



PENNSYLVANIA PILOT

Vol 18 No 3, Fall 2007

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

AERO CLUB NEWS...

Scholarship Dinner...

Over seventy attended the Aero Club's annual scholarship dinner on June 21 at Wings Field. The Aero Club awarded \$15,000 in scholarships to seven recipients. Additionally, the Bob Shannon Memorial Fund awarded two scholarships, and the Eastern PA Chapter of the 99's awarded two scholarships. Speaking at the dinner was Colonel Bruce Thompson, Commander of the 166th Wing, Delaware Air National Guard, who spoke to recipients about the importance of "attitude, credibility, perseverance, and preparation". See all recipient photos on Page 3.



Scholarship Recipients

Photo by Rick Schimpf

Fly Market... The Aero Club will hold an aviation sale at Wing's Field on Vintage Aircraft Day ("Wings & Wheels"), Sept 8. Over the last four years, the sale has raised \$4800 for the Aero Club Scholarship Fund. Donations of aviation-related items are being accepted for the event. See details, page 3.

Issue Highlights...

Fall Calendar, pg 3
Airport News, pg 4
Butter Valley, pg 4
Anne M. Shields, pg 7
Renewal Notice, pg 8

A Mexican aviation hero is remembered...

AVIATION NEWS

Carranza Memorial...

On July 14, in the Pine Barrens of New Jersey, a few members of the Aero Club of PA attended the Amer-

and the Carranza family joined with relatives from Mexico, dignitaries and hundreds of locals to honor the life of the famous aviator. The service

included a wreath ceremony, a reenactment of the search for the body in 1928 by American Legion members, a 21-gun salute, and the playing of the Mexican and U.S. National Anthems. Mel Carranza, representing the Carranza family, offered a touching speech about the pride of his family and country, and especially about their appreciation to the American Legion for keeping Captain Carranza's memory alive. Afterward, Post 11 provided a luncheon at the Medford Volunteer Fire Department Station 431 nearby. See photo Page 3.

Airport Highlight [7N8]



Photo by Rob Dant

Nothing funny about this golf course near Bally, PA, except that there is a runway in the middle of it. Butter Valley Golf Port is a unique golf course and airport which opened when John and Betty Gehman converted their large dairy farm in 1969. They operated it until retirement in 1988 when their son John and his family took over. The property has been owned by the Gehman family since 1788. The golf port is home to a scenic par-72 course, a restaurant, pro shop, and golf practice facility. Modern conveniences include GPS-equipped carts and an online tee time reservation system. Both golf and flying lessons are available. The runway is 2400 feet long, of which 1500 feet is paved. See story and more airport news on Page 4.

ican Legion Post 11's annual Emilio Carranza Memorial commemorating the 79th anniversary of the crash of the famous Mexican Aviator. In 1928, Captain Carranza died in a thunderstorm while attempting a non-stop return flight to Mexico in his Ryan monoplane, after completing a good-will trip to New York. The details of his good-will flights and of his death were front-page news of the time. Speakers from the American Legion, Mexican Embassy, Civil Air Patrol,

"Aviation and Pennsylvania" books available...

The Aero Club of Pennsylvania has acquired copies of the now rare book "Aviation and Pennsylvania", published in 1981 by the Franklin Institute Press. The book, written by Frank Kingston Smith and James P. Harrington documents the incredible role that Pennsylvania natives played in the development

Continued on Page 3...

Membership Renewal Issue

AERO CLUB OF PENNSYLVANIA



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

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AeroClubPA@aol.com

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PRESIDENT'S MESSAGE

Walt Ellis

We always hear about new things from the FAA, but many never make it to fruition. One new promising item, ADS-B (Automatic Dependent Surveillance-Broadcast), is on track to replace radar for the air traffic control of the future. The "Automatic" means the system is always on and requires no pilot action. "Dependent" means it depends on an accurate GPS system to determine the position of the aircraft. "Surveillance" means the system provides "Radar-like" surveillance data to ATC and other aircraft. "Broadcast" means it continuously broadcasts to aircraft or ground stations equipped with ADS-B.

ADS-B was developed as a part of the "Capstone" program in Alaska where radar coverage is limited. The system proved itself capable at providing accurate aircraft position data in non-radar areas and supply that data to ATC and other aircraft. The system is also credited with saving the life of an Alaskan pilot as his aircraft position was recorded up until seconds before a crash. Rescuers were able to go directly to the crash site.

After the system was proven in Alaska, it was brought to the lower 48 for more testing. Aircraft units were installed in aircraft belonging to some of the larger training schools. Ground stations were installed in the areas around these schools. ADS-B is now operational all along the East Coast.

I recently had an opportunity to fly in an ADS-B equipped Piper Warrior from the FAA Flying Club at ACY. The system consists of a Garmin MX-20 multi-function display and Garmin GDL-90 universal access transceiver. The displayed information was absolutely amazing to an old J-3, no radio, no electrical system pilot. Like other moving map displays, our position was displayed on the map. Also displayed, the relative aircraft positions, direction of flight and altitudes of nearby aircraft. There are only a few hundred ADS-B equipped aircraft, so we were fortunate to see one other ADS-B aircraft. ADS-B aircraft show a different icon along with their N-number. Other pages on the MFD displayed METARS, TAFs, airport information and NEXRAD weather radar images. All this is available with no subscription charge.

The situational awareness and information available to the pilot, if used correctly, should make flying safer and more productive. The indirect benefits to us all are a system that is much more economical to build and maintain than radar and should provide better air traffic control in more areas.

The FAA plans make to make ADS-B available everywhere in the country. This should prompt more manufactures to build equipment and thereby lower the costs. As the system matures we may be able to get rid of other systems like TCAS and altitude encoding transponders. There is rumor that ADS-B may be required to enter certain airspace by 2020.

If you have the opportunity to fly an ADS-B equipped aircraft, I recommend it; the future is here.

Blue Skies. Walt Ellis, President

BOARD OF DIRECTORS REPORT

Debbie Harding, Secretary

The Aero Club Board of Directors met at PACC at Wings Field on July 19. The minutes from the last meeting were reviewed by Deb Harding. Walt Ellis reported for John O'Toole and Lou Fitzpatrick on the financial report and membership report respectively. Then, Rob Dant discussed highlights of this issue of the newsletter, including the renewal form and the aviation sale.

Next, a discussion ensued about the membership chairman position, and assistant positions for membership and newsletter. Tom Emory spoke about a financial donation from the Upper Bucks Institute of Aeronautics Alumni Assoc. Then, Walt Ellis began a discussion of events, including Vintage Aircraft Day ("Wings and Wheels") and the Wright Brother's Dinner.

A few other items were discussed, and the meeting was adjourned for dinner and to watch a presentation by Jim Kilduff.

Book for sale: Continued from Page 1...

of aviation in the United States. The book recounts the roles of names like General "Hap" Arnold, General Carl Spaatz, Harold Pitcairn, as well as companies like Piper, Taylor, Lycoming, NARCO, and Sensenich. There are references to the Aero Club of PA and to members of the 99's, including Anne M. Shields (see story page 7). The foreword is written by our own Paul Heintz who, as Chairman of the Franklin Institute's Aviation Committee in the 1970's, helped foster the idea for the book and encouraged Frank K. Smith to write it. We will have copies for sale at our Aviation Fly Market on September 8. If you wish to reserve a copy in advance, contact the Aero Club's Nancy Kyle (nkyle111@comcast.net). We will be offering the book for \$50 at the sale or \$45 in advance. Payment by check or cash. Pickup at the Fly Market or perhaps by special arrangement.

Captain Emilio Carranza Memorial

Photo by Rob Dant

Wreaths surround the memorial on July 14, 2007. A photo of Captain Carranza, and a small model of his airplane were placed in front of the monument. The modest monument is cut out of the Pine Barrens in what is now Wharton State Forest near Tabernacle, NJ. It was built from stones quarried in Carranza's homeland, and paid for in part by pennies donated by Mexican children in 1933. Next year's memorial service is scheduled for July 12. See <http://www.post11.org/carranza>

AVIATION CALENDAR**August**

15 (Wed) "Thunder over the Boardwalk" Airshow, Atlantic City
28-29 EAA-Sponsored B-17 flights, Trenton, NJ (TTN)

September

6-9 International Seaplane Fly-In, Moosehead Lake, Maine
8 18th Annual Vintage Aircraft Day, "Wings and Wheels"
8 New Garden (N57) EAA Fly In. Breakfast
9 Pottstown-Limerick (PTW). Fly-in Breakfast
16 Skyhaven Fly-In Breakfast & Craft Show (76N)
22 Annual Air Festival, Ocean City, NJ (26N).
29 Robert J. Miller Airport (MJX) EAA 898 Fly-in
29 Alloway Fall Fest Fly-in (NJ02), www.eaa216.org
29-30 Golden Age Air Museum Fall Fly-In, Bethel, PA (8N1)

October

4-6 AOPA EXPO, Hartford, CT (Brainard Airport)

November

9-11 37th Annual Waterfowl Festival, Easton, Maryland (ESN)
<http://www.waterfowlfestival.org/>

Aero Club Events

Sep 8 Aero Club Fly Market, Vintage Aircraft Day, Wings Field
Oct 25 Board of Directors Mtg, Thursday, 6PM, PACC
Dec 17 Annual Wright Brothers Dinner, Monday, Desmond Hotel

Highlight**Presentation, October 25, 2006**

Wings Field, Pennsylvania Aviation Country Club

Following the board meeting at 6PM, Bert Padelt will speak about his balloon experiences. He holds a hot air balloon rating (airbourne heater and gas endorsements), and builds balloons (hot air, gas, and combinations used for long distance flying). He built Steve Fossett's balloon for his round the world adventures and also headed up Steve's ground team.

A nice dinner (optional) is available for \$40 at 7:00PM; Cash Bar. The presentation will begin after dinner around 8PM. Contact Jeff Kahn, JSKESQ@aol.com (215-646-6384) to announce your intention to attend. Attire at PACC is business casual.

AERO CLUB FLY MARKET

September 8, 2007

Wings Field, Blue Bell, PA

The Aero Club will hold a sale of aviation items at the annual Vintage Aircraft Day at Wings Field. Payment is by check or cash, with proceeds to the scholarship fund. For info or to donate an item, contact:

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

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

Items on Sale:

- > Aviation Books, Magazines
- > Old aviation posters
- > Old aircraft parts
- > "Aviation and Pennsylvania" book, 1981
- > Original Painting of Waco EQC-6 flying over Wings Field in 1947 by Tom Larkin
- > Many more items

Delaware Valley Regional Planning Commission Meeting Report

AIRPORT NEWS

June 21, 2007

By Elaine Farashian

PHILADELPHIA INTERNATIONAL [PHL]

The extension of runway 17-35 is progressing. British Airways will transfer operations to Terminal A-West from A-East. Delta will move to A-East. Terminal D is expanding to be a security checkpoint. Additional gates are coming to A-West.

PHILADELPHIA [PNE]

The Augusta Aviation assembly plant continues construction. Phase 3 of perimeter walkway has begun.

CAMDEN COUNTY [N19]

A grant is being utilized for apron work, runway seal coating and obstruction removal.

QUAKERTOWN [UKT]

The taxiway project is behind sched-

ule. There is a review of applicants for the FBO which closed in April.

TRENTON MERCER [TTN]

Grants of \$6 million were received to rehab A & J runways, restore 9,000 ft of pavement and install new LED lighting. This work will begin August.

POTTSTOWN MUNICIPAL [N47]

In the plans are 10 clear-stand corporate style hangars, runway rejuvenation and new runway numbers, 8-26.

CHESTER COUNTY [40N]

As of July 5, the new identifier will be KMQS. Runway rehab projects are planned as well as 2 new large corporate hangars. Runway extension is continuing.

SOUTH JERSEY REGIONAL [VAY]

This airport is in transition between private and state ownership. It has received grants for security fencing and obstruction removal.

POTTSTOWN LIMERICK [PTW]

An agreement of sale is in place as soon as FAA gives approval. New hangars are planned.

PENNRIDGE [N70]

Phase 1 of 2 phases of hangars is completed. There are 11 T-hangars and 1 Jet pod. 4 large hangars with several amenities are planned.

WINGS [LOM]

The new apron construction is in place. Existing hangars are being demolished.

NEW GARDEN [N57]

A new taxiway is being designed and this airport is now under township management.

BRANDYWINE [OQN]

A project to replace underground piping for fuel tanks will begin. Penn Dot will furnish 50% funding. Peter Wright Sr., founder of Keystone Helicopter, passed away a few weeks ago.

PERKIOMEN VALLEY [N10]

Mary Wunder is the airport ambassador. The airport will reinstate hazard zoning.

CECIL COUNTY [58M]

The airport has a new access road. The runway will be extended and a new terminal building designed.

Butter Valley Golf Port, by Rob Dant

Before getting my private pilot license I golfed quite a bit, and I figured I eventually would use the ticket to get me to the golf courses. But, it is not easy to afford both avgas and greens fees, so, in ten years of flying, my golf clubs have mainly gathered dust.

I had flown into Butter Valley many times to eat at the Runway Grille for breakfast. The runway at Butter Valley is also a student pilot favorite for practicing short field operations. At 1500 feet long and the width of a city sidewalk, the hard surface portion of the runway really helps one hone short-field skills. But, there is a wide grass area on the sides, and 900 foot of grass runway at the end to accommodate overruns.

A friend had just taken up golfing and asked if I knew about Butter Valley. Sure I did. Finally, I had a reason to fly to the course. So, we took a nice Friday off from work and headed to the little runway nestled



Unloading the clubs

Photo by Rob Dant

between the 10th and 15th fairways. Par for the course is 72, but par for the runway is 1500. Feet, that is. To score a birdy on the landing requires your best short-field landing. But, be careful. Landing short of the displaced threshold is considered poor form, as

Aero Club, Bob Shannon, and 99's award 11 scholarships...

2007 Aero Club Stephen Najarian Award



JEFF ADELMAN

2007 Shannon Scholarships



ELISABETH MILLS PHILIP OETINGER

2007 99's Scholarships



JENNY HOUGH CHERYL BENISH
CONNIE WOLF AWARD LOUISE SACCHI AWARD

The Aero Club of Pennsylvania awards scholarships to young men and women interested in pursuing careers in aviation. This year, the Aero Club awarded a special scholarship in Steve Najarian's honor.

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 PA Chapter of the 99's, part of the international 99's organization of woman pilots, award scholarships to woman interesting in starting or furthering their interest in aviation.

2007 Aero Club of Pennsylvania Scholarship Winners



MICHAEL ATKINSON



STEVE DIMAIO



CHAD MERTZ



PHILIP OETINGER



GEORGE SEEL



JARRETT ZONGORA

Photos by Rick Schimpf

the entrance road crosses the runway at the threshold. Landing long into the grass scores a bogey.

The course is hilly and dictates the use of a golf cart. These fancy machines have newfangled GPS displays, making a pilot feel right at home. The GPS lists distance



Approach across the entrance

Photo by Rob Dant

to the hole and provides NOTAMs about local water and sand hazards. Frankly, this feels like cheating and I like to navigate the course using good old pilotage.

The course is well-kept and offers valley backdrops on many of the holes. A couple of holes have power lines crossing the fairway, requiring the best-angle-of-climb off the tee. The serene setting is interrupted only occasionally by one of those pesky little airplanes practicing landings! It's a little strange to see an airplane taking off between the fairways but pretty darn cool, too.

I can often shoot 9 good holes out of a round of 18, but by the end of a full round, my score usually ends up in the low triple digits. No difference this time. But, the price was reasonable. Greens fees, including cart were \$30 per person. A couple ball markers: free. Aircraft fees: \$100, give or take a \$100. Flying to the course and parking near the first tee: priceless.

Get ready for CDRs

FLIGHT SAFETY By Nancy Kyle

Gordon Moore, co-founder of Intel, in 1965 made an observation that technophiles frequently cite as "Moore's Law." It stated that the number of components the industry would be able to place on a computer chip would double every year. In 1975, he updated his prediction to once every two years. Engineers today believe that pace, give or take a few months, will continue to hold for at least another 10 years. We all know what has happened to technology since 1965. Aviation has benefited from that technology, and while it would be a stretch to call CDRs a technology improvement in the strict sense of the word, it is another option now available to all (instrument-rated) pilots.

Coded Departure Routes have been available to airline customers who signed memorandums of agreement (MOA) with their local air traffic control facility. They are now available to the general aviation community. The program was created to reduce the workload between ARTCCs, TRACONS, Control Towers, and the FAA Command Center, especially during severe weather or traffic constraints. Essentially, a CDR is an alternate departure for a specific airport that,

when chosen, reduces entry inputs for controllers and minimizes read-back time between the Tower and pilots. CDRs are available for participating airports and are updated on the 56-day charting cycle.

The routes provide a rapid means to re-route aircraft when the filed route is not advisable because of weather or congestion. As a pilot, you can now communicate to ATC that you have the ability and willingness to accept CDRs and the abbreviated clearances associated with them.

When you enter "CDR Capable" into the remarks section of the flight plan, you are alerting ATC that you have the ability to decode the current CDR into a flight plan route, and the willingness to fly a different route than that which you filed.

The most recent list of CDRs for the country numbers over 20,000. ATC determines which city pairs will be included in every update. There are 519 pairings out of PHL to various airports and 113 out of Morristown Municipal, for example.

The full list is available at: http://www.fly.faa.gov/rmt/cdm_operational_coded_departur.jsp

If you are issued a CDR but the aircraft is not properly equipped or capable of flying the issued CDR, you are required to advise ATC. You must have on-board access to all current CDR pairings, either printed, electronic, or ACARS access to the database. When advising ATC about your ability and willingness to accept a CDR in the remarks section of the flight plan, ATC suggests that you make it the first remark to ensure it is seen. When accepting a CDR, you are expected to fly every waypoint described, though ATC can change routing during flight for separation or safety reasons.

The Notice governing CDRs for general aviation is designated NJO 7210.654, effective June 8, 2007 and is available at

http://www.faa.gov/airports_air-traffic/publications/at_notices/media/N7210.654.pdf

While it may look complex at first glance, it is really just another alternative for safety of flight. If you're instrument rated, this is a piece of cake. Watch for additional city pairings in the future.

Safe Flying.

Philly FSDO FAASTeam Recognized, by Walt Ellis



On June 13, 2007 the FAA Eastern Region, held their 24th Annual Awards Ceremony "The Wright Direction" at the FAA's Eastern Region headquarters in Jamaica, NY near JFK International. Awards were given internally to FAA personnel and externally to non-FAA personnel. Twenty four volunteer members of the Philadelphia FSDO, "FAASTeam" received the "Regional Administrator's Award for Extraordinary Service".

In the photo, Eileen Iandola, the Philadelphia FAASTeam manager, is pictured receiving an award plaque from members of the FAA Eastern Region. From left to right: Joseph Lamonaca and his daughters, Dot Buckanin, Joseph Blasenstein, FAA Rep (unknown), Chris Dumont, Eileen Iandola, Walt Ellis, Manny Weiss - Regional Administrator, Floyd Evans, FAA Rep (unknown), and Brian Robbins.

Member Spotlight: Anne M. Shields, by Walt Ellis

Anne Shields has been a long time member of the "Aero Club of Pennsylvania" and a member of the "99s" for about 60 yrs...

Anne Shields grew up in Philadelphia and her first experience in aviation was in 1942 at about the age of 18. A friend asked if she would like to go for an airplane ride. He had a friend who had an airplane at Ernie Buehl's Somerton Airport in northeast Philadelphia. Anne was reluctant at first, never having been in an airplane, but she decided to give it a try. She was charged two dollars for 15 minutes. It turned out to be a good deal as the airport charged two dollars for 5 minutes. While they were flying, the pilot told Anne to take the controls and he would give her some instruction in the basic maneuvers. After that first flight Anne was hooked. She went home and told her mother she was going to take flying lessons. Her mother was somewhat apprehensive and disappointed. We don't have money for such foolishness, her mother told her. Anne decided to take her money for college and start flying at Somerton Airport.

To get to the airport from Philadelphia, Anne would take a trolley, then a bus to the end of that line, then a second bus and walk the rest of the way. The trip took a few hours and she would take a half-hour lesson and then reverse the trip back to Philadelphia. She was soon able to convince her instructor that a one hour lesson would make better use of her time. Her lessons were started but soon curtailed because all civil flying was stopped within 100 miles of the coast due to the war. Somerton Airport was closed along with all the other coastal flying facilities. The airports were told to remove the propellers from the aircraft and lock all the hangars.

Anne continued her training at Lock Haven, PA. While at Lock Haven, Anne worked as the "Clearance Officer" for the airport. During the war,



WASP Reunion photo in Loch Haven around 1946. William T. Piper is in the middle. Anne Shields is second from the right.

flight plans were required for all flights. They were filed and closed through the airport clearance officer. Anne completed her training and received her private. The CAA (Civil Aviation Authority, the forerunner of the FAA) gave all pilot practical tests in those days. The inspectors were somewhat intimidating. They would give you an inspection before the test and might refuse to fly with you if your shoes were not shined or they did not like something else.

After receiving her license, Anne ferried airplanes for the military from the Piper Aircraft factory in Lock Haven to many places around the country.

Around the time Anne completed her training, the WASP (Women Airforce Service Pilots) program was being started by Jacqueline Cochran. She was looking for women pilots to ferry military airplanes in order to free up male pilots for combat duty. Prospective pilots were required to

have 200 hours or more and Anne didn't have enough time. Apparently it was difficult to find enough women pilots though, as the required minimum time kept being reduced. In March of 1943, Anne joined the WASP organization with about 40 hours of flying time and was sent to Sweetwater, Texas for training.

After completing training as a flight instructor, Anne went to Ballenger, Texas where she instructed Army Air Corps Cadets. Five cadets were assigned to each instructor. Each

cadet received basic instruction in Fairchild PT-19s and Vultee BT-13s, then advanced instruction in North American T-6s and 15 hours of aerobatics instruction.

After the war was over and the WASP program discontinued, Anne "Gypsied" around the country with other former WASPs. It was easy to find work as instructors, as the "GI Bill" was in full swing and airports participating in the GI Bill had more students than they could handle. When the women landed at an airport and the operator saw them, he would usually come right over and ask if they were instructors and offer them a job.

When Anne returned to the Philadelphia area she instructed at Camden Central Airport, Buehl Field northeast of Philadelphia, and Wings Field in Ambler.

Around 1946 Anne joined other WASPs for a reunion at Lock Haven.

Continued on Page 8..

Anne M. Shields

Continued from Page 7...

Mr. Piper seeing all these pilots, seized the opportunity to get some airplanes ferried. Anne took a new J-3 Cub from Lock Haven to Panama. The trip took about 3 weeks including some mini vacations on the way.

In 1958, Anne received the "Amelia Earhart Scholarship" from the 99s. But, she never used the scholarship because she took a position with the FAA as a Specialist at the Flight Service Station at North Philadelphia Airport. Anne's mother was very happy. Her daughter finally had a "real job".

Anne retired from the FAA in 1988 after 29 ½ years of service. In her retirement, Anne kept her hand in aviation by flying with friends and the 99s. No doubt every pilot that has flown around Philadelphia between 1958 and 1988 has talked with Anne either by phone or radio.

The Aero Club of Pennsylvania is fortunate to have aviation enthusiasts like Anne M. Shields as members.

.....
If you have a story you'd like to tell about a local pilot, especially an Aero Club or 99's member, send us an e-mail and we will consider publishing it. Photos are especially welcome. Mail information to rdant@mindspring.com.

2008 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 their 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.

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