



FLIGHTPLANS

The quarterly informational publication 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.

- President:** Richard Horstmann
215.922.8081 Ext 1142 W
rahorstmann@urbanengineers.com
- Vice President:** Bob Foss
302.239.7300 H
robert.foss@verizon.net
- Treasurer:** Jerry Harris
302.479.0780 H
pilotjerry@verizon.net
- Secretary:** Chuck Alsop
302.762.5429 H
302.695.8747 W
AWAlsop@aol.com
- Membership:** Dave Malatesta
302.999.0914
sales@delawareindustrial.com
- Website:** Glenn Friedenreich
302.684.3846 H
302.542.0595 C
302.327.3947 W
grfrieden@del.net
- Newsletter & Website**
Liaison: Jim Moore
302.731.1613 H
dog407@aol.com
- At Large:** Bob Armstrong
302.322.6729 H
302.995.8646 W
magistrate@aol.com
- Jim Kohler
302.593.6663 C
jkohler130@yahoo.com
- Russ Opland
302.530.7291
russopland@gmail.com
- Advisors:** Jim Scott
302.998.3822 H
wissfire@verizon.net
- Jim Conrad
302.475.3571 H
jconrad@verizon.net

A division of Delaware Aviation Support, Inc.
PO Box 12124, Wilmington, DE 19850-2124

PRESIDENTS CORNER

Richard Horstmann

Well time continues to fly by faster when you get older. It seems like only yesterday that I was submitting an article for the last newsletter. Much has happened since our last gathering, and I would like to update you on several key issues.

DELDOT has established the Delaware Aviation Advisory Council (DAAC) and has held its first meeting. Committee members are Allen Chorman, Steve Williams (DRBA), Col Cox (Dover AFB), Harry van den Heuvel, Chic Chinski, Brian Settles (DSU), Jim Hickin (Sussex County Airport), Gus Stovall (Falcon Jet) and myself. At the meeting Mike Kirkpatrick briefed the DAAC on the first four chapters of the Delaware Airport System Plan Study which is currently being drafted by RA Wiedemann & Associates. The first chapters cover general issues, such as why the system plan study is being conducted, what they will be studying, and the inventorying of the current system. The study recommendations will not be developed for another six months.

The council was directed by DELDOT to review the information and submit any questions that we may have. DELDOT stated that they wanted this document to be comprehensive and set the stage for future improvements to the aviation system within Delaware.

The study will be developed through 2007 and I believe a final copy will be ready at the end of the year. Our next meeting will be scheduled for the month of March. I will plan to brief the membership at our March 14th general meeting.

I believe, now that the DAAC has been formed, we will have a better avenue to voice our ideas to DELDOT.

As part of this process, I have been talking to Mike regarding holding an Aviation Summit to publicly discuss the status of the

System Plan. Every state in the Mid-Atlantic region holds a one or two-day meeting where people can come together to discuss aviation issues. It is believed that Delaware should begin to do the same.

DAS and DELDOT have agreed to work together to host the first annual aviation summit on Thursday, May 17th in Dover at the DELDOT headquarters building. I am planning the meeting to run between the hours of 9 AM and 3 PM to enable everyone to drive in for the meeting. The agenda will be formulated over the next 30 days and will be made available to everyone. I am hoping that this will be a free meeting but we may have to charge attendees a nominal registration fee to cover the cost of lunch and snacks during the event.

I have reached out to representatives from FAA, AOPA, and NBAA to discuss the latest national issues that could affect the aviation industry in Delaware. All have accepted invitations to be a part of this summit. Please put this date on your calendar and plan to attend.

I look forward to seeing everyone at our March membership meeting. In the meantime, regards to all. To contact me, use:
rahorstmann@urbanengineers.com

MEETING MARCH 14th

General Membership Meeting
Wednesday, March 14, 2007

- 7:00 Register new members and hanger fly**
- 7:30 President's Comments**
- 7:40 Russ Opland - CAP and Advanced Technologies**
- 8:15 Aviation Safety**
- 8:30 Raffle for Aviation Safety DVD's**

Location
Air National Guard OPS Theater
at Wilmington Airport (ILG).
You will need to show ID at the gate.



THE \$100 HAMBURGER

Chuck Alsop

A short cross country hop that I've done many times (and enjoyed every time) is the 60 nm flight to York Pennsylvania (KTHV). Striking out from Wilmington on a heading of 294 magnetic will get you close. Dial in the York NDB at 254, then follow your arrow to get you over the field. If you like to play Daniel Boone you can dead recon your way most of the way and look South of York, PA, West of the big quarry, just to the East of the cluster of tree covered hills to find runway 17-35. If you are in an instrument frame of mind, York has an NDB and RNAV 17 and a GPS 35.

York does get a fair amount of traffic, so you may just want to politely announce yourself on 123.0 (ASOS 119.275) and slide in politely in VFR mode. Be careful if there is a wind out of the west. There is a good-sized hill about abeam of the numbers on runway 35. The wind can tumble over the hill making short final on 35 a bit exciting if you're out of practice on your crosswind technique. The fence next to the highway on the end of runway 17 makes you glad for the displaced threshold. The big paved runway is unusually long at 5,188 foot.

The airport is nicely equipped with gasoline, restaurant and pilot shop (open Monday through Saturday) all available in one building. After landing, taxi on down to the north-end of the field and there is a fair amount of paved tie down area right next to the FBO office. If things are crowded, and in the summer they often are, you can taxi over to the grass in between the runway and the taxiway to park.

If you're heading to Orville's restaurant, like I normally am, there is no landing or tie down fee. Gas is a little cheaper than in Wilmington so you might choose to get topped off while enjoying your meal.

In deference to my ever expanding girth I flew down with Tom Riley so I wouldn't have to sample the entire huge menu by myself. Tom and I decided to divide and conquer the menu. Tom was going to try the famous "Orville's omelet" at \$5.75 off of the breakfast menu while I fell in love with the "Burger Bazaar" for \$6.75. How could I not be enamored with a hamburger featuring any three of seventeen toppings?

As we had cleverly arranged to be seated exactly at 12:00, I assumed that we could sample both menus. Tom got his drink and omelet order in with no problem, but the worried waitress explained to me that she would have to "check with the cook" about my hamburger. Thirty puzzled seconds later the waitress came back to apologetically explain that the cook was backed up with breakfast orders, and my hamburger would have to wait until all the breakfast orders were done and that this might take a while.

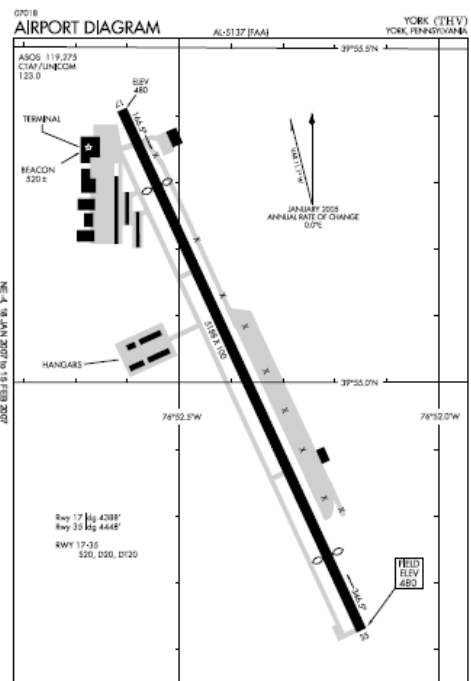
I was expected back in Wilmington by 14:00 by my long suffering (but, not too doggone long suffering) wife. I couldn't wait an hour for breakfast to clear out before getting my hamburger. I broke out my most seductive grin, waxed eloquent, reasoned, cajoled, joked then pleaded. Tom kept me from dropping to my knees in desperation.

But despite my best efforts, the "Iron Chef" refused to sully his sacred breakfast griddle with the fat from my obviously premature hamburger (it was 12:15 by now). When I noticed folks at the adjacent tables giving the waitress sympathetic looks and it became apparent that her fear of the "grill Nazi" was greater than her sympathy for my burger obsession, I surrendered.

I settled for the breakfast quesadilla special \$6.75 (it's a western omelet with sausage and cheese between two

toasted flour tortillas). I could only eat three quarters of the beast and it was delicious, but I DIDN'T WANT AN OMELET! Oh well, next time we'll arrive at 14:00 for Lunch. I'm really becoming obsessed with the elusive "Burger Bazaar". It must be really special if it's that hard to get.

Oh well, it's a nice flight over the partially frozen Susquehanna, and a lot of nice country real estate. A long paved runway with gas, food and a pilot shop to browse (Mon-Sat) and breakfast food guaranteed to not to taste like hamburger drippings. Give it a try. Say 'hi' to the restaurant wait staff for me. I'm sure they remember me.



NEW USER FEE IMPACT

NextGen Financing Reform Act of 2007

The FAA and President Bush have developed and will be proposing new user fee structure to pay for improvements to the air transportation system. I've included a web link below where you can read the latest information. It appears there will be minimal impact to small airplane owners or GA pilots. The major impact will be to business jet operators. Please review the information and let's talk about it at our next meeting.

http://www.faa.gov/news/fact_sheets/news_story.cfm?newsId=8144

INVOLVEMENT NEEDED

In The Two Big Issues Facing Aviation

Ill-advised post-911 restrictions and user fees. Both issues are real and must be dealt with in a professional yet persistent manner. AOPA keeps us very informed about these issues and they fight for what is best for our industry and those we serve. It is easy to become complacent and feel that AOPA is taking care of us and that we do not need to do anything more than pay our dues. Never underestimate the power of the voice you have with your elected representatives. Phone calls, letters and e-mails do make a difference. It truly takes all of us to keep aviation strong so society can realize it's true benefits. Please support AOPA in its efforts, along with those of DAS. (See the article below from AOPA.)

USER FEES, TAX HIKES INCLUDED IN BUSH'S BUDGET PROPOSAL

President Bush released his fiscal 2008 budget proposal on February 5, and it's just as bad as AOPA had predicted: Tax increases and user fees for general aviation.

"That's why we've been lining up opposition to it in Congress. It's going to take an all-out fight by the aviation community to defeat this," said AOPA President Phil Boyer.

Bush's \$2.9 trillion spending plan would radically alter the funding mechanism for the air traffic control system, and slash airport funding by \$1 billion. The president's budget sets the tone for the FAA's coming reauthorization bill, which needs to be passed into law by the end of September. The bill will determine who pays what and how much the FAA will receive in its budget.

"While we won't know the specifics until the actual FAA reauthorization proposal is released later this month, we have strong reason to believe it would increase GA fuel taxes by nearly fourfold," said Boyer. "As if a huge tax increase isn't bad enough, the budget makes it clear that the FAA would charge user fees for GA operations in 'the nation's most congested airspace,' which sounds like Class B airspace.

And don't think you could get out of paying fees by avoiding Class B airspace." The FAA wants to increase fees for aircraft registration and charge user fees to process pilot and medical certificates. See AOPA Online. For more information on the funding debate.

NEW ECLIPSE 500 JET

In Production and Out of Hangar Space

Eclipse Aviation-delivers its first customer Eclipse 500 very light jet at it's headquarters in Albuquerque. The company reports a backlog of more than 2,500 aircraft. From my travels around the industry I am hearing that Eclipse is planning to produce between 500 and 1000 aircraft per year. Also most of the orders have been placed by new air taxi services located in Florida and California. This should give the northeast part of the county a grace period of 2-3 years before we will see large numbers of these aircraft based at our airport facilities.

Currently there is no open T hangar space available between New York City and Washington DC that can accommodate an aircraft of this size. State reports have estimated the need for 500 new T hangars, or more, to service the existing demand without considering the service of this new market. This should be one of the points that we should ask DELDOT to study in the Delaware Airport System Plan.

THE QUARTERLY MEETING

Why You Need To Be There

Our President, Rich Horstmann, is leading the way for the Delaware's aviation public in terms of influencing Delaware elected officials. It is likely that without Rich's influence, the DAAC may still not have had it's first meeting. DAS has been trying for a number of years to urge the state to officially form the DAAC. Thanks Rich. Also, Rich has developed many contacts in the aviation community over the years. Come listen to his comments and hang around and ask him questions.

Russ Opland's presentation on "*Civil Air Patrol Advanced Technologies*" will be fascinating. The technologies used by the Delaware Civil Air Patrol may surprise you. Learn things such as: What can be detected on the ground from the air using technologies such as Hyper Spectral Imaging. Most will gain a greater appreciation for the roll the CAP plays is in the safety and security of our state.

DAS 2007 CALENDAR

Delaware Aviation Support Events

All are welcome to support aviation issues within the state of Delaware. The Board meets the third Tuesday of every month at 6:30 PM in the New Castle Airport Terminal Conference Room.

Tuesday January 16th 2007

Board and Public Meeting

Tuesday February 20th 2007

Board and Public Meeting

Wednesday March 14th, 2007

General Membership Meeting at the Delaware Air National Guard Operations Facility located at the New Castle Airport. 7-8:30 PM **Aviation Issues Program**

Tuesday, March 20, 2007

Board and Public Meeting

Tuesday, April 17, 2007

Board and Public Meeting

Tuesday, May 15, 2007

Board and Public Meeting

Wednesday, June 13, 2007

General Membership Meeting at the Delaware Air National Guard Operations Facility located at the New Castle Airport. 7-8:30 PM **Aviation Issues Program**

Tuesday, June 19, 2007

Board and Public Meeting

Tuesday, July 17, 2007

Board and Public Meeting

Tuesday, August 21, 2007

Board and Public Meeting

Wednesday, September 12, 2007

General Membership Meeting at the Delaware Air National Guard Operations Facility located at the New Castle Airport. 7-8:30 PM **Aviation Issues Program**

Tuesday, September 18, 2007

Board and Public Meeting

Tuesday, October 16, 2007

Board and Public Meeting

Tuesday, November 20, 2007

Board and Public Meeting

Wednesday, December 12, 2007

General Membership Meeting at the Delaware Air National Guard Operations Facility located at the New Castle Airport. 7-8:30 PM **Aviation Issues Program**

Tuesday, December 18, 2007

Board and Public Meeting

Become A Member of the Delaware Aviation Support

Become a member of DAS 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, DAS's quarterly newsletter as well as other mailings to keep you informed of general meetings, DAS fly-outs, Delaware aviation issues of concern and of DAS'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 DAS, for \$20 (one-year membership) or \$50 (three-year membership to: DPA, P.O. BOX 12124, WILMINGTON, DE 19850-2124.

AVIATION SUMMIT

First Annual Event In Delaware

As mentioned in the Presidents letter, the First Annual Aviation Summit will be held on Thursday, May 17th in Dover at the DELDOT headquarters building. This is a significant achievement led by DAS Pres-

ident Rich Horstmann. We will provide additional info concerning the event. You can look for it via e-mail or snail mail. Circle the date on you calendar now. We need to show our government officials we are a professional organization that much to offer the state through the promotion of aviation.



REMEMBER TO CHECK OUR DAS WEB SITE



PO Box 12124, Wilmington, DE 19850-2124



MARK YOUR CALENDARS !

General Membership Meeting
Date: Wednesday March 14, 2007

LOCATION

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

MEETING AGENDA

- 7:00PM Register new members and hanger fly
- 7:30PM Begin Meeting
 - ◆President's Welcome and Comments.
- 7:40PM Russ Opland
 - CAP and the Advanced Technologies they employ
- 8:15PM Aviation Safety
- 8:30PM Raffle
 - ◆Aviation Safety DVD's.