



PENNSYLVANIA PILOT

Vol 15 No 3, Fall 2004

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

AERO CLUB NEWS...

Scholarships Awarded...

The annual scholarship dinner took place on June 17 at Wings Field. The Aero Club awarded three scholarships, the Bob Shannon Memorial. Fund awarded two, and the 99's awarded two. Former recipient and professional pilot Andrew Wison spoke, as did FAA Inspector, Orton Ogborn. Scheduled speaker Johnny Miller was unable to attend after an auto accident in the Spring. Scholarship recipient photos are on Page 3.

Udvar-Hazy Bus Trip...

The Aero Club is planning a bus trip on October 2 to the new Udvar-Hazy Museum. Located near Dulles Intl. Airport in northern Virginia, the museum houses a collection that includes a Concorde, the Space Shuttle Enterprise, the SR-71 Blackbird, and hundreds of other displays. Seating will be limited. See page 7.

Safety Seminar... The Aero Club co-sponsored an FAA safety seminar at the American Helicopter Museum at Brandywine Airport on June 3. Air traffic controller Mary Wunder, aviation lawyer and AOPA board member Paul Heintz, and long-time A&P Walt Ellis spoke on subjects relating to TFRs, FAA paperwork, and violations. All are Aero Club members. The Aero club will co-sponsor another seminar Oct 21.

Issue Highlights...

- Fall Calendar, pg 3
- Silent Auction, pg 3
- Aviation Donations, pg 4
- Museum Bus Trip, pg 6
- Member Renewal, pg 7

New Sport Pilot rule is finally here...

AVIATION NEWS

FAA unveils Sport Pilot...

Effective September, the FAA begins to certify sport pilots and their aircraft. Already, there are about 15,000 airplanes being flown in the United States that qualify as

FAA Administrator Jane Garvey explains, "The big difference comes in the cost. The typical private pilot's license costs nearly \$9,000. With the new sport pilot certificate, it can be \$2,600 dollars. In return, the pilot

gets the benefit of certification standards for the aircraft, maintenance, inspection, training and flight reviews that previously were unavailable in this category."

The rule was first proposed by industry in the late 1980's. Initially, the FAA couldn't even agree that these aerial vehicles were "aircraft," and for years the FAA hoped the issue would go away. These aircraft didn't fit into any traditional certification regulations, but finally, in the mid-90s, it became

clear that these "whatever-they-were" were not going away, and neither was the growing enthusiasm for them. So, the FAA started discussing ways to fit them into the regulatory scheme; this new rule is the culmination of that long journey. If the sport pilot rule were a well-aged Scotch, it would be just about ready for drinking.

Continued on Page 3...

Airport Flashback



Photo by Rob Dant, story by Dan Kurkjian

A sports complex sits on the site of the old Shannon Airport in central Chester County, PA. The only remaining remnant is the old airport beacon, still in place. Shannon Memorial Airport started out as an old farm strip in the mid-1950's. It was originally known as Downingtown airport and had 3 grass runways. The airport was bought by Bob Shannon in the early 1960's and was paved in the late 1960's. After Bob's death in 1970, the airport was renamed in his honor. The airport closed to the public in the early 1990's, but remained in private use for a few years after. The runway remained intact until the sports complex was built and soccer fields constructed in the late 1990's. You will find more about the airport beacon and other airport news on page 4.

light sport aircraft. The rule specifies an LSA as being 1320 pounds max gross, max 180HP, two seats and max cruise of 120 Knots. Within tight guidelines, the average person will be able to fly one of these aircraft with as little as 20 hours of flight training. The certificate will allow them to fly daytime, with three or more miles visibility, below 10,000 feet, and with one passenger.

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	Jeff Kahn
1st Vice President	Walt Ellis
Secretary	Nancy Kyle
Asst. Secretary	Joan Landry
Treasurer	Tim Boyle
Asst Treasurer	Charlie Pydych
VP Membership	Lou Fitzpatrick
VP Spec Projects	Steve Najarian
VP Scholarships	Tim Boyle
VP Publications	Robert Dant
Solicitor	Paul Heintz, Esq.

BOARD of DIRECTORS

3 Year Term: Norm Blanchard
Tim Boyle
Steve Najarian
James Prier
John Stubbs

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

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

TRUSTEES

Aero Club Mem. Scholarship Fund:
Tim Boyle, Chair
Jeff Kahn
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

Jeff Kahn

As you can see from this issue of PA Pilot, your Aero Club has been very busy. The Scholarship Dinner was well attended and we awarded three \$2,500.00 scholarships to very deserving young aviators. Although Johnny Miller could not attend, we hope to have him with us at this year's Wright Brothers Dinner.

Our Safety Seminar in June was very well attended and was so well received that the FAA has asked us to do an encore, which will take place on October 21st at the Philadelphia FSDO.

Plans are coming together for our field trip on October 2nd to the Smithsonian Udvar-Hazy Air & Space Museum. Please sign up early as space is limited! See page 6.

We welcome the FAA's issuance of the Sport Pilot regulation. Not only will this attract more people to aviation, the new medical rules will enable many current pilots to extend days of active flying. But beware of the catch that you cannot self-certify yourself if your last Application for Medical Certificate was denied. Hopefully, the FAA will soften the impact of this provision in the future. In the mean time, it is wise for all of us to address new medical issues before going to their Aviation Medical Examiner. Check with your AME well before you schedule your examination. AOPA also offers extensive resources to its members, both by phone and on its web-site. In many cases, you can bring the documentation necessary for your AME to issue your medical certificate on the spot. The good news is that if you are not sure whether you can pass the physical, but still believe that you are safe to fly, you may have the option to continue flying under Sport Pilot regulations.

Fair skies!

Jeff Kahn, President

BOARD OF DIRECTORS REPORT

Nancy Kyle, Secretary

The Aero Club board of directors met at PACC at Wings Field on July 29.

- > Nancy Kyle reviewed the minutes from the last meeting.
- > Jeff Kahn presented the financial report for the absent Tim Boyle.
- > Lou Fitzpatrick reported on membership. Membership is steady at just over 200 members. Our mailing list includes an additional 125 dignitaries, organizations, and scholarship recipients.
- > Rob Dant announced the highlights of this issue of the newsletter.
- > The board discussed the success of the Scholarship Dinner.
- > Walt Ellis provided information about the upcoming safety seminar. The agenda will be similar to the spring seminar, but will be held at Intl. Plaza near Philly International. The date is set for October 21.
- > Nancy Kyle and Debbie Harding reported on progress of the silent auction.
- > Jeff Kahn announced some details of the upcoming bus trip to Udvar-Hazy.
- > Steve Najarian discussed details of the Wright Brothers Dinner arrangements at the Desmond Hotel in December.
- > The meeting was adjourned.

AVIATION NEWS

Continued from Page 1...

New medical rules for Sport Pilot...

Key among the provisions in the new rule is the driver's license as proof of medical fitness. But there are some caveats. Pilots must self-certify that they are medically fit to fly. And, anyone who was denied their most recent third-class medical will not be issued a Sport Pilot certificate even if they have a driver's license. They must first satisfy the FAA that the medical condition that prompted the previous denial has been fixed or is under control. The complete Sport Pilot rule can be viewed at www.faa.gov/avr/arm/rulemaking/SportPilotRule7_19.doc

Cellphones tested aloft... The days of "turn off your cellphones" while flying commercial may be numbered, but that doesn't mean the big OK for cellphone use in your airborne GA cockpit. ARINC and Telenor ASA said they would soon have a system ready that would safely link cellphones to airliners' satellite-based phone systems. And recently Qualcomm tested a similar system aloft in an American Airlines jet, with members of the media invited on board to give it a try. Reporters were given CDMA phones and got generally good connections, but the Associated Press reported that some calls were dropped. Sound quality was about the same as a cell call on the ground, but with a one-second delay that made conversation awkward.

New souped up Explorer...

From AOPA: American Champion Aircraft is offering its customers the option of getting an additional 10 horsepower by mounting the newly certified Superior Air Parts Vantage engine on Explorer aircraft. The 180-hp Vantage would be derated to 170 hp for the Explorer. The new powerplant will be available to American Champion customers as soon as Superior Air Parts receives the production certificate for the engine. The type certificate was received in April. It is certified in the United States to run on unleaded automotive gasoline.

AERO CLUB CALENDAR**August**

- 18^(wed) Atlantic City Boardwalk, USAF Thunderbirds
- 21-22 Reading AeroFest, Reading, PA
- 21-22 **Aero Club Silent Auction Donations, N99, LOM**
- 28-29 **Aero Club Silent Auction Donations, N99, LOM**
- 27-29 Sussex Air Show, Sussex, NJ
- 28-29 Lancaster Community Days Air Show, Lancaster, PA

September

- 9-12 Intl Seaplane Fly-In; Moosehead Lake; Greenville, ME
- 11 **Vintage Aircraft Day, Wings Field; Philadelphia, PA**
- 11 Blueberry Skies Airfest, Hammonton, NJ (N81)
- 12 Easton EAA Fly-in Breakfast, Braden Airpark, PA (N43)
- 12 Pottstown Fly-in Breakfast, Pottstown, PA
- 11-12 Antique Airplane Club of Grtr NY Fly-In; Brookhaven, NY
- 11-12 Planes, Trains, and Automobiles Show; Reading, PA
- 18 Display of Vintage Fairchild Aircraft, Hagerstn, MD (HGR)
- 25 Ocean City Annual Airfest, Ocean City, NJ
- 25-26 Golden Age Air Museum Fall Fly-In, Grimes Field, Bethel PA

October

- 2 **Aero Club Bus Trip to Udvar-Hazy Museum**
- 9-10 Fly-in, B-17, B-24 display, Ocean City, MD (OXB)
- 16-17 RotorFest; Brandywine Airport, W. Chester, PA
- 21 **Aero Club sponsored Safety Seminar, Int'l Plaza, Phil**
- 23 Barnstormers Day, Grimes Field, Bethel PA

Nov, December

- Nov 1 Aero Club Membership renewal due, see page 7.
- Dec 17 **Wright Brothers Dinner; Desmond Hotel**

Highlight**Vintage Aircraft Day, Wings Field, September 11**

The 15th 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**

The Aero Club of Pennsylvania will conduct a second annual silent auction of aviation items donated from local pilots. Items include books, prints, memorabilia, pilot supplies, instruments and other items. Payment is by check or cash only. Proceeds go to the Aero Club Scholarship Fund, providing scholarships to applicants pursuing aviation-related careers. For more information, contact the Aero Club at AeroClubPA@aol.com.

**September 11, 2004
Wings Field, Blue Bell, PA**

Aero Club Bus Trip to Udvar-Hazy Museum, Saturday, October 2. See Page 6.

Delaware Valley Regional Planning Commission Meeting Report

AIRPORT NEWS

June 17, 2004
By Steve Najarian



PHILADELPHIA INTERNATIONAL [PHL]

An environmental impact study for the extension of runways 17-35 is planned for this year. Repaving of all taxiways at a cost of five million dollars is also planned.

PHILADELPHIA NORTHEAST [PNE]

Two new taxiway projects are planned at a cost of 1.5 million dollars each.

DOYLESTOWN [DYL]

Bucks County Airport Authority continues to negotiate with the local township regarding road closure for airport safety concerns. Increasing the runway length is still under consideration. State/Federal funds were received to clear obstructions from the runway protection zone.

TRENTON MERCER COUNTY [TTN]

Shuttle of America has ceased operations. Boston Pan Am Airways continues its operations. Runway 16-34 will be rehabilitated at a cost of 3.5 million dollars. New runway lights and PAPI improvements have been released for bid. A bid for snow removal equipment in the amount of 1 million dollars will soon be released.

SOUTH JERSEY REGIONAL [VAY]

This airport was acquired by the State of New Jersey for a reported 12 million dollars. A privately owned FBO is managing and operating the

airport facilities. The runway extension project has been denied.

SUMMIT [EVY]

Land is being acquired or an easement is being sought to protect approaches to the airport. Construction of a parallel taxiway is planned. It has been reported that some federal government activity is ongoing with no disclosure as to its purpose.

QUAKERTOWN [UKT]

T-hangars are under construction and state and federal funds have been received to rehab the runway.

WINGS [LOM]

The FBO is under new management. A partnership program with the surrounding residence has improved relations with the community. Exemplified by gaining consent for tree removal at the approach end of runway 24 on neighboring properties and a tree planting program to replace the obstructions is proof positive that the Wings program is working.

NEW GARDEN [N57]

The plan to have the township purchase the airport property is ongoing. The New Garden Annual Air Show event occurred as planned on June 19th. CTAF has changed from 122.80 to 123.05.

BRANDYWINE [N99]

The design contract with McFarland Johnson for PAPI, AWOS and the extension of the taxiway to Runway 9 will be reviewed for approval by

the Board of Directors of this pilot-owned airport.

PENNRIDGE [N70]

The airport is seeking approval from the township to build 20 new T hangars. Construction of a new parking apron has been approved.

SPITFIRE [7N7]

Airport owner is seeking N.J. Land Development Rights from the State to secure airport land exclusively. The cost of runway improvements is estimated at 2 million dollars.

PENN'S LANDING HELIPORT [P72]

The facility is open for public use. Helicopter maintenance services are in operation. Environmental assessment is required to extend the length of the pier. Philadelphia International Airport supports enhancement of the heliport as a reliever. Sterling Helicopter is the operator of the service and is seeking FAA funding for enhancements to the facilities.

* DONATION DAYS *

The Aero Club is accepting aviation-related donations to benefit the Scholarship Fund. Donations will be accepted at Wings Field and Brandywine Airport:

Special drop-off events:

Wings Field, August 21

9am-2pm, Donuts, Hot Dogs.

Brandywine Airport, August 28

9am-2pm, Donuts, Hot Dogs.

Also, donations can be dropped off at the terminals of both airports from **August 21 to the 29th.**

Items will be auctioned at Wings Field on September 11, 2004.

Items may include any auctionable aviation-related items, including books, prints, photos, pilot gadgets, pins, etc.

For more info, contact:

Debbie Harding:
610-827-7208

Rob Dant:
610-909-4467

Beacon at Shannon Airport...

The beacon still remains intact on the grounds of the long-closed Shannon Memorial Airport in Chester County. The beacon was part of the early mail navigation routes and was purchased by Bob Shannon for \$1 and moved to its current location. Downingtown plans to dedicate an historic marker at the site sometime in the next month or so.



Hudson River corridor threatened; FSS future in question...

PILOT NEWS

Hudson River corridor threatened by Shumer...

Local pilots say there's no better way to see New York City, but a local senator wants to close the so-called Hudson River Corridor to GA. Sen. Charles Schumer claims New York City is being shortchanged on security by the existence of the uncontrolled VFR corridor. He believes the Big Apple deserves the same sort of GA ban that Washington, D.C., has. Now, we're not sure if Schumer is envious of the 15-nm no-fly zone in Washington or the Air Defense Identification Zone (neither of which has bagged a single criminally minded pilot to date) but he's particularly upset with the Hudson River Corridor (which he calls the Hudson River Approach).

Lucky Pilot... From AvFlash: Luck was in the air for a banner-tow pilot recently. Ramsay Shockley had an unplanned swim in Jamaica Bay, New York, in front of thousands of beach-goers. He was towing a banner behind a Cessna when the plane developed engine trouble and he had to ditch. He was picked up from the wing of the submerged plane by a passing jet skier.

Virtual tours of Udvar-Hazy planes on line... If you haven't had a chance to visit the new Udvar-Hazy Center in Virginia, Avflash reports that you can view some historic aircraft and cockpits in detail on the Internet. The cockpits of the Concorde, the Boeing 307 Stratoliner, and the SR-71 Blackbird can be viewed in intricate detail from any vantage point. Exterior shots of the J-3 Cub and a Monocoupe 110 can be rotated to view the airplane from any angle. The high-rez movies and photos were shot last year as the

aircraft were moved into the museum. It was a rare opportunity to access the aircraft before they become inaccessible. The movies and photos are available at <http://www.nasm.si.edu/interact/qtvr/uhc/index.htm>. Movies require the Quicktime plugin.

Poor man's jet flies...

AvFlash reported that the maiden flight of the AeroComp kit jet took place at Merritt Island Airport in Florida recently. Dubbed the "poor man's jet" (for those poor enough to have about \$600,000 to spend) the single-engine composite plane was apparently docile and predictable in its first two flights. In an unusual (and refreshing) move, the company refused to take money from customers until after the first flight. Now, according to the company's Web site, prospective owners are ringing the phone off the hook trying to get an early position.

FSS future in question...

It may be only a matter of time before the Boise AFSS is shut down in the downsizing of the AFSS system. "We are very concerned about what's going to happen to our pilots here in Idaho," a local FSS specialist said, emphasizing the difficulty of navigating Idaho's rugged mountains and violent weather without knowledgeable briefers to help. An FAA spokesman said the FAA has no plans to close Boise but conceded a future private contractor might. The FAA is looking at the private-sector option to reduce the cost associated with Flight Service. FAA head Marion Blakey stated that "it is costing \$500 million per year, \$27 for every single communication Flight Service has. We don't think that's efficient." Recent Idaho acci-

2004 Scholarship Winners



PHIL GERACI
AERO CLUB



MARCIN KORONA
AERO CLUB



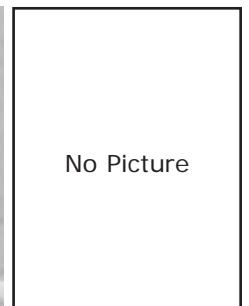
MICHAEL DUNN
AERO CLUB



STEPHEN EARP
BOB SHANNON MEML



ERIC RUBENSTEIN
BOB SHANNON MEML



No Picture

ANGELA CAPECE
99'S SCHOLARSHIP
(CONNIE WOLF AWARD)



LOLA TOMLINSON & ALICE WRIGHT
PRESENT...

SANDRA HAWKINS
99'S SCHOLARSHIP
(LOUISE SACCHI AWARD)

dent statistics show a sharp increase in accidents, even with the insights of briefers. The NTSB and FAA offered no explanation for the sharp increase.

New PTSs and FAA Handbooks continue to roll off the press

FLIGHT SAFETY By Al Schnur



New PTS for the Instrument Rating..

As part of the ongoing effort to keep PTSs current with other FAA documents, the instrument Rating Practical Test Standards for Airplane, Helicopter, and Powered Lift, FAA-S-8081-4D have been revised. The practical test prerequisite requirements have been updated to current rules. This latest version will be available online by following at <http://afs600.faa.gov>.

The PTS has been made more user-friendly. An abbreviation section has been added, the "Plan of Action" is more thoroughly explained to include reference to the use of scenarios, the requirement for the use of a view-limiting device has been clarified, and the reference to the metric system has been eliminated.

Other significant changes have been made in the PTS procedures. Testing in modern aircraft with electronic flight instrument displays has been addressed, the use of GPS for navigation and approaches has been clarified, and the requirement for a GPS approach has been added. Also, the use of autopilot and flight management systems has been covered. Approach terminology has been updated to include Precision Approach (PA), Approach with Vertical Guidance (APV), and Non-precision Approach (NPA). The requirements for their use have been clarified.

Additional changes to testing were identified based on field comments and experience. As a result, testing in

Single-Pilot Resource Management has been addressed and clarified, and testing in basic instrument flight maneuvers are addressed throughout the practical test instead of being treated as separate tasks.

The PTS remains a tool for use by inspectors, examiners, instructors, and applicants. Comments regarding any PTS should be sent in e-mail form to AFS630comments@faa.gov.

Handbook revisions continue...

Handbook revision continues to proceed at a steady pace. The handbooks use the designation system, FAA-H-8083-XX, with the last 2 digits changing for each handbook. A significant effort has been made to improve graphics, cover the latest technology advances, and provide information to help pilots operate safely.

The latest handbook to "hit the street" is the new Pilot's Handbook of Aeronautical Knowledge, FAA-H-8083-25. It replaces Advisory Circular (AC) 61-23C. Also, separate handbooks for aircraft categories and classes are being created. The Airplane Flying Handbook, FAA-H-8083-3, is in printing and will contain new chapters for Performance Maneuvers, Transition to Complex Airplanes, Transition to Turbopropeller Powered Airplanes, and Transition to Jet Powered Airplanes. Handbooks for seaplanes and skiplanes will follow. All handbooks will be available online at <http://afs600.faa.gov>.

Udvar-Hazy Museum Bus Trip, October 2

Explore the frontier of aviation in the nation's great new Air & Space Museum. We will depart Wings Field at 8AM and return around 8PM. A 47-passenger super comfortable coach has been reserved for this unique trip. Send in your reservation coupon today to reserve your spot to visit one of America's great new air museums. Members and non-members welcome.



Please send bus trip reservations to:
Aero Club of Pennsylvania, PO Box 748; Blue Bell, PA 19422.

NAME: _____
ADDRESS: _____
CITY/STATE: _____
PHONE: _____ E-MAIL: _____
of Attendees: _____ x \$35 = TOTAL ENCLOSED \$ _____

Member Story, by Robert Dant

A first flying lesson, all over again

Despite reading seaplane books, watching training films and being a member of the Seaplane Pilot's association for many years, I had yet to fulfill a dream to fly seaplanes.

After a couple cancelled lessons due to weather, the late spring weather was holding off the thunderstorms long enough to get my first lesson in. I arrived at the Philadelphia Seaplane Base at 5:20PM. As I walked up to the office, I noticed Hank waving me down to the dock. As I got closer, I was surprised to see him talking to Bob Mills. This seemed like a good omen; nothing better than to start my first lesson with a handshake from a renowned seaplane pilot. And hey, the Delaware River doesn't smell as bad as I feared!

Since Bob's "official" move to Florida a few years back, Hank Grenfell has taken over operations at the base. Hank had the little yellow, 65HP Cub waiting for us at the dock. Winds were light, but the tide was moving up river at 7 knots.

I thought I had prepared mentally for the first lesson, with respect to the basic maneuvers, but I was not prepared for the concept of navigating in a moving mass of water. To be thinking about currents and winds at the same time produced a mental block for me. We practiced maneuvers on the water around a nearby buoy. These are a different kind of turns around a point, for sure.

We started practicing normal take offs and landings just east of the Commodore Barry Bridge, with US Airways and Southwest taking off overhead from 27 Left at Philly. It's a warm evening and all 65 horses are working to pull us off the water. The trim is fixed a bit nose heavy and I'm struggling to hold the stick back throughout the takeoff and climb. Hank informs me that I'm holding on too tightly, but all the while I'm thinking I'm going to have to work out at the gym between lessons.

The Delaware River is making things interesting. I'm in a seven knot moving mass complete with floating logs and other debris. There goes a good looking B.F.

Goodrich radial. I'm sort of getting the hang of the takeoff, but I can't seem to remember to stop relaxing stick pressure after liftoff. We don't want to risk pitching it back into the almost-glassy water. Fortunately, Hank is in front of me and is only able to scold me verbally.

The power off landing attitude is steeper than I expected. The water is almost, but not quite, glassy and I'm only doing an average job judging my height for the flare. After six takeoff and landings, we taxied back to do some more buoy work and then in to the doc. Wow! That was more work than I expected. Mental work mostly, but, it's the start of a dream and seems like a heck of a nice way to begin.

Hanks signs my logbook and asks for payment... oops, forgot my checkbook, I clean out my wallet and Hank takes an I.O.U. for the rest. I'll be back in two days. Hank regales me with a few stories about base history and the old FBO building...once a jail and infirmary. There's a lot of history around this place.

That's the end of lesson one. I'll be back.

2005 MEMBERSHIP RENEWAL NOTICE

Club dues for 2005 in the amount of \$25.00 are due November 1, 2004. 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 and mail the form below. 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 aviation. A \$10.00 donation from each member assures providing at least two scholarships next year. Contributions are tax deductible, and 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: _____

2004 DUES: \$25 NEW MEMBER: \$20 WAIVED (\$100 Scholarship):

* PLEASE RETURN BY NOVEMBER 1, 2004 *

TOTAL ENCLOSED \$ _____

Wonderful flight...

It seems to me that the world is a burdened place, our worries and our problems get etched upon one's face.

But you took me to flight and soon I had the freedom to explore. Words are heavy things, but once in silence, I can soar!

Every single ray of light magnified by three; those grounded want to be up here, their souls cry, "Please, take me."

So I must take this chance to give my thanks to you, for all the bumps of fun amid these skies of blue.

Amanda Hershey, Acra, NY

Advertisements:

St. Michael the Archangel Catholic Shop, Inc.

205 West Ridge Pike, Limerick, PA 19468



Unique religious items, books, cards, gifts, rosaries, statues, prayer books, missals, bibles, crosses, art, CDs, children's books and videos. Services include book imprinting, custom cards and custom embroidery. Located 3 miles east of Pottstown Limerick Airport.

Owner is member of Aero Club, AOPA, and the 99's.

610-489-7999 (Mon-Fri 9:30-6:00, Sat 9:30-5:00)

stmichaeltthearchangel@comcast.net



Flights over scenic Chester County, PA

Individual, couple or group flights.

Champagne toast included.
Aero Club discount: \$25 off per couple.

Call or visit website for reservations:

800-826-6361

www.air-ventures.com

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