



PENNSYLVANIA PILOT

Vol 14 No 3, Fall 2003

Published quarterly by the Aero Club of Pennsylvania for those interested in aviation in the Greater Delaware Valley

Six aviation scholarships awarded; WAAS commissioned.

AVIATION NEWS

Six scholarships awarded...

The Aero Club's Annual Awards Dinner was held at the Philadelphia Aviation Country Club on June 19th. Six young aviators, including the first aircraft maintenance scholarship recipient, were awarded scholarships from the Aero Club, the Bob Shannon Memorial Fund and the Eastern Chapter of the 99's. All recipients and scholarship applicants will become complimentary members of the Aero Club for 2004. See page 5 for photos of the scholarship recipients.

WAAS commissioned... On July 10, 2003, FAA Administrator Blakey commissioned the Wide Area Augmentation System, the program that enhances GPS signals so pilots not only know their exact location but also their altitude within a few feet. WAAS's reference stations compare information from GPS satellites with their own precisely surveyed positions. WAAS can provide ILS-like vertical navigation to any airport. Phil Boyer, president of AOPA said, "WAAS is the answer for providing precision approaches to all of those airports where ILS just isn't possible. And we can provide an approach with vertical guidance to each runway end."

FAA launches graphical TFR's... Temporary Flight Restrictions would appear to be a permanent fixture, so the FAA is (finally) doing something that might actually help pilots comply. Recently, the agency began posting its own

sanctioned graphical depictions of TFRs on the FAA Web site. There have been some graphical TFRs on the site for more than a year but

Thee FAA has added ten pounds to estimates for passengers and 5 pounds to checked bags. Passengers now weigh in at 180 pound in the

Airport Flashback



Photo by R. Dant

Many years after its closure, the 8000'+ runway at Warminster Naval Air Station, PA, is being demolished and replaced with non-aviation facilities (Willow Grove Air Station is visible in the background). Warminster NAS became a US Navy base in 1944 after the government took over the Brewster Aircraft Factory, builder of WWII aircraft. After WWII, the site became the headquarters of the Naval Air Warfare Center and home of the Johnsonville Naval Air Development Center. It was also used for astronaut centrifuge training during the Mercury missions. See more Airport News on page 4.

they were for "special interest" NOTAMs, generally relating to presidential movements or national security. The new system should provide graphical TFRs for all flight restriction types. The new material will be phased in on the site over a period of time.

PAX are getting fatter... The FAA has recognized the growing girth of Americans by revising weight-and-balance estimates used for loading commercial aircraft.

summer and 185 in winter. Checked bags are estimated at 30 pounds. The new guidelines come as the NTSB released more information on the crash of a Beech 1900D airliner in Charlotte, N.C., earlier this year, in which it was suggested that weight-and-balance issues may have been a factor.

Nuclear plant threat... EAA is asking top officials at the Transportation Security Administration to step forward and

state the threat level, or lack thereof, of general aviation to nuclear facilities. The issue was raised again by a recent USA Today article which claimed that the nation's nuclear facilities are still vulnerable to general aviation or commercial aircraft. The article did state that nuclear power plants are considered safe from such attacks because of their construction, but expressed concerns regarding storage buildings and other non-reactor areas at the power plants.

AERO CLUB OF PENNSYLVANIA



ORGANIZED: Dec 17, 1909; CHARTERED: May 10, 1910

PO Box 748
Blue Bell, PA 19422
www.aeroclubpa.org
AeroClubPA@aol.com

New membership: includes quarterly newsletter mailing. Send name, e-mail, address and \$20 to the address above.

OFFICERS

President Emeritus	Al Schnur
President	Norm Blanchard
1st VP & Secretary	Jeff Kahn
Asst. Secretary	Joan Landry
Treasurer	Tim Boyle
VP Membership	Lou Fitzpatrick
VP Spec Projects	Steve Najarian
VP Scholarships	Tim Boyle
VP Trust Fund	Lee Paynter
VP Publications	Robert Dant
Solicitor	Paul Heintz, Esq.

BOARD of DIRECTORS

3 Year Term: Elaine Farashian
Lou Fitzpatrick
Donald Hershey
Joan Landry
Ed Siefken

2 Year Term: Walt Ellis
Debbie Harding
Lee Paynter
Irv Ross
Marc Saunders

1 Year Term: Robert Dant
Jeff Kahn
Nancy Kyle
Charlie Pydych
Al Schnur

TRUSTEES

Aero Club Mem. Scholarship Fund:
Lee Paynter, Chair
Norm Blanchard
Debbie Harding

PENNSYLVANIA PILOT

Editor Al Schnur
Asst Editor/Layout Robert Dant

PUBLISHED QUARTERLY

All Copy for the Pennsylvania Pilot should be submitted via e-mail or floppy disc one month prior to publishing date.
Please submit copy to either:
aaschnur@worldnet.att.net
rdant@mindspring.com

PRESIDENT'S MESSAGE

Norm Blanchard

Now, with the dog days of summer upon us, the inclement weather that kept us grounded much of the spring on the East Coast seems well past us. Stories are still resonating in local hangars about the frontal systems that turned the annual sojourn of Fun 'n Sun into a virtual nightmare. Pilots were confronted with two unpalatable choices; either remaining in a local hotel for the week awaiting better flying weather, or hopping a commercial flight back home due to pressing business demands. Either way, it would have been a costly adventure. Weather for those going to and from Oshkosh appeared considerably better, if not typical for late July.

On Thursday, June 19th, however, the weather cooperated nicely for our annual Scholarship Dinner at the Philadelphia Aviation Country Club. There was an excellent turnout to honor the scholarship recipients, including Aero-Club members, the 99's, and the families of the winners. The feature speaker of the evening was Mr. William O'Brien from the Washington DC FAA office, who enlightened the audience by relaying key historical highlights of flight dating from the Wright Brothers to present day.

While speaking about the Wright Brother's First Flight, it is not too early to reserve December 17th, 2003 for attendance at the 100th Anniversary of this epoch event. We have structured a task force to prepare for the celebration which will be held at the Desmond Hotel in Great Valley, PA. Our feature speaker will be Dr. Joseph P. Allen, astronaut and Apollo 15 mission scientist. You won't want to miss Joe's comments, so mark your calendars now for this 100th Anniversary Celebration of Flight. Members and non-members welcome.

Blue skies.

Norm Blanchard

BOARD OF DIRECTORS REPORT

Jeff Kahn, Secretary

The board of directors met at Wings Field on July 24, 2003.

Treasurer, Tim Boyle, reported that Aero Club funds were down in the 1st quarter, as expected, but the scholarship funds were up due to contributions and investment income. Lou Fitzpatrick reported a steady Aero Club membership at around 230 members. Norm Blanchard gave a Wright Brothers Dinner update; accommodations at the Desmond are confirmed for a price of \$35 per person.

Steve Najarian gave an airport report; most area airports have reported struggling with fuel sales. On a positive note, new hanger construction is in the works at Quakertown, Wings and Pottstown Municipal. Rob Dant informed the board of the highlights of this newsletter issue. Finally, Nancy Kyle reported on progress of the planned silent auction of aviation items at Vintage Aircraft Day on September 6. Volunteers were accepted at the meeting to help with the operation before and during the auction.

New Website: The Eastern Region of the FAA has a new web page that contains many items of interest including a great weather page, calendars of seminars in all the surrounding FSDO's and much, much more within the Region. The address is: <http://aea.faa.gov/aea200/safety/schedule.htm>

Users should click on E-Learning, then Runway Safety.

AERO CLUB CALENDAR

August

- 16** Barnstormer's Day and chicken BBQ, Reading, PA
22-24 Sussex Air Show, Sussex, NJ
27 Spectacular Airshow at the Atlantic City Boardwalk, Celebrating the 100th Anniversary of Powered Flight, featuring the Thunderbirds and the Golden Knights Wednesday 11AM to 3PM. www.atlanticcityairshow.com

September

- 6** **Vintage Aircraft Day, Wings Field; Philadelphia, PA**
7 Pottstown/Limerick Fly-In Breakfast; Pottstown, PA
4-7 Intl Seaplane Fly-In; Moosehead Lake; Greenville, ME
11-14 Reno Air Races; Reno, NV
12-13 Pennsbury Land Trust Balloon Fest, Chadds Ford, Pa (Near N57) [www.pennsburylandtrust.org/balloon festival.htm](http://www.pennsburylandtrust.org/balloon%20festival.htm)
13-14 Sounds of Freedom Air Show; Willow Grove, PA
20-21 Planes, Trains, and Automobiles Show; Reading, PA
27 Ocean City Annual Airfest, Ocean City, NJ
27-28 Golden Age Air Museum Fall Fly-In, Grimes Field, Bethel PA

October

- 7-9** NBAA Annual Convention; Orlando, FL
12 Fly-in Breakfast, New Garden Airport, Toughkenamon, PA
18-19 RotorFest 2002; Brandywine Airport, W Chester, PA
Oct 30-Nov 1 AOPA Expo, Philadelphia, PA

Nov, December

- Nov 1** Aero Club Membership renewal due, see page 7.
Nov 14-16 Waterfowl Festival; Eastern, MD
Dec 17 **Wright Brothers Dinner; Desmond Hotel**

Highlight

Vintage Aircraft Day, Wings Field, September 6

The 14th Annual Vintage Aircraft day will feature vintage aircraft and antique automobiles at historic Wings Field. The Aero Club will be in attendance with a silent auction of aviation items.

SILENT AUCTION Vintage Aircraft Day

On September 6, at Wings Field (LOM), the Aero Club of Pennsylvania will be conducting a silent auction of aviation items from the Rusty Russell collection. Items include books, prints, original oil paintings, aviation pins, aircraft models and other items from the former Aero Club board member. Payment is by check or cash only. Proceeds go to benefit the Aero Club of Pennsylvania Scholarship Fund which provides scholarships to applicants interested in aviation-related careers. For more information, contact the Aero Club of Pennsylvania at AeroClubPA@aol.com.

**September 6, 2003
Wings Field, Blue Bell, PA**

Special Announcement

Astronaut, Dr. Joe Allen to address Aero Club at Dec 17 Dinner



From "A Man on the Moon", Andrew Chaikin

Astronaut Joe Allen will be the feature speaker at the Wright Brothers' Dinner on December 17th, 2003.

Joe Allen is an Iowa-born physicist, who received his doctorate degree from Yale University. Currently, Joe is Chairman of the Board of Veridian, Inc. of Arlington, Virginia, a national security company serving the country's military, intelligence, and civil communities.

At the time of the historic Apollo 15 mission, Joe manned the Capcom console and was the primary contact with lunar astronauts Dave Scott and Jim Irwin. All contact between the astronauts and Houston control were through Joe, who was nominated as the Mission Scientist for the Apollo 15 exploration of the lunar surface. His keen scientific mind and knowledge of geology were critical in the successful exploration of the lunar surface. In addition, Joe's understanding and support for the challenge that the astronauts faced allowed him to motivate the crew and keep spirits high.

On December 17, 2003, Joe Allen will provide first-hand experience of the serious as well as humorous aspects of man's exploration of the moon from his prospective as Apollo 15 Mission Scientist.

Watch the next issue of the newsletter for a reservation form. Aero Club members and non-members are welcome.

Mark your Calendars:

**Wednesday, December 17, 6PM
The Desmond Hotel
Great Valley, PA**

Delaware Valley Regional Planning Commission Meeting Report

AIRPORT NEWS

June 19, 2003
By Steve Najarian



PHILADELPHIA INTERNATIONAL [PHL]
Terminal A designated for international flights is now open. The Airport Master Plan projected for completion in 2020 is designed to deliver much needed airspace, terminal, gate, and airfield capacity while reducing delays. Two plans are being considered, both of which envision construction of new parallel runways. The Parallel Plan consists of new runways parallel with the current alignment in five phases. The Diagonal Alternative would construct the runways 11-29 Right and Left, and 12-30 Right and Left in seven phases. The Diagonal concept is expected to exceed the Parallel concept by 35,000 annual flight operations.

DOYLESTOWN [DYL]
Taxiway paving is almost complete. Pilot Association continues to bond with community with an airport open house picnic. Medical Evacuation Helicopter is now based here.

QUAKERTOWN [UKT]
Runway 11 clearance of obstructions project is completed. AWOS is in operation. Construction of 20 new hangars expected to begin in July 2003. Local pilots are planning pro-

grams to improve public relations with the neighbors.

MILLVILLE [MIV]
The Blue Angels held center stage at this airport's biggest air show event in its history viewed by an estimated 94,000 people. A new security fence is being installed surrounding the airport property. A 40,000 square foot hangar will be under construction this year.

CHESTER COUNTY [40N]
Keystone Heliport is relocating on an adjacent property, which will not operate "through the fence" but will have integrated facility planning with the airport. The new master plan will consider runway location and length alternatives.

SUMMIT [EVY]
The new master plan has identified improvements to include runway extension and terminal improvements with no requirement for land acquisition. Open house is planned for October 11th to enhance community relations.

WINGS [N67]
A new storage building is being designed to house recently acquired snow removal equipment. The township is reviewing plans for upgrading the exiting parking apron. Noise abatement procedures are being observed by local aircraft to accommodate neighbors concerns. Local property owners have cooperated with the airport to allow tree removal from their properties for mutual safety concerns. The airport will place landscape

buffers to reduce aircraft noise affecting surrounding neighbors. Plans are in place for new hangar construction.

POTTSTOWN MUNICIPAL [N47]
Plans for construction of 20 new hangars are in place. The current FBO is limited to flight school operations. A new FBO operator is being sought. Forty aircraft are now based on the field.

POTTSTOWN LIMERICK [PTW]
Community Appreciation Day sponsored by the local Aero Club was well attended and considered a success. Penn Dot granted funds for extending security fencing around the airport.

BRANDYWINE [N99]
Fuel sales have been down for the past six months due to bad flying weather. The master plan calls for new runway lighting, extension of the taxiway to Runway 9, widening the runway to 60 feet, and installation of AWOS. Aviation Day open house on June 29th was a success. Local pilots volunteered free rides in J-3's and an assortment of local based aircraft to all visitors. The local helicopter flight school also gave rides for a modest fee.

CECIL COUNTY [58M]
The new maintenance hangar is completed. The PAPI should be operational by July 2003. Incremental main ramp and taxiway access has been completed. Purchase of 46 acres for expansion is underway. Fuel sales were down due to bad flying weather.

FROM NEW JERSEY FLIGHT LOG, JUNE 2003

Central Jersey Regional Airport has become the second New Jersey airport after Lincoln Park to be saved through the purchase of airport development rights. The Airport Development Rights Acquisition Program preserves an airport by paying the owners a portion of the property's

potential development value, while allowing them to continue to own and operate the airport. In return, the airport is deed restricted to remain as an airport in perpetuity. Several other New Jersey airports are having discussions with the State regarding the same program.

Featured Aero Club Discount Merchant

TAS Flight School [N99]

TAS flight school has been serving Brandywine Airport for 10 years, with a proven record of safety and customer satisfaction. As an official Cessna Pilot Training Center, the curriculum is well organized and thorough. TAS can help students achieve their Private, Commercial, Instrument and CFI ratings.

20% OFF IN-STOCK AIRCRAFT POH MANUALS

For training and rental, the line is filled with a variety of airplanes, including 152, 172, 172SP, Warrior, and Arrow. TAS can also provide Air Taxi and Charter services. Stop by and see owner Ted Behrle or manager Allison Laird or visit www.flyattas.com. TAS is open just about every day except holidays. Phone 610.696.8664

Scholarships Awarded; Light Sport Aircraft/Sport Pilot coming.

PILOT NEWS

2003 Scholarship Winners



SAMUEL PRIBELL
AERO CLUB
(JOHN C. WARD MEML)



MARCIN KORONA
AERO CLUB
(WILLIAM STRATTON)



WALT ELLIS
PRESENTED...

JASON SCHLIEMAN
AERO CLUB
(A&P SCHOLARSHIP)



DAN KURKJIAN
PRESENTED...

KEVIN PERRY
AERO CLUB
(BOB SHANNON MEML)



KRISTEN JURN
99'S SCHOLARSHIP
(LOUISE SACCHI AWARD)

PENNY LEVIN
99'S SCHOLARSHIP
(CONNIE WOLF AWARD)

Light Sport Aircraft/Sport Pilot almost here... From EAA: Further proof that Light Sport/Sport Pilot may not be just a dream: The FAA has begun creating the bureaucracy to administer it. Light Sport/Sport Pilot will create a new category of lower-performance aircraft and a new certificate for pilots with lower training and medical requirements. The agency is establishing the Light-Sport Aircraft (LSA) Operations Program Office, a branch within the Regulatory Support Division. "We have approval to start setting up this operation and we are looking at the best ways of doing that," says Joseph Tintara, manager of the Regulatory Support Division Aeronautical Center.

New LASIK technology... Pilots tend to obsess over the limitations imposed by poor eyesight, and the inconvenience of glasses and contact lenses. Now, there's a new twist to the common Lasik vision-correction surgery, utilizing wavefront-guided technology developed at NASA. The new procedure was approved by the FDA last year and it is becoming more widely available as doctors acquire the equipment. The system reportedly sharpens vision better than traditional Lasik, while avoiding side effects such as poor night vision or light sensitivity.

Rhinebeck shuttle in operation... Through October 12, Rhinebeck Aerodrome Museum and Airshows offers a free weekend shuttle service to and from the Kingston-Ulster Airport (20N) to the Old Rhinebeck. The shuttle runs every half hour from 10a.m.-1:30p.m. before the shows with return trips starting at 4:15. Rhinebeck's 2000-foot grass strip is not suitable for most aircraft, but now pilots can fly

to the beautiful Hudson River Valley and easily take in this unique and internationally known attraction. Kingston-Ulster has a 3,100-foot paved runway and is expanding to accommodate more aircraft tie down spots. Pilots should call River Aviation at 914-336-8400 for additional airport information. Call Old Rhinebeck, 845-752-3200 in advance of departure to reserve a shuttle seat. (www.olderhinebeck.org)

Beech Starships head for the boneyard... From AOPA: The Beech Starship wowed the crowds when it first appeared at Dallas Love Field during the NBAA convention in 1983. Now the Starship, a marketing disappointment, is playing to a packed house once again - if you can call an Arizona boneyard a packed house. Some of the 53 completed sleek composite, pusher turbo-prop, canard-design airplanes were sold, but the remaining Starships are showing up at Evergreen Air Center located on Pinal Airpark at Marana, Arizona. A lot of planes go into the Evergreen storage center, but very few ever come out. Most slowly lose their usable parts and finally just fade away. No comment from Raytheon.

Wright Flyer replica flies... A group of pilots and builders in Glen Ellyn, Illinois, have successfully flown a replica of the 1903 Wright "Flyer" for 137 feet, but by using a 20-horsepower lawn mower engine for propulsion (the Wright brothers had only 12 hp). The "Spirit of Glen Ellyn" will fly on the grounds of Chicago's Museum of Science and Industry on December 17. Pilot Ken Kirincic says the airplane can't fly without wind, and it can't maneuver - if it goes into a turn, it's probably not coming out. At the end of its successful flight it was veering into a right turn.

Member Stories

“Get out, I’m stealing this airplane” by Walt Ellis

Quite awhile back, Route 291 used to go right next to the ramp Atlantic Aviation at Philly International. One night, somebody came in and stepped over the fence at Atlantic and got into an airplane. They got it started up ok, but the airplane started to go and quickly crashed into a nearby airplane. I think that guy got away...



But I worked over at Bridgeport in the early 70's, and a guy called up on the phone and asked if we give flying lessons. “Yes we do.” “Ok I'd like to take one.” “Well, you have to schedule.” So I scheduled him and I wrote his name in the book. On the scheduled day, in the evening, he came in and got in the Cherokee 140 with the flight instructor and they went out for the typical first lesson. They came back, landed, and taxied up in front of the building. Just then, the guy pulled out a gun and said to the instructor, “get out of here, I'm stealing the airplane.” The flight instructor ran off...

The guy tried to start the airplane up, but he had trouble getting it started; so one of the line boys thinking 'this guy's having trouble getting the plane started' jumped up on the wing to help him. He opened the door and the guy said “get out, I'm stealing this airplane.” The line boy got off and the guy kept cranking and cranking. He must have had the throttle wide open when it finally started, because it took off right away toward other planes (At this point we were all imagining the guy in the cockpit turning the yoke back and forth trying to steer the plane). The Cherokee headed straight ahead into a Skymaster sitting on the

ramp, and when it hit, the prop tore up one wing like ripped up newspaper. Gas ran out all over the Cherokee, right over the engine. Of course, the guy was stuck now and had no choice but to get out (amazingly, there was no fire, though that might have been better, since he did a lot of damage to both airplanes). His car was in the parking lot close by, but he didn't run that way; the goofy guy ran the other way across the airport...

By this time, the instructor had made it to the big hanger where they were having ground school, and he knew there was one of the township police taking the class there. He ran in and shouted “hey, this guy is trying to steal an airplane.” The policeman started chasing the guy across the airport. Meanwhile, Donald Zane, who was chief of police at the time, was notified. Don was across the field picking blackberries or something, and the guy was headed right for Don. But Donald didn't have a gun with him, so he ran over to a nearby house to a guy he knew. “Give me one of your guns.” Donald took a shotgun and was back running after this guy. At one point, the guy turned around and pointed his gun at Donald, so Donald shot the guy. But, of course, the guy was far away, and Donald only

had bird shot in the shotgun; so you can imagine what his wounds might look like. The guy hid under an abandoned sand hopper

and the 2 officers captured him and took him to jail. The next day they were looking at this guy and he had birdshot all over his lower legs. What a story, but nobody really knew why he wanted to steal the plane...

So there are two instances where would-be thieves couldn't even get the airplanes off the ramp!



New Section added to the AIM:

A new section has been added to the AIM entitled **Area Navigation (RNAV) and Required Navigation Performance**. This section describes RNAV as a method of navigation permitting aircraft operation on any desired flight path within the coverage of station-referenced navigation aids or within the limits of the capability of self-contained aids, or a combination. The future will bring an increased dependence on the use of RNAV in lieu of routes defined by the ground-based navigation aids. There are several advantages:

1. Routings that save both time and fuel
2. Reduced dependence on radar vectoring, and altitude and speed assignments, reducing required ATC communications
3. More efficient use of the airspace

Pilots should have a working knowledge of their aircraft navigation system to ensure RNAV procedures are flown appropriately. This Section of the AIM provides a good understanding of the various waypoints and leg types used in RNAV procedures. Read and be enlightened.

The Pitot-Static System

FLIGHT SAFETY by Al Schnur

Though part of every panel, these three performance instruments are sometimes taken for granted. Two are required for flight.

The **altimeter** measures the height of the airplane above a given atmospheric pressure level by measuring atmospheric pressure at the level of flight, similar in principle to that of an aneroid barometer. Altitude information is displayed to the pilot by multipointers on a dial, usually calibrated to 20, 100, and 1,000 feet. These pointers have counter balances that can block portions of the altimeter face, making misinterpretation common in certain situations. It's a good idea to look at the altimeter and check some of its flaws.

The **vertical velocity indicator** is a sensitive differential pressure gauge that senses the rate of change in static air pressure to indicate the rate at which the airplane is climbing or descending. The dial is graduated in hundreds of feet per minute. Since it is not a required instru-

ment for Part 91 Operations, it may become a source of alternate static air pressure. I personally would not fly without an operable vertical velocity indicator as this two-for-one instrument gives two pieces of critical altitude change information: trend and rate!

The **airspeed indicator** is a sensitive differential pressure gauge that indicates the speed at which the aircraft is moving through the air. It promptly displays the difference between (1) impact pressure of the air as the airplane moves forward, and (2) static pressure, the undisturbed atmospheric pressure at the airplane's level of flight. This difference is registered by the airspeed pointer on the face of the instrument, calibrated in knots, or statute miles per hour or both. Keep in mind that the pointer points to "indicated speed", by definition, but the color markings on the face of the instrument are "calibrated" for older airplanes or "indicated" for new airplanes since about 1978.

Next time, I'll discuss what happens when various pressure sources become clogged, what the instruments will indicate and how to avoid being trapped by them.

2003 MEMBERSHIP RENEWAL NOTICE

The Aero Club dues for 2003 in the amount of **\$25.00** are due by November 1, 2003. New memberships are still \$20. Recruit a new member and receive a \$5 discount for each new member application included with your renewal (max 3). Complete the membership subscription form on the next page. Your timely renewal saves us a bit of postage on reminders.

If you wish to contribute to the Scholarship Fund, your donation will be used to promote youth in aviation. A donation of \$10.00 from each member will assure providing two scholarships next year. Remember that all contributions to the Scholarship Fund are tax deductible, so please consider the Aero Club when planning your contributions. If you contribute \$100 to the scholarship fund, your membership dues are waived for the year.

Please send your dues and Scholarship donations to:
Aero Club of Pennsylvania, PO Box 748; Blue Bell, PA 19422.

NAME: _____

ADDRESS: _____

CITY/STATE: _____

PHONE: _____ E-MAIL: _____

SCHOLARSHIP CONTRIBUTION: \$10 \$25 \$50 \$100 Other: _____

2003 DUES: \$25 NEW MEMBER: \$20 WAIVED (\$100 Scholarship):

* PLEASE RETURN BY NOVEMBER 1, 2003 * TOTAL ENCLOSED \$ _____

Aviation Oddities:

An unusual call... Orlando Sentinel: Mary Ann Stout, of Ormond Beach, Fla., got an unusual phone call from husband, Larry, who was out flying his experimental biplane, a Marquart MA-5 Charger. "I'm all right, but I've crashed the airplane into a tree and I'm stuck." Mary Ann called 911 and guided rescuers to the airplane in a wooded area. Larry was taken to the hospital with minor injuries, but according to the FAA's preliminary report, the airplane damage was substantial.

It's a bird, it's a plane, it's everything...

Undaunted by today's gloomy economy, dreamers and tinkerers continue to pursue their vision. Among the ideas, the AeroCat "hybrid aircraft vehicle" appears to be full of... helium. The AeroCat "combines the principles of a hovercraft, blimp, airplane and catamaran." It's 310 feet long by 80 feet high, and would travel 500 miles at 70 knots while carrying 30 tons of cargo. The vehicle's aerodynamic catamaran-shaped hull would produce lift and would be made of laminated fabric, filled with helium and pushed along by four 850-hp turboprop engines. It would operate from land or water, snow or desert, and could be configured for air cargo, passengers, military, or other special uses. No prototype is yet flying, but a scale model is expected soon.

Advertisements:

Timothy P. Boyle

Certified Public Accountant
AOPA and Aero Club Member



1724 MONTEREY DRIVE
PLYMOUTH MEETING, PA 19462

Phone: (610) 272-5454 FAX: (610) 279-0770
TBoyleCPA@aol.com

Runway Restaurants, Inc.



Exclusively at
Chester County (40N)

Enjoy good food, good fellowship, free popcorn, and a runway view.

Aero Club members receive a 10% discount with their membership card.

Advertise here and reach an elite group of aviation consumers around the Delaware Valley. Contact advertising manager Donald Hershey at dhershey@mailstation.com.

Return Service Requested

P.O. BOX 748, BLUE BELL, PA 19422
AERO CLUB OF PENNSYLVANIA

Organized December 17, 1909; Chartered May 10, 1910



NON-PROFIT ORG
US POSTAGE
PAID
SOUTHEASTERN, PA
PERMIT NO. 84