



ACONE NEWSLETTER

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November 1991

CALENDAR FORECAST

SECOND MAJOR AIRPORT? AND THE ALTERNATIVES Aviation Issues Forum November 7

With the Pioneer Institute for Public Policy Research, the Aero Club of New England will co-sponsor a forum on Thursday, November 7, exploring all options for improved air service in New England. The need for better air service for the Northeast in the '90s and beyond will be addressed, recognizing that Logan is the most important link and that the current number of operations cannot be handled in bad weather without unacceptable delays. The event will take place at Anthony's Pier 4 in Boston, beginning at 9:30 and extending through lunch. The fee to attend, which includes lunch, will be \$25.00 for Aero Club members. For late reservations call 617-648-0673.

The controversial issue of the proposed Second Major Airport will be addressed by both sides in this impartial setting.

The moderator will be Harold Buker, Director of Aeronautics for the State of New Hampshire. Presenters include: Sherman "Whip" Saltmarsh, Chairman of the Massachusetts Aeronautics Commission, "The Second Airport Study;" Alden Raine, Executive Director, Massport, "Massport's Plans for Improving Service;" Glenn Morse, Air Transport Association, "The Airlines' Perspective;" Robert Poole, President, Reason Foundation, "Privatization of Logan Airport;" John Fearnside, MITRE Corporation, "High Speed Rail in the Northeast Corridor;" and Crocker Snow, Former Massachusetts Director of Aeronautics and ACONe Advisor and Operations Committee Chairman, "Other Alternatives."

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Basin Harbor Fly-in - "Oshkosh East"

by Dick Bicknell

That's what some called it. Again blessed with beautiful weather, the Aero Club of New England's seventh annual fly-in to the Basin Harbor Club in Vergennes, Vermont, attracted over 250 aircraft carrying over 500 aviation enthusiasts on September 7 and 9.

The thirteen avionics displays were housed in a large tent near the registration desk. Featured were the most exciting new products available to the general aviation fleet - Global positioning satellite navigation, GPS/LORAN, noise canceling headsets, high-fi stereo intercom, new weather avoidance systems, moving maps and much, much more. Factory experts traveled from seven

states as far away as Oregon to personally demonstrate their products. Represented were Amav, Bose, Columbia Air Services, Dallas Avionics, Digital Sky, Edmo Distributors, Eventide, Foster Air Data, Insight Avionics, Narco Avionics,



PHOTO: KEN BLOOMQUIST

Mary McGrath and her Decathlon enchanted the crowd with an aerial ballet coordinated with music

Northstar Avionics, Professional Instruction International, and Il Morrow. New aircraft were demonstrated by representatives of Aerospatiale - Rocco Genovese, Maule - Pick Point Air, and Mooney.

It's difficult to make aviation safety fun, but Captain Jim McIntyre did just that for 85 Aero Club members

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PHOTO: KEN BLOOMQUIST

Mary after her show-stopping performance

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FROM THE PRESIDENT

The Left Seat

by Gary P. Kearney, President

What a great start to the year! CAVU weather attracted more than 250 aircraft and 500 enthusiasts to the Aero Club of New England's Seventh Annual Fly-in at Basin Harbor on September 7th and 8th. This was our most successful fly-in of all time - again held without incident. At their October meeting, your Board of Directors recognized Richard Bicknell, event chairman since the inception of the Basin Harbor fly-ins, with a letter of appreciation for his continued outstanding contribution to this Club event.

Planned Events

The Aero Club is now 309 members strong, the third largest club in the National Aeronautic Association. Supporting the mission of ACONE to celebrate and champion aviation, our Program Chairperson and Vice President, Georgia Pappas, has developed an outstanding program for this year. Several recent events to note: October 10 marked the Seventh Annual Scholarship Auction and Dinner, chaired by Anne Baddour. The creation of the Frank Nagle and John T. Griffin, Sr. Scholarships, approved by the Board in September, was announced. These will join the existing Ann Watson Wood, Frank K. Comerford, and Lockhart Smith, Jr. Scholarships.

By press time, on October 23rd, John T. Griffin, Sr., aviation pioneer, founder of East Coast Aerotechnical School, ACONE past president, recipient of the Godfrey L.

ACONE Newsletter

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NOTAMS

November 7	“Second Major Airport? and the Alternatives” Anthony’s Pier 4, 9:30 AM. Chairman: Crocker Snow
January 30, 1992	“Crash Course II” Safety Seminar. Hanscom Officers’ Club, 6:00 PM. Chairmen: Gary Kearney and Jim McIntyre
February 20	Membership Cocktail Party with “Alaska Flying” by Mike McKendry. Hanscom Officers’ Club. Chairman: Reese Dill
April 15	Annual Meeting. Hanscom Officers’ Club, 6:00 PM. Chairwoman: Georgia Pappas
May	ACONE Night at the Pops. Date to be determined. Chairwoman: Georgia Pappas
June 7	Cabot Award Luncheon*. Anthony’s Pier 4. Chairwoman: Georgia Pappas
September 12 & 13	Basin Harbor Fly-in, Vergennes, Vermont. Chairman: Dick Bicknell

* To be videotaped

Cabot Award, and Elder Statesman of NAA, will have shared adventures of fifty years ago on the high arctic and over the North Atlantic in a very special evening held in conjunction with the New England Escadrille Club. The same evening, a certificate of honor is scheduled to be presented to William E. Barbour, aviation enthusiast, entrepreneur and also past president of ACONE.

On Thursday, November 7th, the Aero Club of New England will co-sponsor an aviation issues forum with the Pioneer Institute at Anthony’s Pier 4. The topic is “Second Major Airport? and the Alternatives - Better Air Service for the Northeast in the '90s and Beyond.” The purpose of this forum is to explore our options for improved air service for New England. Currently Logan Airport, the most important link, is unable to handle the existing number of operations in bad weather without unacceptable delays. An outstanding panel has been formulated by your Operations Chairman, Crocker Snow, to cover all the pertinent issues affecting our aviation community, including Massport’s plans for improving service, the perspective of the airlines, the possibility of privatization of Logan, high-speed rail along the Northeast Corridor, and the implications of these and other alternatives. Please make every effort to attend.

In February there will be a membership

and guest appreciation program, encouraging members to introduce friends to the Club and giving us all an opportunity to get to know each other better.

Capital Funding for Airports

The attitude towards funding aviation projects in Massachusetts has changed dramatically since William Weld became Governor of the Commonwealth. He has rejuvenated the Massachusetts Aeronautics Commission under “Whip” Saltmarsh, providing support for capital improvements to local airports on the order of \$8 million this year, versus \$600,000 for the last year of the Dukakis administration. A six-member MAC Advisory Committee has been established, all but one of whom are ACONE members. The aviation community rejoices in the changes.

Advise and Participate

As your President, my job is to serve your membership needs with the help of the Board and Advisors. Your advice is requested. Please do not hesitate to contact me with questions or suggestions. I also hope you will contact any members of the Board if you have an interest in participating in a specific Club activity. I look forward to seeing you at your Club’s events and wish you all good flying! ✈

Going, Going, Gone!

by Cynthia Bloomquist

The bidding was fun, fast, and furious at the 7th annual Aero Club of New England Scholarship Auction and Dinner. One hundred and twenty members and guests enjoyed an evening of camaraderie, good food, and the opportunity to support a good cause. All this, while successful bidders scooped up donated goods and services unique to this occasion.

Two new scholarships were announced: the Frank Nagle Scholarship, to assist a student in Aeronautics and Astronautics at M.I.T., and the John Griffin Sr. Scholarship, for a student enrolled in the Airframe and Powerplant program at East Coast Aerotechnical School. These will complement the existing three scholarships honoring Ann Watson Wood, Frank D. Comerford, and Lockhart Smith Jr. (*See "ACONE Scholars" article p. 12 for a look at the progress of the twelve recipients. - Ed*)

A profit of \$7,280 resulted from the generosity of donors, urged on by auctioneers Bob Wade and Dean Edmonds, who has been keeping his talents under wraps. Rides in warbirds brought the highest amounts, with Larry Green and Chris Peatridge's offer of a "ride of a lifetime" in a Lockheed T-33 Korean war vintage military jet bringing more than \$500. They also offered a Cape or foliage tour in a Navy EC-1A COD. Reese Dill of the



PHOTO: KEN BLOOMQUIST

New members Eric and Leslie Wickfield win another bidding contest

ACONE Board of Directors provided two one-hour rides in his AT-6. Bob Collings' Collings Foundation offered a ride in B-17 "Flying Fortress" number 909. Cape tours were also offered in modern aircraft, including a Piper Navajo and a Cherokee Six. Jim Fullerton spiced his ride to Nantucket with a tour of the island and lunch for two at the Jared Coffin House.

Hands-on opportunities included a demo ride in a Lake Buccaneer with Pete Kallander, an hour of dual training in a Pitts through Mike and Rita Goulian of Executive Flyers, and an introductory helicopter ride from Ivan Jaffe of Boston Helicopters.

To help keep ACONE members flying, both Beechcraft East and Jet Aviation at Hanscom donated 100 gallons of fuel. John Steidinger offered a \$300 certificate towards an annual inspection, and Louis Edmonds' Edmonds Aircraft Service provided a 50-hour inspection for a single-engine aircraft. Doctors Gary Kearney and George Gahm gave certificates for medical exams.

Dean Edmonds deserves special thanks for his generous donations, which provided many members a fruitful way to start their holiday shopping.

There were also opportunities to try new activities or places: cocktails, dinner, and exhibitions with skating at the Skating Club of Boston with ACONE Board Member Dennis Shapiro; a guided canoe trip on the Saco River, provided by Board member Anne Baddour; tickets for a

Bruins game from Sandy Sanford; and a weekend in North Conway at "Stonehurst" donated by Dick Bicknell, ACONE Board Member.

A new feature this year was door prizes. Anne and Ray Baddour offered the most enticing, dinner and overnight accommodations for two at Beechmere Inn in Ogunquit, Maine. Another that turned heads was \$250 worth of auto gas donated by "Uncle Russ" Holbrook.

Much credit goes to Auction Co-chairmen, Frank Hiding and Sandy Sanford, and their team, especially Anne Baddour and Jeff and Sheila Bauer. The ACONE Scholarship Auction is a great occasion to help a worthy cause and to take advantage of unusual opportunities for yourself. Join us next year. ➔



PHOTO: KEN BLOOMQUIST

Dean Edmonds encouraging more bidders



PHOTO: KEN BLOOMQUIST

Todd Pulis and Cynthia Bloomquist collect from Hanscom Tower Chief Jim Merageas

OPERATIONS UPDATE

Aviation Issues Forum November 7: Second Major Airport?

by Crocker Snow, Committee Chairman

Almost all of the Operations Committee's time since the last Newsletter has been taken up organizing the joint ACONE-Pioneer Institute November 7 forum on the second major airport and alternatives. See the separate mailing for more information (*and story on p.1 - Ed*).

AWOS Information

There does not seem to be much information readily available to pilots about one of the FAA's newest services, Automated Weather Observation Stations (AWOSes). These constantly record temperature, dew point, density altitude, visibility, cloud cover, and ceiling. You may receive this information by radio on frequencies listed on approach plates, or by telephone. A listing of the New England stations and



PHOTO: DICK BICKNELL

Aero Club of New England members Keith Kretschmer, with his wife Adine, and Dick Bicknell were among a group of Boston area business people on a recent three-day orientation mission touring the Pope, Atlas, and Scott Air Force Bases as guests of General H.T. Johnson. Transportation was provided on the C141 Starlifter shown above.

their telephone numbers is provided on page 11 for you to add to your flight materials. ✈

Progress with S1563

by Dick Bicknell

A vital aviation safety proposal, S1563, has passed the Massachusetts Senate and is currently on its way to the House. This bill will allow the trimming of trees to maintain safe airport approaches. Such approaches would protect not only pilots and passengers, but also people living in the vicinity of airports.

Calls or letters can make the difference in the passage of this bill. The more interest shown, the better the chances of moving it to the Governor. The legislation was originally introduced in 1984 and has died each year for lack of public support. It has the endorsement of every major aviation organization and the FAA. ✈

NEW MEMBERS

20 new members have joined the Club. Many were introduced to ACONE through the Basin Harbor Fly-in. Thanks to the sponsors, and welcome:

NEW MEMBER	CITY AND STATE	SPONSOR
Life		
Edward Fredkin	Brookline, MA	L. Dennis Shapiro
Sustaining		
John D. Malcolm	Everett, MA	Basin Harbor
Family		
Stephen and Lynn Browne	Weston, MA	Cynthia Bloomquist
Robert N. & Jean Buck	Moretown, VT	Gary Keamey
Clifford A. & Dorothy Pulis	Ellsworth, ME	Basin Harbor
Charles W. & Donna M. Reilly	Dracut, MA	Basin Harbor
Eric N. & Leslie W. Wickfield	Concord, MA	Sandy Sanford
Regular		
Holly B. Bama	Hudson, NH	Sandy Sanford
Gene Beliveau	Haverhill, MA	Basin Harbor
Michael L. Dye	East Boston, MA	Sandy Sanford
Dick Jason	Swanton, VT	Basin Harbor
Mary J. McGrath	Essex, VT	Basin Harbor
Vi Ritz Righy	Beverly Hills, CA	Dean S. Edmonds, Jr.
Randall Tredo	Massena, NY	Basin Harbor
Maxwell M. Van de Velde	Dedham, MA	Gary Kearney

Second Major Airport? ...

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tives." Short statements of position will be made by Paul Cronin, the newest member of Massport; Andrew Hamilton, Esq., Conservation Law Foundation; the AOPA; and the FAA. A critique will be offered by Harold Hestnes of Hale & Dorr.

Don't miss the opportunity to take part in this important meeting. ✈

DESTINATIONS

Transatlantic Mooney

by Jack Rosen

On May 21, 1991, my modified M20F Mooney N9627M and I departed New Bedford at 06:30 local for Venice, Italy. On hand for the departure were my wife, Channel 6 TV, and members of the New Bedford **Pilots** Association. While some claim I spent the next seven days secluded at Nantucket, I really was on my way to a flying adventure I think every pilot should experience.

My first stop was Aero Fusion in Bangor Maine for survival gear and a 50 gallon ferry tank that would add an extra 5 hours fuel to the 10hours we normally carry. Then on to Moncton, New Brunswick for a Canadian check on aircraft equipment, navigation and pilot requirements since the Trans-Atlantic crossing would depart from Canadian Airspace.

Arriving at Gander just before dark, I proceeded to the weather office for a briefing and to order a weather package for a 04:00 departure. The flight to Shannon should take between 10 to 12 hours and I wanted to land before dark in order to take some videos of Ireland. Although temperature on landing was about 70°F, it was forecast to drop rapidly with rain and snow. After fueling the plane at 03:30 in pouring rain, I wiggled into the bottom portion of my survival suit, got my clearance and started to taxi out. By the time I got to the approach end of Runway 4, the rain had turned to slush and ice, not really a good combination for a plane that was a little bit heavy with 150 gallons of fuel. I advised tower we were going to shut down and clean off the



Jack Rosen with his wife Sandi, son Jamey, and Mooney N9627M

PHOTO: KEN BLOOMQUIST

wings, then make a decision on whether to depart.

About to re-board the plane, I noticed fuel pouring out of the right tank overflow. While stowing the upper part of the survival suit, I had accidentally opened up the valve from the ferry tank, which started to fill an already full main tank. Twenty-five gallons of fuel had to be replaced. I don't like to think about what would have happened if the lost fuel had not been noticed!

Five hours later we got on our way when icing conditions abated. The overcast cleared, and the ocean and clouds started to paint their never ending combinations of beauty and color. With the Northstar doing the flying, and the prototype Northstar M-6 GPS system (loaned to me by Northstar as the first M-6 to cross the Atlantic) backing up, the HF radio working perfectly (necessary for ocean flights), I had a chance to sit back and reflect on events leading up to this trip.

As with most pilots and sailors, the Atlantic has always been there challenging to be crossed. Sailing it was my number one choice, but that kind of time did not

exist. I had in the past purchased books and videos on ocean flying. These only wetted my interest.

Being a member of the Mooney Pilots Association, we attend the Mooney Homecoming every year in Kerrville, Texas, at the Mooney factory. In 1990, we were fortunate enough to win the Mooney Employees Favorite Mooney Award. Unlike the USA, the European Mooney Pilots have their annual meeting in a different country each year. Venice was the scene for the 1991 meeting, and it seemed like a good opportunity for the Europeans to see an award winning Mooney. So that's how we happened to be in the middle of the Atlantic heading for Ireland. Being short on time was the reason for the direct crossing, rather than the customary route of Greenland and Iceland.

Landing at Shannon was uneventful at midnight, and two hours of paperwork and paying fees had me on to the hotel next door to the airport. In the morning, a visit to the Met office, a couple of phone calls to London to get a slot time - which turned out later not to be a departure time, but the time I would arrive in English airspace, put in some liters of fuel, and I was on my way to Lyon, France to visit and stay the night with friends.

Departing Lyon the next morning it was south towards Nice, then a left turn over the Alps to Venice. The fact that I was picking up ice at 10,000' didn't seem to have the same effect it does on North American controllers who usually help you to change altitude quickly. The Italian controller insisted I maintain altitude, even though I was past the Alps, and the highest terrain below me was 4,000'. However,



PHOTO: JACK ROSEN

The Alps on the leg from Lyon, France to Venice, Italy

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Air Rally Fogged In

by Jo Rita Jordan

The New England Section of the Ninety-Nines organized the first New England Air Rally (NEAR) in 11 years as part of the birthday party to celebrate their 50th anniversary. Twenty airplanes arrived in perfect autumn weather for the impound and fueling at the Northampton, Massachusetts airport on Friday, October 4. Forecasts were for more of the same Indian summer weather the next day.



PHOTO: JO RITA JORDAN

Impounding the planes in Friday's sun

Foiled by Fog

Saturday, Rally day, found the planes on the ground, shrouded in fog. Thorough weather briefings by representatives of the Burlington FSS kept everyone hopeful, but the final afternoon deadline found the clouds still low and the outlook worsening. The forecast for the Sunday rain date was even worse.

Time for Plan B

Allegra Osborne, FAA examiner, administered an impromptu and unofficial private pilot written test to determine prize winners. Since no one had expected the test, it was a considerable challenge. Teams took the test together, in Allegra's opinion contributing to lower scores. Only four teams managed to score above the FAA minimum of 70 to win prizes given out at the evening "awards" banquet. FAA Regional Administrator, Arlene Feldman, opened her banquet speech with the announcement, "We will be collecting your licenses at the door as you leave."

The top team, winning a David Clark Headset, were Brian Baker and Mark Bizzarro, both students at Daniel Webster College. Brian, a senior, is already a CFI. Northstar LORAN upgrades went to the

next three winners: CFI Charles Friedman and co-pilot Todd Michael, second place; Nick Maltbi and Kate Clayton-Jones, third; and Virginia Ursin and Harriet Fuller, fourth. The planned cash prizes and trophies will be saved for the next NEAR.

History of NEAR

The NEAR, once open only to women pilots, began in the mid-fifties, and settled into its current form in 1961. Between 1961 and 1981, sixteen rallies were held all over New England, each attracting more than 40 pilots from the Eastern US and Canada. Men joined the events in 1977. In 1981, the fuel crisis dampened enthusiasm for gasoline-intensive fun, and none were held until this year.

Unlike a race, a rally involves setting your own speed handicap and estimated fuel consumption, then flying a specified course to meet your own numbers. The winners are not necessarily the fastest, so a J-3 can compete as well as a Baron. Entrants in the 1991 NEAR ranged from a Tomahawk and a C152 to a Bonanza.

Billie Downing and Harriet Fuller showed slides of the NEAR history at the banquet, reminding us of the fun of flying in the days when gas was nearly free. Past winners of the NEAR were on hand for this one: The first winner, Ora Stevens (Taunton, MA) came to celebrate the 30th anniversary of her victory. A three-time winner, Peg Davidson, was in charge of registration. The 1971 winner, Nancy Tier, is still flying after a career in the air of over 60 years: Nancy is also a charter member of the Ninety-Nines. The two past

male winners, Ed Reeves and Stu Downing, both worked on ground crew this year.

Aero Club Members in Key Roles

ACONE members were essential to this year's rally, and the effort was no less because of the weather: Michelee Cabot was chairman; Martha Dunbar, Chairman of the Eastern New England Chapter of the 99s, assisted Michelee in countless ways; Dave Graham, ACONE Secretary, brought his super-accurate clock to start and time the rally; Arlene Feldman delivered the awards banquet speech; Allegra Osborne worked on impounding the aircraft and administered the emergency examination; Anne Mercer put together a gorgeous program; Jo Rita Jordan and Carol Rayburn were scorers; and Stu Downing was part of the ground crew. Dave Ladd donated trophies, Harold Cabot donated printing for the programs, and ACONE Board Member Jackie Lanpher helped collect last-minute artwork for program ads.

The Ninety-Nines have already decided to hold a 1992 NEAR. All the teams who showed up for this one automatically hold places. Look for announcements in early summer. ✈

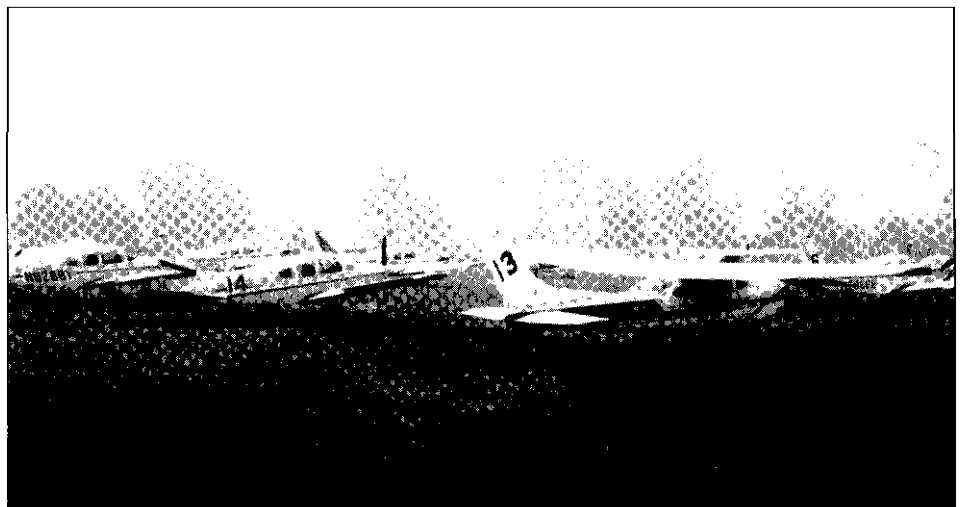
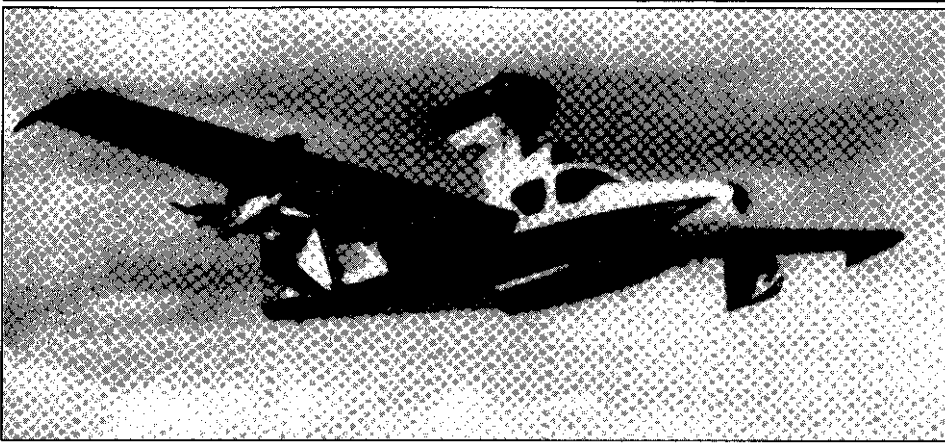


PHOTO: JO RITA JORDAN

Grounded by fog on Saturday



The Lake Amphibian in flight

Lake Flying

by Nancy and Don Burrer

They fly a little slower and burn a little more fuel; expenses, like insurance, are somewhat higher: and the cockpit may be a bit smaller, but the amphibian offers compensating flying pleasures. We especially enjoy the convenience of bringing our Lake Buccaneer to the beach at our Lake Winnepesaukee condo cottage.

New England Base

We base the plane at the Laconia, NH airport. If you haven't been to Laconia, it's a good field to visit, with a 5286 east/west runway, two IFR approaches, three FBOs, and a top-notch avionics shop. The CTAF is **123.0**. Lake Winnepesaukee, Squam Lake, and the White mountains are just to the northeast. They make a magnificent panorama from the air.

Another highlight of Laconia for us is the location of the northeast sales and service offices for Lake Aircraft there. If you have any thoughts of trading into an amphibian class plane, don't miss the opportunity of visiting awhile with Bruce Rivard at the Lake facilities on the south side of the field (phone (603) 524-5868). Be careful though; he really believes in his amphibians and he is a convincing guy. Bruce sold us on the idea. The new Lake Renegades are fabricated just 60 miles to the east of Laconia at Sanford, ME, another nice field to visit. With prior arrangements made through Lake, you can tour their fabrication facilities.

Land or Sea?

In reality, most of our flying is land-based, but when the conditions are right it

is very special to have the freedom to put down on one of the endless number of bodies of water that exist throughout New Hampshire, Vermont, and Maine. A proper touchdown in moderate sea state conditions is incredibly smooth with just the sound of water swishing against the hull: a very pleasing sensation. On the other hand, when water conditions aren't *so* good, a land landing can be much more enjoyable. We tend to stay clear of Lake Winnepesaukee on summer weekends, because the big boats on the lake stir up a relatively high sea state. In such seas, especially in light wind conditions, a landing amphibian is apt to skip like a thrown stone across a pond. This type of water work does not create pleasing sensations, particularly since you know your gyros are getting bounced around with you.

Amphibian Fly-ins

Aside from the adventures offered by New England waters, there are fly-in opportunities all over the continent. Camaraderie is strong and there is a very active national Lake Flyers group. Every summer the Canadian members organize a fly-in to interesting points in Canada. We hope to participate in the trip next year. Most summers there is also a group that gathers from all over the US for a tour of Alaska. The informed New England pilot undoubtedly knows about the annual Greenville, Maine fly-in in early September. Water flying contests on the southern tip of Moosehead Lake with all types of seaplanes competing are a major event of the weekend. April brings another interesting seaplane gathering in conjunc-

tion with Sun 'n' Fun at Lake Parker just outside of Lakeland, Florida.

All Welcome at River Ranch

For the New England pilot with an interest in amphibians, the annual February Lake Flyers fly-in at River Ranch in central Florida may be the best excuse to travel south in the winter. Last year we had a wonderful time at River Ranch in conjunction with a flight to Ohio and Tennessee to visit with relatives. The fly-in includes a series of informal seminars with a great deal of emphasis on safety and maintenance. We took part in a "poker run" flight which included a tour of the Piper manufacturing facilities at Vero Beach. Even though the focus is safety and general learning for Lake pilots, all are welcome. It is a good opportunity to explore amphibian ownership. We look forward to attending again next year; perhaps you should also.

(A "poker run" flight involves picking up a playing card from each of a number of locations. LoPresti and Millar distracted the Burrers, and they never completed the hand. - Ed.) ✈

HONORS

Harold W. Buker Jr. Selected by NAA to Receive Elder Statesman of Aviation Award

Honored for his service to the people of New England and the nation for over five decades, ACON member Harold Buker is a pilot with over 25,000 hours in 75 different aircraft. He has taught hundreds of students to fly. He pioneered the safe use of light aircraft for commercial transportation and has helped set national aviation policy, earning the respect of the people of the northeast and the nation.

Currently Director of Aeronautics for the State of New Hampshire, he will be the moderator of the Aero Clubs Aviation Issues Forum to be held on November 7 (*see page 1 for related article - Ed.*) examining the question of the proposed second major airport for Massachusetts and alternatives for better air service. ✈

Transatlantic Mooney...

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we soon shed the ice on our own, and a pleasant two days was spent with the Mooney pilots at a pretty grass strip on the island of Lido, just beside the old city of Venice. Mooneys had come from all over Europe, and it was very interesting to hear about the cost and problems of flying in Europe.

Our visit over, we departed Venice and flew to Valencia, Spain for fuel and a few hours of sleep. Up before daybreak and on across the Atlantic to Santa Maria, Azores. Several more hours of paperwork and paying fees, off to the hotel, and some sleep for a midnight departure for St. Johns, Newfoundland. Breakfast in St. Johns, off to Bangor for customs, and then home to New Bedford and a warm welcome by family and friends.

In summing up, even at this later date I still cannot put into words how I felt then or feel now. Part of the experience is meeting people, officials, ferry pilots who do this for a living, and fellow pilots; the different airports; fueling. Maybe it's flying with little sleep, watching the weather over your shoulder, or listening to those four cylinders up front that you're relying on so much. Maybe it was being

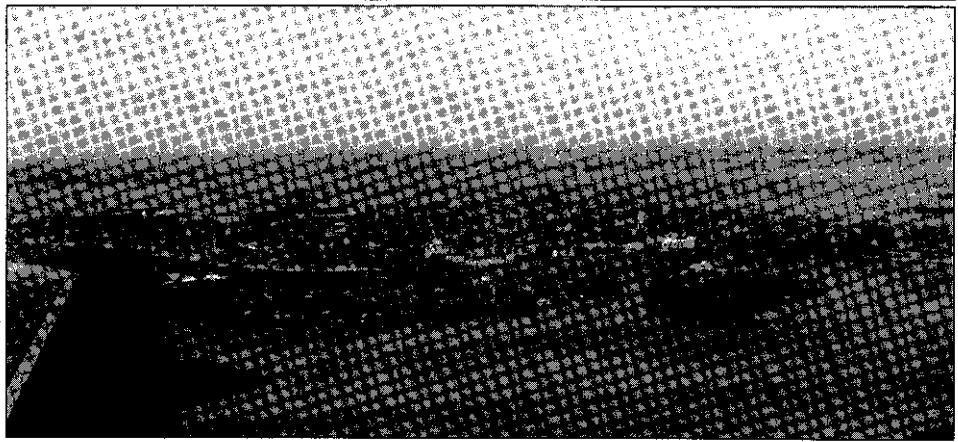


PHOTO: JACK ROSEN

The "old city" of Venice. Not too many people get to take this picture from their own plane!

able to talk to my wife and friends from over the Atlantic through a short wave telephone service.

I'm sure it was a combination of all these. Six weeks later we were on our way again, this time with my wife, Sandi and son, Jamey, to Greenland and Iceland. More on that trip later...

As for flying across Europe, not much different than here, just more red tape. The strongest impression I got about flying in Europe was if you want to fly in Europe, you really have to love flying. Don't ever let our system get even close to the mess that general aviation has to put up with in Europe. The system is geared toward

commercial aviation, and they are doing everything they can to get the small planes out of the sky.

Since we've done two Atlantic crossings, we are now exempt from mandatory Canadian inspection. I'm very proud of that waiver certificate, but with the trip planned for next year, it wouldn't be necessary anyway. More on that later also. My first trip was about six months in the planning, and I had much help from many people. Anyone planning or thinking about such an adventure is more than welcome to call me at 508-295-8674. That's what friends are for. ✈

HONORS

Two ACONe Aviatrices Recognized at Friendship Forest

The Atchison, Kansas International Forest of Friendship's Memory Lane now includes granite plaques engraved with the names of two ACONe members. The Forest was established in 1976 on the 200th birthday of the United States as a memorial to world aviation and aerospace history. The donors were the Ninety Nines, the international organization of women pilots; and Atchison, the birthplace of Amelia Earhart, the first president of the Ninety Nines.

The Forest is made up of trees representing all fifty states and territories and the thirty-five countries where there are chapters of the group. The central "Memory Lane" thus far honors more than 600 individuals who have or still are contributing to all facets of aviation and aerospace. Included are Charles Lindbergh, Beryl Markham, and General

"Jimmie" Doolittle. Among the forty-two 1991 honorees were two members of the Aero Club, Anne Bridge Baddour and the late Marjorie Van Vliet.

Anne Bridge Baddour

A member of the ACONe Board of Directors and Chair of the Education Committee, Anne holds single-engine land, multi-engine land, single-engine sea, and instrument ratings. For the past fourteen years she has been a pilot for the MIT Lincoln Laboratory Flight Test Facility. Anne has established numerous national and international records in both single-engine and twin aircraft. In 1988 she won the Clifford B. Harmon Trophy, Aviatrice, and in 1990 she was presented the FAA Golden Eagle award for outstanding aviation accomplishments.

Marjorie Van Vliet

Marjorie Van Vliet died in an accident on approach to Charleston, West Virginia, last year near the end of a tour which reached the capitals of all of the lower 48

states. She began flying at the age of 54, and quickly earned her private license, followed by instrument and commercial ratings, all in 1978.

Inspired by a 1986 flight in which she raised public awareness about the rights of abused children, she founded the World Friendship Association to finance a round-the-world flight to promote peace through person-to-person contacts. ✈



PHOTO: COURTESY OF ANNE BADDOUR

Anne Baddour inspects the plaque placed in her honor.

Basin Harbor Fly-in...

continued from page 1

and guests in his after dinner remarks Saturday night. Jim is a 26,000 hour TWA veteran who wrote their hook on aviation safety. On Sunday the FAA, under the direction of Gary Readio, conducted a very well-attended safety seminar.

At noon on Sunday, new ACONE member Mary McGrath provided the assembled a unique aerial ballet with her Decathlon. The Bose sound system on the ground was perfectly synchronized to Mary's portable airborne tape as she delighted spectators with delicate aerobatic precision set to beautiful music.

Twelve commemorative Basin Harbor T-shirts were awarded to spot landing contest winners. Based on the new ACONE fly-in T-shirts featuring an aerial view of Basin Harbor, the spot landing winners' shirts noted "Precision Pilot Award - 1991 Spot Landing." The top three winners were Aero Club member Henry Mansour (who landed on the line), Henry Musser, and Ray Tousignant.

Raffle prizes were worth well over \$2,000. The \$965 noise canceling headset generously donated by the Bose Corporation inspired the purchase of many tickets. It was won by ACONE Board Member Anne Baddour. A new donor this year was Professional Instruction International, which offered \$1,000 worth of instruction. Many thanks to all donors who make this event possible.

A Concours d'Elegance - aircraft judging - was conducted for the third year. Twelve plaques were awarded; see the side panel.

The Eighth Basin Harbor Fly-in will be held on the 12th and 13th of September 1992. **Your** suggestions and assistance are valued - call 207-935-4080. This year's success resulted from the combined efforts of the Committee, noted below. Join us in making next year even better. ✈



PHOTO: KEN BLOOMQUIST

Dick Bicknell, maestro of the Basin Harbor Fly-in



PHOTOS: KEN BLOOMQUIST

Dick Jason and his Glasair won **Gold**, Experimental and Home-Built and Silver, Avionics

Concours d'Elegance Winners

Antique and Classic, pre-1960

Gold	1951 Cessna 170	B. and D. Darring
Silver	1940 Waco UPF 7	A-C and Audry Speckman
Bronze	1951 Cessna 170A	J. Parks

Experimental and Home-Built

Gold	1990 Glasair	Dick Jason
Silver	1990 White Lightning	Randy Tredo
Bronze	1987 Christen Eagle	Henry Clayton

Aircraft Built after 1960

Gold	1978 Beech Baron	Dean Edmonds Jr.
Silver	1969 E33 Bonanza	Dot and Cliff Pulis
Bronze	1976 Beech Sierra	Anne Baddour

Best Avionics

Gold	1978 Beech Baron	Dean Edmonds
Silver	1990 Glasair	Dick Jason
Bronze	1975 Cessna 182	Todd Pulis

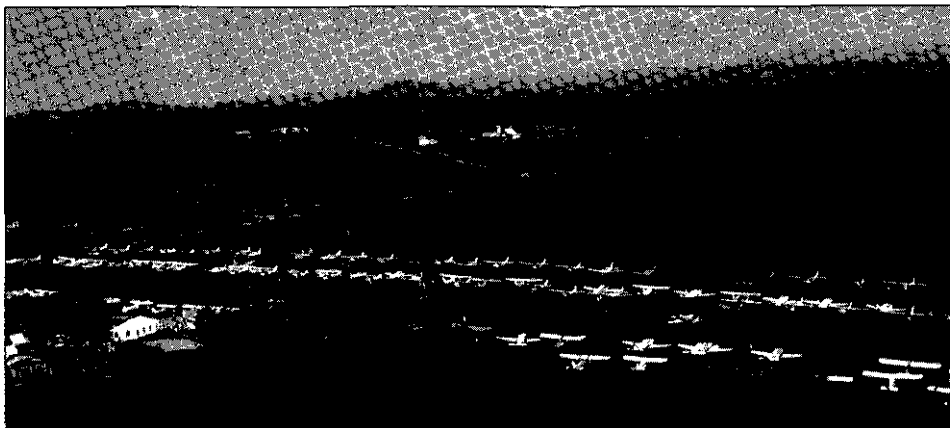


PHOTO: DICK BICKNELL

Basin Harbor September 8, 1991 - over one hundred planes in this partial view

Basin Harbor Committee and Helpers:

Anne Baddour	Jim and Paula Grenier
Dick and Bette Ann Bicknell	Pete Kallander
Cynthia and Ken Bloomquist	Gary Kearney
Reese Dill	Keith and Adine Kretschmer
Mel and Barbara Dorr	Jim McIntyre
Chuck and Arlene Ehlers	Todd and Brenda Pulis
Mike Feldbaur	Dennis and Susan Shapiro



PHOTO: KEN BLOOMQUIST

Bette Ann Bicknell and Barbara Dorr work the registration desk at the entrance to the avionics displays



PHOTO: KEN BLOOMQUIST

The new Maule demonstrated by Pick Point Air

1991 Basin Harbor Fly-in



PHOTO: DICK BICKNELL

A few of the classic beauties in attendance



PHOTO: DICK BICKNELL

Gary Kearney and Anne Baddour award the Spot Landing Contest prizes



PHOTO: DICK BICKNELL

The Vergennes Fire Department stood by - and enjoyed the incident-free day



PHOTO: DICK BICKNELL

Dennis Shapiro, Chuck Ehlers, and Reese Dill relax at the conclusion of the fly-in

IN MEMORIUM

Sandy Craig - Nantucketer, Pilot, Gentleman

by L. Dennis Shapiro

Most of us knew Sandy Craig as the Baron pilot from Nantucket who came to the Cabot Award luncheon and perhaps one or two other ACONe meetings during the year. He often brought others from the "far-away island" including FAA tower personnel, airport managers, and airport commissioners.

On Nantucket Sandy was active in the community. He was a longtime trustee of the Nantucket Cottage Hospital and served as Chairman. He co-chaired the Hospital's recent successful capital campaign. Sandy was a champion of conservation and donated many acres of family land to help keep Nantucket open.

He learned to fly as a young man on Nantucket, served in the War, and was a flight instructor on the island afterwards. I went flying with him in his C-55 Baron, modified with wing and tail kits which converted this somewhat testy ship into a pussycat. He was proud of his airplane and had about the softest touch on the controls that I have ever seen. He would land on runway 24 and turn off onto 15, a distance of about 1100, while seasoned pilots would stare in amazement.

Sandy was instrumental in helping Nantucket receive priority for the installation of the new ASR-9 radar which was commissioned in June. With the new radar, Nantucket tower now has the ability to provide radar surveillance to aircraft on approach.

Sandy is missed by all who knew him. Should you wish to remember him in a special way, contributions to the Nantucket Cottage Hospital and/or to the ACONe Scholarship Fund would be appropriate. The members of ACONe express sympathy to Sandy's wife Joan and their family, and share fond memories of Sandy. ✈

James F. Nields
by Crocker Snow

On Tuesday, October 8, James F. Nields died in his home in Hardwick, Massachusetts. He was a towering figure in the history of local, national, and international aviation, liked and respected by all with whom he came in contact. A pilot and airplane owner since the late twenties, Jim Nields had been chairman of the Massachusetts Aeronautics Commission, president of the Aero Club of New England, president of the National Aeronautic Association, president of the National Pilot's Association, chairman of the General Aviation Committee of the Federation Aeronautique Internationale, a director and treasurer of the National Business Aircraft Association, and treasurer and director of the International Business Aircraft Council. On October 8, 1990, the Federation Aeronautique Internationale presented him the Lindbergh Diploma.

He flew his Beech Baron over much of Europe, South America, Central America, and the Caribbean carrying his co-author Admiral Sam Morrison on a quest to trace Columbus's several voyages in search of the Indies. Their book is timely as we approach 1992.

At the conclusion of the memorial service in Hardwick on Saturday, October 12, ACONe members Reese Dill, with his AT-6, Dave Graham, providing ground communication, and Crocker Snow, in

his Navion, gave a salutary fly-by in Jim's honor. Jim Jr. noted that his father would have truly appreciated the gesture.

A donation to the Paige Memorial Library has been made in Jim's memory by the Aero Club. ✈

Aeronet Formed
by Dick Bicknell

Aeronet is a loose, non-structured, communications network being developed by the Aero Club of New England. We are currently in touch with six other regional aviation organizations.

To join Aeronet, send us your mailings; we will send you ours. Call Dick Bicknell at 508-435-2323 or Shirley Grady at 508-481-4204 to get on the list. ✈

Wilkie Selected Head of MAC Advisory Board

Bob Wilkie, ACONe Board Member and former AOPA New England Representative, has been appointed Chairman of the Massachusetts Aeronautics Commission Advisory Board. The Advisory Board, all six members of which belong to the Aero Club, will provide the MAC guidance in the areas of regulation, flight operation, and various studies. Bob can be reached at 508-548-6500 days and 508-540-4720 evenings. ✈

Automated Weather Observation Stations (AWOS)

AWOS stations report current temperature, dew point, density altitude, visibility, cloud cover, and ceiling. Here are the telephone numbers for the stations in New England.

State	Station location	Telephone	
Connecticut	Waterbury	203-262-1190	
	Maine	Bar Harbor	207-667-7364
		Lewiston	207-783-2806
		Presque Isle	207-764-7248
		Rockland	207-594-7940
		Sanford	207-324-1958
		Waterville	207-877-0519
Massachusetts	Provincetown	508-487-6435	
New Hampshire	Keene	603-358-6424	
Rhode Island	Block Island	401-466-5495	
	Pawtucket	401-334-0324	
Vermont	Rutland	802-747-3044	

ACONE Scholars Take Off

by Cynthia Bloomquist

Since 1987, the Aero Club of New England has helped to launch the aviation careers of twelve deserving young men and women. Anne Baddour, Chairman of the Education Committee of the Aero Club, exclaimed recently "if all of you could get to meet these young people like I do, and get to know them, your hearts would just swell up with pride, and you would empty your pockets." The annual scholarship auction (see p.3 - Ed.) provides a chance to do just that, but donations to the Scholarship Fund may be made at any time through Anne or Frank Knight, ACONE Treasurer. Here is what the recipients have accomplished.

Ann Watson Wood Scholarships

- Elizabeth Straube, Certified Flight Instructor, Instrument; Commercial certificate; degree in Aviation Science at North Shore Community College. Certified by the Canadian government as a commercial pilot and flight instructor. Employed as a flight instructor/pilot for Edmonton Flying Service.
- Sandra Niles, Commercial certificate, Multi-Engine rating.
- Krzysztof Slomiak, Certified Flight Instructor, Instrument; Multi-Engine Land rating; Assistant Chief Pilot, King

Aviation, Taunton, Massachusetts.

- Sandy Jean Martin, Commercial certificate, Instrument rating; Certified Flight Instructor.
- Colleen Ziemba, Multi-Engine rating; pursuing Certified Flight Instructor certificate.

Frank D. Comerford Memorial Scholarships

- Michael R. Rachlin, Commercial certificate, Certified Flight Instructor, Multi-Engine rating.
- Edward McGillicuddy, Certified Flight Instructor, Instrument.
- Suzanne M. Grenier, Commercial certificate, Instrument rating, Certified Flight Instructor certificate pursued while working full time as a dispatcher at Wiggins Airways.
- Brian D. Lee, Commercial certificate, Instrument rating, Certified Flight Instructor.
- Richard Gallagher, pursuing Instrument rating at Daniel Webster College since his recent return from active duty with his squadron of the Marine Reserves, which was called up for Operation Desert Storm. Richard was given a warm welcome home by the Aero Club when he attended the October 10 Scholarship Auction.

Lockhart Smith Jr. Scholarships, for study at the Wentworth Institute of Technology

- Geoffry Wyrstek, Associate Degree in Aeronautical Technology. Jeff has entered the Baccalaureate program in Mechanical Engineering Technology. He is pursuing a career in the aviation manufacturing field.
- Alexis R. Parayno, Associate Degree in Aeronautical Technology. He is presently enrolled in a bachelor's program at California Poly Tech.

Mentoring

Many scholarship winners have **also** received the benefit of Anne's counsel. Thank you letters to the Club and to Anne note in addition to the financial assistance the mentoring and advice which have helped them achieve their goals.

The thoughts of Sandy Martin, 1990 scholar, speak to the Clubs accomplishments through the scholarship program: "I completed my commercial training and received an 'above average to outstanding' on my checkride. There is no way I could have accomplished these without the invaluable help from ACONE. I felt I was representing not only myself, my flight instructor, and Beverly Flight Center, but also each member of ACONE who has helped to make this scholarship possible... Thank you again." ✈

Aero Club Of New England
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Arlington, MA 02174

