of aviation-related items are being accepted for the sale. Contact Rob (rdant@mindspring.com).

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Aero Club visits Mid-Atlantic Air Museum

Seventeen members and friends of the Aero Club visited the Mid-Atlantic Air Museum at Reading Regional Airport on Saturday, April 14. Our docent for the tour was Paul Heidecker and our primary goal was to visit the P-61 restoration, the impetus for the museum itself. But, first, Paul showed us a number of the interesting aircraft inside the main hangar.

The museum's TBM-3E Avenger is a nicely restored version of the Grumman designed, General Motors built torpedo bomber. This is one of the museum's regularly flown aircraft along with the B-25 Mitchell, both seen around the air show circuit each year. We also got a closeup look at a beautiful red 1934 Kinner B-1 Sportster nearing flight-ready status. The 1929 Brunner Winkle Bird is a rare model equipped with an air-cooled 8 cylinder engine, rather than the typical OX-5 engine. Then, there are the WWII trainer aircraft, a 1942 Vultee "Vibrator" and the SNJ "Texan." Numerous other aircraft are packed



into the main hangar building and outside on the museum ramp.

The highlight of the tour occurred when museum co-founder Russ Strine told us the story of recovering the P-61 from atop an Indonesian mountaintop in 1980's with his father, Eugene "Pappy" Strine, a veteran of WWII. Atop Mount Cyclops, in what used to be New Guinea, the P-61 wreckage sat for over 35

years. Then, it took over a decade to work through red tape and to recover the aircraft. Restoration continues today with the intention to fly the aircraft in as little as three years from now.

The incredible story of the recovery is available on the museum website at maam.org/p61/p61_recovery.htm.

The Mid-Atlantic Air Museum (MAAM) is a membership supported museum and aircraft restoration facility. The museum actively restores historic war planes and classic airliners as well as rare civilian and military aircraft. Visit www.maam.org.

Museum Highlight: Mid-Atlantic Air Museum



Docent Paul Heidecker describes the P-61 restoration project.



An Ercoupe sits under the tail of the Mitchell B-25



Bomb bay of the B-25 Mitchell



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

PO Box 748
Blue Bell, PA 19422
www.aeroclubpa.org
AeroClubPA@aol.com

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

New Membership is only \$20
Signup at www.aeroclubpa.org

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PENNSYLVANIA PILOT

Editor/Layout: Robert Dant
Contributors: James Kilduff
Nancy Kyle
Debbie Harding
Photographers: Rick Schimpf
Robert Dant
Printed by: Graphic Impressions

Editor: rdant@mindspring.com
610-909-4467

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PRESIDENT'S MESSAGE

James Kilduff

The Aero Club of Pennsylvania has among its reasons for being the assembling of pilots in a social setting to enjoy the shared experience of piloting oneself in three dimensional space; and equally important, to make real the joy of flight to earthbound dreamers. Soon, we will have the opportunity to indulge both of those pleasures. On June 14th, the Aero Club of Pennsylvania Memorial Scholarship Fund will award scholarships to deserving applicants at the annual dinner. At the Philadelphia Aviation Country Club on the grounds of Wings Field at 6PM, Aero Club members and the scholarship recipients will gather to share a meal and celebrate the achievement of leaving the earth in a flying machine, reinforcing for young and old the love of flying.

*We will celebrate
the achievement of
leaving the earth in
a flying machine.*

Whether or not you can attend, you might realize a great satisfaction in contributing to the Memorial Scholarship Fund, and being part of continuing what for many is the defining experience and achievement of their lives, being Pilot-in-Command of a flying machine!

Wings Field is steeped in history, a history mingled with that of the Aero Club. Many Aero Club Board members were involved not only in the founding of Wings Field, but also in the subsequent creation of the Aircraft Owners and Pilots Association on the very grounds. So we will dine, surrounded by reminders of the story of aviation from prior years and with hopes for aviation that is to come. And the surest thing of all, there is no greater pleasure than giving to another the gift of flight.

See www.AeroClubPa.org for details and to reserve a spot at the dinner or to make a contribution to the scholarship fund. See you there.

Jim

BOARD OF DIRECTORS REPORT

Elaine Farashian, Secretary

The Aero Club Board of Directors met at Wings Field on April 19. First Vice President Mary Wunder presided over the meeting.

Elaine Farashian presented the minutes from the January meeting. The group discussed financials, membership and newsletter details. Mary Wunder reported that the membership stands at about 182, including the recent addition of 36 students and recent pilots from Brandywine Airport.

Next, Debbie Harding reported on the 2012 Scholarship program. The scholarship committee will interview candidates on

May 19. The number of application requests have been significant this year. The scholarship awards dinner is in the planning stage and will be held at Wings Field on June 14.

The board talked about the recent visit to Reading to the Mid-Atlantic Air Museum. We are also planning a possible trip to Hammondsport, NY to visit the Curtiss Museum.

The meeting adjourned for dinner and a presentation by Captain Timothy Fields of the Delaware Air National Guard about flying the C-130 Hercules in Afghanistan.

Aero Club Scholarship Report

By Debbie Harding, VP Scholarships

"Help me start my life" was the title of one essay that the scholarship committee received last year from a high school student. He wrote that he became interested in flying after a commercial flight from Philadelphia to Detroit when he was thirteen years old. In order to "prepare for the future," he joined the Civil Air Patrol and was able to expand his knowledge about aviation and make the connection that a career in aviation could be more than just a dream. Currently, he is waiting for a weather break to complete his solo flight.

This is only one instance where the Aero Club, through our more than forty years of dedication to the scholarship program, was able to help "change a life forever." The quotes are not my words but the words of this young scholarship recipient.

This year is no different. The applications and essays are just as inspiring. But, what I find even more encouraging is that we have so much interest in the program. In years past, we have had just over a half dozen applicants. Why? Was it due to lack of interest in aviation? Like the space shuttle program, is it a thing of the past, too expensive, not important? Were we losing our aviation future that the club for over 100 years dedicated themselves to promote?

I can say heartily that this year, the proof of interest in aviation can be seen in our 35 scholarship applications. This year's statements are so encouraging. We have those that have a basic desire to fly, of course, but more than just a few talk about wanting a place in aviation innovation, "testing out new ideas and inventions." Another wants "to be a part of the new era (of space exploration) this is still in its infancy." I can't wait to meet our new group of applicants. As with every year, it is very inspiring.

AVIATION EVENT CALENDAR

MAY

- 19** EAA 240 Pancake Breakfast, New Garden (N57)
- 19-20** Ninety-Nines Pennies-a-Pound, Heritage Airport (PTW)

JUNE

- 01-03** Reading WWII Weekend, Reading, PA (RDG)
- 02-03** EAA 216 Pancake Breakfast, Cross Keys (17N)
- 14** **Annual Scholarship Dinner**, Thursday, 6PM
- 16** EAA 240 Pancake Breakfast, New Garden (N57)
- 15-16** Chester County Balloon Festival, www.WBYA.org at Embreeville Sports Complex, Rt 162, Embreeville, PA
- 20-23** Sentimental Journey Cub Fly-in, Lock Haven, PA (LHV)

JULY

- 7-8** Wings & Wheels, Big Band Event, Grimes (8N1)
- 8** EAA Chapter 287 Fly-in Breakfast, Woodbine (N57)
- 14** EAA Chapter 240 Fly-in Breakfast, New Garden (N57)
- 11-15** Ninety-Nines, 2011 Intl. Conference, Oklahoma City
- TBD** **Aero Club Fly-Out**, Curtiss Museum, Hammondspport
- 19** **Board of Directors Mtg**, Thursday, 6PM, PACC
- 24-30** EAA AirVenture; Oshkosh, WI

AUGUST

- TBD** **Aero Club** Fly Out to Eagles Mere Air Museum



Dear Aero Club,

My father, Kenneth Fulscher loved all things aeronautical. He was particularly entranced with the planes of WWII; books, airplane models, even a collection of miniature pewter planes from Danbury Mint. In 1946, he enlisted in the Marines and when he got out, he took advantage of the G.I. Bill and enrolled in the Spartan School of Aeronautics, Tulsa, in the study of instrumentation. With diploma in hand, he headed for Grand Rapids, Michigan and Lear Siegler. He retired in 1989, after 40 years of working on gyroscopes. He was proud of the fact that Lear had had a hand in the successful 1969 moon landing.

Dad is gone now and I am going through his effects. I found a program from Philadelphia's World Air Show at Northeast Airport, held May 30, 31 and June 1. It does not give a year, but 1947 would be about the right timeframe. I am happy to send this to you and glad that someone wants it.

Sincerely, Karen Fulscher

Board of Directors Mtg, July 19

Wings Field, Philadelphia Aviation Country Club

The Aero Club will hold its next quarterly Board Meeting on July 19 at the Philadelphia Aviation Country Club at Wings Field.

Following the board meeting at 6PM, we will have dinner and presentation by Debbie Harding about hot air ballooning. If weather is good, we might move outside for a real demonstration on inflating a hot air balloon. All members and guests are welcome to attend our presentations.

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

Delaware Valley Regional Planning Commission Meeting Report

Airport News

March 15, 2012

By Elaine Farashian

PHILADELPHIA INTERNATIONAL [PHL]

Runway 9L/27R paving is expected to begin May 1. Taxiway Kilo extension design is 90% complete.

NORTHEAST PHILADELPHIA [PNE]

Runway 6/24 crack repair project is scheduled to begin May 1.

BRANDYWINE [OQN]

The airport has acquired new ground service equipment (a tug). It is anticipating grants for improving the main terminal apron and for the design to rehab and relocate airfield lighting for future runway widening. The outstanding construction work is complete for taxiway-A rehab as well as runway and taxiway safety areas.

CAMDEN COUNTY [19N]

The runway widening and the new light installation projects have not yet begun.

CECIL COUNTY [58M]

Recognition as "Autonomous Airport Authority" has been solicited. The airport might serve as a medevac site and is pursuing land acquisition for runway approach protection.

CHESTER COUNTY [MQS]

The airport will restart the south apron project this spring. The 5010 Inspection done under the auspices of the FAA for safety issues was conducted in February. New hangar construction should begin mid-April.

CROSS KEYS [17]

Projects cannot proceed until NJDOT approves the request for grant extension. Installation of security cameras has been completed.

DOYLESTOWN [DYL]

Grants are anticipated to remove obstructions for runway 5/23 approaches including transitional surfaces and to construct bypass taxiways on runway 5/23 ends.

FLYING W [N14]

No report from the airport.

HERITAGE FIELD [PTW]

No report from the airport.

NEW GARDEN [N57]

The punchlist for the completed taxiway project will be finished by the end of spring. A ground lease with Hangar Corporation will initiate hangar development at the east end of the airport. Runway 6 easement is being finalized. A grant is anticipated for reconstruction and widening design for runway 6/24.

PERKIOMEN VALLEY [N10]

The airport has a new manager. DVRPC and Kimball have suggested changes to the Airport Hazard Zoning Ordinance which are being discussed by the Township and the Bureau of Aviation.

POTTSTOWN MUNI [N47]

A feasibility study for extended runway safety improvement for runway 8/26 has begun. The preliminary engineering is completed while the environmental and next phase formulation are yet to be done.

QUAKERTOWN [UKT]

A grant request letter for easement acquisition for 7 parcels under runway 11 approach was submitted to Pen-

nDOT mid-December. The project of removing the underground fuel tank and providing a new above-ground tank will begin this spring. The acquisition of 2 parcels under runway 29 approach is yet to be finalized.

SOUTH JERSEY REGIONAL [VAY]

REIL installation proposals are being solicited. The airport is working on initial stages of a Master Plan Update. The Jet-A fuel farm installation is in the design stage.

SPITFIRE [7N7]

Projects are on hold until airport ownership is clarified.

SUMMIT AIRPORT [EVY]

No report from the airport.

TRENTON MERCER [TTN]

The airport has received a grant to do a strategic land development study. EMAS (Engineering Materials Arrestor System) construction for runway 16/34 will begin June or July. The EMAS for runway 6/24 is expected to begin next year. The Alpha, Charlie, Juliet project has been completed as well as the airport markings. Streamline Charter is doing well.

TRENTON ROBBINSVILLE [N87]

The Storm water Management Plan Study and Environmental Assessment Study have been completed.

VANSANT AIRPORT [9N1]

No report from the airport.

WINGS [LOM]

New hangars, replacing existing hangars 3 and 4, should be in service mid-summer. The project of removal and replacement of taxiway B connector is expected to be completed late spring. The new FBO is Advanced Aircraft, an authorized Cirrus center.

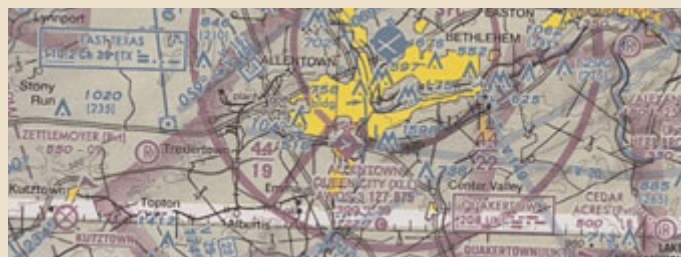
Pieces of Queen City Airport might be for sale

City officials in Allentown are working on a plan to sell part of the land occupied by Queen City Airport for industrial development. The city has been trying for some time to consider ways to sell all or part of the airport property to raise money. Mayor Ed Pawloski thinks that such a deal would be a good compromise for the city and for general aviation. Others don't think so.

Lehigh Valley General Aviation Association President Michael Rosenfeld thinks that such a sale would compromise the viability of the airport by forcing the closure of the crosswind runway. Other areas of the airport property have been carved out over the

decades and this would be yet another threat to the airport's opportunity for success.

For the moment, the airport authority is contracting with a firm to assess the value of various airport assets and determine the best course of action.



The Doolittle Raiders, then and now

Member Story by James Kilduff

General apprehension about the effect of the European war on the United States burst into a war footing on December 7, 1941, and by the spring of 1942, it was all bad news. The Japanese invaded and occupied much of the Far East and the British lost two capital ships, the *Repulse* and the *Wales*. In Europe, Hitler laid siege to Stalingrad, Rommel was at the gates of Egypt, and the Battle of the Atlantic was being won by German U-boats.

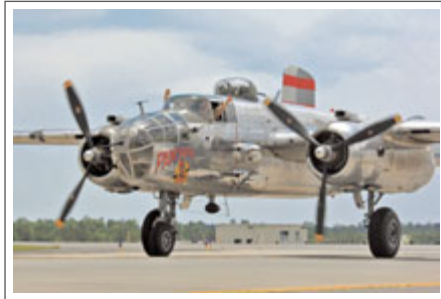
Pessimism and fear were the dominant emotions.

FDR tasked the War Department with mounting an offensive reply to the Japanese. The answer was a bombing raid on the home island of Japan. This bold and risky operation teamed the Army Air Corps with the Navy's new aircraft carrier USS *Hornet*. It left San Francisco with 16 B-25 bombers strapped to its deck; its mission to bomb war production and military targets in five Japanese cities.

The raid took place on 18 April 1942, four months after the Pearl Harbor attack. The planes were launched 400 miles sooner than planned, due to a Japanese patrol boat on picket duty. The planes were to have landed in China and the crews repatriated; the early takeoff and longer flight time made that unlikely. But thanks to an unusual tailwind, most ships were able to crash land in China. The crews either bailed out or ditched at the shore line. One plane flew to Russia, which interned the plane and crew out of fear of Japanese reprisals.

Of the 80 officers and men, 73 survived the raid and its aftermath. Several of those survivors lost their lives later in the war in other missions. Beginning in 1947, Major General Doolittle held a reunion dinner for the remaining crews. At a later time, a

case with 80 engraved silver cups was brought to the reunion, each cup engraved with the name of a crew member. The cups of those still living were placed right side up.



B-25 "Panchito"

The Doolittle Raid did relatively little damage but the psychological effect was significant. The Japanese military establishment, shocked that

their land could be attacked, resolved to make defensive changes to their perimeter. They sought to invade the Island of Midway, a U.S. possession. This made possible the decisive battle which turned the tide of the Pacific war. The Japanese Imperial Navy never regained its dominant position. So, in a way, the winning of the war in the Pacific began with the Doolittle Raid.

The 70th anniversary reunion dinner of the Doolittle Raid was held on 19 April 2012, at the USAF Museum in Dayton. Present were four living survivors, including Richard Cole, copilot of ship 1, Doolittle's plane, David Thatcher, engineer/gunner on ship 7, Tom Griffin, navigator on ship 9, and Edward Saylor, engineer on plane 15. Robert Hite, copilot on ship 16 was unable to attend. All men are in their 90's.

Aero Club President Jim Kilduff attended the dinner held in the central hall of the museum, with a B-52 at the west end and the giant transport C-124 to the east. Each of the four Raiders was escorted into the dinner and seated at different tables. Of the 600 people present, a significant number were family members of the crew.

The case with the silver cups also contains a bottle of Hennessy Brandy 1897 vintage. The Hennessy Company itself supplied the bottle. The president of the Hennessy Company, Maurice Hennessy, the 8th generation to run the family business, came all the way from France to attend the dinner and gave a wonderful toast to the Raiders.

The Raiders would not have survived without the help of Chinese farmers and villagers who moved the Raiders. They carried the injured to the repatriation city of Chunking. The Chinese people suffered grievously for this generosity. The Japanese are said to have burned entire villages in retaliation. Attendance included Chinese family members of those who helped the Raiders escape, including one lady who was only 6 years old at the time. An officer from the Chinese Embassy to the United States came from Washington D.C. to toast the Raiders and to emphasize the importance of the US-China relationship.

Colonel Carroll Glines, author of the official Raider history and honorary member of the Raiders, spoke about the operation. The evening was capped by music from a group of USAF Band musicians who played Glenn Miller songs, ending with a

rousing chorus of *Wild Blue Yonder*.

The celebration would not be complete without air-

planes. Twenty B-25's from around the country gathered at nearby Urbana, Ohio's Grimes Field. During the day on 18 April, they flew in formation over Wright Patterson AFB and neighboring parts of Dayton in tribute to the Raiders. One of those was piloted by its owner Tom Duffy of Philadelphia who keeps his planes at Millville, N.J. The crews of the B-25's gave rides and spoke with visitors.

Twenty B-25's flew in formation over Wright Patterson AFB

Pancake breakfast season

Member Story by Robert Dant

The fly-in pancake breakfast has always been one of the great attractions of the weekend flyer. Nearly every summer weekend features numerous such fly-ins throughout the country. I have been to quite a few.

It is important to get an early start (to the chagrin of my usual passengers) in order to arrive reasonably early. One does not want to risk arriving after important ingredients like eggs or sausage have run out.

The typical price has been \$5 for many years, but inflation has increased that at most fly-ins to \$6 or \$7, still a bargain.

One friend at EAA 240 put on an increasingly popular pancake breakfast at New Garden Flying Field May through September. And, a bit far-

The first attraction is the airport itself. The runway is tucked down in the hills along the winding river. Even with GPS, the airport can be



Sunny side up!

a challenge to find the first time. The best strategy is to intercept the river south of the airport and fly upriver to enter the left downwind for runway 1. The downwind is tightly packed inside of a

1600 foot hill to the east. Fog routinely blankets the area around the river and it is not uncommon for many airplanes to be circling around at different altitude waiting for it to

Breakfast is served in the community hangar. The food is good and usually features eggs, sausage and pancakes cooked up on a series of large griddles. The ingredients are fresh and this is the only pancake breakfast that I have been to that features eggs sunny side up! Breakfast is usually accompanied by live folk music featuring local



The airport is nestled along the Susquehanna River (upper left).

musicians, guitar, fiddle, base and sometimes even a steel guitar.

After breakfast, there are lots of fly-in aircraft to look over, a few tractors, maybe a fire truck, and some crafts tables. The airport is home to a parachuting operation, as well, and there are usually a couple parachute drops during the event.

Most of the fly-in traffic has departed by midday and yet another successful pancake breakfast, one of hundreds around the country, comes to an end. Good thing another one is planned next weekend.

Rob Dant flies a Cessna 172 out of Brandywine Airport, seeking out fresh eggs, sausage and pancakes around the northeast most summer weekends.



Live folk music featuring electric steel guitar.

ther away, but one of my personal favorites takes place in northern Pennsylvania. Skyhaven Airport sits along the east branch of the Susquehanna River at Tunkhannock, Pennsylvania. Their May and September events have all the ingredients of a great pancake breakfast: a rural airfield, lots of airplanes, really good food, and even live folk music and a flea market.



Every fly-in seems to attract interesting aircraft.

burn off. The runway is a mere 1900 feet in length and requires a disciplined approach. Parking is on the adjacent grass.



Scholarship Dinner

Annual Scholarship Awards Dinner

*Presented by the Aero Club of Pennsylvania
Memorial Scholarship Fund and
the Eastern PA Chapter of the 99's.*

Thursday, June 14, 2012
Philadelphia Aviation Country Club
Wings Field, Blue Bell, PA.

6 PM: Cash Bar, 7 PM: Dinner
\$39.00 per person

As always, seating is limited at PACC,
so get your reservations in early.

RESERVE ONLINE
at www.aeroclubpa.org or use form below.

Guest Speaker

Captain Timothy Fields

C-130H Aircraft
Commander,
Delaware Air
National Guard



Captain Timothy-Fields is a 2002 graduate of Wilmington University and was commissioned through the Academy of Military Science in 2003. He graduated from the United States Air Force Undergraduate Pilot Training Program in 2005.

Captain Fields was deployed to Afghanistan for five combat deployments flying the C-130 airlift missions in support of Operation Enduring Freedom from 2006-2011.

He has 3000 total flying hours including 400 combat hours and 93 combat missions.

Please send check so that it arrives no later than June 8.

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

Reserve ONLINE, or send this form with payment by June 8 to:
Aero Club PA Scholarship Fund, PO Box 748; Blue Bell, PA 19422

NAME: _____ Number Attending: _____ x \$39 = \$ _____
ADDRESS: _____ Scholarship Contribution: \$ _____
CITY/STATE: _____ Total Enclosed: \$ _____
PHONE: _____ E-Mail: _____

Please list names of attendees...

ATTENDEES: _____,



Organized December 17, 1909; Chartered May 10, 1910

AERO CLUB OF PENNSYLVANIA

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

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FLIGHT SAFETY BRIEFING

Excerpts from FAA's Safety Briefing Magazine.

The Advanced Pre-Flight

NTSB accident data from 2000-2009 shows poor pre-flight inspections caused or contributed to 156 GA accidents and 41 fatalities. No one knows how many other accidents may have been indirectly affected by an improper preflight inspection.

FAA Airworthiness Inspector Steve Keesey describes a type of advanced preflight procedure that every pilot can use to help insure safe operation of their aircraft. It revolves around the principles of knowing your aircraft and becoming familiar with its maintenance history.

The backbone of any good preflight inspection begins with knowledge of your aircraft's history, its systems and components, and its repair and alteration history. Studying Type Certificate Data, Manufacturer bulletins, and AD's are an important part in understand your aircraft. Additionally, digging into the maintenance logs will give you a good understanding of how it has been maintained and what items to keep a watch on.

Knowing and working with your Aviation Maintenance Technician is another key element in an "Advanced Pre-

Flight." Building a good relationship with your AMT will help you build knowledge of your aircraft and how it is being modified. It may also enable you to feel more comfortable with pointing out items that you're unsure of, or believe need corrective action.

Armed with greater knowledge, you can apply advanced pre-flight techniques during your normal walk-around. This inspection is the last chance to insure the safe operational condition of the aircraft before flight. Checklists are important, but your particular aircraft requires it own unique checks. If you are aware of a particular repair history, you know to check that area with particular care. And checklists can be vague, as in the use of the term "check," which can mean many things. For example, checking flight controls requires applying movement with pressure against hinge points while looking for cracks, feeling for looseness or binding and listening for abnormal sounds.

The advanced preflight is a new concept designed to enhance what you've already been doing. It is a valuable tool whether you own, rent or borrow an aircraft.

See full articles at **www.faa.gov/news/safety_briefing**