



PENNSYLVANIA PILOT

Vol 17 No 3, Fall 2006

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

AERO CLUB NEWS...

Museum visit... On July 15, the Aero Club met at Millville Airport to visit the Millville Army Air Field Museum. After the tour, members ate lunch at the restaurant on the field. See story page 5.

Scholarship Dinner...

Just over 50 attended the Aero Club's annual scholarship dinner on June 22 at Wings Field. The Aero Club awarded \$12,000 in scholarships to five recipients. Additionally, the Bob Shannon



Speaker, Ryan Koch

Memorial Fund awarded two scholarships, and the Eastern PA Chapter of the 99's awarded two scholarships. Speaking

at the dinner was Ryan Koch, a former scholarship recipient and a flight instructor at Randolph-Macon Academy in Virginia. See recipient photos on Page 3.

Flea Market... The Aero Club will hold an aviation flea market and silent auction at Wing's Field on Vintage Aircraft Day, Sept 9. Over the last two years, the silent auction has raised over \$3500 for the Aero Club Scholarship Fund. Donations of aviation-related items are being accepted for the event. See page 3 for more details.

Issue Highlights...

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- Airport News, pg 4
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- Central Airport, pg 7

Oshkosh announcements top the news...

AVIATION NEWS

Cessna unveils two planes...

Two new Cessna piston proof-of-concept aircraft were revealed at Oshkosh last month. Cessna showcased its proposed Light Sport entry, and a potential new production single that would compete in the 4-6 seat single-engine arena. These are the

LSA entry has an aluminum fuselage with composite cowl and strutted high wing. It also boasts a 48-inch wide cabin, dual control sticks and a 100HP Rotax engine. The decision to build the aircraft will come next year.

Garmin announcements...

Garmin revealed a number of new products in July. The Garmin 496 is an enhancement to the successful weather-enabled 396. The 496 adds high resolution terrain underlay, airport taxi diagrams, AOPA airport directory, smart airspace alerts, built-in auto maps, and a super fast refresh rate. In another announcement, the G600 is a glass panel designed to retrofit into older aircraft and the G900X is designed for experimental aircraft. The G600 display-only functionality requires a Garmin panel-mount GPS

Airport Flashback



1953 photo by Bob Long

Central Airport in Pennsauken New Jersey was the Philadelphia area's first major commercial airport. Opened in 1929, the airport operated as one of the busiest airports in the nation until the opening of Philadelphia International in 1940. Incredible history was made around this area adjacent to "Airport Circle" at the confluence of Admiral Wilson Blvd and Routes 70 and 130. The last airplanes departed the airport in 1957 with the construction of the Pennsauken Industrial Park. See Walter Ribeiro's full article on Central Airport on Page 7. Current airport news is on Page 4.

first new light aircraft designs to come out of the company in many decades. Specs on the larger aircraft have not been revealed, but photos of a surprise overflight of the prototype imply a 4 to 6 place, partially composite, high-wing, fixed-gear, strutless aircraft (photo, page 3). The

for input, while the G900X includes two GPS NAV-COMs. Finally, the WAAS-enabled 430 and 530 will be available in the fall.

Light jets galore...

Eclipse, Adams, Diamond, and Honda all had light jet displays at

Continued on Page 3...

AERO CLUB OF PENNSYLVANIA



ORGANIZED: Dec 17, 1909; CHARTERED: May 10, 1910
PO Box 748
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AeroClubPA@aol.com

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PRESIDENT'S MESSAGE

Walt Ellis

On July 12, 1928, an airplane crashed in a remote area of the New Jersey Pinelands near Chatsworth. It seems an obscure bit of information from long ago. Killed in the crash was Capt. Emilio Carranza of the Air Corps of the Army of Mexico. Carranza, known as the "Lindbergh of Mexico" had been commissioned by the Mexican government to undertake a goodwill flight to the United States. Carranza's plan was to make a nonstop flight from Mexico City to Washington DC, but bad weather forced him to stop in Mooresville, NC. He finished the flight the next day, landing at Bolling Field in Washington. Carranza was greeted by President Calvin Coolidge and congratulated at a White House luncheon. His journey continued to New York where he was received by the mayor and escorted by his friend Charles Lindbergh. Carranza received a telegram from a superior officer ordering him to return to Mexico immediately "or the quality of your manhood will be in doubt". He started his return trip to Mexico City on July 12th in a furious electrical storm. The next day blueberry pickers found a piece of his aircraft and alerted authorities. Members of the American Legion Post 11, in Mount Holly cut through the underbrush and retrieved Carranza's body. They covered it with their own US flag and stood guard until federal authorities arranged for its return to Mexico.

You might think that would be the end of the story, but the members of Post 11 promised to never forget Carranza. They began holding a ceremony at the crash site close to the date of Carranza's death. Later a stone monument was erected with money collected from Mexican school children.

This year on July 8, I attended the Seventy-Eighth Annual Memorial service for Capt. Emilio Carranza. It is presented annually on the second Saturday in July by American Legion Post 11, and it was a moving service that reminded us about Capt. Carranza and his good-will mission. I was also impressed by the dedication of the members of Post 11.

As aviators we should remember that this tragedy was a classic case of get-home-itis, similar pressures exist today. Remember Capt. Carranza as a Mexican hero and good-will ambassador, but also remember he succumbed to pressures from someone who did not understand the unforgiving nature of flying.

Blue Skies.

BOARD OF DIRECTORS REPORT

Debbie Harding, Secretary

The Aero Club board of directors met at Wings Field on July 27, 2006. The minutes were reviewed from the last meeting. Tim Boyle then presented the financial report and Lou Fitzpatrick reported on membership. Aero Club membership stands at 189. Rob Dant discussed highlights of the newsletter.

Upcoming events were discussed. A tour of the FAA Tech Center at Atlantic City is scheduled for August 18. The tour is full. Also, the club will hold a "flea market" sale at the upcoming Vintage Aircraft Day at Wings Field. The Wright Brother's Dinner is scheduled for Sunday, December 17 at the Desmond Hotel. Our feature speaker is expected to be "JJ" Johnson, an airline pilot who played Captain Jason Dahl in the recently released motion picture, United 93.

The meeting was adjourned. There was post-meeting discussion of a proposal to adjust the Scholarship Trust documents to specifically limit scholarships to U.S. citizens. It was agreed not to change the wording for the moment and to continue to leave this judgement to the Scholarship Awards Committee.



Memorial Service for Capt. Emilio Carranza

AVIATION NEWS

Continued from Page 1...

Oshkosh. Eclipse received a provisional type certificate for the Eclipse 500 jet. Adams gave updates on their proposed A700 light jet. Diamond's D-Jet VLJ prototype flew at the show (price will be \$1.4 million). And Honda announced they will build their impressive, fuel-efficient, 420-knot HondaJet. Even Cirrus has now hinted that they may build a small single-engine jet.

FAA announcements...

Marion Blakely announced a proposed rule-making to extend the length of 3rd class medicals to 5 years for pilots under age 40. First class medicals would be extended to 1 year. AMEs would also be given greater latitude on conditions they could approve. She also pointed out that time to receive special issuances has been reduced to about two weeks, down from months last year. On the subject of user fees, Blakely said, "This new funding system does not have to include broad user fees for the GA community." But, Phil Boyer of AOPA remains skeptical. He points out that user fees in countries around the world started out small, but everywhere they were put in place, they eventually extended to and stifled GA. "User fees for some will inevitably lead to user fees for all," Boyer said. "It's happened everywhere else in the world."



Photo by Kenneth Kobak, AvWeb

Cessna's new advanced light aircraft prototype

Send us your e-mail address

If you would like to receive Aero Club and local aviation announcements and have not been getting them from us, send us an updated e-mail address:

AeroClubPA@aol.com

AVIATION CALENDAR

August

21-24 EAA-Sponsored B-17 tours and flights, Philly N.E. (PNE)
23 (Wed) "Thunder over the Boardwalk" Airshow, Atlantic City

September

9 17th Annual Vintage Aircraft Show, Wings Field (LOM)
9 New Garden (N57) EAA Fly In. Breakfast
9 Bloomsburg Muni Airport (N13) Fly In. Breakfast & Lunch
9-10 Braden Airpark (N43), Annual Fly-In
10 Punxsutawney (N35) Airport Awareness Day. 8am-5pm
10 Pottstown-Limerick (PTW). Fly-in Breakfast.
23 Annual Air Festival, Ocean City, NJ (26N).
23 Robert J. Miller Airport (MJX) EAA 898 Fly-in

October

7 Alloway Airport (Pvt-NJ02) Fall Fest Fly-in, www.eaa216.org

November

9-11 AOPA EXPO, Palm Springs, CA
10-12 36th Annual Waterfowl Festival, Easton, Maryland (ESN)

Aero Club Events

Sep 9 Aero Club Flea Market, Vintage Aircraft Day, Wings Field
Oct 26 Board of Directors Mtg, Thursday, 6PM, PACC
Dec 17 Annual Wright Brothers Dinner, Sunday, Desmond Hotel

Highlight

Presentation, October 26, 2006

Wings Field, Pennsylvania Aviation Country Club

Following the board meeting at 6PM, Donald Wilkinson will tell us about his adventures flying some unique aircraft. Don is an attorney in Sea Isle City, NJ, and flies a Piper PA-28. Every year, he goes to Santa Fe, NM, to fly interesting airplanes. He recently received his type rating in a Lockheed T-33 and plans to fly the MIG-15 in September. Dinner (optional) begins at 7PM and the presentation begins around 8PM. Contact Jeff Kahn, JSKESQ@aol.com to announce your intention to attend. Dinner is \$30 per person. Attire at PACC is business casual.

AERO CLUB FLEA MARKET
Vintage Aircraft Day

The Aero Club of Pennsylvania will hold a flea market of aviation books and other items at the annual Vintage Aircraft Day at Wings Field. Payment is by check or cash only. Proceeds go to the scholarship fund. For more info or to make a donation to the sale, please contact:

Debbie Harding: airvenhab@earthlink.net, 610-827-7208

Rob Dant: rdant@mindspring.com, 610-909-4467

September 9, 2006
Wings Field, Blue Bell, PA

Delaware Valley Regional Planning Commission Meeting Report

AIRPORT NEWS

June 15, 2006

By Elaine Farashian



PHILADELPHIA INTERNATIONAL [PHL]

The airport is spraying the surrounding landscape to control mosquitoes from spreading West Nile Virus. A meeting held for the reconstruction of runway 17-35. Preparation is underway for closing of Highway 29. Environmental Impact Studies [EIS] are underway for the runway 17/35 project and for the Philadelphia - New York airspace reconfiguration.

PHILADELPHIA NORTHEAST [PNE]

Augusta Aviation is expanding its FBO operations.

DOYLESTOWN [DYL]

The approval was given for second phase of the drainage project. Litigation between the airport and township regarding open space expansion is ongoing.

QUAKERTOWN [UKT]

Bids reopened for runway expansion. The airport is looking for new tenants for the recently closed aviation

shop. The taxiway expansion will reduce tiedown space.

TRENTON MERCER COUNTY [TTN]

Airport received an award for "The Control Tower of the Year". Rehab of taxiway is in progress. Bidding for 3 LED-lit taxiways is underway.

NEW CASTLE [ILG]

Delta has starting non-stop service to Atlanta 7 days a week. The airport is currently evaluating runways, terminal and other areas for improvement.

CHESTER COUNTY [40N]

Upgrading airfield signs. PAPI system will be installed in August 2006.

SOUTH JERSEY REGIONAL [VAY]

Airport is soliciting a new FBO.

POTTSTOWN LIMERICK [PTW]

The owner, Exelon, has expressed to Penn Dot its desire to sell the airport, but believes it is necessary to continue as an airport since it provides a buffer zone to the nuclear power station. In addition, the State has obligated PTW to remain as an airport due to previous funding for runway extension.

CROSS KEYS [17N]

Runway/taxiway repairs underway.

FLYING W [N14]

This privately owned airport is waiting for township direction due to opposition from neighbors.

PENNRIDGE [N70]

Dan Rush Company is building 10 T-hangars for completion by October 2006. Official owner is Shell Corp.

WINGS [LOM]

Received approval to build transit-parking apron. Negotiating with township which wants the airport to build 2.9 miles of sidewalk around it. 76-year-old hangars will begin being replaced.

NEW GARDEN [N57]

Public acquisition of the airport by the township will be finalized by October 2006.

BRANDYWINE [N99]

Taxiway for runway 9 is complete and in use. VASI and AWOS will be installed. There is no frequency assigned for AWOS at this time.

CECIL COUNTY [58M]

50 acres were leased from the county and the runway was extended. Full length taxiway project has begun. Airport improvement plan includes installation of PAPI.

Philly Seaplane Base...

Tinicum Township has recently purchased the Philadelphia Seaplane Base (9N2). Since Bob Mills retired to Florida, Aero Club member Hank Grenfell has been operating the base. His company, Float Flite Inc., uses a Piper J-3 CUB on EDO straight floats.

Hank has been working with the township to maintain the base and seek state money for improvements. Although steps are underway for restoring the seaplane base, it is temporarily unusable due to the condition of the dock and ramp.

Float Flite has recently purchased a 172P on wheels and has ordered Baumann amphibious floats. The floats are expected to be ready in

about four weeks, at which time Hank and Lou Fitzpatrick intend to fly the 172 to Wisconsin for the installation. The installation should take about 4 weeks, after which, the plane will be returned to N.J. and be kept at Spitfire Airport (7N7). Weather permitting, it can fly 12 months a year. Once the seaplane base is operational, it is Hank's intention to move the seaplane operation back to 9N2.

Hank is a Designated Examiner and he, Lou, and Tom DiCecco will give dual instruction leading to an airplane single engine sea rating. Hank is also a Designated Examiner for Sport, Recreational, Private, Commercial Airplane Single engine Land, Instrument Airplane, and add on Instructor ratings.



Recent photo of seaplane base on a rainy day



Historic Lazaretto House under restoration

Aero Club members visit Millville Army Air Museum

By Elaine Farashian

Two WWII veterans escorted a group of 10 Aero Club members and guests on Sat., July 15 through this fascinating facility which had its beginning as a museum in 1988. This first defense airport dates back to August 2, 1941 and was utilized extensively as such until 1945. Presently, it houses aviation memorabilia with a focus on WWII events, personnel and warbirds. The museum has a sizeable section of artifacts from the Philadelphia Seaplane Base.

Both Burke Peirce and Bill Hogan, volunteers and war heroes, gave the group explanations regarding the various airplanes, their pilots and the equipment used at that time. Bill Hogan served as a B-24 gunner whose plane was shot down over Austria. He was a POW for 11 months. Model airplanes made by him can be seen in the exhibits. Burke Peirce flew as a copilot in a B-17, which he successfully flew back to home base in England after it was attacked and damaged. He was awarded the Distinguished Flying Cross.

At first glance, the museum seems small, but it is abundant in contents. More information about the museum can be found on their web site www.p47millville.org, or via the related link on the Aero Club web site at www.aeroclubpa.org. The visitors ate lunch on the airport at Antino's Grille - www.antisocornerstone.com.



Millville Army Air Museum



Aero Club members with Bill Hogan and Burt Pierce

Aero Club, Bob Shannon, and 99's award nine scholarships...

The Aero Club of Pennsylvania awards scholarships to young men and women interested in pursuing careers in aviation.

Bob Shannon Scholarships are awarded in honor of Bob Shannon, who operated West Chester Airport (Brandywine) and then Downingtown Airport (Shannon Airport) in the 1960's and 1970's.

The Eastern Pennsylvania Chapter of the 99's is part of the international 99's, an organization of woman pilots, founded in 1929. Each year, the organization offers scholarships to woman interesting in starting or furthering their interest in aviation.

2006 Shannon Scholarships



MICHAEL ATKINSON
BOB SHANNON MEML **ERICK WILLIAMS**
BOB SHANNON MEML

2006 99's Scholarships



RUTH MORLAS
CONNIE WOLF AWARD **MARJORIE DAVIS**
LOUISE SACCHI AWARD

2006 Aero Club Scholarship Winners



JEFF ADELMAN **STACY CULTON** **RYAN HOBAN** **HEIDI LAIRD** **MAREK LODER**

Photos by Nancy Kyle

Managing Risk

FLIGHT SAFETY By Al Schnur



As the FAA transitions the Aviation Safety Program to the new FAASTeam Program, managing risk is and should be every pilot's paramount concern. Most every one will agree safety of flight is paramount, so let's attempt to define what "safety" really means.

One definition of safety is the freedom from those conditions that can cause death, injury, illness, or damage to the environment. The Code of Federal Regulations intends to promote safety by eliminating or mitigating these conditions. These Rules and Regulations are rather comprehensive, but even the strictest compliance will not always guarantee sufficient amount of safety. In any system of rules and regulations designed to address known or suspected conditions, adding in people, equipment, procedures, software, and whatever else to achieve the goal - creates a high probability that a new combination of circumstances will arise, not contemplated by the regulations.

Folks, this is where risk management comes in. Risk management is the decision making process designed to systematically identify hazards, assess the degree of risk and determine the best course of action. As part of Aeronautical Decision Making (ADM), the FAA has developed the easy to remember "3P" model for practical Risk Management:

Perceive, Process, Perform

The first part is to **PERCEIVE** the hazards that we are confronting. This is accomplished by using the **PAVE** checklist. PAVE stands for **P**ilot, **A**ircraft, **e**nVironment and **E**xternal Pressures. Let's take a look at each component of PAVE.

First is the Pilot. What kind of experience, currency, and physical/emotional condition is the pilot in? A personal and honest assessment is required. Second is the Aircraft. What are the fuel requirements, pilot experience in type, aircraft performance, and knowledge of aircraft equipment; e.g., new types of avionics. Third is the EnVironment. What are the airport conditions, WX, VFR/IFR, runways, lighting, and terrain? Fourth is the External Pressures. Are there allowances for delays, diversions and get home-itis?

In the next issue of the Pennsylvania Pilot, I'll continue the discussion of the "3P" model by looking how to **PROCESS** and **PERFORM** for a safe outcome of the flight. Check with your local FAASTeam Manager and see how you can become involved in reducing the number of GA fatal accidents. Become involved as an Aviation Safety Representative, and partner with your FBO/Flight School and make a difference.

Safety of Flight is everyone's concern.

StingSport LSA available locally.

By Rob Dant

New Aero Club member Michael Floriani is a flight instructor at Chester County Airport and also a local dealer for the new SportAir StingSport light sport aircraft. The StingSport, built in the Czech Republic, has an all-composite airframe, 100hp Rotax engine, and ballistic recovery parachute. The two-place airplane has a full featured VFR panel, a max gross weight of 1320lbs with a 560lb useful, and a cruise speed of 115 Knots, burning less than 5gph. The airplane can run on 100LL or 92 unleaded auto gas.

I took a demo flight at a recent EAA pancake breakfast at New Garden Airport. The Rotax engine started easily, and after a short take off run and swift climb to altitude, Mike let me take the stick. Response is quick and easy to control. Visibility out the one-piece canopy is phenomenal and makes maneuvering easy. Full power quickly accelerated us to nearly 120 knots. Overall, the plane is a joy to fly and is at home boring holes or cruising cross country. The price, generously equipped, is around \$108K. Demo flights are available for a modest fee by contacting Michael at GenAv Flight Services: mfloriani@genavflight.com or 610-579-9076. More details and photos of the aircraft are available at www.sportair-usa.com.



Michael Floriani returning from a demo flight

2007 RENEWAL NOTICE

\$25.00 membership renewal is due by November 1, using the attached form. If the form is missing, see page 2 for the mailing address. New member intro dues are still \$20. Recruit a new member and receive a \$5 discount by including the new member application with your renewal. Your timely renewal saves us 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.

The history of Central Airport...

The traffic circle at Routes 130, 38 and 70 in Pennsauken is barely perceptible as a traffic circle today. But the history here is extensive. Aero Club member Walter Ribeiro, Sr. provides insight into the history of this area in this edited reprint of his Spring 1991 article in South Jersey Magazine...

As I maneuvered my way around "Airport Circle" recently, I could not help but lament how few motorists likely knew the history of this area. The circle itself was built in 1925 in anticipation of the heavy traffic that would be generated when the Delaware River (Camden) Bridge (later re-named the Ben Franklin Bridge) would open in 1926. This was the first traffic circle to be built in the United States and started a tradition of traffic circles in New Jersey. At their peak, there were 72 circles in New Jersey.

Central Airport was developed in 1929 from a small airport already built on farmland adjacent to the circle. Philadelphia did not have a commercial airport and used Central as its own. The airport was located at the present site of the Pennsauken Industrial Park. Two large steel hangars were located along Route 130 approximately where the K-Mart now stands. The terminal was closer to the traffic circle. During its peak in 1933, transcontinental planes made 150 stops daily, making Central one of the busiest airports in the nation.

Captain Eddie Rickenbacker, World War 1 flying ace, flew some of the first airmail flights in the country out of Central. He flew a Fokker Tri-motor into Central on the opening day in 1929. Other notables to land at Central included Charles Lindbergh, Amelia Earhart and "Wrong Way" Corrihan. In 1948, General Dwight D. Eisenhower landed here to play golf at Pine Valley. He shot a 103. *(Aero Club Editor Note: 100 year old John Miller, still flying today in 2006, flew airmail in the 1930's via autogiro from Central Airport to the top of the 30th Street Post Office in Philadelphia).*

Non-aviation activities began to blossom around the airport. In the 1930's, dance marathons were popular, and one was held in one of the hangars with a young comedian by the name of Red Skelton acting as Master of Ceremonies. Many popular restaurants surrounded the airport, too. John Weber's "Hof Brau" was located along Rt. 130 and was one of the area's most popular dining and entertainment establishments. The Hof Brau was also a night club and featured such notables as Frank Sinatra, Doris Day, Red Skelton, and Frankie Fontaine. The restaurant burned down in 1951.

Other restaurants included Neil Deigan's (located adjacent to where the Pub restaurant now stands), featuring dancing and swing bands and appealing to a younger crowd, Ember's Restaurant on Route 38, and the original Cinelli's, later relocated to Cherry Hill when the first overpass was constructed over the circle.

Other businesses around the airport included a large bowling alley, a dog racing track, a golf driving range, the world's first open air movie, the Central Airport Swimming Pool,

and an automobile roller coaster called a "Whoopie-Coaster". The racing track was located behind present-day Howard Hill's unpainted furniture store which is built partially from the original bleachers for the track. If you look at the ceiling in the store you can see the stepped down roof near the rear. The swimming pool was located behind the present day Trader Don's store. The Whoopie-Coaster was



1931, Bob Long Collection



2006 Photo by Rob Dant

1930 photo of Airport Circle/Central Airport compared to today. Almost no evidence remains of the airport and its surroundings.

located on present-day Admiral Wilson Blvd. The movie theatre was located where Zinman's Fur store is now on Admiral Wilson Blvd. The grand opening feature was "Wife Beware", starring Adolph Menjou.

The Whoopie-Coaster was perhaps a first in the country. It was a horseshoe shaped track constructed of wood, about 15 to 20 feet wide, accommodating one car at a time. It had a series of ups and downs similar to a roller coaster. You drove your car over the track at a cost of 25 cents per car-load. The posted speed limit was "slow", however the fun was getting a car load of kids and seeing how fast you could go. No convertibles allowed, as cars didn't have seat belts and you could have been thrown out. Cars often broke springs and suffered other damage. Liability lawyers would have had a field day, but they were not "invented" yet.

Central Airport continued as an active passenger airport through the 1930's. But when larger, four-engine planes came into existence, Central's future was doomed. The airport was boxed in by Routes 130, 38 and 70, and by the Cooper River. There was no room for expansion. The

CENTRAL AIRPORT

Continued from Page 7...

opening of Philadelphia International on July 1, 1940 sealed the fate of Central Airport. The Department of the Navy used the airport to train cadets from 1942 to 1946. Private flying continued at the airport until 1957 with the construction of Pennsauken's Industrial Park. The first "overpass" to alleviate traffic at Airport Circle was built in 1946 and a second set of overpasses was built in 1953. However, even with these improvements the circle cannot adequately handle today's traffic and the circle will one day be a thing of the past.

Walter Ribeiro recently joined the Aero Club. He has written numerous aviation articles over the last 20 years. More history about Central Airport is available at www.airfields-freeman.com.



Central Airport
Opening day dedication, August 15, 1929

New Aero Club online PILOT SHOP!

The Aero Club has teamed up with Airways, Inc to offer an online pilot shop to benefit the Aero Club Scholarship Fund. A generous portion of the profit from purchases made through the link on our web site will go directly to the Scholarship Fund. Orders are delivered to your door, or you may choose to pick them up at Lancaster, PA. The Pilot Shop inventory is extensive, including headsets, portable GPS, flashlights, charts, clothing, books, aircraft models, RC planes, toys, and all sorts of supplies. Be sure to go to www.aeroclubpa.org and click the special Pilot Shop link at the upper right. This will insure that we get credit for your purchase.



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