

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

AERO CLUB ITEMS

Scholarship Dinner

The Annual Aero Club Scholarship Dinner will be held on June 20 at Wings Field in Blue Bell. The Aero Club and the local chapter of the Ninety Nines will once again award numerous scholarships to deserving aviators. See the details and a dinner invitation on page 7.

Like us on Facebook

The Aero Club of Pennsylvania is now on Facebook. Check out the latest aviation news and events around the Philadelphia area at www.facebook.com/aeroclubofpa



ISSUE HIGHLIGHTS

- President's Message**, pg 2
- Event Calendar**, pg 3
- Yearning to Fly**, pg 4
- Airport News**, pg 5
- Historic A/C to fly again**, pg 6
- Scholarship Dinner Invite**, pg 7
- Flight Safety**, pg 8

Aero Club visits Boeing and the Fighter Factory

Boeing Vertol Tour

On March 9, forty Aero Club members and guests visited the Boeing Vertol plant in Ridley Park for a private tour of the CH-47 Chinook and V-22 Osprey assembly lines.

Our hosts were Aero Club member Eric Kocher and his Boeing colleague, Mark Ballew, head of the Business Development Unit. The Chinook factory, where once were built Baldwin Locomotives, has undergone a complete renovation over the last four years and is a very modern facility. The factory employs more than 6000 workers.



Some parts from retired Chinooks are used as a basis for new models, but a large part of the airframe and all the electronics are new. The factory has delivered over 200 Chinooks for the Army and is expected to build at least another 250 over the next five years.

Boeing is also building over 350 Ospreys for the Marines and 50 for the Air Force. The Osprey is built along with partner Bell Helicopter in Texas. Early issues with the V22 have been overcome and the aircraft has gained much respect for its mission.

The Fighter Factory

On April 26, five aircraft and 13 of us from the Philadelphia area flew to the Virginia Beach Airport (42VA) to visit the Fighter Factory, the restoration and maintenance facility for the Military Aviation Museum based on the field.

We toured four large hangars featuring Army, Navy, British, Russian, and German aircraft in addition to many replica WWI aircraft. We also got a glimpse at the Fighter Factory's main maintenance hangar where the de Havilland DH-98 Mosquito was being readied for taxi testing. The museum just acquired the completed restoration of the aircraft which is constructed almost entirely of wood. "The Wooden Wonder" is the only airworthy Mosquito in the world.



Most aircraft in the collection are flyable and do fly during various events. Some particularly interesting aircraft included a PBY, a British de Havilland DH-89A passenger airliner, many Russian Polikarpov pre-WWII aircraft, a German Focke-Wulf 190 and a German V-1 "Buzzbomb." The complete list is at www.fighterfactory.com.



Our group in the Army hangar



German Messerschmitt KR200 next to Boeing P-26 Peashooter



DH-98 Mosquito being prepped for taxi tests



ORGANIZED: Dec 17, 1909; CHARTERED: May 10, 1910
 PO Box 748
 Blue Bell, PA 19422
www.aeroclubpa.org
www.facebook.com/AeroClubOfPa
 AeroClubPA@gmail.com

The Aero Club of PA was formed in 1909 to promote aviation in Pennsylvania and the Greater Delaware Valley. We are 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

OFFICERS

President	James Kilduff
1st Vice President	Mary Wunder
Secretary	Elaine Farashian
Asst. Secretary	Nancy Kyle
Treasurer	John O'Toole
Asst Treasurer	John Stubbs
VP Membership	Mary Wunder
VP Spec Projects	Walt Ellis
VP Scholarships	Debbie Harding
VP Print & Web	Robert Dant
VP Airports	Elaine Farashian
Solicitor	Paul Heintz, Esq.

BOARD of DIRECTORS

3 Year Term:	Robert Dant Steven Lindrooth Laren Pitcairn John Stubbs Bruce Thompson
2 Year Term:	Michael Dunleavy Timothy Fields Dan Kurkjian Michael Little Robert Smith
1 Year Term:	Elaine Farashian Nancy Kyle Juliet Lindrooth Glenn Long Dennis Ryan

TRUSTEES

Aero Club Mem. Scholarship Fund:
Bruce Thompson, Chair
Jeff Kahn, Trustee
James Kilduff, ex Officio

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

Published Quarterly: February, May, August, November

PRESIDENT'S MESSAGE

James Kilduff

One of the attractions of membership in the Aero Club is the field trips. Thanks to member Erik Kocher, 40 members of the Aero Club visited the Boeing Rotorcraft Systems factory in Ridley, PA.

In one of life's coincidences, this factory is located in buildings which once housed the Baldwin Locomotive Works, a company equally renowned in rail transportation as Boeing is in air transportation. These are the only surviving buildings of Baldwin's enormous factories here in the Philadelphia area.

Erik and his colleague Mark Ballew took us on extensive tour of all parts of the factory, where CH-47's for many nations were being assembled. And to the plant which houses the V-22 Osprey fuselage assembly line. The Osprey is a joint venture with Bell Helicopter, which does the final assembly in Texas.

The Osprey has carbon fiber skin, rather than aluminum. The skin panels are laid up and heat-cured in autoclaves and then are placed in sections large and small on the more or less conventional aluminum skeleton.

This is the largest turnout of members for any trip in memory. It is the kind of behind-the-ropes tour that one could not likely enjoy without being a member of the Aero Club.

The next trip was a tour of the Fighter Factory in Virginia Beach, the workshops for the Military Aviation Museum. The star airplane currently is a de Havilland DH-82 Mosquito bomber from WWII. Made completely of plywood instead of aluminum, powered by two Rolls Royce Merlin engines, this airplane is according to the Museum, the only flying example in the world! Five Aero Club planes and 13 members made the trip.

See the website for other upcoming field trips and tell your friends!

In June, the annual scholarship dinner will be held at Wings Field. Each year, the Aero Club Memorial Scholarship Fund gives cash awards to aspiring pilots and mechanics to complete their education for careers in aviation. The Fund is a 501(c)3 organization and contributions are tax deductible. The Aero Club is the sponsor of the Fund and many of us believe it to be the most important activity of the Aero Club. Come if you can, donate if you can't come. See the Aero Club website to make a donation: www.aeroclubpa.org. The Eastern PA Chapter of the Ninety-Nines Scholarship Fund will also be awarding scholarships at the dinner.

BOARD OF DIRECTORS REPORT

Elaine Farashian, Secretary

The Aero Club Board of Directors met at Wings Field on April 18. President Jim Kilduff 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 150 and growing.

Next, Debbie Harding reported on the 2013 Scholarship program. The scholarship committee will interview candidates on May

11. 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 Thursday, June 20.

The board talked about the recent tour to the Boeing Factory and the planned trip to the Fighter Factory in Virginia. This trip was delayed from its original date due to weather.

The meeting adjourned for dinner and a presentation by Robert Dant on a recent trip to Alaska.

Aero Club Scholarship Report

By Debbie Harding, VP Scholarships

As I write this article, we are in the throes of making this year's scholarship recipient selections. We had 40 some plus requests for applications; of those we had 25 completed applications.

It is always an exciting time for the committee members as we all are reminded of our passion for contributing to the progress of aviation by contributing to local men and women aspiring to make it a career. As I read the essays of those similarly inspired, I have run across the statement that being part of the field of aviation is a privilege, implying that it's not thought of as a right. I'd like to disagree. The Aero Club of PA is proof of that. Striving to be a commercial airline pilot or an aeronautical engineer or aircraft mechanic is a goal that can be accomplished by anyone who has the desire.

Seventy five years ago the members of the Aero Club of PA recognized this and created the Scholarship program in order to make the opportunity financially obtainable to a wider range of people. It's always been an expensive endeavor. One of the ways the club sought to support aviation was through supporting aspiring "wannabes" struggle less in obtaining that goal.

Most members of the scholarship committee have worked together for a couple years now and they include Brig/Gen (Ret.) Bruce Thompson (chair), John Stubbs, Dan Kurkjian and me. Also, most welcome for his first year is Tim Fields. Because of the numbers of applicants and the sum of money we have to award (\$23,500), we have opted to make the committee's job more than a one day affair. We have broken the decision making process into two phases. If applications were incomplete or had missing essays, documentation, recommendation letters, or logs entries, or which simply did not fit with our eligibility requirements, the applicants did not make it to the interview stage. As a result, we have 14 applicants that will be interviewed on May 11 at Brandywine Airport.

The scholarships have never been based solely on financial need, as we are not in a position to prove incomes. Flight training is expensive for everyone no matter what the socioeconomic background. These scholarships are weighted for individual merit and pay it forward possibilities. We are hoping that in the financial support of our selections, they will themselves become contributors to future aviators and perhaps even become future supporters of the Aero Club of Pennsylvania.

I hope to see you all at the Scholarship Dinner on June 20, to meet those who made the grade. Then, when you are out and about flying, if you recognize a recipient or two, lend further support with some friendly conversation.

AVIATION EVENT CALENDAR

MAY

- 18** EAA 240 Pancake Breakfast, New Garden (N57)
- 18-19** Ninety-Nines Pennies-a-Pound, Heritage Airport (PTW)
- 19** The Flying Jazz Formation, Van Sant Airport (9N1)

JUNE

- 01** New Garden Flying Field Open House (N57)
- 01-02** EAA 216 Pancake Breakfast, Cross Keys (17N)
- 07-09** Reading WWII Weekend, Reading, PA (RDG)
- 15** EAA 240 Pancake Breakfast, New Garden (N57)
- 14-15** Proposed **Aero Club** Fly Out, Hamilton Airshow, Ontario
- 14-15** Chester County Balloon Festival, www.ccballoonfest.com at Plantation Field, Rt 82, Unionville, PA
- 20** **Annual Scholarship Dinner, Thursday, 6PM**
- 19-22** Sentimental Journey Cub Fly-in, Lock Haven, PA (LHV)

JULY

- 10-13** Ninety-Nines, 2013 Intl. Conference, Bozeman, MT
- 13** EAA Chapter 240 Fly-in Breakfast, New Garden (N57)
- 13-14** Wings & Wheels, Big Band Event, Grimes (8N1)
- 18** **Board of Directors Mtg, Thursday, 6PM, PACC**
- 29-04** EAA AirVenture; Oshkosh, WI

AUGUST

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

Board of Directors Mtg, July 18

Wings Field, Philadelphia Aviation Country Club

The Aero Club will hold its next quarterly Board Meeting on July 18 at the Philadelphia Aviation Country Club at Wings Field.

Following the board meeting at 6PM, we will have dinner and a presentation (to be announced). Members and guests are welcome to attend our presentations.

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

23rd Annual World War II Weekend, June 7-9

Mid Atlantic Air Museum, Reading, PA

History roars to life each year as the Mid Atlantic Air Museum presents its annual WW II Weekend. Everywhere you look there will be living history. Go back in time to learn about WW II from the brave men and women who lived it.

The weekend includes a WW II Air Show with all types of famous WW II aircraft on the ground and in the air; Stories told by WW II Veterans; Military Vehicle Show; Battle re-creations; 1940's Big Band hangar dances and Base Club performances; Multiple front tent displays: Allied, Axis, PTO, ETO, Mediterranean and Russian; Super Militaria Flea Market; WW II Personality Impressions: FDR; General Douglas MacArthur; P.T. 109 Capt. JFK; General George Patton, and "Bud and Lou."

Rides in Boeing Stearman, North American SNJ, and/or a Fairchild PT-19, B-17 Flying Fortress "Yankee Lady" and the B-25J "Panchito", a Douglas SBD-5 "Dauntless", the only flying Curtiss-Wright SB2C "Helldiver", the P-51D "Red Nose", and the only flying example of a B-29 Superfortress, "Fifi" and B-24 Liberator, "Diamond Lil". Reserve your seat now!!

Visit the website at <http://www.maam.org> for more details.

Yearning to fly

Member Story by Michael Dunleavy

The sign said “Learn to Fly Here”. I was on my way home from running an errand, on impulse I turned left to follow the arrow under the sign and found myself at Quakertown Airport (KUKT). It was my 65th birthday, I thought let’s go look at the planes!

I have loved the idea of flying since I saw my first airplane at about 3 or 4 years old. It was magical watching that bright silver craft in the sky. By 6, I was building models: carved wood, balsa gliders, at 8, assembling rubber band powered kits and then on to .049 gasoline models with hand controls. I was hooked on planes and pilots and never missed an opportunity to listen in to adult conversation of my uncles and aunt who flew in WWII.

My father took me to my first air show at Philadelphia Municipal Field when I was 7. I can remember almost everything that happened that day, from the ride to the airport, seeing the Navy Panther Jets doing touch and go landings in front of the grandstand to the simulated atomic explosion near the river. The most amazing part of the trip was my first flight. It was on an American Airlines DC-3 from Philadelphia Municipal to Philadelphia North East Field. I sat next to the window, watched the propeller spin and the flaps come down as we landed. I don’t think I hit the ground for about 3 more days.

As much as I daydreamed about flying, seeing all the great movies about airplanes, reading books by Ernie Gann, I never took the

plunge to become a pilot. At first, as a kid growing up in the city, there did not seem to be the opportunity to fly. We did not live close to an airport and nobody had access to cars. Later



Author and his Cessna 182 which he owns in partnership

as a young adult I was concentrating on getting through school, sports and a host of other activities that demanded attention, then on to work and a career.

During the next 40 or so years I visited a lot of aircraft museums in the US, Canada, England, France and Belgium. I attended air shows in all of those countries and few more along the way. I logged several million miles on commercial airliners and even, in the days it was allowed, joined the pilots in the cockpit on Pan Am and TWA crossing the Atlantic and Pacific oceans.

Quakertown is a small airport, single runway, a bit over 3,000 feet and no tower. I parked the car and looked over the several airplanes on the flight line. A Cherokee 140, two Cessna 172s and a pretty bonanza at the gas pump. After gawking for a few minutes I entered the terminal and picked up some literature

from the flight school: Then Fowler Aviation. Bob Fowler struck up a conversation with me and as we discussed my interest in flying I opined that I was a bit old to learn to fly. Bob asked a few more questions and suggested that I take a get acquainted flight. I said when, he handed me a headset and said let’s go!

That was a bit unnerving, I had not expected the offer nor the challenge, what to do? I followed him to N12331, got a briefing, did a preflight and got into the pilots seat. What were all those gauges? Am I crazy? Does this man know what he is doing?

After another briefing, and explanation of the basic controls he talked me through the startup procedures and amazingly the engine started, A few more checks and we taxied out, not in a straight line, but at least on the taxiway. The preflight checklist. Run up. Out on the runway. I shadowed him on the controls as we added power and began to roll. We seemed to float off the ground and then over the trees at the end of 29. I was flying!

Magic was happening, the ground dropped away, we turned to the West and then a bit South over Green Lane, a place I knew from the ground, we got there a bit more quickly than driving, and I marveled at the new perspective afforded from the plane. We did some gentle maneuvers, Bob had me do some turns, climb and descend and then had me fly us to Limerick and back to Quakertown. We landed, again with me shadowing him on the

Continued...

controls and taxied up to the terminal. I learned how to put the plane away and then we did a debrief.

I am not sure when I got hooked, I left Quakertown with a logbook with its first entry, a student pilot kit and a date for another lesson that Saturday. That night my wife had a birthday party for me. During the dinner as people were talking my Mother asked what I had done that day to celebrate my birthday. I told her I had taken my first step to becoming a pilot. My wife gawked, my oldest friend wanted to know if I was still in charge of my faculties and my Mother congratulated me and wanted to know how long till I would have my license?

That journey took two years and 60 hours of instruction. Then two years of intermittent flying in Cessna's and Cirrus's, until becoming a partner in 9155M, a Cessna 182. Now I am working on my instrument rating, hopefully my travel schedule will enable me to complete it this year.

Mark Twain is purported to have said, "Twenty years from now you will be more disappointed by the things that you didn't do than by the ones you did do." Truer words were never spoken, I wish that I had made the time to fly when I was young enough to be able to spend many more years in the cockpit, but happy that I finally made the move to live the dream of a 6 year old boy staring at the sky.

Michael F. Dunleavy is an Aero Club Board Member and is Vice President of Corporate Affairs and Public Relations at Crown Holdings (Crown, Cork and Seal). Mike is a partner in a Cessna 182 which is hangared at Wings Field in Blue Bell, PA.

Watch for this article to appear in a future AOPA publication or correspondence.

Delaware Valley Regional Planning Commission Report Airport News

March 21, 2013
By Elaine Farashian

PHILADELPHIA INTERNATIONAL
Taxiway K5 construction bids are in and a notice to proceed is expected. The taxiway K extension project is 100% complete in design and is ready for bid.

BRANDYWINE [OQN]
The grant for phase 2 construction of apron drainage project has been received. The project is awarded to Ply-Mar Construction, Inc. which expects to begin early May, 2013. Grants are anticipated for rehab and relocation of airfield lighting. Discussions have resulted in a larger project to include preliminary stormwater design for runway widening.

CECIL COUNTY [58M]
The airport is in agreement with the DVRPC draft of activity levels and traffic counts. Maryland has just published economic impact studies for the airport which can be downloaded at <http://www.marylandregionalaviation.aero/>. Full and individual reports may be found under the publications tab, "Economic Study 2013 - Full Report". Talks continue for the airport as a medevac site as well as its recognition as Autonomous Airport Authority.

CROSS KEYS [17N]
All projects are on hold because NJDOT grants have expired and to date there has been no response to grant extension requests. The ALP (Airport Layout Plan), conducted by DVRPC, was submitted to NJ Aeronautics. AECOM Transportation/Aviation has assumed a consultant role.

NEW GARDEN [N57]
The grant for phase I of runway 6/24 widening and reconstruction has been awarded. The design meeting is scheduled for early April. The perk test for the hangar project passed and plans will be submitted presently to the township. August 24 and 25 are new dates of the 2013 Air Show for which an advertising campaign is currently being developed. A new web page and a 2012 highlight video is available regarding the

2013 Future Aviators Summer Camp. The flight school has added a Red Bird Flight Simulator to its fleet and in April, will have a Piper Arrow online. The airport's first Open House is Saturday, June 1st with a rain date of June 2nd. This is a free event featuring airplane rides, live music, food and aviation safety presentations.

QUAKERTOWN [UKT]
The Authority has rejected the January bid to relocate and replace the fuel farm, but it will be accepting bids for fuel farm repair Tuesday, March 26.

SOUTH JERSEY REGIONAL [VAY]
The Master Plan has been completed, however, Harrisburg ADO provided comments which need to be addressed by consultant and sponsor before final approval. A contractor has been selected to begin Jet A fuel farm installation which should commence in April.

TRENTON MERCER [TTN]
May is the tentative start date for EMAS construction/installation of runway 6/24. The project depends on impact of sequester and Frontier Airlines operating requirements. Taxiway H,B,F rehab is in design phase with construction not expected until year's end. The security fence project is in the design phase.

TRENTON ROBBINSVILLE [N87]
The security camera installation project is complete and awaiting final approval. Drawings are completed for the detention basin cleanout/drainage project which is ready to go out for bid.

VANSANT [9N1]
The airport will be having family days one Saturday each month this summer with free food, activities and an outside movie.

WINGS [LOM]
Tenants moved into completed hangars 3 and 4 on March 8th. The itinerant apron project is complete. A ground repeater station is under consideration for Philadelphia clearance delivery. Flight school activity and fuel sales remain higher than the same period the previous year.

An historic aircraft preps for flight by Steven Lindrooth

Nearing flight in our own back yard is this 1932 Pitcairn PA-18 Autogyro. A long term project at the Posey Brothers shop in Robbinsville, NJ, this rare early rotary wing aircraft should take flight sometime this summer.

Originally built at Pitcairn Field (the site of the former Willow Grove Naval Air Station) and one of only two surviving examples of its type, this aircraft is an important reminder of the pioneering role work on rotary wing flight that took place in this area in the 1920s and 1930s.

Autogyros or gyroplanes differ from helicopters mainly in that the rotors in an autogyro are not directly powered during flight. The airflow over the rotors during forward flight cause the rotors to spin (much like a maple seed falling from a tree) and the spinning rotors provide the lift. Their principal advantage was greatly shortened take off and landing distance. Autogyros were regularly operated from the roof of the old Post Office building in Philadelphia as well as other confined spaces. Additionally, they offered the advantage of being able to land virtually anywhere in the event of bad weather or mechanical failure.

The autogyro was developed by Juan De la Cierva and first flown in 1923 in Spain. In 1928, Harold Pitcairn imported one to the U.S. and licensed

the rights to develop and manufacture them. Over the next decade, Pitcairn refined the design, developing much of the knowledge and technology that ultimately made helicopters possible. The PA-18 Autogyro was introduced as a smaller and less expensive version of earlier designs in an attempt to reach a wider market during the height of the depression. Note that Autogyro is a Pitcairn trademark while autogyro and gyroplane are the generic terms.

Pitcairn's interest in autogyros was primarily sparked by an interest in looking for a safer airplane. At the time Pitcairn operated a network of airmail routes. These routes were expected to operate at night and in poor weather. The lack of all weather equipment in the mail planes of the time, coupled with relatively primitive navigation aids and limited weather forecasting made flying the early airmail a risky business and several serious accidents led Pitcairn to look for a safer alternative. The autogyro, with its ability to land almost anywhere, seemed to fill the bill. If the pilot encountered trouble or bad weather, almost any open space would suffice for a safe landing.

Amelia Earhart set an altitude record with a Pitcairn Autogyro at Willow Grove and later flew an Autogyro on a coast to coast publicity tour. Other

autogyros were used for crop dusting, advertising and publicity tours, news gathering, as well as carrying mail and private ownership. Although there was some interest and use through the Second World War, ultimately the helicopter, using technology developed for autogyros, gained preference.

Worth noting is that the only other surviving PA-18 Autogyro belonged to Ann Strawbridge and was based at Wings Field. This aircraft is now at Kermit Weeks' Fantasy of Flight museum in Polk City, FL, and is in flying condition. A handful of other Pitcairn Autogyros are on display in museums including the Air and Space Museum, the Henry Ford Museum and the EAA's museum in Oshkosh.

The project in the photos was purchased by its current owner as a partially completed restoration in 2006. The folks at Posey Brothers have been working on it since and with the recent completion of the rotor system, final testing in preparation for flight is underway. For more information and pictures of this Autogyro, go to www.poseybrothers.com or check out the Posey Brothers page on Facebook.

Steve Lindrooth is an Aero Club board member and an airline pilot. He and his wife Juliet, also a board member and airline pilot, own a Grumman AA-5 and a 1932 Brunner Winkle Bird BK.



Ground testing.



In the hangar at Robbinsville Airport



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 20, 2013

Philadelphia Aviation Country Club
Wings Field, Blue Bell, PA.

6 PM: Cash Bar, 7 PM: Dinner
\$45.00 per person

Note that a portion of your payment will help provide complimentary dinners for our scholarship recipients.

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

Jon Martin,
Airport Manager,
New Garden Flying Field

Jon Martin manages the New Garden Airfield where he learned to fly as a teenager, washing airplanes to pay for lessons. He is a Commercial Pilot and Flight Instructor and is very passionate about flying.

Jon helps coordinate the annual airshow and runs an aviation summer camp for kids. He has restored a Taylorcraft L2M and a Fairchild 24, award winners at Oshkosh and Sun 'N Fun respectively.



Please send check so that it arrives no later than June 14.

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

Reserve ONLINE, or send this form with payment by June 14 to:
Aero Club PA Scholarship Fund, PO Box 748; Blue Bell, PA 19422

NAME: _____ Number Attending: _____ x \$45 = \$ _____
 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

RETURN SERVICE REQUESTED

www.aeroclubpa.org

facebook.com/AeroClubOfPa



FIRST CLASS
POSTAGE
REQUIRED

FLIGHT SAFETY BRIEFING

From March/April issue of FAA's Safety Briefing Magazine:

Setting Priorities

Aviate, Navigate, Communicate – and Evaluate Risk

By James Williams

Humans aren't very good at evaluating risk. It's a sad truth that contributes to the potential danger of aviation. One problem is that real danger, or risk, is different from perceived risk. We tend to either over or under "value" the risks we face.

The authors of *Freakonomics* explored this topic extensively in the context of parenting. They compared the risks of allowing children to play at a home with a gun or at a home with a swimming pool. What they found is counterintuitive: the home with the pool was more dangerous, because swimming pools accounted for more child deaths a year. This isn't to say that the home with the gun is without risk. The comparison merely illustrates that the risk from the pool is greater. Most people would think that the opposite was true, however, because we tend to overvalue the risk posed by the gun (remembering of course that there is still risk) and undervalue the risk from the pool.

Now let's apply this approach to aviation. Which activity poses greater risk: an hour of pattern work, or an hour-long cross country? You might think it's the cross country, but statistics would argue you're wrong because the majority of accidents occur during the takeoff/initial climb and approach/maneuvering/landing phases of flight. Pilots on a cross country will spend most of their time in the relatively safe en route phase. As in the pool-vs.-gun example, both activities carry risk but one is statistically more dangerous than the other. The hour of touch-and-go landings will occur entirely within the higher risk phase of flight. And consider this number: those higher risk phases of flight account for 77 percent of accidents, but only 17 percent of flight time.

So, what can we do? The first step is to focus on priorities and possible outcomes.

Read the rest of this great article in FAA's Safety Briefing Magazine available online as a PDF or as a download for iPad, Kindle, Nook, Android platforms at www.faa.gov/news/safety_briefing.

James Williams is an FAA Safety Briefing's assistant editor and photo editor. He is also a pilot and ground instructor.