

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

New web links and additions to the web site this quarter:

- ♦ Check out a list of aviation events in our area. If nothing

else, you will see there is plenty of opportunity to be part of the aviation community.

- ♦ If you're always looking for new or different weather sources try this one. It's a super weather reporter. All the things you want / need to know. Try it yourself: www.spc.noaa.gov

- ♦ Keep up with what is going on at Toughkenamon. It is indeed an active place and with all of the concerns within GA, it appears there are proactive steps being taken at Toughkenamon. It is encouraging to see such energy. Visit www.n57.com



PO Box 12124, Wilmington, DE 19850-2124



MARK YOUR CALENDARS!

General Membership Meeting
Wednesday, June 14, 2006
6:00 PM Hanger Flying
6:15 PM Dinner Begins
7:00 PM Meeting Begins

LOCATION

DRBA. See detailed driving directions on Page 3 inside this newsletter. DRBA headquarters is sandwiched between east and westbound lanes of Hwy 295 just West of the toll booths. The signs are easily missed. Drive slowly and pay attention.

MEETING AGENDA

President's Welcome

Update on the Master Plan

AOPA Update from local rep Bill Levens

Presentation on "How to talk to the press"

(We can never be too careful.)

Presentation from LIBERTY Aircraft

Note: A demo plane will be on the ramp in front of the terminal at ILG from 5-6pm before the meeting. You're welcome to check it out.

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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

Recently I attended the American Association of Airport Executives annual conference where over 2500 leaders met to discuss issues that are currently affecting the aviation industry. The Hon. Marion Blakey, FAA Administrator, spoke on potential cutbacks in Airport Improvement Funding that may impact small airports. (Congress has not yet formulated its budget, which appears more favorable than the Presidents plan.) The current AIP program provides most small airports a minimum of \$150K each year to improve facilities.

Phil Boyer, AOPA President, spoke on charging general aviation fees to use the Air Traffic Control System. User fees are again being raised by the airlines to require GA to pay a greater share of the costs associated with operating the ATC system. Mr. Boyer cited many reasons why it is unfair to burden GA with these costs, since the airlines are still by far the system's major users. AOPA is developing support within the airport industry to oppose this legislation in Washington. It is an issue that DPA will monitor closely to make sure we show our support.

The exciting news for me at the conference was hearing that the Eclipse 500 will be certified in June, and the company plans to deliver the first 100 aircraft this year. With five other companies actively developing new very-light jets (VLJ) they anticipate over 500 aircraft to be delivered each year through 2012. While these aircraft may revolutionize the aviation industry, enabling

these aircraft access to airports that have runways larger than 3000 feet, most small airports are not prepared for this new type of client. A large number can not provide jet fuel and may not have the waiting room facilities that pilots and business customers require.

I want to commend DELDOT for moving ahead with the state airport system plan study, and hope they will consider how Delaware's 11 airport facilities will accommodate this new aircraft.

Hope to see everyone at our June 14th general meeting at the DRBA. If you would like to contact me please use the following e-mail address:

rahorstmann@urbanengineers.com

BOARD MEMBERS SOUGHT

You're Welcome to Get Involved

At our September general meeting we will be electing board members. Each year, three new board members are voted in to serve a three year term. It is vital to our success to have a broad representation of the aviation community on the board. If you have interest in being a board member or nominating anyone for the board please contact any of the current board members. You'll find contact information in the lefthand column.

MEETING JUNE 14th

General Membership Meeting
Wednesday, June 14, 2006

6:00 PM - Hanger flying
6:15 PM - Dinner begins
7:00 PM - Meeting begins

Location: DRBA

See detailed driving directions on Page 3 of this newsletter.

www.delawarepilots.org

THE \$100 HAMBURGER

Chuck Alsop

For this article I thought I'd investigate something a little closer to home than Chilean Andes. I'd heard that the Easton Airport was a nice Sunday trip so I thought I'd check it out. Actually, it turned out to be interesting enough to justify a couple of trips. Hey, 56.7 nm on 213 magnetic is a cross country with lunch in the middle for minimum gas! You can't beat that! Plus, you can check out the C5 crashed off of the end of runway 32 in Dover on your way down. Boy, he almost made it back to the runway.

Easton lies about 10 miles east of the Baltimore/Washington DC ADIZ so you don't have to risk your ticket to make the trip from Wilmington. The automated weather briefing at Easton warns you about the TFR (5/0860) over St. Michael's but it really isn't an issue. It's 10 nm west of the airport. Unless you just have to check out VP Cheney's house, you should be OK. The TFR is right up against the ADIZ. Too close for me to venture. Surprisingly, both times I flew in I heard pilots asking over the Unicom "Where exactly is this TFR anyway?" Well, so much for preflight briefings before departure.

By the way, only right hand traffic on Runway 22 and 33. This field has some serious concerns about noise. There are just a few too many high end developments just three miles from the field. You have to wonder, if you don't like airplanes why build a \$750,000 house right next to an airport? Anyway, Easton airport is a poster child on how to handle the noise problem. The terminal is loaded with posters, maps, printed announcements. If you aren't aware of the noise abatement procedures on departure you are blind, deaf AND dumb! Not real complicated in essence. Just avoid flying below 2000 feet over the big expensive houses south of the field.

When you arrive to Easton you want to taxi over to the buildings at the north end of the field off the end of RWY 22. That's where the main terminal is located. The pad outside the terminal has a really sweet collection of nicely maintained GA aircraft. Catch the paint job on the Maryland Aviation Caravan. I guess all the poor folks fly to Millville. There is a nice little pilot shop, Avgas at a reasonable price and the nice lady in the lobby will call you a cab, while you're getting gassed up, if you want. The pilot lounge has these great black leather recliners, perfect for a little snooze to sharpen the senses. If you're just looking for a quick meal, the Hanger Café is located right there off the lobby.

The Hanger Café is about what you would expect for a small GA airport cafe. Breakfast is from 07:00-11:30, with Lunch 11:30-15:00. They are real strict on these times as they only have one grill and most folks don't like their four-egg omelet tasting like somebody's else's hamburger with onions. A hamburger is \$4.75, a fish sandwich \$5.95. You can top it off with a slice of pie for \$2.50. All in all, it's a small, but nice place with reasonable prices and an adequate menu.

If you are feeling flush or you had to promise your spouse something fancy to get them in the plane, check out the Tidewater Inn in town (www.tidewaterinn.com/). This is a real nice, small, hotel in Easton town center. A gentrified shopping area surrounds the hotel and the Sunday Brunch is something special. We weren't able to borrow a crew car. It's just as well; I had no idea where I was going anyway. So for Eight Dollars we caught a cab from the terminal to the Inn. The Brunch runs from 11:00 to 14:00 and for \$14.95 you can really enjoy a nice "more than you can eat" buffet.

Airspace Definition:

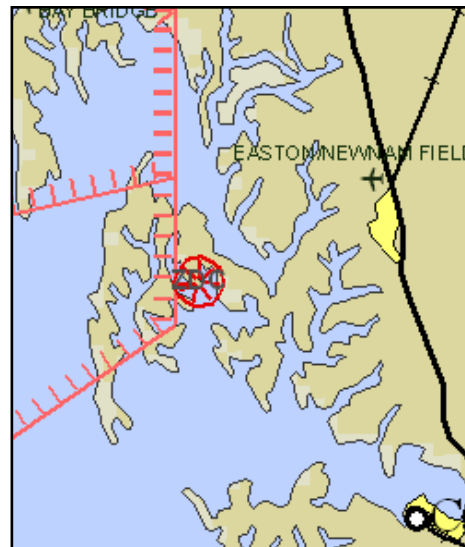
TFR Center: 24 nautical miles from NOTTINGHAM VORTAC(OTT) on the 092 radial
(Latitude: 38°45'47"N, Longitude: 76°14'18"W)

Radius: 1 nautical miles

Altitude: From the surface up to but not including 1500 feet AGL

Effective Date(s):

November 23, 2005 at 15:00 UTC (November 23, 2005 at 10:00 EST) - Until further notice



Seriously, I was careful to take minimal servings of each item and I don't think I covered more than 50% of the items on the Brunch. I felt like lunch so I hit the crab cakes, ribs and lamb stew. Tom Riley, my partner in overindulgence, focused on the breakfast, eggs, sausage, bacon, French toast, muffins etc. The desert table was an adventure in itself. Fortunately, they were kind enough to slice the pies and cakes thin so you could sample three different deserts without putting yourself in a coma. Three cups of coffee later we were awake enough to catch the cab back to the airport.

While the hotel itself is pretty nice, the dress in the restaurant ran from "We just left church" suit and tie to "hey, it's the weekend" blue jeans. I'm seriously considering taking the wife down on a Saturday to shop the town center, spend the night and come home on Sunday. Nice little romantic get-a-way. They have a Chico's right down the street and that's her favorite woman's clothing shop. Rosa is a bit of a nervous flyer and it takes some serious inducement to get her in the plane. I think the Tidewater Inn might just do the trick.

AGAINST USER FEES

Advocacy by AOPA

Politicians Join AOPA Speaking Out

There's a growing swell against general aviation user fees in Congress, thanks in part to AOPA's continued education and advocacy work. Now another congressman has voiced his opposition to the idea.

"If a general aviation user fee is what the FAA has in mind, they won't get my support," said Rep. Darrell Issa (R-California) in a video presentation to an AOPA Pilot Town Meeting this week in San Diego. (Rep. Issa is a pilot and AOPA member and was instrumental in keeping Oceanside Airport open.)

Meanwhile, AOPA's Andy Cebula, executive vice president of government affairs, was shining a spotlight on the fiction that there is an FAA funding shortfall before an audience of state aviation directors and FAA officials in Kansas City, MO, this same week.

"The fact is there is no funding crisis justifying the implementation of user fees on general aviation," said Cebula. "We crunched the data. The money is there."

Both Issa and Sen. Barbara Boxer (D-California) also blasted administration plans to cut \$1 billion from GA airport funding. In a video message to pilots attending AOPA Pilot Town Meetings in California this week, Boxer said she would "oppose the administration's dangerous cuts to the Airport Improvement Program."

See AOPA Online:

www.aopa.org/whatsnew/newsitems/2006/060525ptm.html

Directions to DRBA for the Upcoming Quarterly DPA Meeting - Plenty of Parking

DRBA headquarters is sandwiched between east and westbound lanes of Highway 295 just West of the toll booths. The signs are easily missed. Drive slowly and PAY ATTENTION:

South from Wilmington on Route 9 - Look to the right for "Administration" sign as you cross Highway 295, it will lead you under Route 9 to 295 East. Immediately turn right at "Last Exit" sign which will take you back up onto Route 9 northbound. Immediately on your right see "Administration" and "police" exit signs. Go down ramp to the Administration Building - follow "police" signs to the new building.

N57 AIR SHOW

Sunday, June 11 - Gates Open at 9:00am

Colonial Flying Corps Museum's 35th Annual Benefit Air Show At New Garden Aviation, Inc.

- Gates open at 9am
- Pancake breakfast 9am til noon
- Airplane and Helicopter rides
- Antique/Classic car show at 10am
- Museum open for free tours 10am
- Air Show starts at Noon

Tickets:

- Adults \$15 day of show, \$12 in advance at airport office no later than 5pm Saturday
- Children 7-12 \$5 day of show, \$4 in advance
- Children 6 and under free
- Free Parking

Check out the web for more details. You'll be impressed by how much can go on at a small airport. Guaranteed!

www.n57.com/airshow.htm

DELAWARE AVIATION PLAN

New Survey Coming Soon

Bobbie Geier from DeIDOT would like all pilots to know that they should be receiving a survey from Michael Kirkpatrick concerning the Delaware Aviation System Plan. The survey is part of the data collection process for the plan which includes obtaining information from airport users and employers primarily to update the impact of the airports to the State's economy. You are encouraged to fill out and return the survey promptly.

MILLVILLE WHEELS & WINGS

14th Annual Show - June 24-25

Celebrating more than six decades of history at the Millville Army Air Field, the Millville Army Air Field Museum, in conjunction with David Schultz Air-shows, LLC proudly presents the *14th Annual Wheels & Wings Airshow and Car Show*. This year's event will feature history coming alive as numerous P-47 Thunderbolt aircraft, that once were based at Millville, return to southern New Jersey to honor the veterans that served at this Millville location during World War II.

This year's event will be headlined by the Trojan Horsemen 6-ship T-28 Aerobatic Demonstration Team from Cincinnati, Ohio. Millville will be the first ever appearance by this newly formed team in the mid-Atlantic region of the United States. The Firebirds Aerobatic Team will also be in attendance with their 2-ship Extra 300 demonstrations throughout the day as well as with a solo performance.

Military demonstrations will include the USAF F-15 East Coast Demonstration Team from Langley AFB, VA and the USAF T-6A Texan II East Coast Demonstration Team from Moody AFB, GA. Kevin Russo will join the T-6A Texan II each afternoon for the USAF Texan Flight and Dale "Snort" Snodgrass will join with the F-15 Eagle for the USAF Heritage Flight.

The Geico Skytypers will also be at this year's event with formation flying and skytyping. Come see the Geico Gecko at the Millville Airshow!

Other performers will include the fantastic Bob Essell Airshows with his daughter Jenny Forsythe wingwalking on an ultralight. Manfred Radius will also join the roster of performers with the first ever sailplane demonstration above the skies of Millville. We also expect a 2-ship CJ-6 demonstration this year as well.

See additional details at:

www.schultzairshows.com/millville2006.htm