



PENNSYLVANIA PILOT

Vol 13 No 4, Winter 2002/3

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

Aero Club visits NY aviation museum; Eclipse jet flies.

AVIATION NEWS

Trip to new aviation museum thrills 20

Twenty Aero Club members and friends boarded a custom coach at Wings Field on November 2 to visit the newly opened Cradle of Aviation Museum in Garden City, NY. Members perused the eight exhibit galleries and took in an aviation history show in the Gruman IMAX Dome Theater. The museum is located on the grounds of the old Army Air Corps' Mitchel Field and very near the old Roosevelt Field where Lindbergh departed for Paris. The museum trip had been in the planning for a couple years, but was postponed by the delayed opening of museum.

Eclipse 500 launches first flight

Recently, Eclipse Aviation made it from the drawing board to the desert skies when the company's chief test pilot, Bill Bubbs, took the Eclipse 500 jet for its first spin aloft. CEO Vern Raburn commenting on the 60-minute flight: "What we accomplished today is now part of aviation history. The Eclipse 500 will forever change the landscape of transportation." The flight crew took the Eclipse jet to 9,000 feet in a designated test zone south of Albuquerque, N.M. They evaluated engine handling, aircraft stability and control, general flying qualities and systems performance. Bubbs said they completed all planned tasks and he was very pleased with the results.

Feds posts GA alert

The FAA, prompted by the Transportation Security Administration (TSA), recently issued a Special Vigilance Alert on their Web site calling for immediate, specific action from the GA community.

"operations that do not fit the customary pattern at your airport" be reported immediately to law enforcement personnel. It seems for the moment that the TSA is largely leaving GA policing up to the GA community.

Airport Highlight [003]



Photo by R. Dant

Morgantown Airport, a well-kept grass strip south of Reading, averted possible closure after Pennsylvania Power and Light (PPL) agreed to drop a proposal to place high tension wires near the departure path of runway 28. Pilots had appealed to PPL, the airport owner, and the community not to let PPLs plan go through. The appeals succeeded and PPL agreed to revert to its original plan to bury the lines instead. The lines are needed to supply power to new development areas south of the airport. The airport is home to about 35 airplanes, a glider club, and a flight school specializing in glider, private single-engine and taildragger ratings. More Airport News is available on page 4.

Pilots are asked to monitor ramp areas, secure unattended aircraft and verify the identity of personnel. Approved processes for identification include familiar recognition to the diligent use of IDs where they are already in use. The TSA asks that suspicious activity, aircraft or

Airport security questions to be scrapped

The Department of Transportation is considering dropping those tedious security questions about your baggage at airport check-in counters and allowing passage for that freshly purchased cup of coffee provided that it's in a paper or foam cup. If anything sinister is in the cup, the metal detector will pick it up (unless, of course, it's not metal). Also,

guards will no longer ask you to taste any food or beverage you take with you. Earlier this year, a woman said a security guard at Kennedy Airport made her drink from containers of her own breast

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AERO CLUB OF PENNSYLVANIA



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

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New membership: includes quarterly newsletter mailing. Send name, e-mail, address and \$20 to the address above.

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PRESIDENT'S MESSAGE

Norm Blanchard

Every year at this time automakers roll out their new models to entice buyers into the showrooms. This year, new model fever has hit the aviation industry. I am not only speaking of the big four (Piper, Mooney, Cessna, or Beech) but of the upstarts, intent on creating new aviation paradigms.

Cirrus SR20 sales should pass the 500 mark this year, and they have announced the availability of a primary flight display with solid state electronic attitude heading reference, and an ice protection system for their SR22 model. All this plus Avidyne's Emax means that a small piston single will nearly mirror the sophistication of a large corporate or commercial jet.

Adam Aircraft has test flown its A500 inline twin and expects certification early next year. This pressurized twin will have FADEC enhanced Continental engines for a 250K cruise speed at FL250. They anticipate delivery of 24 planes in 2003 at \$895,000. Not to be outdone, the Eclipse500 jet had its first flight on August 1st (and the nose gear did not collapse on landing). Vern Rayburn, the President of Eclipse is hoping "to change the way people fly." The Eclipse plans for a 340K cruise speed at FL410. All this for a measly \$856,500 plus taxes.

And if you are looking at big iron stuff that will compete favorably with most small corporate jets, check out the Piaggio P180 Avanti. It is undoubtedly one of the most unique and beautiful pressurized corporate turboprops in existence. Its performance figures will blow your mind: 3000 fpm climb, and a maximum cruise speed of 395K at FL280. It is plush, quiet, and roomy, but expensive. This is a prime candidate for flying at jet altitudes if you have a few million dollars lying around. However, for those of us who live and fly in the world of single engine piston aircraft, it's great to dream, isn't it?

Happy flying. Norm Blanchard

BOARD OF DIRECTORS REPORT

Jeff Kahn, Secretary

On October 24, 2002, the Board of Directors met at Wings Field. Tim Boyle reported on the state of the Scholarship Fund. The value of the fund is down about 10% due to poor market conditions. Lou Fitzpatrick and Walt Ellis reported progress on charitable trusts and on efforts to entice candidates for aviation maintenance scholarships.

Planning is being finalized for the Wright Brother's Dinner on December 17 at the Desmond Hotel. It is hoped that speaker Ian Blair Fries will help attract a record 100 to the dinner this year.

Bob Tonkinson will be moving out of state and will relinquish his duties as treasurer. Tim Boyle has accepted the treasurer responsibilities for the remainder of the term.

A plan is being put in place for succession of the president. The idea is to provide for improved mentoring and a more regular path into and out of the position of president of the Aero Club.

AVIATION NEWS

Continued from Page 1...

milk prior to boarding a flight with her infant daughter this past April.

Ok to fly near Lady Liberty

On October 1, the FAA lifted the TFR around the Statue of Liberty. Since late June, there's been a ban on flying within one mile of the Lady of the Harbor. Lifting the restriction provides more elbow room to pilots who want to transit the Hudson River corridor. However, this should not be considered an open invitation to circle close to the monument. Please stay clear. But for those of you who like the single engine crap shoot up the HR corridor, live it up and enjoy.

GA sales down, but Cessna up

A \$61 million increase in revenue plus a \$19 million boost in profits helped offset parent Textron's troubles as Cessna rose above an otherwise gloomy second-quarter performance by GA manufacturers. Raytheon was more reflective of the state of GA, with second-quarter sales down 32 percent. Worldwide, the industry was off by 17 percent in the first six months of the year, according to the GAMA. Still, 1205 airplanes worth \$5.9 billion were sold. The U.S. share of that was 1026 planes valued at \$3.6 billion, down 20 percent from last year.

AERO CLUB CALENDAR

December

TBA **Annual Holly Run to Tangier Island**
17 **Wright Brothers Dinner; Desmond Hotel**

Join us for our annual dinner, held again this year at the Desmond Hotel in Great Valley. Invitation is on Page 7.

2003 Planning

April 2-8 Sun 'n Fun; Lakeland, FL
May 3 AOPA Annual Meeting, Wings Field
May 30-June 1 Seaplane Seminar; Speculator, NY
June 7 AOPA Fly-in, Frederick, MD
June 19 **Aero Club Scholarship Dinner**
July 17-20 Dayton Air Show, Dayton, OH
July 29-Aug 4 EAA AirVenture, Oshkosh, WI

Highlight

Annual Holly Run to Tangier Island, mid-December

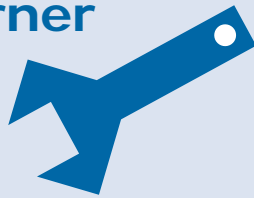
Each year, a group of planes depart Cambridge, MD, loaded with Christmas holly. They depart in sequence to cross over the Chesapeake to Tangier Island. The local pastor and the parishioners meet the pilots and escort them to the local church to share Christmas hymns and a pot-luck lunch. The holly decorates the church and local homes.

The actual date is dependent on weather. Details and go/no-go information is available from the Cambridge FBO at 410-228-4571. Once the date is set, pilots arrive Cambridge-Dorchester Airport at 10am, with a briefing at 10:30am. Depart at 11am after loading holly bags onto airplanes. All pilots welcome.

Maintenance Corner

xxx

Neil Young, A&P/IA



Delaware Valley Regional Planning Commission Meeting Report

AIRPORT NEWS

September 23, 2002
By Steve Najarian



PHILADELPHIA INTERNATIONAL [PHL]

US Air Bankruptcy has not affected the completion of Terminal 1 scheduled December 2002. Terminal F access to the parking area was scheduled to open at the end of September, and Terminal E access to its parking area was planned for the end of October.

DOYLESTOWN [DYL]

Plans for purchase of additional land continues for runway extension. Local pilots had an open house meeting with the neighbors to promote airport expansion.

QUAKERTOWN [UKT]

Pilot group has been active in developing "friends of the airport". Runway extension of 600 feet to 3800 feet and plans to build more hangars are highlights for expansion.

POTTSTOWN LIMERICK [PTW]

Excelon, the airport owner, is involved with nuclear plant security and debating its continued role in airport development and operations. Rumors abound that Excelon would like to find a buyer.

SOUTH JERSEY REGIONAL [VAY]

The new local commissioner has denied the request for runway extension for which FAA funding had been approved. The current length of 8-26 is 3911 feet x 50. Private T Hangars are being built and sold to aircraft owners under a condominium type agreement. Corporate size hangars to accommodate a King Air or similar size twins will also be offered. Reinhart & Rusk, Inc will construct Erect-A-Tube hangars. A \$200 deposit will reserve a hangar. The Air Victory Museum is still operating on site.

NEW CASTLE [ILG]

FAA funding for re-paving Runway 14-32 is sought by airport.

PENNS LANDING HELIPORT [P72]

Owners are seeking federal funding to expand its operational facilities by adding more ramp space for anticipated growth and the use of larger helicopters. It is one of the busiest of eight heliports in Pennsylvania. It is estimated that \$10 million will be required for this expansion project.

BRANDYWINE [N99]

McFarland Johnson is working on a new Airport Layout Plan. Plans include runway widening, resurfacing, taxiway extension, new runway lights, and VASI. Inclusion of neighbors to a meeting to discuss

airport plans for improvement to enhance safety was held September 30th at the airport.

CECIL COUNTY [58M]

Airport improvements have attracted 40 new aircraft owners to the airport. This a major increase from 10 aircraft to 50.

AOPA Expo 2003 to be held in Philadelphia



AOPA announced that the AOPA Expo will be held in Philadelphia next year. October 30 - November 1, 2003. The Expo was

held in Palm Springs, CA this year, and switches each year from the west coast to the east coast.

With the Philadelphia area being the birthplace of AOPA, the 2003 Expo's theme will be "Celebrating our past, ensuring our future." They are referring to the fact that AOPA was started in 1939 in Philadelphia by members of the Aero Club of PA and others from the Philadelphia area. The exact details and location of the expo have not yet been released.

Featured Aero Club Discount Merchant

24-Hour Airport Diner, Kutztown Airport [N31]

Nick Prikis's Airport Diner is a favorite of locals and pilots alike. Good service is routine, the food is good, the servings are large, and the price is uncommonly cheap. Sunday breakfast is a favorite amongst pilots who can taxi their planes right up to the restaurant. The lunch and dinner menu is extensive and most entrees include excellent home-made soup.

The runway at Kutztown is unique and a bit of a surprise to new visitors. The undulating runway can drop away from the unsuspecting pilot during the flare. And with glider ops taking off runway 17 and landing runway 35, vigilance is in order at this busy weekend airport. Grass

lover's can opt for the crossing grass runway, or the parallel grass on the east side of runway 35.

The restaurant is open 24 hours, 7 days a week. Parking on the grass near the restaurant is permitted as long as you stay out of the approach path of runway 17. Technically, a \$5 landing fee is due; perhaps the only downside to this classic destination; though many pilots are unaware of the fee and manage to avoid it. The main runway is lighted, for those dinner flights, but there is no working beacon at the airport.

Nick offers a 20% discount to Aero Club Members over his already very cheap prices.

More background checks and more pilot medical proposals

PILOT NEWS

Push for background checks continues

Recently, New Jersey legislators passed to the state's governor, Senate Bill 432, which will require background checks for pilots seeking flight training. AOPA, already doing battle against a similar bill (AB 11863) proposed for New York State, says New Jersey's version would require the checks even for pilots seeking refresher training prior to a biennial review. The organization is rallying local pilots to contact Gov. James McGreevey's office and urge him to veto the bill. New York's bill seems to have stalled and AOPA is hopeful that inaction in New York is a reaction to pilots inundating the appropriate governmental representatives with their concerns. The group now hopes for similar or better results across the state line.

Self-certification for Recreational pilots

Both the AOPA and the EAA have filed a petitions requesting that Recreational Pilot certificate holders be allowed to self-certify, the same as hot-air balloon and glider pilots. Learning from past attempts, EAA is proposing to establish a five-year test to assist the FAA in building needed data. The organization feels the data "captured from this study, when

combined with the lessons learned from the sport pilot medical rule, would be sufficient to expand the use of the driver's license medical authority to recreational pilots." In a similar proposal, the AOPA argued that medical conditions are rarely causal factors in GA accidents.

FAA makes RVR available on the Internet

General and business aviation pilots and commercial airline dispatchers can now access runway visual range (RVR) information over the Internet. RVR is a value that represents the distance a pilot is able to see down the runway during an approach. Pilots and flight operations centers use RVR in deciding whether to land at an airport when visibility is poor. The FAA's RVR information is online at <http://rvr.fly.faa.gov>.

2003 Aviation World's Fair a bust

After years of planning and millions spent, the state of Virginia announced yesterday that it has pulled its support for the much-ballyhooed 2003 Aviation World's Fair. The Newport News event just hasn't gathered the sponsors and ticket sales needed, according to a spokesman of Transportation Department. The decision was

made to cut off funding for the 21-day April 2003 event after some \$27 million in state, federal and local dollars had been invested in infrastructure at the Newport News-Williamsburg International Airport. One World's Fair official said that airport managers around the state were seething at the attention and money Newport News' International Airport was getting; money they felt was being taken away from them. The Aviation World's Fair committee is searching for another venue to host the event.

New FAA PRM video

There is a new FAA video that is required viewing for certain pilots. Precision Runway Monitor (PRM) approach systems allow simultaneous closely spaced operations to be conducted at airports where parallel runways are separated by less than 4300 feet. Because pilots must fully understand the reduced tolerances and procedures when flying these approaches, the FAA requires all crews, depending on the type of operation, to either view the video or review PRM requirements before actually flying with PRM. Most FSDO's have videos and supporting documentation when flying these approaches. PHL International has this type of procedure.

Continued next Page...

Runway Restaurants, Inc.



Now exclusively at Chester County, Coatesville (40N)

Enjoy good food and fellowship, free popcorn, and a runway view.

Aero Club members receive a 10% discount with their membership card.

Timothy P. Boyle

Certified Public Accountant
AOPA and Aero Club Member



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Remembering 9/11/2002

The one-year anniversary of the terrorist attacks on America has passed quietly, with the tolling of bells, the reading of the names of those lost, remembrance, and reflection. Despite a security alert being issued, and a few airline diversions over suspicious passengers, no incidents were reported. No TFR violations were reported, either. Air travel was down 25 percent, but scores of military jets were in the air above a dozen cities. Anti-aircraft weapons were deployed around Washington, D.C., but they remained silent. Hopefully the silence will continue.

A black box in every plane?

The Economic Times of India reports that Indian government aviation experts conclude that all GA aircraft should be equipped with cockpit voice recorders and flight data recorders and that all IFR-equipped planes carry weather radar. The committee was formed after a series of light plane crashes last year, including two that killed prominent Indian politicians. One operator suggested that VIP aircraft are more prone to crashes, because of pressures placed on their pilots.

Electric power for airplanes?

The Foundation for Advancing Science and Technology Education Curriculum (FASTec) was seen at AirVenture this year showing off a two-place plane with a 110-hp electric motor. Project leader James Dunn said the plan is to eventually couple the highly efficient motor to a fuel cell and batteries, for a 500-mile range. Initially, however, the plane will run on battery power alone and will be limited to 100 miles. It's expected to fly this fall with former astronaut Hoot Gibson at the controls.

Planes and flying cars

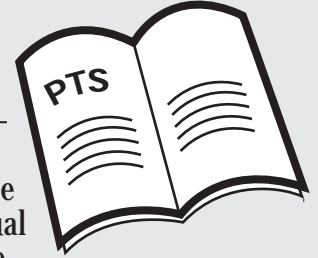
Ed Sweeney of Colorado is hoping to revive Aerocar's dream of mating car and airplane, but not in its original design. The new Aerocar will use a sleek, waist-high, two-seat Lotus Elise for wheels and cockpit, and attach a wing and tail assembly with a separate engine and prop to carry it aloft. Sweeney said NASA and at least two car manufacturers are interested in his idea.

Final Installment: the PTS Philosophy

FLIGHT SAFETY

By Al Schnur

The practical test, as specified in the Practical Test Standards, is the final step in the FAA Certification process. The PTS was created to standardize the tests for certification and to insure a fair and objective evaluation process. The practical test itself serves the dual purpose of determining that the applicant has completed the required training to the necessary level of proficiency and that the applicant can safely exercise the privileges of the certificate or rating sought. All applicants are to be tested in accordance with the standards in the PTS.



It is important to note that the PTS is a “testing document” and NOT a “training document”. The training an applicant receives toward a pilot certificate must far exceed the training required to satisfactorily complete the tasks in the PTS. As a training document, the PTS is incomplete, since it does not contain specific techniques/procedures to be used in training for and/or performing the task listed for evaluation. Furthermore, it does not include a complete list of all the tasks/knowledge areas in which a pilot must be competent to safely exercise the privileges of his/her certificate. Rather, the PTS references other training documents such as the “Airplane Flying Handbook” (FAA-H-8083-3) as the source document on techniques and procedures.

Designated Pilot Examiners (DPE's) and FAA Inspectors use the PTS to administer tests and to adhere to the policies set forth in the INTRODUCTION of each PTS. CFI's are expected to use the PTS when preparing applicants for a practical test. And more importantly, applicants are expected to be familiar with its contents.

The standards contained in each task in the PTS are clearly defined; however, the evaluation process is more involved. The examiner/inspector must use judgment, discretion, and even intuitive insight in determining whether the applicant can, as the PTS requires, demonstrate the ability to perform the Areas of Operation within approved standards, AND demonstrate “mastery of the aircraft” and “sound judgment.” This is not an easy task for any evaluator.



Aero Club of Pennsylvania's Annual WRIGHT BROTHER'S DINNER

Tuesday, December 17, 2002

6:00pm Cash Bar, 7:00pm Dinner

Members and non-members welcome!

Place: Desmond Hotel, 1 Liberty Blvd, Great Valley, PA, 610-296-9800

Cost: \$35 per person, payable to Aero Club of Pennsylvania

Reply: Send check so that it arrives no later than December 10, 2002.

Due to expected response and space limitations, we regret that there can be no phone reservations, no walk-ins, no partial payments, and no refunds for cancellation. We cannot hold a space unless payment is received.

Speaker: Dr. Ian Blair Fries, M.D., "Aviation Humor and Tidbits"

Directions from King of Prussia: Take Route 202 South to the Great Valley/Rt 29 North Exit. Proceed through the light at ramp end. Continue on Liberty Boulevard to the Desmond hotel, 1/2 mile up on the right.

Directions from points West: Route 202 North to Route 29 North Exit. Turn right at the end of the ramp and proceed one block to the light; turn right onto 29N. Proceed through the first light (Swedesford) and right at next light (Liberty Boulevard). The hotel is the very first left.



Dr. Ian Blair Fries, M.D. lectures on flight safety, the medical aspects of aviation, and is a great motivational speaker. He is co-chairman of the AOPA Board of Aviation Medical Advisors, a member of the AOPA Air Safety Foundation Board of Visitors, and Past President for the Flying Physicians Association. He is also the Medical Consultant for the IBT Local 747 Airline Division.

Ian is a Contributing Editor to "Aviation Consumer" magazine and a regular

columnist for "GA Flyer". He frequently lectures on technical and medical aspects of aviation, and has written a book, "The Pilot's Medical Advisor." He is a board certified orthopedic surgeon who practices in New Jersey, and was a flight surgeon in the USAF.

Ian pilots a Socata TBM 700 and a Learjet 35 for business and pleasure. He is a CFI-IA, ATP, FAA Aviation Safety Counselor, and Senior Medical Examiner.

Cost \$35 per person, payable by December 10 to:
Aero Club of Pennsylvania, PO Box 748; Blue Bell, PA 19422

NAME: _____ Number Attending: _____ x \$35 = \$ _____
 ADDRESS: _____ Addl. Scholarship Contribution: \$ _____
 CITY/STATE: _____ Total Enclosed: \$ _____
 PHONE: _____

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

ATTENDEES: _____, _____
 _____, _____

Aviation Oddities:

Remember Lawn Chair Larry?

Recently, Adam Savage was contracted by an Australian TV company to re-create the flight of Lawn Chair Larry for an upcoming special on urban legends. You may remember the story of Larry Walters, who in 1982 tied helium balloons to his lawn chair in the hopes of hovering above his backyard. Walters ended up over the Pacific Ocean where he was rescued, after floating over Los Angeles, through LAX's airspace and reaching 16,000 feet. Savage's recent flight took him to a relatively modest 50-100 feet, and after 12 minutes of filming his BB gun helped him return safely to earth. I wonder if it was the same BB gun that Larry the Lawn Chair said he had. Save the watch, the boots are gone forever!

The very loving skies

A Canadian company is now offering the chance for couples to earn their membership into the "Mile High Club." A Canadian sightseeing airline has begun offering couples a chance to indulge their airborne fantasies. Starting at \$250 for a 30-minute "Quickie Flight," to \$350 for a 60-minute flight dubbed "The Big One," Love Air offers entry into this unique association of travelers. Company officials claim that business is very good, with an average booking of three flights per week.

A hooter of an airline

The owner of the infamous Hooters Restaurant chain is reportedly interested in buying the belly-up Vanguard Airlines. Robert Brooks created a company to keep the airline alive while he looks at the books. The name, Hooters Air Inc., was either a matter of convenience or the start of a marketing plan unlike any in the airline industry. Brooks' restaurants are known more for the tight shorts and t-shirts on its generally young female service staff than their cuisine. No word yet on whether the dress code will be transferred to the cabin crew.

Missing pax's husband files suit

This puts your lost luggage stories in proper perspective. A Bakersfield, Calif., man is suing American Airlines for losing his wife. Margie Dabney disappeared from Dallas-Fort Worth Airport last December 5 and hasn't been seen since. The 70-year-old Alzheimer's patient was on her way with husband to Los Angeles from Indianapolis, when she strayed off while an airline attendant was helping her husband to the bathroom. The airline has offered a \$10,000 reward for information on her whereabouts but wouldn't comment on the suit.

Return Service Requested

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AERO CLUB OF PENNSYLVANIA

Organized December 17, 1909; Chartered May 10, 1910



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