



PENNSYLVANIA PILOT

Vol 11 No 4, Winter 2000/1

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

Club needs a web designer, new board members and volunteers.

MEMBER NEWS

Web designer needed

Our web page is in urgent need of repair. Originally the brainchild of Hugh Brock, there is an opportunity for someone with inspiration and time to update the site. It still provides current METARS and TAFS, plus useful links to other sites. Any member who would like take on this worthwhile project may call Rob Dant at 610-909-4467 to volunteer.

New Aero Club board members wanted

The Aero Club is looking for new persons to serve as board members, with the potential of becoming officers. If you have ideas on ways to address membership growth, membership benefits, newsletter quality and advertising growth, please come to one of our board meetings and share your thoughts. Meetings are scheduled for January 19, 2001 and April 27 at PACC at Wings Field. If you are interested in attending, contact Al at 610-662-1072 to verify exact dates and times.

Membership drive volunteers needed

In the Spring of 2001, there will be a new membership drive using the recently released pilot list from the FAA. Several years ago we undertook this endeavor, resulting in substantial growth in the membership. Based on our past experience, we have now narrowed our target group.

We will need volunteers to make this effort possible. Donate your time by calling Al at 610-662-1072. Make a commitment by volunteering now!

A trip to the newest museum planned

The much-belated trip to the Cradle of Aviation Museum is in the works. This is a first class museum that includes some aviation firsts that have happened on Long Island. If you miss this trip you can only say that you came in second. The trip is tentatively planned for May, 2000.

Airport Highlight



Photo by R. Dant

Raintree Airpark in N.E. Maryland is now "Cecil County Airport". Formerly a grass strip, the airport now has a 3000' hard surface runway, new taxiways, and an updated terminal lounge. See more **Airport News** on page 3.

Demand for pilots means fewer CFI's

The Wall Street Journal reports that a shortage of CFIs is being created as instructors leave for the airlines. The report gives a fairly shocking look at how the pilot shortage in the U.S. is leading to a CFI shortage, as visits to your local flight school will likely attest. According to AIR Inc., airlines hired a record 15,747 pilots in 1999, many of them higher-time CFIs. This year, airlines are on pace to add 19,000 more pilots.

to a friend's house until they become homesick, but not Christopher Peregory, 12, of Fairfax, Va. After being sent to the principal's office, he slipped away, took the subway to Reagan National Airport and walked onto a TWA plane without a boarding pass, and flew to St. Louis. The FAA is investigating.

Continued on Page 4...

Inside this Issue...

Airport News: News from DVRPC.....	Page 3
Aero Club Calendar	Page 4
Pilot News: New Sport Pilot Certificate.....	Page 5
Flight Safety: Runway Half-Way Signs, Part 2..	Page 6
Wright Brothers Dinner	Page 7

AERO CLUB OF PENNSYLVANIA



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

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PRESIDENT'S MESSAGE

Al Schnur

By now I'm sure that all of you have had the opportunity to savor the new look of our newsletter, The Pennsylvania Pilot. The question is what do you think about it? Let us know what you think, and if you like it, tell Rob Dant; he is responsible for this most refreshing change. Many other folks also contribute to the publication. Steve Najarian obtains the report from the DVRPC, Lou Fitzpatrick maintains the membership list and prints the mailing labels, Nancy Kyle proof reads and generates editorial comment, Norm Blanchard assembles the publication, affixes stamps and trots it off to the post office, and finally, John Kassab at Bailey Printing prints the publication and carries an ad in every issue. Thanks to all.

My thanks, also, to all of you who have responded to the membership renewal requests. This is always a trying time and when you renew promptly it makes life a lot easier for the Board of Directors. Membership is the lifeblood of any organization. If you have not renewed, you can use the new member form on the last page of the newsletter. And while I have your attention, why not consider an additional contribution to the Scholarship Fund? It is tax deductible and this is the time of the year when it better to give than receive.

On page 7 of this newsletter you will find an invitation to attend the annual Wright Brother's Dinner. We will be joined by none other than Bob Mills, who as you may know has recently retired and sold the Philadelphia Sea Plane Base. Why not make plans right now to attend and enjoy this interesting presentation at the beautifully decorated Rolling Green Golf Club? The Dinner also serves as a membership meeting inasmuch as new officers are installed. Your voice is important.

Happy Holidays,

Al Schnur, President

BOARD OF DIRECTORS REPORT

October 29 , 2000

The Board of Directors met on October 27 at the PACC and accepted the amended Treasurer's Reports as presented. Minutes of the previous meeting are on hold and the Scholarship Fund report was accepted showing a modest increase in value. As of October 1 there were 135 renewals, including contributions to the Scholarship Fund.

Under new business, the Board discussed the closing of the Philadelphia Seaplane Base at Essington, operated by Bob Mills for the past forty or more years. Art Brownell, Assistant Manager of the Philadelphia FSDO informed us of several events related to Bob's retirement. The first is a luncheon honoring Bob on 11/18/00, when the artifacts of his museum at Essington will be given to the Millville Army Air Field Museum. The next event is a retirement party to be held at the Renaissance Hotel in Essington, PA on March 28, 2001 (details on p-8). Lou Fitzpatrick will ask Bob to address our group at the Wright Brothers Dinner in December (see p-7 for details).

Lastly, volunteers will be needed to serve on the Scholarship Committee and to assist at the membership drive to be held this Spring.

Delaware Valley Regional Planning Commission Meeting Report

AIRPORT NEWS

September 14, 2000
By Steve Najarian



PHILADELPHIA INTERNATIONAL [PHL]

Construction of a 38-gate regional carrier terminal is planned for completion by Spring 2001. The Airport Master Plan includes construction of an international terminal and high-way access improvements off I-95.

DOYLESTOWN AIRPORT [DYL]

Pilots sponsored an open house picnic for local residents, which was well received. A land acquisition study is under way for the construction of 12 additional T hangers, with a waiting list of 142 pilots. There are currently 148 aircraft based at DYL.

MERCER COUNTY AIRPORT [TTN]

\$2.25 million dollars has been received to rehabilitate the cross-wind runway. Opposition to construction of a new terminal building by local residents, for fear of more traffic and noise, hinges on the environmental impact study. The FAA is waiting for the results of this study before releasing \$16 million dollars for airport expansion.

POTTSTOWN MUNICIPAL [N47]

The airport master plan includes a new FBO terminal, current hanger improvement, new T-hangers, obstruction removal and runway rehabilitation.

POTTSTOWN LIMERICK [PTW]

The township is supportive of airport expansion. FAA funds are being sought for snow removal equipment.

PENNRIDGE AIRPORT [N70]

Because fewer than 100 aircraft are based here, N70 has lost its "Reliever Status", a prerequisite for receiving FAA funding. Plans are in place to regain this status by developing the land around the airport for a new hotel/conference center and aviation related industries. The plan includes the establishment of a full service aircraft maintenance shop including airframe, engine and avionics service. Runway extension is also planned. McFarland Johnson has been retained as consultants to develop the airport master plan.

WINGS FIELD [N67]

The Commonwealth Court has yet to make its ruling as to the constitutionality of PS 2210. On the assumption that PS 2210 will be overturned, Wings will proceed with airport improvements, including runway rehabilitation and extension to 3900 feet. "Vintage Aircraft Day" was a spectacular success with a reported 6000 plus attendance.

CHESTER COUNTY AIRPORT [40N]

A Chester County commissioner has made the claim that the county-owned airport is bankrupt. The commissioner has proposed that the airport be sold to private interests. The airport management stated that this claim is false since Chester County receives no money from the county for operating expenses.

CECIL COUNTY [58M]

(formerly RAIN TREE AIRPARK)

Runway lighting has been completed. Runway top coating is planned. A radio tower has been erected 2 1/2 miles from the airport. A GPS approach will soon be certified. Construction of 30 new T-hangers is planned with space for a total of 50 hangars. A full service maintenance shop is in the plans. Cecil County is the only airport in the county.

SPITFIRE AERODROME [7N7]

(formerly OLD MANS)

7N7 is seeking to double the occupancy of the only public airport in Salem County. The master airport plan is underway to obtain FAA grants for runway lighting and re-paving.

BRANDYWINE AIRPORT [N99]

Taxiway widening and resurfacing with new markings has been completed. N99 co-operated with the American Helicopter Museum's "Rotor Fest" on October 15th.

MCGUIRE AFB

The Air Force is considering joint use of McGuire with non-military aircraft.

LATE NEWS:

WINGS FIELD

The runway project will be completed by contractor James D Morrissey, Inc., and is expected to begin as early as April. Pilots should anticipate a four month closure to fixed-wing aircraft.

BRANDYWINE

CTAF changes to 123.075 on 11/30.

Aero Club Discount Merchant

Eastern Air Center-South at Norwood, Mass. (OWD)

Report by Steve Najarian

I flew to Norwood Memorial at the end of August to visit Boston for five days. Al Bishop, Vice President and General Manager of Eastern Air Center-South greeted me warmly at their terminal. As an Aero Club of Pennsylvania Discount Merchant, he waived the overnight tie-down fees and gave a generous 15 cents per gallon fuel discount.

Norwood Airport is located off U.S. Route 1 about 30 minutes from downtown Boston and a few miles south from Route 128/95. It is a towered airport with two runways: 35-17 (4001x150), and 28-10 (4001x75). OWD offers NDB, localizer and GPS IAP's.

Eastern Air Center-South is a full service FBO. The pilot facilities are above average with "Duat" and radar imaging displays. They offer Avis rental car service, and there are many hotels and restaurants in the area. Eastern's telephone number is 800-370-8680.

Al says he appreciates receiving the Aero Club Newsletter as it keeps him well informed about Philadelphia-area aviation. If you are flying to the Boston area or even to Providence (45 minutes driving south of Norwood), fly into Norwood for a warm reception from Al Bishop who takes great pride in offering outstanding service to pilots.

New website with Cirrus info

There is a new website with a wealth of information for Cirrus SR20 owners, buyer-wannabes and tire-kickers alike. The website at <http://www.sr20.org> is not endorsed by Cirrus Design Corp. It is a user-based forum, perhaps providing more objective information than available from the company-sponsored site.

Heart attack blamed in pilot's death

Avweb reported that the pilot of a Piper Turbo Saratoga collapsed, forcing a non-pilot passenger to take over the controls. An autopsy of Kristopher Pearce revealed that the 36-year-old pilot died of a heart attack. The passenger made a successful landing at the Winter Haven, Fla. Airport after being talked down by controllers and a flight instructor in a chase plane.

Double decker A3XX announced

Airbus Industrie, a four-nation consortium, announced that it would form into one corporation under the name Airbus Integrated Co. At the same time, the company formally announced plans to produce the double-decker, 555-passenger, A3XX. The aircraft will be the widest widebody in the world and should have enough room to provide each passenger with their own set of armrests. Boeing is reported to be considering adding 100 seats to a stretched version of their flagship 747 as a likely answer to the A3XX design.

That's a short-field landing!

When the engine on "Rusty" Hamer's Lancair 235 quit while flying over heavily-wooded Chiloquin, Oregon, he aimed for the only spot that didn't contain hardwood: the four-lane U.S. Highway 97. Quite by luck, Hamer wound up plopping down onto the empty flatbed of an 18-wheeler truck. Hamer didn't know where he was until he realized he was still moving at 65 miles per hour, and the truck driver didn't realize what had happened until he pulled over.

AERO CLUB CALENDAR

DECEMBER

2 Brandywine Pilot's Christmas Party
17 Annual Aero Club Wright Brothers Dinner

JANUARY

19 Aero Club, Board of Directors Meeting at PACC (tentative)

FEBRUARY

11-13 Helicopter Assoc International Heli-Expo; Anaheim, CA

MARCH

10-11 AOPA CFI Refresher Clinic; Philadelphia, PA

APRIL

8-14 26th Annual Sun'n Fun FLY-IN; Lakeland, FL
20 Aero Club Annual Career Nite; DCCC, Media, PA
27 Aero Club, Board of Directors Meeting at PACC (tentative)

MAY

1-3 NATA & PAMA Convention; Long Beach, CA
5 AOPA Annual Meeting at Wings Field

JUNE

1-3 Seaplane Seminar; Speculator, NY
2 11th Annual AOPA Fly-In; Frederick, MD
29 Annual Scholarship Dinner at Wings Field

HIGHLIGHT

Sun'n Fun Fly-In

EAA's annual Sun'n Fun Fly-In is a great get-a-way following the long Pennsylvania winter. The fly-in is a mini version of Oshkosh, but it is getting more popular each year due to its moderate size, ease of access and pleasant weather. Get a jump on summer and fly south this April. More information is available online at <http://www.sun-n-fun.com>.

Sport Pilot Certificate, online NASA reports, Piper safety report...

PILOT NEWS

Sport Pilot Certificate

The FAA is closer to finalizing a Notice of Proposed Rulemaking (NPRM) establishing a Sport Pilot Certificate. This certificate will not require a medical; Pilots will self-certify themselves much as balloon and glider pilots do. The Aviation Rulemaking Advisory Committee put forth the first proposal back in 1988, but has now submitted the formal recommendation for the new certificate. Once finished working on the draft NPRM, they will publish it for public comment.

NTSB wants to limit use of medication

The National Transportation Safety Board recently urged the DOT to limit the list of approved prescriptions and over-the-counter drugs used by private and commercial pilots. As rationale, the safety board cites the 84 aviation accidents from 1987 and 1996 in which side effects

from legal drugs were ruled as a factor. These accidents resulted in 120 deaths. The NTSB is asking the FDA to come up with a clear, consistent warning label informing consumers when a drug can impair the ability to operate a vehicle.

Get out of jail free card from NASA

NASA's Aviation Safety Reporting System (ASRS) has launched a new website at <http://asrs.arc.nasa.gov>. On this enhanced site, you can learn how the timely filing of a NASA Reporting Form can waive FAA sanctions in the event of an inadvertent FAR violation. The form for reporting incidents is available for download. NASA hints that in the future there will be the capability to file the report directly online. The site also offers archives of ASRS's "Callback" and "Directline" publications, which include summaries and excerpts of reports submitted to NASA.

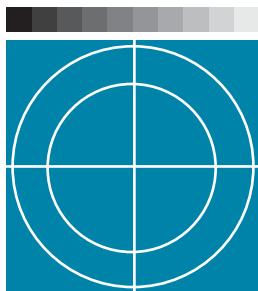
NASA's "Benefits of Space" touring show

NASA has a new exhibit that consists of a 20-minute program displaying examples of useful space-derived hardware. The exhibit also includes a 10-minute video to show people how space technology benefits their everyday lives.

Free report to Piper PA-28 owners

The AOPA Air Safety Foundation will send a free copy of its Piper PA-28-series safety review to all FAA-registered owners of the aircraft type. The review found that the total accident rate per 100,000 flight hours was 5.7 for Cherokees and 6.9 for Arrows. This is about the same rate as for comparison aircraft used in the study. Faulty weather decision-making accounted for the majority of serious pilot-caused accidents in PA-28s, including continued VFR into

Continued next Page...



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low ceilings and poor visibility. This report is the second in a series of safety reviews that ASF plans for various GA aircraft.

New pilot knowledge test questions

There are new pilot knowledge test questions on many of the FAA exams. The new questions should be available soon on the FAA site at <http://www.faa.gov>. This should be helpful if you plan on taking a written exam in the near future.

Bye Jack is in vogue

A simple greeting to a man named Jack on a biz-jet caused an uproar at an airport outside Detroit. Police Lt. Rick Crigger reported that "There was a guy on the airplane named Jack, and someone walked in and said, 'Hi, Jack'. The mike just happened to be open and the tower heard it". Thinking someone might be hijacking the jet, controllers called in local police and SWAT team.

New 1-hour forecast tool

The National Convective Weather Forecast Center has developed a new thunderstorm tracking and predicting tool to help mitigate weather delays for U.S. airlines. A new "nowcast" provides a 1-hr. forecast with five-minute updates via the Internet. The "nowcast" is available at <http://adds.awc-kc.noaa.gov> by clicking on the site's Convective page.

Bede's back

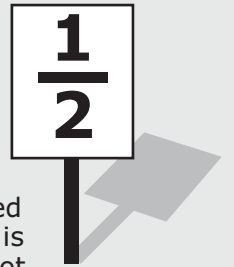
Controversial kit aircraft developer Jim Bede is apparently back in action with another homebuilt kit that sounds a lot like the infamous BD-5. BedeAmerica Aerosport, LLC, announced the development of the BD-17 "Nugget," a new all-metal, low-wing, single-engine, single-place homebuilt aircraft. Bede states that his goal is "to offer a relatively low-cost aircraft that the average homebuilder can build in a very short time."

More thoughts on Runway Half-Way Signs

FLIGHT SAFETY

By Al Schnur

In the last issue of Pennsylvania Pilot the concept of runway half-way signs was introduced. This new feature, as I mentioned, is one of the best things since sliced bread. There are, however, a couple of items that must be sorted through in order to use the new signs effectively. You may recall that the "rule of thumb" was that the airplane should achieve 70% of the liftoff speed upon reaching the half-way sign.



There actually is a "V" speed designated in Part 1 of the FARs. The liftoff speed is V_{lof}. Where does one find V_{lof} if it is not published in the Airplane Flight Manual (AFM)? Since the speed is not specified, a good guestimate is to increase the rotation speed V_r by 10% and you should be pretty close to V_{lof}. So, V_{lof}=1.1x V_r. Don't forget this number is an approximation. Also the rotation speed V_r will vary with airplane weight and density altitude, going down with reduced airplane weight and up with density altitude. The rotation speed is usually disguised in the AFM with the words "lift nose wheel" at XX indicated airspeed.

Until these half-way signs make their appearance at airports, I will make a couple of suggestions that will do you well when operating at shorter runways. This is applicable to longer runways, too, even at places like Washington-Dulles International Airport:

You can be assured that unless you have some very sophisticated equipment on your airplane, it is almost impossible to say that you are developing full power during takeoff. In other words when the throttles are full forward, you get what you get and that's all.

Plan for the worst case scenario: airplane at gross weight a high density altitude kind of day. Don't you think you should have it in the back of your mind that the airplane needs to reach at least V_r after a certain period of time? If it doesn't, don't you think you ought to stop and have a maintenance technician take a look?

If there is a half-way marker sign, all the better. If you don't achieve V_r prior to that point, it may be best to check and see what is wrong. Take the time to review this with your favorite CFI; it could just save the bacon.

Blue skies.



Aero Club of Pennsylvania Annual WRIGHT BROTHER'S AWARDS DINNER

DATE: Sunday, December 17, 2000

**Time: 6:00pm Cash Bar
7:00pm Dinner**

**Place: Rolling Green Golf Club, Springfield, PA
Telephone: 610-543-9815**

Cost: \$30 per person, payable to Aero Club of Pennsylvania

Reply: Send check so that it arrives no later than December 12, 2000.

By reservations only; no partial payments; no telephone reservations; no walk-ins.

Cancellations must be made 24 hours in advance.

If reservations are not cancelled, no refund will be given.

Speaker: Bob Mills, proprietor Philadelphia Sea Plane Base, retired.

Directions: From the Blue Route (I-476), take exit 3 and proceed north on Rt 1. At 1.2 miles, you'll come to an intersection with a Gulf station on the right. After crossing that intersection (Springfield Rd), get in the left lane and proceed 0.3 miles to the first left turn lane. Make that left onto North State Rd. The road makes an immediate right. Proceed 0.2 miles to an entrance (on the left) with two stone pillars with cement balls on top. Make a left and proceed up the hill to the Club.

Coming south on Rt 1: you may turn right onto North State Rd farther down. It parallels Rt 1 and has two entrances/exits from Route 1.

Follow directions carefully, as the club is difficult to find at night.

Cost \$30 per person, payable by December 12 to:
Aero Club of Pennsylvania, PO Box 748; Blue Bell, PA 19422

NAME: _____ No Attending: _____

ADDRESS: _____ Amount Enclosed: \$ _____

CITY/STATE: _____ PHONE: _____

ADDITIONAL SCHOLARSHIP CONTRIBUTION \$ _____

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

ATTENDEES: _____, _____

_____, _____

SPECIAL NOTICE:

Bob Mills Retirement Dinner

The dinner celebrating Bob Mills' retirement will be held on March 28, 2001 at the Renaissance Hotel in Essington, PA. Attendees coming in from out of town will be able to stay overnight at the hotel under a special rate. Details of the dinner, cost, time and hotel information will be in our March newsletter. For now, please save the date and plan to join us in wishing Bob, a local aviation icon, the very best in his retirement. If anyone has ideas on special activities during the dinner, please call Nancy Kyle at 610-454-0494. This is an FAA sponsored event, so there will be a program with speakers. Since it is a weeknight, we promise to keep it brief!

Memorabilia donated to museum

On Saturday, November 18, an honorary luncheon was scheduled for Bob Mills at Millville Airport. Bob was expected to announce the donation of the Philadelphia Sea Plane Base collection of aviation memorabilia to the Millville Army Air Field Museum. A permanent public display of this collection will be created.

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