



News

Delaware Pilots Association is a division of Delaware Aviation Support, Inc.

MISSION AND BOARD

Foster and promote understanding and acceptance of general aviation in Delaware; create public awareness and appreciation of General aviation airports; advance aviation safety through promotion of best practices, participation in safety programs, and advocacy of public policies, practices and actions that ensure a safe operating environment for general aviation; represent general aviation interests before public forums, legislative bodies and government agencies; and build an organization that through strength of numbers and involvement of a diversified membership can most effectively achieve the foregoing objectives.

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PRESIDENTS CORNER

Richard Horstmann

The following Candidates have been approved by the nominating committee for election for the Board of Directors of the DPA. We encourage all members to become more involved in the organization. The board thanks those running in this year's election.

Jerry Harris

I am seeking a position on the Board of Directors of the Delaware Pilots Association (DPA) to serve the Delaware aviation community. I am now retired after working in electrical engineering management and quality control engineering and management for a number of different military and civilian companies for over thirty years. During the 1990s, I was on the Board of Directors and was Treasurer of Delaware Aviation Support, Inc., the former name for DPA. My aviation background includes over 800 hours in a C-172 that is currently hangered at KILG. I have Instrument and Advanced Ground Instructor ratings. I have been an FAA Aviation Safety Counselor for many years. I am also a member of the National Weather Service SKYWARN program.

Jim Moore

Jim has served on the Board of the DPA for the past year. He was voted in last year to complete the term of a board member who was unable to finish their three year term. He has served the board by taking over publication and editing of the newsletter and began the practice of e-mailing the Newsletter to the members. Jim is a private pilot and is a member of a local flying club based at ILG. He is more than willing to continue in this position for a three year term, Married with four children and Vice President of Manufacturing at a local firm keeps him busy.

Colonel Russell M. Opland, CAP

Col. Opland currently serves as Commander, Delaware Wing. He has previously served as Vice Commander, Chief of Staff, Dir. of Operations, and Dir. of Aerospace Education for the Wing, in addition to Squadron Commander/Brandywine Cadet Squadron. Col. Opland chaired the national Information Technology Group, and has served on numerous other national committees, including the Advanced Technology Group, the Paperwork Reduction Advisory Board, and the National Education and Training Committee. He is currently appointed as the National Director of Strategic Planning. A qualified Incident Commander, Mission Pilot, and Ground Team Leader, with numerous Finds to his credit, Opland is also a commercial pilot, with single and multi-engine land, single-engine sea, rotorcraft, and instrument ratings. He has completed all five levels of the Senior Member professional development program, earning the prestigious Gill Robb Wilson award.

Other awards include the Exceptional Service Award with three bronze clasps, the Meritorious Service Award with two bronze clasps, the Air Force Association award for Outstanding CAP Achievements (Diamond State Chapter), and was recognized as Senior Member of the Year for Delaware Wing in 2002. He has completed the Region/Wing Commanders Course, National SAR School, USAF Squadron Officer School, holds a bachelors degree from Vassar College, and a Masters degree in Public Health from Saint Louis University. He is a licensed paramedic and scuba diving instructor. In professional life, Col. Opland is the Chief Privacy and Information Security Officer for the University of Pennsylvania Health System in Philadelphia. He lives in Wilmington, Delaware.

I hope to see everyone at our September 13th General Meeting. To contact me, use:
rahorstmann@urbanengineers.com

THE \$100 HAMBURGER

Chuck Alsop

Nice thing about writing an article like this you never run out of suggestions for good restaurants to check out. A few board meetings ago somebody suggested I check out the "new" restaurant at Georgetown/Sussex County (GED). It seems that the old "Jimmy's Grill" got bought out and reopened under a new name: "The Flight Deck."

I'm ashamed to admit it but as many times as I've been to Ocean City, MD and Salisbury, I've never stopped at Georgetown. No time like the present to correct this horrible oversight. So, I loaded up old 4302T and headed south to check the situation out.

It's about 60nm almost directly south from Wilmington, so you can log a cross country and on a nice day it's a pretty nice sight-seeing flight. Sixty nm is far enough away from Wilmington that you have time to climb up into the cool dry air for the trip down. Being as we've had some real sweatbox weather the last couple of months, I decided to cruise down at 3,500 feet (75 F). This is low enough that we could check out the carcass of the C5 still sitting off the end of runway 32 at Dover.

Just about the time you get north of Dover's airspace you can start a nice 500 FPM descent that will get you at pattern altitude about ten miles north of Georgetown. I recommend listening up on 123.00 well north of the airport. GED gets an amazing amount of jet traffic for such a tiny airport. This is not a good airport to blast into the pattern without listening long enough to get a picture of the local traffic in your head. I find sudden appearances of Citations in the pattern intimidating.

The restaurant is in the main, red-roofed building just NW of runway 4/22. Parking is on the tarmac directly in front of the building, but on a busy day you may have to hunt up a spot on the grass. Unicom is quite helpful if you're not sure where they want you.

The restaurant menu is about what you would expect, but the prices are a little more modest than what you might be used to. Typical sandwich is \$5-6 with a modest but very tasty Sunday brunch for \$8.95 (08:00-13:00).

It took me three trips to GED before I tried the brunch, (Yes, I research slavishly) but having tried it, I suspect it will be a while before I'll go back to the rest of the menu. They will make fresh Belgian waffles while you wait, but the scrambled eggs, home style potatoes, sausage, bacon, scrapple, fresh fruit salad, grits, chipped beef and hot toast will keep you busy if you're just too hungry to wait for waffles.

While we are on the subject, what IS the deal with Scrapple? If you have perfectly tasty sausage available, why mess with sausage diluted with corn meal? Someone please explain it to this poor, ignorant, southern boy.

Anyway, once you're done embarrassing yourself with too many trips to the buffet you can take a walk over to the small museum (voluntary donations only) and static display of aircraft on the ramp to the north of the restaurant.

The museum has a small gift shop and a nice little display of a WWII barracks room with flight logs and various historical memorabilia. It will only take 10 minutes to tour the indoor display. (Have I mentioned that it's small?)

Afterwards you can walk over to look over the MIGs (15, 17, 21) and Iskra on display in the grass. The real treat is "Panchito," the B25J parked at the southern ramp. The B25 is beautifully restored in polished aluminum and in fact, if I may indulge in a bit of an advertisement for the Museum (Thank you EAA):

OCTOBER 14 - Georgetown, DE Sussex County Airport (GED)

Delaware Aviation Museum 3rd Annual Wings and Wheels Fly-In. Vintage, Classic and Warbirds judging and awards. Fun flying activities during the day. Rides available for purchase in a B-25 and PT-17. Antique and vintage cars as well as street rods. Judging and awards for cars also. Free admission to the public. Donations appreciated. Info: **302-855-2355**

You can buy yourself a ride. I may just have to make one more trip down in October to try my first trip in a B25J.

I wonder if they will have the Buffet open on Saturday for the Fly-In?

FROM AVIATION WEEK

On Contributions of the Aviation Industry

A recent study sponsored by the General Aviation Manufacturers Association (GAMA) found that the general aviation industry contributed more than \$150 billion (\$150,000,000,000!) to the US economy in 2005, and employed more than 1.2 million people." Who says GA isn't paying their own way??



LOOK FOR A BRAND NEW DPA IN THE NEXT ISSUE

The DPA Will Introduce Its New Delaware Aviation Support Logo This Winter

Delaware Aviation Support, Inc. is in the process of rebranding what we have been calling the 'Delaware Pilots Association' to better reflect the broad range of involvement. The Board of Directors believes that this exciting new direction will better serve the needs of those in the local aviation community. Look for a new editorial design, masthead and logo in our next issue.



A FINE AIRSHOW

Saturday, October 14

The Delaware Air National Guard will host a 60th Anniversary Open House at New Castle County Airport on Saturday, October 14, 2006. It will be an action filled day with many events going on. The gates will open at 0900 and the Airshow starts at 1200. There will be static displays of vintage WWII warbirds. Hopefully this will include P-47, P-51, L-5, T-6, C-47, plus an absolutely gorgeous F-86.

The USAF will put on an aerobatic demonstration in the A-10 "Warhawg," and there will be Fighter Heritage flybys of the A-10 and F-86 in formation.

We also hope to have the P-47 "Jug" and the P-51 flying. There is the possibility of Joe Gano flying his MiG-21 or his MiG-23 (The only privately owned one in the world).

Lotsa sound and fury!!! Don't miss it!

The Delaware Air National Guard has always been very supportive of our organization and would appreciate our support in return.

AOPA URGES FAA

To Allow More Pilots Back In The Air

AOPA is petitioning the FAA to allow recreational pilots to fly with a 'driver's license medical.'

"That would mean that even if you've lost your medical, you could still fly something as large as a Cessna 172 [as a recreational pilot] if you're healthy enough for a driver's license and don't have any medical conditions that could incapacitate you," said AOPA President Phil Boyer.

An AOPA member exercising recreational pilot privileges could fly in day VFR conditions in a single-engine, fixed-gear aircraft with no more than 180 horsepower. Up to four seats are allowed, but a recreational pilot can have only one passenger on board.

CERTIFICATION STANDARDS

Are You Flying On An Expired Medical?

Some pilots may be unwittingly flying on an expired medical. Be advised that if you are involved in an incident or accident, and your medical certificate has expired, the FAA could suspend your pilot certificate, and your insurance likely won't cover any of the damages. AOPA members frequently contact the association's medical specialists, inquiring about the duration of a third class medical. Remember, a third class medical is good for three years if you are younger than 40 at the time of the exam. If you are 40 or older at the time of the exam, it is good only for two years. Check out the medical certification standards on AOPA Online for more information on the duration and requirements of first, second, and third class medicals.

CAN YOU TAKE IT?

See AOPA's Updated List of Medications

Taking medication to treat asthma, arthritis, or gastric reflux? AOPA has updated its database of medications that the FAA allows and prohibits pilots to take if they will be operating an aircraft. AOPA's medical specialists confirm each drug with the FAA Aerospace Medical Certification.

Medications for these ailments:

- ◆ Clinoril, a nonsteroidal anti-inflammatory for arthritis;
- ◆ Asmanex for asthma;
- ◆ Travatan to reduce inner eye pressure caused by glaucoma;
- ◆ Zegerid for gastric reflux disease; and
- ◆ Triglide to lower blood cholesterol.

The FAA does not allow Ditropan or Ditropan XL, which is used to treat bladder spasms.

Search AOPA's database to see if you are taking any medication that the FAA prohibits. You also can find out by completing AOPA's TurboMedical online.

YOUNG EAGLES RALLIES

Saturday, September 9

On **Saturday, September 9**, EAA Chapter 240 is holding a Fly-In Pancake Breakfast and Young Eagles rally at New Garden Airport (N57) in Toughkenamon, PA, about 3 miles west of Kennett Square.

The all-you-can-eat breakfast is \$5.00 and commences at 0800. Drive-ins are also welcome. It is held in the beautiful chapter hangar-clubhouse on the hill. The Young Eagles rally starts at 9AM. The chapter has flown 2895 youngsters to date. Both events cease at 12 noon. For more information about Chapter 240, visit www.eaa240.org.

On **Saturday, August 26**, Chapter 240 held a successful Young Eagles rally at Massey Aerodrome (MD1) which features a 3000-foot grass airstrip and hangar with interesting exhibits. Massey is south of the Delaware line in Maryland, just off route 301.

HONORS BANQUET

Saturday, October 21

On Saturday, October 21, the Delaware Aviation Hall of Fame is holding its annual Honors Banquet at Clayton Hall Conference Center at the University of Delaware in Newark. Six Delawareans will be inducted, bringing the total number of enshrinees to 38. It is a gala affair and attended each year by some 300 people, most of whom are involved in Delaware aviation, many as pilots. For more information, visit www.dahf.org.

MEETING SEPTEMBER 13th

General Membership Meeting
Wednesday, September 13, 2006

6:00PM View LIBERTY Aircraft
6:30PM Voting, Hanger Flying,
Dinner
7:00PM Begin Meeting

LOCATION

Delaware Air National Guard
at ILG

Become A Member of the Delaware Pilots Association

Become a member of DPA today. Fill out and return this application, along with your check to become part of Delaware's own general aviation grass-roots support team. You'll receive your membership card, DPA's quarterly newsletter as well as other mailings to keep you informed of general meetings, DPAfly-outs, Delaware aviation issues of concern and of DPA's efforts to meet those challenges.

Name _____ Date _____

Address _____

Home Phone (____) _____ Business Phone (____) _____

Pilot? Yes No Aircraft Owner? Yes No What Kind? _____

Where Based? _____ Occupation? _____

Please mail this application, along with your check made out to DPA, for \$20 (one-year membership) or \$50 (three-year membership to: DPA, P.O. BOX 12124, WILMINGTON, DE 19850-2124.

VISIT THE DPA WEB SITE

www.delawarepilots.org

Just a reminder to visit the Delaware Pilots Association Web Site. You'll find the Association's Calendar of Events, Notices, Pilot Alerts, Action Items, Meet-

ing Minutes, Newsletter Archives, and so much more. You'll also find a wealth of opportunity. We encourage Members to contribute to the content of the DPA Newsletter. If you have News, Events, Tips or Stories, we will be pleased to consider what you present to us for publication. Please contact Jim Moore.



PO Box 12124, Wilmington, DE 19850-2124



MARK YOUR CALENDARS !

General Membership Meeting

Date: Wednesday September 13, 2006

LOCATION

Delaware Air National Guard at ILG
(You must show ID at the gate)

MEETING AGENDA

- 6:00PM View LIBERTY Aircraft (XL-2)**
(get your chance for a free demo ride)
- 6:30PM Voting, Hanger Flying and Dinner**
(Hamburgers, Hot Dogs and all the fixens)
Also a chance to catch up on you dues
- 7:00PM Begin Meeting**
 - ◆President's Welcome and Comments
 - ◆Introduction of BOD Candidates
 - ◆Alex Coles, update in ILG Master Plan
 - ◆Announce voting results and winner of free demo ride of LIBERTY Aircraft