



# PENNSYLVANIA PILOT

Vol 12 No 4, Winter 2001/2

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

## World Trade Center Disaster affects Local Airports

### AVIATION NEWS

#### WTC attack affects local airports

The FAA slowly released restrictions on flights after September 11, but five Philadelphia area airports were affected considerably. Wings, Spitfire, Brandywine, New Castle County and Philadelphia Northeast all lie within Enhanced Class B airspace where most VFR flight was prohibited for six weeks. This has been particularly hard on flight schools and FBO's that rely on VFR traffic to remain viable. Of course, airports around the New York and Washington areas have been impacted even worse.

#### FAA extends Flight Test deadlines

If you missed the opportunity to get your private pilot checkride while the GA fleet was grounded, the FAA has extended your knowledge test score deadline to November 30 at the request of AOPA. That should give student pilots a chance to reschedule and fly a few more times before the big day. AOPA has also requested extensions of other renewal deadlines including flight reviews, aircraft inspections and flight instructor certificates.

#### Rotorfest gets waiver

The American Helicopter Museum at Brandywine Airport received a special waiver directly from the White House to hold their annual Rotorfest on October 13 and 14. The waiver was made possible by a tremendous effort of Congressman Joe Pitts and his District Director, Tom Tillett.

Non-training VFR operations (including VFR military helicopter ops) were prohibited at Brandywine that weekend due to the events of September 11. The waiver allowed the event to go on as scheduled.

#### New Cockpit Doors?

United and American Airlines are both moving quickly with plans to reinforce the cockpit doors of all their aircraft with steel bars or crossbar locks.

The Associated Press has reported that United will begin installation of steel bars and that the carrier has obtained a waiver from the FAA to bypass the standard approval process for a design modification.

#### Airport Highlight



Photo by R. Dant

Chester County Aviation at 40N is under new ownership. Brian Campbell, the new president and manager comes to Chester County Aviation from the Million Air chain of FBOs. The new management is constructing new hangar facilities and expanding its current jet charter fleet. Flight school operations continue uninterrupted. More airport news is available on page 3.

#### China takes radical step against terrorism

China is cracking down on terrorism by refusing seats on China's state-owned airlines to citizens of twenty different countries. Ticketing agencies in China and Hong Kong have been told to ban nationals from Afghanistan, Egypt, Israel, Pakistan, Lebanon, Syria, Jordan, Iraq, Iran, Oman, the United Arab Emirates, Bahrain, Saudi Arabia, Qatar, Yemen, Sudan, Kuwait, Libya, Algeria, and people of Palestinian origin.

#### The Rebirth of Wings

Wings Field, the birthplace of AOPA, entered a new era of community relations on September 8th by adding an "airport support"

twist to its annual exhibition of vintage aircraft and classic automobiles. The airport has drawn fire in the past from neighbors over noise and safety concerns. The event showcased recent improvements at the airport and was designed to encourage good relations with neighbors. AOPA was founded at Wings Field in 1939.

#### Airline Slump

American and European airlines could face the most serious downturn since the Gulf War following the terrorist attacks in New York and

Continued on Page 4...

## AERO CLUB OF PENNSYLVANIA



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

PO Box 748  
Blue Bell, PA 19422

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## PRESIDENT'S MESSAGE

### Norm Blanchard

The tragic events of September 11th, 2001 will impact our aviation lifestyles as no other event in recent history. Consider for a moment the short-term effects:

- All commercial and general aviation flights were temporarily grounded.
- Many of our members were "in the air" that fateful morning and were required to land immediately and abandon their airplanes for nearly a week.
- All VFR and IFR flights were impacted, and some still are, if they operate within Class B airspace.
- FBO's and Flight Schools have irretrievably lost money, and positive operating profits are difficult to envisage in the current economic environment.
- Several commercial airlines have declared bankruptcy, as have several general aviation manufacturers.

Where is the indignation being channeled other than through emails to US Congressmen and the White House? What is needed is a concerted effort to focus our reactions through a central coordinating agency such as the AOPA. In addition, private pilots (through their FBO's and Aviation Clubs) can provide information to the local communities on the long-term benefits of general aviation.

Immediately following the events of September 11th, organizations such as Angel Flight were ferrying dog rescue teams to "ground zero" as well as flying needy patients to far away regional hospitals. Perhaps it is time for a coordinated action campaign rather than burying our heads in the sands of despair. In spite of the inevitable constraints that will be imposed on our individual liberties, general aviation will continue to grow and thrive, if we can muster the energy to rise to the occasion. If America can unite, so can we in the general aviation community.

## BOARD OF DIRECTORS REPORT

### Jeff Kahn, Secretary

The Board of Directors met on October 18, 2001 at the Pennsylvania Aviation Country Club at Wings Field:

Jeff Kahn reported the minutes of the last meeting. Bob Tonkinson gave the treasurer's report, Lou Fitzpatrick reported on the status of membership, Steve Najarian passed out the latest Discount Merchant list, and Tim Boyle gave an update on the scholarship winners from this year.

Steve Najarian and Norm Blanchard reported on the planning of the Wright Brothers Dinner. This year's dinner has moved to the Desmond to accommodate a larger audience. The dinner has been opened to non-members in hopes of attracting them to the club. AME and pilot Dr. Steven Siepser has agreed to provide a multimedia presentation of his general aviation trip to Venezuela.

The board discussed the impact of September 11th on general aviation pilots; and finally, it was reported that member Paul Heintz has received a lifetime achievement award from the Pennsylvania Bureau of Aviation. They highlighted his weekly articles in the Philadelphia Bulletin, his book, "Flying for Fun," his work with AOPA, and his successful efforts to save Wings Field. Congratulations to Paul.



# Delaware Valley Regional Planning Commission Meeting Report

## AIRPORT NEWS

September 25, 2001  
By Steve Najarian

**Note:** The DVRPC quarterly meeting of September 13th was cancelled due to the aviation related terrorist activities of September 11th. We are offering a recap of regional system events and issues released by the DVRPC in a letter to the Regional Aviation Committee Members.

**BRANDYWINE AIRPORT [N99]**  
Brandywine Airport was under threat of public acquisition and closure through condemnation by the school board of its local municipality, for the construction of a new school. This approach to either close the airport or prevent runway extension is also being attempted by the township where Solberg Airport is located in Hunterdon County, New Jersey.

Condemnation of private airports by local municipalities, although potentially contested legally, may be a serious threat by municipal officials who oppose aviation systems facilities. Public acquisition of these privately owned /public use airports may be the only preemptive measure. As of September 19th, 2001, Brandywine was removed from consideration as the new school site.

**CAMDEN COUNTY [19N]**  
Albion (Camden County) Airport continues to be offered for sale. Local, county and state officials are considering public acquisition or the other funding arrangements to preserve this facility. If the airport closes due to alternate development, no public use airport would currently exist in the county.

**WINGS FIELD [N67]**  
Wings held its annual Vintage Air Day and Classic Car Show on Saturday September 8th, 2001. Thousands of local residents and aviation supporters attended and participated, as the new 3,700-foot runway/taxiway is open and in use. AOPA President Phil Boyer also attended the opening ceremonies.

Excerpts from a letter from Paul C. Heintz to Aero Club President Norm Blanchard...

September 18, 2001

Dear Mr. Blanchard:

As you may know, Wings Field formally reopened its brand new 3700-foot runway and taxiway. At long last, Wings has a safer, longer, smoother runway. Other significant changes include precision approach path indicators, a new, more powerful rotating beacon, and within the next six months, an Automated Weather Observing System.

Of course, owners and operators of the Beechcraft King Air B200, who have been using Wings for over 25 years, are pleased that for the first time, they can operate out of Wings with a full load. The re-opening also heralds a new era: Two Cessna Citation jets made use of Wings during the first week. Jets had long been banned at the field for both safety and noise reasons. Because of the longer runway and recognition that modern small jets are much more community friendly, Cessna Citations are now welcome at Wings and will make good use of the field.

The local press, too, has given the Citation good reviews. A story published in the September 2 Norristown Times Herald highlighted the Wings reopening and the quiet nature of the new Citation jets.

Sincerely,

Paul C. Heintz, Esq  
Wings Field Preservation Associates L.P.

## Aero Club Discount Merchant Bullock's Airport Inn, Carroll County, MD (DMW)

Bullock's Airport Inn is a favorite for locals and pilots alike. Located just a half block from the terminal at Carroll County Regional airport in Westminster, Maryland, Bullock's is open every day for breakfast, lunch and dinner.

A full menu is available, but the most popular item is the all-you-can-eat country-style buffet, loaded with entrees, salad, and dessert items. The restaurant includes three din-

ing areas to handle the large crowds of hungry locals that frequent the place, especially weekend mornings and evenings. Nancy and Don Bullock welcome pilots from the Aero Club and offer a 5% discount if you show your Aero Club card.

Bullock's Airport Inn  
Westminster Airport Carroll  
County Regional, MD  
410-857-4417  
7 Days a Week, 7AM-8PM

Washington. Analysts surveyed by The Aviation Daily said European carriers, already hit by steep profit declines this year, are concerned that the crisis could extend the economic slump.

## To make a Wright Flyer

Aeronautical engineers say that the Wright Flyer should have never flown. The Wright Flyer Project is one of at least three groups trying to complete flying reproductions for the Wright Brothers' 100th anniversary of flight. Members created a Wright Flyer computer flight simulator using data from extensive testing. A group of pilots at Edwards Air Force Base tried the simulator and each one crashed within one second of taking the controls. The chairman of the project says they'll be making modifications to the original design.

## New Altitude Record

Recently, NASA's Helios solar-powered 247-foot flying wing climbed from the Pacific Missile Range at Barking Sands on Kaua'i to an altitude of 85,100 feet. The 1,557-pound craft took off at 8:48 a.m. and by 4:08 p.m., with less-than-optimum sunlight, the craft had reached 96,500 feet or about 18.3 vertical miles. The last 1,240 feet took 36 minutes. And all this on just TWO horsepower...how about that?

## The Impact of the Attacks On The WTC

The horrific terrorist attacks of September 11 will continue to reverberate throughout the U.S., especially within the aviation industry. What the future will bring remains uncertain, but one thing is sure: all of aviation has lost its innocence. Where do we go from here?

We all know the impact of September 11 and have experienced the same emotion. I still struggle with it. To think that someone took a perfectly good airplane and crashed it into the World Trade Center - a pilot, no less. Someone took our love, passion and livelihood and used it to kill innocent people. Don't let them take our passion and above all don't stop flying. To do so will reflect weakness on our part, especially in GA.

On the other hand, we should be prepared for some large-scale changes. First and foremost, be prepared for some new security measures at all airports (that may be a blessing in disguise). Next, expect airspace to change, especially in Class B. And lastly, be prepared

## AERO CLUB CALENDAR

### December

#### 17 Annual Wright Brothers Dinner, Desmond Hotel

Join us for our annual dinner at the Desmond Hotel in Malvern. Highlights include the Person of the Year award, new board members announced, and a video presentation by Dr. Steven Siesper of his general aviation trip to Venezuela. See details on page 7.

### 2002

<b>January 17</b>	Aero Club Board of Directors Meeting (Tentative)
<b>March 9-10</b>	AOPA CFI Refresher Clinic; Philadelphia, PA
<b>April 7-13</b>	Sun n'Fun; Lakeland, FL
<b>April 24-26</b>	Aircraft Electronics Association Int'l Convention Palm Springs, CA
<b>May 20</b>	Franklin Institute, Lindbergh Dinner
<b>June 7-9</b>	Sea Plane Seminar; Speculator, NY
<b>July 24-30</b>	EAA International Fly-In, Oshkosh, WI

### Highlight

#### Franklin Institute Dinner and Lecture

On May 20th, 2002, the Franklin Institute has scheduled a dinner and lecture on the Lindbergh flight by author A. Scott Berg, the biographer of "Lindbergh". It will be a fee paying dinner. Details will be announced later, but place this on your agenda now for what promises to be an interesting overview of the Lindbergh flight by his biographer.

By Al Schnur

for a thorough background check before being issued any pilot certificate. The old Airman ID Card is probably coming back with additional verification procedures. What the heck, I still have mine, issued in 1956.

On a final note, it behooves us all to fly in a civil and safe manner. You wouldn't believe the calls we get at the FRG FSDO regarding the antics of our fellow pilots, including maneuvers that can be interpreted by the general public as another attack. It's only a matter of time before someone does something stupid and creates more flying restrictions.

All aircraft operating VFR in Enhanced Class B (ECB) must follow Notams. Not to do so may result in additional constraints. When operating VFR in ECB, no strange flying should be done, as unnecessary maneuvering may get you an escort of the type you don't want. Fly safe and smart and don't be afraid to report strange activities; You're protecting our flying privileges.



# Long awaited revised Instrument Flying Handbook released

## PILOT NEWS

### New FAA Instrument Flying Handbook

The FAA recently published a brand-new version of its "Instrument Flying Handbook," with a brand-new identifying number, FAA-H-8083-15. This new edition differs substantially from its predecessor (AC61-27C), and features up-to-date illustrations and information about all aspects of instrument flight, including GPS and other recent avionics advances. It is a must read for every instrument pilot and instrument student. There are some things missing from the new version, primarily the lesson plans at the rear of its predecessor. Look carefully before discarding the old.

### New Advisory Circular on stall/spin awareness training

A new Advisory Circular AC#61-67C dated 09/25/2000 explains the stall and spin awareness training

required under Title 14 of the Code of Federal Regulations (14CFR) part 61 and offers guidance to flight instructors who provide that training. Also, pilots are informed of the airworthiness standards for the type certification of normal, utility, and acrobatic category airplanes prescribed in 14 CFR part 23, section 23.221, concerning spin maneuvers, and it emphasizes the importance of observing restrictions that prohibit the intentional spinning of certain airplanes.

### Eclipse gets an order for 1,000 jets

Airline security has demonstrated exactly what we all knew: it isn't secure. But the essential nature of air travel was demonstrated by the Nimbus Group who announced an order for 1,000 Eclipse 500 jets. The order, signed August 31, shows that Nimbus not only believes the aircraft will come to exist, but that it

will be used in abundance in air-taxi services worldwide. Nimbus expects delivery beginning in 2004.

### New pavement marking technology is here

Anchorage-based Greatland Laser is working to create runway markings that are easier for pilots to see, by putting them above the ground. Greatland has invented a device that can project laser lines of light above the lines painted on the pavement. The laser lines can be green, red, or yellow, the same colors as hold lines and stop bars. Though the technology is promising, there are some complications. For example, producing yellow beams costs twice as much as producing red or green beams. The FAA is testing the device at the William J. Hughes Technical Center in Atlantic City.

Continued next Page...

**Protect your right to fly!**

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Enjoy good food and fellowship with runway views at both locations. For meetings and parties, a private room at the LNS facility will seat up to 55. The popcorn is always free at Chester County. Aero Club members receive a 10% discount with their membership card.

## Had an icing problem?

Researchers at the University of Oregon working in collaboration with the icing experts at NASA are developing a CD-ROM-based training program. Here's what this means to you: If you have had a serious icing encounter, then they would like to hear your story. Pilots of all levels of experience in all types of operations are needed. Send your stories to the Aviation Safety Research Project at [asrp@darkwing.uoregon.edu](mailto:asrp@darkwing.uoregon.edu). They may wish to contact you regarding your story, and requests that you please indicate whether you would prefer an email or telephone response.

## The NTSB reports on Runway Incidents

FAA statistics show that the number of vehicles, random people and aircraft finding their way onto active runways at the wrong time is growing, and the NTSB is growing proportionally concerned. So far, 2001 is on a record-setting pace, with 130 incursions versus 118 for the same period last year. The failure to make progress means runway incursions once again made the NTSB's list of "Most Wanted Safety Improvements" for aviation. Apparently, the loud and open education program from the FAA has not had any impact yet.

## Is it Mars and Venus?

When it comes to GA accidents, men and women are not alike, according to a recent study by researchers at Johns Hopkins University. Men are more likely to fail to pay attention or make bad decisions, while women are more likely to mishandle the aircraft, the study found. "There are large gender differences in the types of pilot error involved in general aviation crashes," the report concluded. (Hmmm, we're a bit skeptical that "gender differences" are that significant.. Could it be that the small sample of female pilots were involved in totally different kinds of flying, entailing different risks, than the larger sample of men?)

## Get out of Jail Free

by Pietro A. Barbieri

### FLIGHT SAFETY

"Yes officer I went through the red light. I didn't mean to do it and I am sorry. I know you want to give me a ticket, but you can't. I have a 'Get Out of Jail Free' card". What would you pay for such a card? If you are a student, pilot or instructor, you can get one free.

In the mid-1970's, the FAA and NASA established a program designed to monitor and prevent accidents. To do this, they had to collect information on the most frequent causes of accidents. Unfortunately, the most accessible information was obtained after-the-fact, and in most cases, the people with the best information, could not be questioned. It did not take long for NASA and the FAA to recognize that this was not an effective way to prevent accidents. They had to wait around for an accident to happen in order to prevent one in the future.

So the FAA came up with a plan to gather information that could be used to develop an accident prevention program and pilot education. In 1975, the Aviation Safety Reporting Program (ASRS) was launched. The plan required that aviators freely confess their indiscretions. This meant that helping the FAA was done at the risk of losing your license or worse. It was little wonder that the lines to volunteer were not very long.

Finally, with FAA AC No. 00-46D, the NASA ARC Form 277 (The NASA Form) was conceived. This system requires that an aviator explain what they did wrong, demonstrate that it was unintentional, show that there was no criminal intent and no significant damage to property, and most important, file with NASA within 10 days. If this process is followed carefully, the result is no license suspension.

As an attorney, most of the license defense cases I handle result from the aviator not even being aware that a violation has been committed. An IFR-rated Commercial pilot was cited for violating controlled airspace when he went VFR during an IFR flight. He explained to the FAA that it was not his fault because the controlled airspace was not marked on his IFR plates. That was the wrong answer and he was immediately issued a violation. When flying VFR, you are required to be familiar with the airspace in which you are flying and have current VFR charts. In this case, the aviator was obviously not familiar with the airspace and did not have VFR charts.

For a NASA Form to be of value, you must know what you did wrong. There is no substitute for being familiar with FARs and the Aeronautical Information Manual. And you should always have an ARC Form 227 in your flight bag. You can get one at <http://asrs.arc.nasa.gov>. And legal information is available at the Barbieri and Associates web site at [www.PACivillaw.com](http://www.PACivillaw.com). See our ad on page 5.





# Aero Club of Pennsylvania WRIGHT BROTHER'S DINNER

***Aero Club members and non-members welcome!***

**Date:** Monday, December 17, 2001

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

**Place:** Desmond Hotel, 1 Liberty Blvd, Malvern, PA, 19355  
**Telephone:** 610-296-9800

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

**Reply:** Send check so that it arrives no later than December 12, 2001.

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

**Speaker:** Dr. Steven Siepser, a General Aviation "Journey to Venezuela"

**From King of Prussia:** Take Route 202 South to the Great Valley Route 29 North Exit. At the end of the ramp, proceed through the light onto Liberty Boulevard. The hotel will be on the right.

**From points West:** Take Route 202 North to the Route 29 North Exit. At the end of the ramp, turn right, go a block to the next light and then right again (29N). Proceed through the first light at Swedesford and then right at the next light (Liberty Boulevard). The hotel is the first left.

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: \_\_\_\_\_,  
\_\_\_\_\_

## AVIATION ODDITIES

### New cross country requirement... to Cuba?

A student pilot from the U.S. remains under medical observation in Cuba after recently crashing during what could only be called his solo 'cross-country.' The 55-year-old John Reese crashed on a rocky coast near eastern Havana in his rented Cessna 172. He left his instructor standing at the airport in Marathon, Fla., when, instead of landing after his first solo, Reese headed south. The pizza deliveryman has a history of stupid, high profile stunts. A sure way of getting killed.

### Unruly passenger brochure

The FAA is hoping at least the THREAT of legal action will have potential air-ragers thinking twice before slugging a fellow passenger or removing clothes and dancing a drunken fandango. A new federal brochure informs passengers about the consequences and possible jail time associated with dallying with flight crews. Whether the air-ragers are also avid readers remains to be seen.

### Watering the grass and other problems

Most of us can relate to this story: a pilot who had to "hold" for too long, stopped his Cessna on a taxiway at the Calgary International Airport, left from the plane and began watering the grass. The Calgary Sun reported that rescue crews, believing the man was in some type of distress, rushed to the aircraft to help him. The crimson-faced aviator looked up to find that his call of nature had not gone unnoticed and all were eyeing his open fly. Airport officials determined no criminal offense had been committed, and the pilot was allowed to taxi to the terminal and refuel ... his plane.

### Who, me? Frustrated?

Suffering an engine failure and executing an off-airport landing from which all aboard walked away should be enough for one day. Not so for the July 21 pilot of a Velocity kitplane. According to the NTSB, the pilot later returned with an ax, "chopped up the airplane," then loaded the parts into his pickup truck and departed the area.

Address Correction Requested

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