

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

You'll find that it offers you a wealth of aviation-based resources:

- Sign up for the DPA e-mail server.
- Check out all the aviation links.

- Learn more about Hanger 6 Aero Services moving from Wilmington (ILG) to Chorman Field (D74) at Greenwood Delaware.
- Get an update on what is going on at Delaware Skyways at Wilmington (ILG).
- Listen to a clip of a flight into the Washington ADIZ by the AOPA.

FREE TO A GOOD HOME

Contact Dick Morse

Dick Morse is looking to find a good home for several Jeppesen leather binders and one carrying case. If you are interested, call him at 610-793-1026 or email him at lightning214@juno.com.



PO Box 12124, Wilmington, DE 19850-2124



MARK YOUR CALENDARS!

General Membership Meeting
Wednesday, March 8, 2006
7:00 PM Hanger Flying
7:30 PM Meeting Begins

LOCATION

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

MEETING AGENDA

President's Welcome

Presentation from Scott Foster On Columbia Aircraft
A free demo ride will be awarded via a random drawing among those in attendance.

Medical Update

Dr. Drew Doorey will speak on reissuance of medicals for heart patients.

AOPA Representative To Cover...

How to talk to a reporter plus ADIZ update.

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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

Well it has been over 100 days since I was asked to represent the Delaware Pilots Association around the state. During this time I have made numerous contacts with key people in the aviation industry. It is my goal to have frequent direct communication with other aviation groups around the state. I have reached out to representatives of the DRBA and State Aviation Officials requesting that they become part of our organization and participate in our quarterly meetings and news letters.

There is a lot that is happening around the state that will change aviation in Delaware. New Castle Airport will be completing an airport master plan, Summit will be considering new airfield improvements and DELDOT will be conducting a study on the state airport system. This study should show how important our general aviation airports are to the economy of Delaware and identify what airports should be improved to meet the future requirements of the aviation industry.

Finally the board of directors is actively meeting monthly and is discussing possible social events and trips we can take this year as a group. We will plan to share several ideas with you in the near future. Hope to see everyone at our March 8th general meeting and if anyone would like to contact me please use the following e-mail address:

rahorstmann@urbanengineers.com

DID YOU KNOW ?

How To Handle Loss of Communication

Question: While descending on approach, 20 nautical miles out from an airport in Class D airspace, you lose all communication with ATC. Though you were on an IFR flight plan, you were in visual meteorological conditions (VMC). How do you handle this?

Answer: The regulation 14 CFR 91.185 (www.aopa.org/members/files/fars/far-91.html) covers two-way radio communication failure while flying IFR. If you are in VMC, you are expected to continue the flight under VFR and land as soon as practical. You should also be sure to squawk 7600 (www.faa.gov/ATPubs/ATC/Chp10/atc1004.html) on your transponder, which alerts ATC of a communication failure.

When you are approaching an airport in Class D airspace, expect to receive light gun signals for clearance to land. Refer to the Aeronautical Information Manual (www.aopa.org/members/files/aim/chapter_4.html) Chapter 4 of for further guidance on traffic pattern entry and acknowledgment procedures in a lost communication situation. You also have the option of proceeding VFR to an uncontrolled airport at your discretion. You can read additional information on AOPA Online:

www.aopa.org/pilot/features/inflight9912.html

MEETING MARCH 8

General Membership Meeting
Wednesday, March 8, 2006
7:00 PM - Hanger flying begins
7:30 PM - Meeting begins

Location

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

www.delawarepilots.org

THE \$100 HAMBURGER

Chuck Alsop

Well it's been that kind of quarter. Between the holidays and heading down to Chile for my brother-in-laws wedding and having 4302T in the shop for a month for the annual from "heck", finding time to go restaurant hunting has been tough. Not wanting to let my editor down, I finagled a day trip with a neighbor of my wife's sister in Concepcion Chile. Miguel Valenzuela, who I've flown with several times before, has a lovingly restored 1954 Cessna 180 that he keeps at the CCP commercial field. For the large number of grass and gravel fields that private aviation in Chile depends on, the 180 is a great aircraft. Having 225 HP to get in and around the Andes is a pretty good idea as well. This is serious mountain flying!

We loaded my wife Rosa and her niece Christina, on her first private flight, in the back seat and off we went. We flew from Concepcion (CCP) field to a resort ski area in the Termas de Chillan area of the Chilean Andes to stop and visit with some friends of Miguel's who have a private grass strip at 2,500 ft at their fundo (that's what they call a small ranch in this neck of the woods). Being in the pattern for a 2,500 ft grass strip with cliffs rising 1,000' above you about 500 feet off your wingtip is a little different than flying around Wilmington. I was real glad that Miguel has over 400 hours in his 180 and has been to this strip many times in the past. We had a short visit with a delightful couple in their 80s who have retired to their mountain hideaway and love drop in visitors (especially if you bring an up-to-date newspaper).

Next, we were off to visit the Antuco volcano and the Lago de Laja for some sightseeing. My wife was born in Laja and this was an opportunity to see the little lumber town and the resorts on the lake from the air. There is no better way to see an active volcano than circling the peak at 12,000 feet. At least it sure beats the climb! By the time we had circled the volcano and lake the bowl of tree ripened cherries we had at the fundo was starting to wear off. As we

were down to about a third of a tank of gas (7\$/gallon by the way) it was time to head to our lunch/fuel stop. We were headed to a small "Casino Familiar" or family restaurant on a German religious community, La Colonia Dignidad, near Bulnes. This place has authentic German cooking made from ingredients grown on the community farms. The community has an Ag gravel strip within walking distance of the restaurant with a 100LL fuel pump. I've been to the restaurant about eight years ago on a road trip and was looking forward to trying it again.

Unfortunately, fate decided to delay our lunch a bit. Miguel entered the pattern on the upwind leg to get a thorough look at the field before landing. We had a crop duster being fueled and serviced off the left side of the runway but no cows, sheep or other obstacles were apparent. Maybe a 10 knot wind with light crosswind component from the left. Miguel set down nicely started his roll out and then started braking. At this time Murphy decided to mess with us. Our right inner disc brake pad disintegrated. We immediately started to veer to the left. As luck would have it, directly toward the Ag plane and the above ground fuel tanks. Miguel had about a half second to take action and he chose to stand on the left brake and take us into a ground loop. We stopped backwards about 50' short of the Fuel tanks. Finally tally, collapsed right gear, two bent prop blades (10 hours on the prop), engine in need of a tear down, right wing folded, right elevator bent, right door popped open and caught on the ground and ripped off the hinges. But, no one injured, not a single scratch. My niece, with the resiliency of youth, wanted pictures, thought it was great, couldn't wait to tell her friends. Rosa was a little more somber but all in all took it pretty well. Miguel's only comment was that Thank God no one was hurt.

Miguel got a ride from the guys servicing the Ag plane and took Rosa and her niece over to the restaurant at the other end of the field where they soothed their nerves over ice cream while he called the DGAC (Chile's FAA). As the plane couldn't be moved until the DGAC had

inspected the site, I stayed with the plane and packed up our portable equipment and inspected the aircraft and runway. The right brake inner pad was missing and when I went looking I found the pad in pieces about 5 feet from where our skid marks started on the runway. The brake pads made a nice picture for the DGAC lady. As the DGAC had to drive from Santiago and planned to be at the strip at 08:00 the next morning. We called our families to have them drive the 50 miles from Concepcion to pick us up.

While we waited, Miguel went over his logbooks to make sure everything was perfect. The DGAC prides itself on being VERY thorough. Over lunch we talked and I asked Miguel if he was tempted to stand on the right rudder and try to save the aircraft. He said that with the fuel tanks directly ahead of us he never even considered anything other than the ground loop. This was his first accident in some 600 hours of flying. Given the situation and his response, I'd fly with him any day. I've done a lot of soul searching and I don't know if I could have made that decision to sacrifice the plane as quickly as Miguel did.

In any case, this is the \$100 hamburger column (or \$30,000 Churasco as it turned out). Let me elaborate on lunch. Miguel had a Churasco sandwich, a very thinly sliced steak sandwich with avocado and cheese on a roll (a Chilean main stay) with fries. Rosa and her niece had cheese Empanadas. And I had a plate of those great German homemade sausages. We topped off the meal with ice cream sundaes. The total bill about \$20 US. We then went outside to look over the children's zoo and playground while we waited for our rides. The zoo features a flock of very friendly Emus which Rosa got a particular kick out of.

The next day Rosa and I spent about three hours being grilled by the DGAC. As it turned out my Private plus instrument, US license carried a lot of weight with the DGAC. Go figure! I told them the truth, that I thought Miguel's actions before, during and after the accident were flawless. I hoped it helped.

STUDY IN FINAL PHASE

East Coast Airspace Redesign Program

The airspace redesign program is in its last phase of the study. The final environmental impact statement (EIS) has been released for your review. People can review the document at the Newark Branch Library or the Brandywine Hundred Branch. Public meetings will be held in March at Talleyville, DE, Philadelphia and Ridley Park, PA. I suggest that interested members should take the time to attend one of the meetings and make your concerns known. The EIS staff will have to address all comments during the final process.

Some of the suggested changes that maybe a benefit to people living in the region are as follows:

- ◆ Continuous Descent Approach (CDA) Today, aircraft on approach perform a series of short descents and level offs to join the glide slope for landing. With CDA, aircraft on approach do a continuous steady descent to landing, which results in a higher altitude flight path and lower engine power levels. CDA is currently in a limited testing and development phase at several airports around the US.
- ◆ Nighttime abatement procedures: During nighttime hours when traffic demand decreases, it may be possible to implement flight track and runway use programs that direct aircraft away from residential and noise sensitive land uses.
- ◆ Addition use of water and/or industrial areas: Proposed flight tracks maybe refined so that aircraft are routed away from residential and noise sensitive uses.
- ◆ Sound insulation of impacted buildings with educational or medical uses.

More information on the entire report and dates and times for the public meetings can be found at:

www.faa.gov/nynjphl_airspace_redesign/

NEW GARDEN AIRPORT

Ownership In Transition

The airport is still transitioning ownership to the township of New Garden. All parties are on board and is going through the final approvals from FAA and State representatives. Everitt DuPont is slated to stay on to run the FBO business for the town. With open space quickly being developed in Chester County the township believes it would be a good property to preserve and integrate into their community system. We should expect to see major improvements to the airport facility in the coming years.

STATE OF NEW JERSEY

Saving The Airports

For the past eight years the State of New Jersey has been actively buying the development rights or the entire airport to protect their airport system. It talking to Tom Thatcher Director of NJ Division of Aeronautics in 1950 New Jersey had 82 private public airports. Today NJ only has 47 general aviation airports. The state will be setting aside upwards of \$200 M to buy and save these last airports. Currently the state has acquired Greenwood Lake airport in northern NJ and South Jersey Regional Airport. They have acquired the development rights to several other airports which allows the current owner to continue to operate the airport and recoup the value of the property. This will enable the facility to always be maintained as an airport. It is NJ goal to acquire and protect all 47 general aviation airports.

DELAWARE AIR PARK

Master Plan Now Complete

The new terminal facility was commissioned on August 9th 2005 and is now in use by the general public and Delaware State University. The facility is approximately 14, 300 square feet and will house a maintenance facility, classrooms and hangar space. This will give DSU's Airways science program a first class training facility.

WHAT'S HAPPENING

The Region

It has been almost three years since PENNDOT had completed its state airport system plan and they are already planning to update the information. The preliminary study mainly identified and inventoried all the airports in the state.

MILLVILLE AIRPORT

Phase I Construction Approved

The New Jersey Motorsports Park has received a green flag from the Millville Planning Board to proceed with Phase I construction of the project with a scheduled completion date of March 2007. The Motorsports Park will have direct access to the Millville Airport that will enable people to fly in to the facility. This was a collaborative effort by the DRBA, City of Millville and the State of New Jersey. The park will allow the general public to race motor vehicles around a road course track. In the future the developers plan to build a hotel and other attractions that will appeal to the entire family.

SUMMIT AIRPORT

Master Plan Now Complete

The master plan is complete and showed several new improvements to the facility. Out of the study it was found that runway 17/35 should be redesignated to 18/36. The Turf runway 11/29 threshold was also relocated. The airport is considering widening and extending main runway to 5,300 feet. DELDOT is still moving through the review phase of the Rt. 301 study. It appears that the most preferred route will have little or no impact to Summit Airport. The state understands the value that Summit Airport provides to the community of Middletown and the state's aviation system plan.