



PENNSYLVANIA

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PILOT

www.aeroclubpa.org

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

Aero Club Event

Fly Market... The Aero Club held its annual aviation fly market on October 1 at the Wings and Wheels Day at Allentown Queen City Airport. Poor weather kept the crowds to a minimum and the sale raised just \$225. Sale items included books, videos, and electronic items donated by Aero Club members and local businesses. The proceeds will go to the Aero Club Memorial Scholarship Fund. The event has been held for most of the last 10 years and has raised over \$6000.



2011 Fly Market

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Aero Club visits the Udvar-Hazy Center

On October 22, members of the Aero Club of Pennsylvania, along with the local chapter of the Ninety-Nines, the Pottstown Airport Pilots Association, and other local aviation organizations boarded a luxury motorcoach for a visit to the Smithsonian's Air & Space Udvar-Hazy Center in Chantilly, Virginia.

The visit included a special behind-the-scenes tour by Ken Hyde, who recently donated a Farman Sport to the museum. This aircraft was owned by C.T. Ludington, an Aero Club member dating back to the 1920's. Ken has letters from Ludington and talked with him many times later in Ludington's life. Ludington brought two Farman Sports to the states and he raced this one (NC72) in the "On to Dayton Race 1924."

Ken also got behind the display ropes at the reproduction Wright Flyer to speak to us about the flight controls, the engine, and the remarkable propellers on the early Wright aircraft. Ken's organization, "The Wright Experience," helps to educate people on the great engineering accomplishments that were made by the Wright Brothers.

In 1965, Ken founded "Virginia Aviation", an antique aircraft restoration company which has restored countless aircraft now displayed in aviation museums around the country. Maybe the ultimate restoration was when he reproduced the Wright's 1903 Flyer for the National Park Service, displayed and flown at the 100th anniversary of the Wright's historic flight, December 17, 2003 at Kitty Hawk. His "Wright Experience" team has reproduced many other Wright model aircraft for display around the country.

After our visit with Ken, the group ate lunch at the museum and went separate ways to view other exhibits. Our visit ended at 4:30PM and we boarded our bus for a three hour ride back to the Philadelphia area.

Wright Brothers Dinner...

Our annual dinner will be held again on December 17 at the Desmond Hotel. The event is held as a fundraiser for the scholarship fund and we will once again hold a silent auction. See details about our guest speaker, Jane Birch and your invitation to the event on page 7.

Museum Highlight: Udvar-Hazy Center, Air & Space Museum



Our motorcoach parked in front of the museum.



1922 Farman Sport two-place NC-72, S/N 15.



Boeing 707 and Concorde flanked by plethora of aircraft



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

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The Aero Club of Pennsylvania was formed in 1909 to encourage and promote aviation in Pennsylvania and the Greater Delaware Valley. We are both a social and civic organization which plans field trips, holds an annual dinner, sponsors presentations, awards aviation scholarships, and produces this quarterly newsletter.

New Membership is only \$20
Signup at www.aeroclubpa.org

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PRESIDENT'S MESSAGE

Robert Dant

Ballooning Adventures

What comes up, must come down, and that is certainly true of a hot air balloon. The challenge of learning to land these great machines has been the most difficult test in my effort to get my Lighter-than-Air rating. But, on October 9, after three previous weather delays, I trailered my ship down to Culpeper, Virginia to complete my checkride. Two friends and I drove four hours to Northern Virginia, first to watch the "Flying Circus" Airshow at Culpeper. They put on a show every Sunday throughout the summer. My balloon examiner oversees the show and flies a Stearman in formation with other WWII trainers. After the show, we proceeded to the launch site with three other balloonists who were planning a flight that evening. We launched together in very light winds, something that can make a balloon flight as challenging as in high winds. The flight was successful and ended with a nice landing in an alfalfa field. We headed back north with a new certificate in my hand, arriving back after midnight. Now, the real challenge begins and I have to go out and really learn how to fly the thing! Look out below!



Farewell and see you next year.

I am leaving and staying at the same time. It has been my privilege and honor to serve as president of this prestigious organization, following 37 others dating back to 1909. But, I will retain my role as newsletter editor and will certainly continue to help with many other activities. I am very excited to nominate Jim Kilduff to take over the reins at president. Jim lives near Blue Bell and has great connections to Wings Field and the local community. He flies an Aero Commander out of New Castle County Airport. He is a true aviation enthusiast who, if confirmed, will continue to bring strong ideas and leadership to the Aero Club of Pennsylvania.

BOARD OF DIRECTORS REPORT

Nancy Kyle, Secretary

The Aero Club Board of Directors met at Wings Field on October 20. President Rob Dant welcomed the group and presented the minutes from the July meeting. The group discussed financials, membership and newsletter details. Mary Wunder reported about 165 paid members of the Aero Club.

Next, Debbie Harding reported on the Scholarship Fund. The group discussed ways to change the way we pay for recipient dinners at the Scholarship Dinner. The cost increased this year due to a much greater number of recipients since we incorporated the Bob Shannon Fund and other scholarships. The Aero Club (rather than the Scholar-

ship Fund itself) has been paying for the dinners. In the future, we may increase the dinner price to help pay the expense.

The board talked about upcoming trips including the trip to the Udvar-Hazy Air & Space museum on October 22. Then, some early planning ensued for the Wright Brothers Dinner in December.

President Rob Dant gave recommendations for future changes to how membership renewals and membership drives are conducted.

The meeting adjourned for dinner and a presentation by Mary Groce about her research on her previously unknown great uncle Emory Malick, the first black pilot.

AVIATION CALENDAR

NOVEMBER

11-13 40th Annual Waterfowl Festival, Easton, Maryland (ESN)
<http://www.waterfowlfestival.org/>

DECEMBER

- 3** Free BBQ Lunch & Seminar, Morristown, NJ (KMMU)
- 4** Massey Air Museum, Hangar Fly-In (KMD1)
- 10** Santa Fly-In, Angel Flight East, Wings Field, 11AM-1PM
- 10** Christmas in the Air, Reading, PA (christmasintheair.org)
- 17** **Wright Brothers Dinner; Desmond Hotel**

FUTURE PLANNING

Jan 19 Aero Club Board of Dirs Mtg, Wings Field, PACC
Mar 27-Apr 1 Sun'n Fun Fly-In; Lakeland Florida
June 1-3 M.A.A.M., WWII Weekend, Reading, PA
Jul 23-29 EAA AirVenture; Oshkosh, WI

Board of Directors Mtg, Jan 19

Wings Field, Philadelphia Aviation Country Club

The Aero Club will hold its next Board Meeting on Jan 19 at Wings Field. Following the board meeting at 6PM, Frank Iannia from the "Friends of Bellanca" Museum will speak about the museum and the history of the Bellanca Aircraft Company.

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

New president and board...

A new president and five new board members for the year 2012 will be nominated and confirmed at the business meeting to be held during the Wright Brothers Dinner on December 17. James A. Kilduff, a local developer and private pilot is expected to be nominated as President of the Aero Club beginning in 2012 in replacement of Robert Dant who has served two years.

New "Presidents Plaque" will be the centerpiece of the Aero Club Room

A new plaque is being created with the names of all the past presidents of the Aero Club of Pennsylvania, dating back to 1909. The plaque will have room for 60 names and will be updated each year. It will be placed in the Aero Club Room on the second floor of the Philadelphia Aviation Country Club at Wings Field. It will include the name of all 38 past presidents as well as next year's president.



Aero Club novelty coin discovered by local collector

A local coin and novelty collector discovered an elongated "lucky" penny which is engraved with the Aero Club of Pennsylvania logo. Dated 1910, the coin also features a lucky horseshoe and a left-facing swastika (a symbol of good luck well before Nazi Germany). The opposite side of the coin is the back side of a wheat penny from the era. We have no knowledge about the penny machine that was used to create the coin. We will mount the coin in a frame and display it in the Aero Club Room at the Philadelphia Aviation Country Club.



WILLOW GROVE RUNWAY CLOSED

The massive runway at Willow Grove Naval Air Station is marked closed and the aprons and control tower sit abandoned in these recent photos. The class D airspace is still depicted on the sectional chart, but with no tower in operation, the airspace reverts to Class E for now. On July 27, the Horsham Land Reuse Authority voted down proposals which included aviation use of the runway. Proposals from Bucks County Airport Authority and from Montgomery County included keeping the runway open for general aviation, private and development of a large business park.

For more information on Willow Grove redevelopment, visit www.hira.org. See more airport news on the next page.



Delaware Valley Regional Planning Commission Meeting Report

Airport News

September 29, 2011
By Robert Dant

PHILADELPHIA INTERNATIONAL [PHL]

Runway 9 Right and 27 Left rehab work is complete. The design work for rehab of 9L/27R is complete. Rehab working includes milling, overlay and electrical work.

NORTHEAST PHILADELPHIA [PNE]

Taxiways F, G, H, and A are nearly complete.

BRANDYWINE [OQN]

East end parallel taxiway and safety improvements are complete. A grant for a new tug was approved.

CAMDEN COUNTY [19N]

New hangars are being considered.

CECIL COUNTY [58M]

The new 10 unit T-Hangar and Terminal building are complete and occupied. Taxiway extension is nearly complete. Demolition of old terminal expected over the winter. Runway extension proposal has been submit-

ted to the County and State. The airport is seeking public acquisition.

CROSS KEYS [17]

Runway threshold and light improvements have been submitted for approval. This will include runway and taxiway lighting and PAPI's.

DOYLESTOWN [DYL]

Pavement rejuvenation was completed over the summer. Restrooms in the terminal are being improved.

FLYING W [N14]

No report from the airport.

HERITAGE FIELD [PTW]

No new construction projects have been applied for this year.

NEW GARDEN [N57]

Taxiway A paving and marking is scheduled to be complete by the end of the year.

PENNRIDGE [CNZ]

The airport is currently very busy with skydiver activity and helicopter operations.

PERKIOMEN VALLEY [N10]

The airport has received a tentative grant for obstruction removal. A longtime troublesome tree in the approach path has been removed by mother nature and her recent storms. A PAPI is likely in the future.

POTTSTOWN MUNI [N47]

No report from the airport.

QUARKERTOWN [UKT]

The airport is in the process of acquiring easements for the runway 11 approach. The relocation and replacement for the fuel farm is now slated to begin next spring.

SOUTH JERSEY REGIONAL [VAY]

No report from the airport.

SPITFIRE [7N7]

The airport is going through Chapter 13 reorganization but is expected to continue operating. Improvements may be on hold until financial liabilities are resolved.

SUMMIT AIRPORT [EVY]

No report from the airport.

TRENTON MERCER [TTN]

Rehab of taxiway A, C & J are complete. Runway 16/34 emergency arresting system grant is complete. Design grant for taxiway H, B and F.

VANSANT AIRPORT [9N1]

No report from the airport.

WILLOW GROVE [NXX]

See details and photos on page 3.

WINGS [LOM]

Itinerant apron construction is well underway. Completion of the project is expected by year end. A community appreciation day in September was considered a success.

Philadelphia Seaplane Base

On October 8, the Aero Club of Pennsylvania setup a table at an event held at the Lazaretto House on the site of the Philadelphia Seaplane Base. A group known as "The Friends of the Lazaretto" occasionally holds events here in order to generate interest in their efforts to preserve and improve this historical structure. The Aero Club's connection to the seaplane base dates back to 1915, when Aero Club members, including Robert Glendinning helped to establish a flight school here. In later years, Frank Mills and son Bob owned and operated the seaplane base, and Bob and his family lived in the Lazaretto House. The base is officially still open, though operations consist only of an occasional visit by the Cessna 172 Amphib operated out of Spitfire Aerodrome. There is hope that Tinicum Township will follow through on plans to improve the base and make it operational once again.



Aero Club Display on the porch of the Lazaretto House.



The Lazaretto House as seen from the floating dock at the seaplane base.

Monkeys, curry, and cocoa spies in Ghana.

Member Story by Donald Hershey

In the early 1970's, I got to be probably the biggest customer of Swiss Air in the world, for a brief, brief period of time. I chartered completed Boeing 747's, from New York to Zurich, for Smith, Kline, Beecham, ferrying surgeons to Davos, Switzerland, for courses in internal fixations of fractures. So, I got to know the Swiss Air people pretty well, and one day, they called me up, and said, "We're having an inaugural flight, from Geneva to Accra, in Ghana with a stopover in Lagos, in Nigeria." And I said, well, that's very nice (thinking, what does this have to do with me?). "We're offering you a seat on the inaugural, first class!" Ooooooh, I thought, but wait a minute. This will be from Geneva and eventually back to Geneva. So, I said, "Well, I will have to get to Geneva and back". "Oh, no, that's complementary too; we cannot offer you first class, but that will be complementary, too." So that's how I got to Accra, the capital of Ghana in Africa, where I stayed for five days.

I mentioned this to my older sister Arlene. She said, "Wonderful, my friend Jim Wilson lives in Accra, and we've been in touch a couple times every year". Turns out he was in the Army when she was building and directing entertainment shows in Germany, and they stayed in touch.

I only had five days, with no other reason to go the Ghana, and that contact of Arlene's was invaluable. I mean, what the heck would I have done in Ghana for five days; gone around and taken a tour? This guy, an American, had lived there for 35 years, and was of all things a cocoa broker. He took me up into the country to see the how cocoa beans

were processed for chocolate. The beans looked sort of like coconuts. They were huge. And it was really amazing how the process worked. I mentioned to the locals that my name was Hershey (no direct relationship to the Hershey Chocolate family), and I could hear "Cocoa spy! Cocoa spy from Hershey!" At least that's the word that got to Jim Wilson before I could get to him.



swissair 

On my last night he said, "Well, I've got to take you to dinner. Do you fancy curry?" "Yes, I like curry; not too hot, but yes, nice curry." I am a carnivore, after all, and like to try different things. So, we had curry. And we had the usual fixings, mango chutney and the like. I enjoyed it all, but I thought it was pretty stringy meat.

"Did you like your curry?" "I did."
"What did you think of the meat?"
"Well, to be perfectly honest, it was a little bit tough."

"What do think it was?" I thought to myself, I've got to give an answer other than 'stringy beef'. "Well, I wonder if it was goat?" "No, it wasn't goat." "Well, I know it wasn't beef" (or he wouldn't have asked me). "So tell me, what was it?" He said, "Donald", pausing to keep me in suspense, "You just had a monkey curry!"

Anyway, the end of this sad story is that a week before my sister died in 2005, a manila envelope came from something, something "Farms" from Accra in Ghana, and in it was the program of the show, "Mr. Roberts" that Arlene had put on in 1951 in

Germany, with a picture of her as co-director of the show, but with no card; nothing. I assumed that the people who lived around Jim Wilson, going through his effects perhaps after he passed away, had seen Arlene's address in his address book, and make the connection.

I wrote them a letter after that, telling them the whole story, and asking them to confirm whether Mr. Wilson might have passed away. I don't expect to get an answer; I mean what the heck, it's Ghana.

A few weeks later, I indeed got a letter, poorly typed, obviously on a manual typewriter, and on the same letter-head. "Dear Donald, long, lost friend" (it was from Jim Wilson). He, of course, mourned the passing of my sister. Then, he sort of ran through a quick rambling biography, and how happy he was having discovered Ghana so many years ago. He likes the people, likes the climate, and has loved

it here. He referred to his age as the same as mine. Unfortunately, he didn't refer much to my visit there at all; he referred

Well, I've got to take you to dinner. Do you fancy curry? Yes, I like curry, but...

mostly to Arlene. It was just a nice, fairly long, one-page typewritten letter. And then, lastly, he apologized for the typos.

I hope to write him back some day to reminisce about my visit with him.

Donald Hershey soloed a cub in 1945 after earning 8 hours of pilot instruction as part of a Civil Air Patrol fundraiser to sell war bonds. He has been part owner in a Tri-Pacer, Mooney and Piper Arrow. He is no longer current but still flies with friends and is a member and past board member of the Aero Club.

The Civilian Pilot Training Program

Excerpts from the book “They Flew Proud” by Jane Birch

Starting in 1937, world tensions were palpable and could be keenly felt in the United States. The nation witnessed Japan’s flagrant acts of aggression in China, then Germany taking over Austria. President Roosevelt was fully aware that many Americans were isolationists with their heads in the sand. Even though the U.S. had adopted an official policy of neutrality, FDR was observant and kept a wary eye on events unfolding in Europe and Asia for several years preceding WWII. “Let no one imagine that America will escape, that it may expect mercy, that this Western Hemisphere will not be attacked.” In practical terms, FDR knew how difficult it would be for simultaneous wars in Europe and Asia, especially with America’s sagging aerial capacities. The aggressors were far superior in numbers of military aircraft and in pilots to man them. Despite pockets of resistance, Roosevelt gave the green light to a new military expansion.

The Civil Aeronautics Act of 1938 contained language authorizing and funding a trial program for what would evolve into the Civilian Pilot Training Program (CPTP). FDR unveiled the program on December 27, 1938, announcing at a White House press conference that he had signed off on a proposal to provide a needed boost to general aviation by providing pilot training to 20,000 college students a year. The brainchild of Robert H. Hinckley, a quintessential New Deal Administrator, the CPTP was the first full-scale, federally funded aviation education program and one of the largest government-sponsored vocational educational programs of its time. It would use the classrooms of American colleges and universities and the facilities of local flying schools certified by the CAA, be supported by government funds and provide a pool of young civilian pilots who could be available for military service if war came. If a young cadet with only basic flight training could land a plane in peril, lives and money could be saved.

Dominick A. Pisano, curator of the National Air and Space Museum of the Smithsonian Institute, nailed the purpose of the CPTP with his book’s title “To Fill the Skies with Pilots.”

On December 12, 1941, five days after the Japanese attack on Pearl Harbor, President Roosevelt, with the U.S. now fully engaged in WWII, signed Executive Order 8974, transforming the CPTP into a wartime program under



CPTP Instructors at Grove City Airport

the War Training Service (WTS). All WTS graduates were now required to sign a contract agreeing to enter the military following graduation. In the five years between 1939 and 1944, the Civilian Pilot Training Program, using 1132 educational facilities and 1460 flight schools, trained 435,165 people, including 3000 women and numerous African Americans.

Notable pilots trained under the program were astronaut and Senator John Glenn, top Navy ace Alexander Vraciu, Douglas test pilot Robert Rahn, top American WWII ace Major Richard Bong, triple WWII ace Bud Anderson, WASP Dora Dougherty, Tuskegee Airman Major Robert Deiz, and former Governor George McGovern.

The beginning of the end to the war would occur on D-Day: June 6, 1944. Western Allies (Americans, British and Canadians) invaded Germany-held Normandy. This was a defining turning point, though a lot of rough fighting lay ahead in the next 14

months. Out at the airport, transition to civilian income was the focus. New ideas and new students were needed.

One of the favorite recruiting places for Birch and Fuzzy was the Grove City Diner. The Diner (in business until 2005) was built in 1938, directly across from Grove City College. It was a favorite hangout for all the locals, but especially for the college gang who smoked, since this was a ‘no-no’ on campus! Students ran across the street at breaks for a drag on a Camel or Lucky Strike. Many were solicited to take flying lessons.

A long-standing tradition in the aviation industry was that when a pilot made his solo flight, a piece of his shirt was ripped off and his name printed on it. This scrap of memory was then hung at the airport of the flight. Gardner Birch had a more permanent memento in mind and possibly a marketing tool to sell flying lessons. He created five plywood boards (19.5 inches wide and 45.5 inches long) that would list the names and solo dates of the students trained under his management. Names and dates are uniformly scripted in black paint (probably by a sign painter). Five boards list 127 students, starting in May of ‘44 through July of ‘48. Fifteen of them are women, including the first solo student, Helen J. Arnold, and they now hang at the current Grove City Airport.

Everyone at the airport called Gardner Birch simply ‘Birch.’ Nicknames were common. Dick Double, one of Birch’s students recalls, “I would say that your father did 90 percent of the instructing with three words: ‘Follow Me Through!’ That is, the student would place their hands and feet on the dual controls, then Birch would fly the aircraft through the maneuver using his controls. Then he would say, ‘Your turn.’ The student, by feel, and with his own controls, would then simulate what your dad had just done.”



2011 Annual Dinner



Aero Club Annual Member Meeting and Wright Brothers Dinner

Saturday, December 17, 2011

The Desmond Hotel

1 Liberty Blvd, Malvern, PA

6PM: Reception, Cash Bar, Silent Auction

7PM: Dinner

Black tie optional, period dress or aviator uniform.

An event to benefit the Aero Club of Pennsylvania Memorial Scholarship Fund and to celebrate over a century of aviation.

Dinner: \$59 per person.

Dinner and auction proceeds help provide scholarships.

RESERVE ONLINE at www.aeroclubpa.org

The **Desmond Hotel** is located off Route 202, Great Valley (Malvern) Exit. See their website for directions:
www.desmondgv.com

Special Guest

Jane Gardner Birch

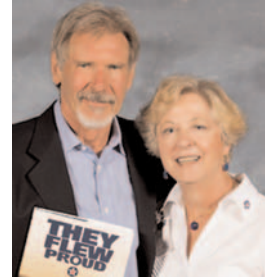
Historian, Author of "They Flew Proud"



Jane Birch tells the account of her father, Gardner Birch and fellow pilots and their involvement in the Civilian Pilot Training Program at Grove City, Pennsylvania. She pieces together the story many years after the fact

in what is a resounding tribute to her father and his colleagues and their love of aviation.

Her research and book **"They Flew Proud"** won the 2007 Combs Gate Award given by the National Aviation Hall of Fame. Hall of Fame Director Ron Kaplan said "The award is given for the project that best promotes or preserves America's air and space heritage. Jane's project was significant in that it dealt with the role of aviation during WWII. Jane took a regional look at a national program, the result was a book that fills a gap in military history."



Author with Harrison Ford at Oshkosh 2008

Reserve ONLINE, or send this form and payment by December 10 to:
Aero Club of PA Meml Scholarship Fund, PO Box 748; Blue Bell, PA 19422

NAME: _____ Number Attending: ____ x \$59 = \$ _____

ADDRESS: _____ Addl. Scholarship Contribution: \$ _____

CITY/STATE: _____ Renew my Membership (\$25): \$ _____

PHONE: _____ Total Enclosed: \$ _____

ATTENDEE NAMES: _____,
_____, _____



Organized December 17, 1909; Chartered May 10, 1910

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FLIGHT SAFETY BRIEFING from Al Schnur

Excerpts from FAA's Safety Briefing Magazine.

Too Old to Fly?

This fascinating article by Tom Hoffmann discusses the concerns around maintaining older aircraft. "Whoever said 40 is the new 20 obviously wasn't referring to airplanes. In the harsh and unforgiving world of aviation, 40 years might actually be closer to 50, 60, or higher. Given that 40 is now the average age for more than two-thirds of aircraft in the GA fleet, staying ahead of the aging curve has never been more important."

How Old is Too Old?

According to FAA's Marv Nuss, the GA fleet is aging quite well. For example, many of the more than 20,000 Cessna 172s are now 40 to 50 years old and still flying with no evidence of any systemic safety issues due to aging. "Should the owner of an aging GA aircraft be worried? No. But should they continue to look at things they can do to stay proactive with safety? Absolutely."

A Corrosive Mix

Imagine waking up one morning and finding your arms covered with red, itchy blotches. Not a pleasant thought, and you'd be ill-advised to ignore it. The key is

treating the rash before it becomes worse. In many ways, finding corrosion on an aircraft can be similar. Knowing what causes it and what corrosion looks like on different parts of your aircraft will help you identify, treat, and prevent it from doing further damage.

Cracks Kill

There are many causes of fatigue cracks germane to GA. These include wind gusts, unpaved runways, and yes, the occasional student pilot. If left unchecked, these damaging forces can have deadly consequences.

Use It or Lose It

Regular flying keeps the engine parts lubricated and aircraft system components working as intended. In contrast, an aircraft sitting idle on a ramp may have components that deteriorate and age faster than those on a similar aircraft that sees a fair amount of routine flying.

Tools You Can Use

The FAA sponsored site www.aginggeneralaviation.org provides a single access point to type-specific aging aircraft maintenance information.

See full article: www.faa.gov/news/safety_briefing