

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 Aero Club of Pennsylvania and Eastern PA Chapter Ninety-Nines Scholarship Dinner will be held on June 19 at Wings Field in Blue Bell. The Aero Club and the Ninety Nines will once again award numerous scholarships to deserving aviators. See the details and a dinner invitation on page 7.

### Member wins B-24 ride

Aero Club member Werner Volkman, a private pilot who flies a Cessna 182 out of Brandywine Airport was chosen as the recipient of a ride on a B-24 this summer. The ride was given to a member in good standing as of January 31. Originally, it was going to be a B-29 ride, but Fifi is not flying the east coast this season. See photo below.

## ISSUE HIGHLIGHTS

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## Carson Helicopters brings the S-61 back to life

### Carson Helicopter Tour

In late February, with snow coating the fields, 15 Aero Club members travelled to Perkasio, PA, to visit a the manufacturing operation of Carson Helicopter, a 40 year old company specializing in rebuilding helicopters. At the time of our visit there were 34 S-61 helicopters in various stages of reconstruction, from bare hull to ready for flight testing.

Our guide was Executive Vice President Jeff Hill who showed us around the 70,000 square foot main building which houses a large open assembly area and various subassembly rooms, including engine, transmission, machining, upholstery and avionics shops. The paint shop is in an adjacent building. Carson does it all on the premises.

Founder Frank Carson has a life-long career in rebuilding airplanes and designing ingenious solutions. One milestone included sponsoring the replacement of radial engine Sikorsky S-55's with a twin-turbine engine transmission combination.

Carson employs about 150 people, most of whom are A&P mechanics. Read a more detailed story about Carson Helicopters on page 6.

### Reading Museum P-61 Project

In 1980, WWII Navy veteran Gene Strine, a CAF Associate, was determined to rescue a P-61 from an Indonesian mountaintop. The Strines founded the Mid Atlantic Air Museum, in no small part to facilitate various needed governmental permissions for a rescue attempt of the remains of the P-61.

Thirty-four years on, the museum has a hundred airplanes, produces a fabulous airshow each June and has a recognizable P-61 fuselage, sitting on its own wheels, missing only engines and outer wings. In 2012, the Aero Club visited the P-61 project and got a personal tour by Russ Strine, Gene's son and president of the museum.

The York Daily Reporter recently printed an article about the project, including a short video of Gene recounting the rescue of the Northrop night-fighter. To see the video, go to <http://www.ydr.com>, and search for "P-61 recovered".

The museum has a campaign underway to raise funds for the restoration with a matching grant of \$35,000. If realized, this will help complete the project. See the details of the campaign at: [www.maam.org/p61.html](http://www.maam.org/p61.html)



B-24 Liberator "Diamond Lil"



Carson/Sikorsky S-61



P-61 at Reading



ORGANIZED: Dec 17, 1909; CHARTERED: May 10, 1910  
 PO Box 748  
 Blue Bell, PA 19422  
[www.aeroclubpa.org](http://www.aeroclubpa.org)  
[www.facebook.com/AeroClubOfPa](https://www.facebook.com/AeroClubOfPa)  
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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.

Membership is only \$30  
 Signup at [www.aeroclubpa.org](http://www.aeroclubpa.org)

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## PRESIDENT'S MESSAGE

*Bruce Thompson*

This is both a busy and exciting time of year for the Aero Club of PA. By the time you receive this newsletter Debbie Harding and her capable team will have completed their annual task of screening and interviewing candidates for the Aero Club of Pennsylvania Memorial Scholarship (ACPMSF) and the Shannon Memorial Scholarship (SMS). I have it on good authority that once again the field is ripe with outstanding applicants. 2014 will be a banner year. Due to strong financial results from donations and investments we are in a position to award in excess of 30,000 dollars. I would be remiss though if I didn't ask you, the membership, to continue to support the scholarship funds with your donations and please consider including the ACPMSF/SMS in your estate planning.

*This is both a busy and exciting time of year for the Aero Club.*

This year, one of the major projects we have embarked upon is reviewing and updating the By Laws of the Aero Club of Pennsylvania. It has been quite some time since a thorough review was done. The committee created to perform this function is staffed by eleven, very gifted people and capably chaired by Jim Kilduff, our past president.

The other project the Aero Club has undertaken is membership. Mike Little has worked tirelessly adopting new methodologies to provide capable data base management of current and future members. Mike has performed an intensive review of our financials with our treasurer John O'Toole. It is imperative that we employ strong cost controls to keep our membership fees as low as feasible. Postage and printing costs continue to rise, so we must be diligent to find ways to mitigate those costs.

I live in rural Southern Chester County, PA. The other day I was doing some yard cleanup after the historic winter of 2014. While toiling near the main road in front of my property a car pulled into the driveway. Roger, the driver, whom I knew from my days in the Air National Guard, stopped to say hi. He then mentioned the Aero Club and the terrific tour he had taken at the Boeing Facility in Ridley Park, PA courtesy of the club. Walt Ellis, our go to guy for field trips, does a fantastic job finding places of interest for the Aero Club to visit. Walt is only one person though and he is reaching out to ALL of you for suggestions and ideas of new places the club could visit. Please contact Walt through our website for any and all thoughts you may have. I wish all of you blue skies, calm winds and a terrific summer!

## BOARD OF DIRECTORS REPORT

*Elaine Farashian, Secretary*

The Aero Club Board of Directors met at Wings Field on April 17. VP Walt Ellis presided over the meeting in the absence of President Bruce Thompson.

Elaine Farashian presented the minutes from the January meeting. The group discussed financials, membership and newsletter details. Michael Little reported that the membership stands at about 123.

Next, Debbie Harding reported on the 2014 Scholarship program. The scholarship committee will interview candidates on May 10. The scholarship awards

dinner is in the planning stage and will be held at Wings Field on Thursday, June 19.

The board discussed ongoing review of the Aero Club Bylaws and plans to update them. Also, the group agreed to increase membership dues to \$30 after being at \$25 for the last decade.

The board talked about the recent tour of Carson Helicopters and planning for upcoming trips.

The meeting adjourned for dinner and a presentation by Dick Graves about flying helicopters most all of his life.

## Aero Club Scholarship Report

By Debbie Harding, VP Scholarships

At the time of this writing, the Scholarship review board has only just begun the review of candidates for the 2014 Scholarship Awards. We used an electronic submission program this year and as evident from the numbers alone, the program worked well! The Scholarship Review Board was in receipt of 40 applications, 38 received electronically.

About half the applicants applied for a post-solo scholarship opportunity. 18 applicants are 16 to 18 years of age; 11 are 21 to 30, and the remainder are 31 to 68 years of age. The majority of candidates reside in the counties surrounding the Philadelphia area with Chester County having the heaviest concentration, followed by Bucks, Montgomery, Delaware and Berks. There were also 5 candidates from New Jersey and 4 from Delaware. While we experienced fairly well-rounded visibility from the local area, we could still use some work in expanding our geography.

All 40 applications, with few exceptions were complete, and in my personal opinion, all were above average compared to what we have seen in the past. It is encouraging for the future of aviation as the caliber of applicants working toward joining the aviation ranks is quite high!

Every year I say how hard the choices are for the Scholarship Review Board because of all the good applicants, but I say bring it on! I also say for those who have supported these funds, thank you. Without your support the Aero Club of Pennsylvania would not have the opportunity to help pave the way for successful future career aviators. Please join us at the June 19th Scholarship dinner to see for yourselves!

### Board of Directors Mtg, July 17

Wings Field, Philadelphia Aviation Country Club

The Aero Club will hold its next quarterly Board Meeting on July 17 at the Philadelphia Aviation Country Club at Wings Field.

Following the board meeting at 6PM, we will have dinner and a presentation by Roger Thorne and Dan Kurkjian about the history of **Paoli Main Line Airport**. Members and guests are welcome to attend our presentations.

Dinner (optional) begins at 7PM and the presentation begins around 8PM. Contact us at [mailbox@aeroclubpa.org](mailto:mailbox@aeroclubpa.org) to announce your intention to attend. Dinner is around \$40 per person, not including drinks. Attire at PACC is business casual.

## AVIATION EVENT CALENDAR

### MAY

- 17-18** Ninety-Nines Pennies-a-Pound, Heritage Airport (PTW)
- 17** EAA 240 Pancake Breakfast, New Garden (N57)
- 31** FlyIn Footlong Hotdog Day, Sugar Hill, DE (17DE)

### JUNE

- 6-8** Reading WWII Weekend, Reading, PA (RDG)
- 7-8** EAA 216 Pancake Breakfast, Cross Keys (17N)
- 7** EAA 540 Pancake Breakfast, Smoketown (S37)
- 14** EAA 240 Pancake Breakfast and Airport Open House, New Garden Flying Field (N57)
- 13-14** Chester County Balloon Festival, [www.ccballoonfest.com](http://www.ccballoonfest.com) at Plantation Field, Rt 82, Unionville, PA
- 19** **Annual Scholarship Dinner**, Thursday, 6PM

### JULY

- 09-12** Ninety-Nines, 2014 Intl. Conference, Bozeman, MT
- 12** EAA Chapter 240 Fly-in Breakfast, New Garden (N57)
- 12-13** Wings & Wheels, Big Band Event, Grimes (8N1)
- 17** **Board of Directors Mtg, Thursday, 6PM, PACC**
- 19** EAA 240 Pancake Breakfast, New Garden (N57)
- 28-03** EAA AirVenture; Oshkosh, WI

## Local pilots in 2014 Air Race Classic

June is nearly here and that means the 2014 Air Race Classic! The Eastern PA Chapter of the 99s has four teams entered this year:

- Team 9: **Juliet Lindrooth & Terri Morse**
- Team 15: **Mary Wunder/Marilyn Patierno**
- Team 41: **Linda Evans,  
Alison Chalker & Barb Ziegler**
- Team 48: **Emily Lewis & Alicia Sikes**

Several of these ladies are Aero Club members, so watch their progress at [www.airraceclassic.org](http://www.airraceclassic.org). The race is a real coast-to-coast this year, starting June 16 at Buchanan Field (KCCR) in Concord, CA and ending June 19 at Capital City Airport (KCXY) in New Cumberland, PA. Volunteers are always needed and since the terminus is so close, why not help out? Sign up on the Air Race Classic website. It is very exciting and heaps of fun!



**Paoli Main Line Airport**



## Dassault Falcon

Member Story by Connie Tobias

What a coincidence that I would arrive home and open a package from Nancy Kyle filled items donated to our silent auction by Dassault Falcon. This was the 22nd of January, the birthday (1892) of Monsieur Marcel Dassault. I smiled as I recalled his kindness to two of us women pilots wanting only to visit the Falcon Jet Factory in France.

Marcel Dassault has inspired me, but not because he was the richest man in France or one of the top ten richest men in Europe. I certainly did not know that when we ended up being his guest. Years after the kind encounter we experienced, I was able to find more information on Marcel Dassault. He became enthralled with aeroplanes as a child in school in Paris when he saw a Wright Flyer fly around the Eiffel Tower. Later he became an electrical engineer and was schooled in aerodynamics. In WWI he developed a better propeller for the French Army. He then successfully dabbled in quite a variety of other ventures. So, it



doesn't surprise me that one of the men Marcel admired was Thomas Edison with all his different inventions. However, it was when Marcel witnessed Charles Lindbergh land at Le Bourget Aerodrome on his historic flight that he re-entered the aviation industry. And in WWII he refused to share his brilliant knowledge and skill in designing aircraft with the Germans. Marcel Dassault was born Marcel Bloch. He was Jewish. He was interned in Buchenwald Concentration Camp and survived. He came out with Diphtheria and weighing only 70 pounds. He changed his name to Dassault and started again and was very successful in the aviation industry. As the French government became socialized they nationalized his successful aviation business. So, he started another aviation industry and became just as successful all over again. He negotiated with the government the second time they nationalized his successful company and it worked in his favor. When asked what he thought of the situation, he

replied, "I like change." On April 17th, 1986 Marcel Dassault passed away at 94 years old. Here is something I saved from Marcel Dassault: "With no false modesty, I will say I have always tried hard not to run out of imagination. I have worked hard with the team I gathered. I have never let hurdles discourage me. I love what I do, and I know how to use my willpower to get anything that might divert me out of my way. I lead a simple and happy life. Everything around me converges, and indeed must converge, to promote the task I have set myself."

As Paul Harvey would say, "Now you know the rest of the story."

Marcel would have been 91 years old in December of 1983 when a friend and I were recipients of his kindness. As the limo driver put our backpacks into the trunk of the limousine, we stood in front of Marcel Dassault's Chateau. We were embarrassed that we had unintentionally stumbled upon this man's private estate. We were concerned how much expense we might incur. We were basically broke and did not have the means to secure any funds. We had done

An advertisement for Future Aviators Summer Camp. On the left, a child is seen from behind, wearing a yellow t-shirt with "FUTURE AVIATORS SUMMER CAMP" and "NEW GARDEN FLYING FIELD" printed on it. The child is holding a string attached to a model airplane. In the center, there is a large yellow logo with wings and the text "N57" inside a circle, with "NEW GARDEN FLYING FIELD" below it. On the right, there is a small inset photo of a group of people in a hangar. Below the logo, the text "610-268-2619" is displayed. At the bottom, the dates "July 14-18, Aug 11-15" and the website "www.newgardenflyingfield.com" are listed.

# Future Aviators Summer Camp

N57  
NEW GARDEN FLYING FIELD

610-268-2619

July 14-18, Aug 11-15

www.newgardenflyingfield.com

Continued...

our best to explain we did not mean to be there. As the driver held the door of the limo and motioned for me to please be seated, my eye caught a bit of movement from a Chateau window. For a brief moment I looked. The figure in the window was of an elderly man. Was it Marcel Dassault? I would like to think so. Had I only known at the time he had survived the Buchenwald concentration camp, perhaps I would not have been so ashamed of my apparel. I am very thankful for those that live lives that inspire us during our lifetime. And I am thankful for that brief moment that not only taught me about the true kindness of a stranger, but also took me on a journey of trying hard not to run out of imagination.

Thank you for all the Dassault goodies. They have a deeper meaning than you knew. The flashlight is terrific, and each time I put on the hat I will feel warmth in my heart for this special man.

## Braden Airpark saved?

From AOPA: Braden Airpark in Easton, PA, open since 1938, has been in jeopardy of being closed by the Lehigh-Northampton Airport Authority. In light of the threat, the FBO left the airport last year. The closure date was set for October 19.

However, in an April 22 decision, the LNAA has reversed their plan and voted against the motion to close the airport. They now say they are committed to working with airport supporters on a preservation plan. The Authority has been looking for ways to raise cash to help pay a \$26 million judgement from a case resulting from having taken land from a developer. Local pilots had been trying to purchase the airport, however their offer was well below the selling price.

## Delaware Valley Regional Planning Commission Report Airport News

March 20, 2014  
By Elaine Farashian

**PHILADELPHIA INTERNATIONAL**  
New taxiway EE and H project is out for bid. A designer has been selected for runway 9R/27L extension. Qatar Airways will begin service to Doha this spring. Departures Road security post project is in the awarding phase.

**BRANDYWINE [OQN]**  
Phase 2 construction of apron drainage is complete. Although the Bureau of Aviation (BOA) approved the work, additional survey information is required for widening runway 9/27. The airport is waiting for a grant to conduct an LPV (Localizer Performance with Vertical Guidance) approach feasibility study. The ground surveys will include establishing one Primary Airport Control System (PACS) and two Secondary Airport Control System (SACA) points.

**CECIL COUNTY [58M]**  
The airport was recently purchased by Perry Chopra, a businessman and real estate investor from NYC, owner of an airport/school in Florida. Cecil County will be renamed Claremont Airport to coordinate with the one in Florida. Anticipated improvement projects are a runway extension to accommodate small jets, perimeter fencing, additional hangars, a restaurant and condos, all of which will be privately funded. The small flight school anticipates expansion to connect with the Florida school.

**CHESTER COUNTY [MQS]**  
There is bid opening for phase 6 south apron project. Nighttime approaches have resumed after tree obstruction was resolved.

**DOYLESTOWN [DYL]**  
The Authority is working on obstruction removal on runway 5 approach with possible bidding of work in April and completion in June. Grants are anticipated for runway 5/23 approach obstruction removal, phase I preliminary design of transitional surfaces and construction of bypass taxiways on 5/23 ends.

**HERITAGE FIELD [PTW]**  
Crack seal and marking project of runway 10/28 was completed.

**NEW CASTLE [ILG]**  
After 6 months of non-stop service

to Denver, Tampa, Orlando, Houston, Ft. Myers and Chicago, Frontier Airlines will add same to Detroit and Atlanta April 29. Free parking will continue throughout 2014, but the airport is working on a paid-parking solution. Design has begun for improvement of its 3 parking lots. The baggage claim area will also be improved within the next month for more efficient customer queuing and bag delivery. Design is underway for taxiways A and B rehab as well as expansion of the Terminal ramp.

**NEW GARDEN [N57]**  
Final design and permitting for runway widening and reconstruction is to be completed this spring and bidding expected in the summer. Grants are anticipated for the rehabilitate West T-Hangar apron project, phase 2 site preparation of runway 6/24 reconstruction and widening and development of multi municipal zoning ordinances. The township has coordinated with local pilots to form a condo association for future hangar construction.

**PENNRIDGE [CNZ]**  
The airport purchased snow removal equipment and is working on removing tree obstruction.

**QUAKERTOWN [UKT]**  
An obstruction removal and lighting project will be sent out for bid soon.

**SOUTH JERSEY REGIONAL [VAY]**  
Harrisburg ADO submitted comments regarding final draft of the Master Plan Update. The consultant is reviewing the comments. The Jet A fuel farm is installed.

**TRENTON MERCER [TTN]**  
Design phase of taxiway H, B, F rehab is completed. Scope change modification of phase I & 2 rehab/construction of same taxiway is being reviewed by DOT and awaiting final approval. Cost estimate expected from state contractor for security fence improvements.

**WINGS [LOM]**  
A ground repeater station for Phila. clearance delivery is being considered. GA terminal apron phase I preliminary design was completed February and sent to the BOA. Flight school activity and fuel sales are higher than that of the same period last year.



## Carson Helicopters by James Kilduff

Nestled in the rural village of Perkasié, PA, is a seemingly small company known as Carson Helicopters which does modification work on helicopters. The Aero Club of Pennsylvania visited Carson Helicopter arranged by ACPA Treasurer John O'Toole. The members were amazed to see a multi-hundred thousand square foot multi-building facility on 100 acres and even more amazed to see 34 Sikorsky S-61 helicopters in various stages of reconstruction. Carson, in cooperation with Sikorsky, has a contract with a government agency to rebuild and modify these ships according to the agency's specifications.

Long-time employee Jeff Hill gave 15 ACPA members a detailed tour of every facet of the facility. Although it was Saturday, there were easily a dozen employees working in various phases of the reconstruction process. Employees number around 150 (we asked Mr. Hill if they were familiar with the Aero Club Scholarship program for would-be A&P mechanics, and yes, they are aware).

The tour looked through glass window walls at several factory-within-a-factory spaces: machine shop,

engine rebuild and gearbox rebuild departments, avionics and electric shops. Carson is vertically integrated and versatile. The hulls come onto the property and virtually everything that will be part of the new helicopter is stripped of paint, remanufactured or overhauled, painted and reinstalled in the helicopter. Nothing is subbed out to other vendors or shops.

Mr. Hill explained the history of Carson Helicopter. The founder, Frank Carson, now 80 years young, began rebuilding, first cars, and then airplanes, as a teenager. Over the years, his company extended the life of many helicopters, working in concert with Sikorsky. Along the way, he bought from Sikorsky S-55 and S58 helicopters that had been traded in on newer models. The older ships were refurbished and resold to new customers. The S58 Originally powered by a single radial piston engine, Frank Carson persuaded Sikorsky to produce a twin turbine engine twin-pack with transmission kit as a replacement for the radial engine. Sikorsky wanted a minimum order of 12 shipsets. Carson and Air America gambled on the modified ships and the S58 had a new lease on life as the S58T.

Our Aero Club group saw an alu-

minum hull, just out of the paint stripping process done in the paint building. There were other hulls in various stages of repair and modification, such as added windows. Other ships had just come from



S-61 Helicopters in various stages of restoration

the paint shop on the grounds. Mr. Hill explained that engines, although no longer manufactured, were reasonably plentiful. Cores were rebuilt on the premises and installed along with landing gear, engines, electric wiring by the mile, plexiglass, and rotors.

The Carson Company developed its own composite rotor blades to replace the life-limited original aluminum blades. These new rotors had the advantage of advances in aero dynamics and improved performance about 8%, at the same time extending life of the blades. The new blade has been very successful and is even flying on the fleet of Presidential aircraft.

All the members felt very fortunate to receive all the time and attention from the very knowledgeable Jeff Hill. Mr. Hill volunteered his time later in the year, when the members might be able to see one of these beautifully rebuilt machines fly. That will be something to see!



Aero Club members peer behind the lines



# 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 19, 2014**  
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](http://www.aeroclubpa.org) or use form below.

### Guest Speaker

**Dena Williams**  
USAF Reserve



Dena Williams is a WC-130J instructor pilot in the USAF Reserve 53rd Weather Reconnaissance Squadron "Hurricane Hunters", the only Department of Defense organization still flying into tropical storms and hurricanes. She has remained in same squadron since 2001, commissioned in April, 2002 and graduated pilot training June, 2003. She has 2800+ total flight hours. In addition, she is simulator pilot instructor for the Italian Air Force in Pisa, Italy and as C-130J SME (Subject Matter Expert) in Montreal, Canada. She will speak about her career in aviation that was inspired by her father who flew in the Navy and retired after 34 years flying for American Airlines.

**Please send check so that it arrives no later than June 13.**

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

**Reserve ONLINE**, or send this form with payment by June 13 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

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[facebook.com/AeroClubOfPa](https://facebook.com/AeroClubOfPa)



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## FLIGHT SAFETY BRIEFING

### *Getting back into flying*

The March/April 2014 issue of FAA Safety Briefing takes a look at what it takes to “get back in the flying game.” Whether it’s transitioning to a new type of aircraft, or returning from a flying hiatus, the articles provide safety and training advice and help fine tune any plan for returning to the skies. In one story, Tom Hoffman talks about “Getting back in the game”.

There are many reasons for a pilot to hang up the headset for a while, but they don’t have to mean a permanent grounding. If the flying flame still flickers within, the opportunity to soar once again is yours for the taking. With a solid plan and determination, along with the benefits of some exciting developments, you can easily shake off that rust and get back to enjoying the freedom only flying can offer.

Whether it’s been decades or just a couple of years, the best way to get back in the game is to start with a plan. The first step for many returning pilots is an assessment of personal health and fitness. Thankfully, there have been many favorable changes in the last 15 years to help pilots retain a current medical certificate. What may have been disqualifying years earlier may now be acceptable with revised waiver and special-issuance guidelines. Also, a big change that opened

doors for more pilots to return to flying was the Sport Pilot / Light Sport Aircraft rule in 2004 that allows flight without a medical, if your last held medical was not denied, revoked, or suspended.

Another important task is getting up to speed on regulatory and airspace changes. For those who recall Ronald Reagan as being in office during your last flight, you’ll need to take time to review the changes that resulted from the FAA’s reclassification of the U.S. airspace system in 1993. And since 2001, it’s particularly important to become familiar with TFRs, and airspace restrictions in areas like Washington, D.C. A current Airman Information Manual is a good place to start.

The next step is to find an instructor who understands your situation and is willing to take time to help you get back in your game and get you prepped for a flight review. Be clear about your intentions and work together to set attainable training goals. And when it’s time to start flying, don’t be too hard on yourself if you seem a bit out of form. That’s to be expected.

Read the rest of this article and issue online as a PDF or as a download for iPad, Kindle, Nook, Android platforms at [www.faa.gov/news/safety\\_briefing](http://www.faa.gov/news/safety_briefing).

