



PENNSYLVANIA PILOT

Vol 20 No 3, Fall 2009

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

Aero Club Highlights

Scholarship Dinner...

Fifty guests attended the Annual Scholarship Dinner on June 18 at Wings Field. The Aero Club of PA Memorial Scholarship Fund, along with the Bob Shannon Memorial Fund and the Eastern PA Chapter of 99's gave away 14 scholarships totaling \$17,500. The Aero Club awarded six scholarships, the Shannon Fund awarded one, and the Ninety-Nines awarded four. Our speaker was Al Beerly, a U.S. Airways Captain and Aero Club Board Member who learned to fly at Wings Field. Al talked about his aviation experience over the years. More details are on Page 6.



2009 Scholarship Recipients

Fly Market... The Aero Club will hold an aviation sale at Brandywine Airport, Wings & Wheels Day, Sept 12. The sale raises funds for the Aero Club of PA Memorial Scholarship Fund. Donations of aviation-related items are being accepted for the event. See details, page 8.

Issue Highlights...

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Aero Club represented at Bleriot crossing...

Aero Club observes reenactment of Bleriot's crossing...

One hundred years ago, Aurthur Atherholt proposed the formation of a new aviation organization, The Aero Club of Pennsylvania. That same year, at dawn on July 25, 1909, Louis Bleriot took off from Calais,

the evening. Both England and France honored the event by flying their formation military teams over the Castle, and the dinner concluded with a huge fireworks display. Board members Nancy Kyle and Al Beerley presented the Royal Aero Club with a unique sculpture made by Erik Lind-

bergh, grandson of Charles as a gift from the United States to England. The historic connection was noteworthy because when Charles Lindbergh landed the Spirit of St. Louis in France, Louis Bleriot met him during the festivities.

Highlight: The Seattle Museum of Flight



On May 9, Dennis Ryan, Russ Whitman, Jim Kilduff, Chris Byrd, Al Beerley and Nancy Kyle visited the Seattle Museum of Flight at Boeing Field. The group also visited the Boeing factory in Everett Washington, and the Flying Heritage Collection, a small museum which houses a rare long-nosed FW 190 fighter. See detailed article on this page.

Members visit Seattle sites...

From Jim Kilduff: Hearing of the ongoing visits to aviation museums in preparation for our 100th anniversary celebration on December 15th, Aero Club Board mem-

ber Al Beerley offered to fly a few members to the Seattle Museum of Flight in his Airbus 319, as long as we purchased a ticket from his employer US Airways. Several of us did just that. On Friday May 9th, we boarded the flight early in the morning and were in the Seattle Museum of Flight just after lunch, Pacific Daylight Time. There were many interesting exhibits, but two in particular caught our attention right away. One was the reproduction Wright Flyer built by the Wright Experience, founded by

France and landed 38 minutes later in Dover, England. A century later, on July 25, 2009, at approximately 9:13 local time, Aero Club members watched as Edmond Salis piloted an exact replica of the original Bleriot XI and successfully flew the same flight in 40 minutes. Later that evening, the Aero Club contingent attended a Gala black tie dinner at Dover Castle commemorating the event which began with toasts to the Queen, and the prime ministers of France and England. The Royal Air Force Band played music throughout



Continued on Page 3...

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 Member Application \$20:

Includes Qtrly Newsletter. Send to address above.
Membership dues waived for \$100 scholarship donation.

Name _____

Address _____

e-mail* _____

*e-mail to receive Aero Club announcements

\$20 New Member OR \$100 Scholarship Donation

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PRESIDENT'S MESSAGE

Nancy Kyle

1909 was a very busy year in the nascent aviation industry. Fort Omaha Balloon became the first U.S. Army school for balloon observers; John McCurdy made the first aeroplane flight in Canada in a Silver Dart, flying 2640 feet at Cape Breton; Sam Cody made the first flight over 1 mile in the UK; Orville Wright successfully competed flight tests in the Wright Military Flyer with the Army buying the aeroplane for \$30,000; the first International Air Race took place in Reims and Glenn Curtiss won; Raymonde de Laroche became the first woman to pilot a balloon across the North Sea and the English Channel; Louis Bleriot made the first successful crossing of the English Channel in a heavier-than-air craft, the Bleriot XI, from Calais, France to Dover, England; and the Aero Club of Pennsylvania officially organized.

Each year, we commemorate the December 1903 first flight of the Wright Brothers. This year, we have even more reason to celebrate since it is our 100th anniversary. The event committee has been hard at work planning all the details for this year's December 15 celebration, which will include the opportunity to fly a Wright Flyer simulator, hear how Connie Tobias successfully flew a real replica on several occasions (without crashing!), and dance to old time music. Register now on our website at www.aeroclubpa.org. It will be a more formal event than we usually have, so black tie or aviation/period costumes are in order. Haul out your tuxes, long dresses, goggles and silk scarves for this 'once-in-our-lifetimes' event. We sent a postcard invitation to a large group of aviation enthusiasts to try to book all 250 available seats for the celebration.

On July 25, board members Ray Noll, Al Beerley, and President Nancy Kyle, along with Eva Noll, Denise Burke and Art Brownell were treated to an historic reenactment of the crossing of the Bleriot XI. We also witnessed a flyby of the RAF Aerobatic Team, aerial displays by Mikael Carlson in his Bleriot XI, an Air Race organized by the Royal Aero Club, and a myriad of static displays, exhibits, and vintage aircraft. What a magnificent celebration it was; one that will rank at the top of my personal list of memorable lifetime events.



Bleriot XI Replica

I do hope you will join us in celebrating this very special year of aviation history. See you in December!

BOARD OF DIRECTORS REPORT

Debbie Harding, Secretary

The Aero Club Board of Directors met at PACC at Wings Field on July 16. Debbie Harding presented the minutes from the last meeting and John O'Toole presented the financial report. Additional reports followed on scholarships, membership and newsletter details.

The discussion turned to Special Projects. Walt Ellis provided details about a planned field trip on October 10 to the newly renovated Intrepid Museum in New York. Walt also reported on the Philadelphia Airspace proposal. The Aero Club supplied comments about the proposal through the DVRPC.

The group talked about the Fly Market in September and about the upcoming celebration of the 100th Anniversary of the Aero Club of Pennsylvania. A postcard was mailed out to 10,000 local pilots to generate interest in the dinner and in joining the Aero Club.

The meeting adjourned for dinner in the main dining room.

Continued from Page 1...

retired airline pilot Ken Hyde. They will be supplying the Wright B simulator that will be featured at our 100th anniversary celebration.

The other was an exhibit about the beginnings of the Boeing Aircraft Company. Navy engineer, George Conrad Westervelt was a partner with William Boeing in developing Boeing's first airplanes. Boeing had purchased a float plane that he judged inadequate. Westervelt and he built their own version, known as the B&W. This led to several other iterations and launched William Boeing into the airplane business.

Westervelt was also an early member of the Aviation Bureau at the Philadelphia Navy Yard, and one of his jobs was to oversee the design of the NC Boats which made the first transatlantic flights. Those NC boats were a follow on to ACPA member Rodman Wanamaker's effort - interrupted by WWI - to cross the Atlantic. Another Philadelphia connection with the broader world of aviation!

In addition to the Seattle Museum of Flight, we made a trip to the wide body Boeing factory in Everett Washington, featuring the 747, 757, 767, 777, and 787. It is the largest structure under roof in the world. And even with the slump in aviation, the factory was in full swing on Saturday afternoon, with employees working at computers on the factory floor in work station cubicles, just like in any office building.

And last but far from least, we visited the Flying Heritage Collection. This is a small museum but has many unique aircraft, including the ONLY surviving example in the WORLD of a long nosed FW 190 fighter, which has an inverted 12-cylinder in-line engine instead of the radial engine typical of the FW 190. This museum was founded by Paul Allen, a known airplane lover and former partner of Bill Gates at Microsoft.

Millville Museum will honor Bob Mills...

The Millville Army Air Field Museum (MAAFM) will hold a reception honoring Bob Mills and his legacy, the Philadelphia Seaplane Base Museum, on Saturday, September 19, 2009, at 11am at the Museum, located at Millville Airport in Millville, New Jersey. The Museum has been curator of the Philadelphia Seaplane Base Museum since November 2000, when it was donated by the Mills Family during a banquet

honoring the retiring Bob Mills for his contributions to aviation history. More than 350 people attended. At age 87, Bob Mills passed away last year in Florida where he spent his retirement.

Those interested in attending the reception are asked to send a quick e-mail to the museum at ljester@p47millville.org, or call (856) 327-2347. Friends and family are invited and the public is welcome to attend. Visit www.p47millville.org.

AVIATION CALENDAR

August

- 11-12** EAA-Sponsored B-17 flights, Harrisburg, PA (CXY)
19 (Wed) "Thunder over the Boardwalk" Free Airshow, Atlantic City
21-23 EAA-Sponsored B-17 flights, Trenton, NJ (TTN)
25-26 EAA-Sponsored B-17 flights, Reading, PA (RDG)

September

- 10-13** 36th Annual International Seaplane Fly-In, Greenville, Me
12 19th Annual Wings and Wheels Day, Brandywine (OQN)
12 New Garden (N57) EAA Fly In. Breakfast
13 EAA #287 Breakfast, Woodbine, NJ (1N4)
13 Pottstown-Limerick (PTW). Fly-in Breakfast
12-13 EAA #70 Grass Roots Fly-in, Braden Airpark (N43)
16 Ocean City, NJ Air Festival (26N)
19 MAAFM Reception honoring Bob Mills (MIV)

October

- 3** Alloway Fall Fest Fly-in (NJ02), Alloway, NJ

November

- 13-15** 38th Annual Waterfowl Festival, Easton, Maryland (ESN)
<http://www.waterfowlfestival.org/>

Aero Club Events

- Sep 12** Aero Club Fly Market, Wings & Wheels Day. See Page 8
Oct 10 Aero Club visit to the Intrepid Museum in New York
Oct 22 Board of Directors Mtg, Thursday, 6PM, PACC
Dec 15 Wright Brothers Dinner, Tuesday, Desmond Hotel

Highlight

Presentation, October 22, 2009

Wings Field, Pennsylvania Aviation Country Club

Lee Paynter is scheduled to provide a presentation of his trip to Baffin Island in Arctic Canada in a Beech Baron. This is Lee's second trip to extreme northern Canada, this time culminating in a flight to the Arctic Circle and a landing at Qikiqtarjuaq. The discussion will include talk about flight planning, survival gear, geography, sociology and photography.



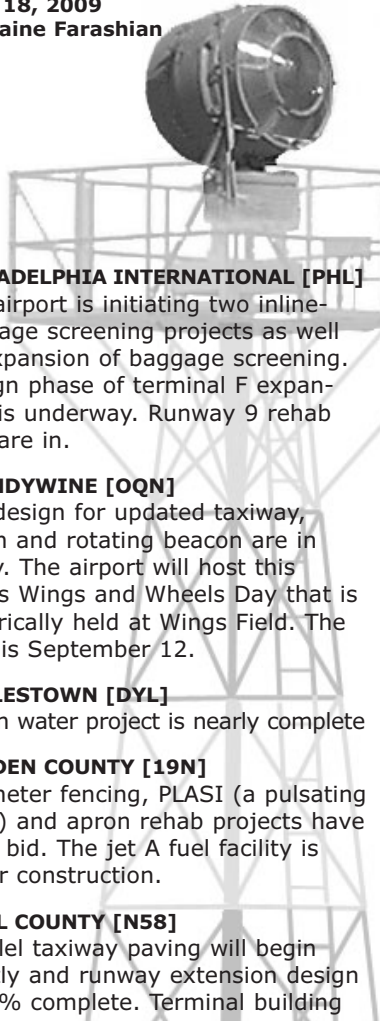
Dinner (optional) begins at 7PM and the presentation begins around 8PM. Contact Nancy Kyle (nkyle111@comcast.net) for reservations. Dinner is \$40 per person. Attire at PACC is business casual.

Delaware Valley Regional Planning Commission Meeting Report

AIRPORT NEWS

June 18, 2009

By Elaine Farashian



PHILADELPHIA INTERNATIONAL [PHL]

The airport is initiating two inline-baggage screening projects as well as expansion of baggage screening. Design phase of terminal F expansion is underway. Runway 9 rehab bids are in.

BRANDYWINE [OQN]

The design for updated taxiway, apron and rotating beacon are in study. The airport will host this year's Wings and Wheels Day that is historically held at Wings Field. The date is September 12.

DOYLESTOWN [DYL]

Storm water project is nearly complete

CAMDEN COUNTY [19N]

Perimeter fencing, PLASI (a pulsating VASI) and apron rehab projects have been bid. The jet A fuel facility is under construction.

CECIL COUNTY [N58]

Parallel taxiway paving will begin shortly and runway extension design is 50% complete. Terminal building

bids and permit have been issued.

CHESTER COUNTY [MQS]

Advertised bids will go out for the south apron project. The airport is in the process of forming bid specifications for the 1st phase of the Aviation Way Road rehab project.

CROSS KEYS [17N]

Runway 27 threshold relocation design is almost complete. Lighting and nav aid upgrades are under design. The ALP (airport layout plan) worked out by DVRPC is on hold until those of Pennridge and Perkiomen Valley are FAA sanctioned.

NEW CASTLE [ILG]

Paving rehab of 9/27 is complete. There is possibility of an August opening of the runway after markings and groovings. Safety area work is almost finished. The runway 1 EMAS (engineered materials arresting system) project pre-bid meeting has been held and the design is underway. Construction is possible at the end of 2009. The Delaware Air National Guard has started a new hangar facility. Campbell's Corp is planning to expand an existing hangar.

NEW GARDEN [N57]

The 38th annual airshow was a success. There will be a summer camp for youngsters. The maintenance facility is being moved and self-serv-

ice fuel is being installed. Bids for parallel taxiway have been received, but the airport is awaiting grants.

POTTSTOWN-LIMERICK [PTW]

The airport has officially been acquired by the Desmond Company. The airport name is expected to become "Heritage Field". Penn-Dot will survey for LPV approaches.

POTTSTOWN MUNICIPAL [N47]

Two capital budget jobs are in progress. One is a lining project and the other is T-hangar construction.

PERKIOMEN VALLEY [N10]

The township is working on an aviation hazard zoning ordinance. PennDot is involved in the obstruction removal project.

QUAKERTOWN [UKT]

Runway reconstruction and widening bids are open. Trench drains are being installed.

SPITFIRE [7N7]

The airport is attempting to acquire reliever status. There are 35 based aircraft here now.

VAN SANT [9N1]

The runway grading project for the main grass runway is now complete.

WINGS [LOM]

The snow-equipment storage building design is complete. Hangar development is in initial stage.

CUB Fly-In morphs into Piper Aviation Museum by Ray Noll

In 1984 the "Cub Club" was born in Remus, MI and Lear-Siegler closed the Piper plant at Lock Haven, PA. There was no direct connection between these two events, but history would eventually relate these two happenings.

In the summer of 1985, a group of Cub Club members and Cub owners came together in what is known today as the Cub Fly-In "Sentimental Journey to Cub Haven." The event happened with a lot of help from the Cub Club and included the formation of a "Museum Committee."

In April of the next year, the Clinton County Historical Society adopted the Aviation Museum idea and the new Piper Aviation Museum was officially hatched, complete with the essential 501(c)3 tax free status. Then, on July 13, 1986 a press conference was held at the 1st official Sentimental Journey where Nancy Kolb, representing the Penn-

sylvania Historical and Museum Commission made the official announcement of the Piper Aviation Museum. The Museum Commission folks were given 1st class transportation from Harrisburg to Lock Haven in a Cheyenne furnished by Piper Aircraft Corp. and piloted by Doug Smith, son of Kingston Smith who was president of the Aero Club of Pennsylvania in 1961.

On November 13 of that year, the Pennsylvania Museum Commission gifted the "Tractor Trailer" Mobile Museum to the Piper Aviation Museum. Lock Haven Vo-Tech students converted the interior from the "PA Architectural Display" to the "Piper Mobile Aviation Museum." The Museum debuted in 1987 at Sun 'n Fun in Lakeland, Florida where over 7,000 visitors viewed the history of Piper. The Museum and its updated successors continued to be crowd pleasers at air shows from Lakeland to Oshkosh for over 10 years.

FLIGHT SAFETY By Al Schnur**Birthdays and Things...**

It's sort of hard to believe - and they have a way of sneaking up on all of us - The Sport Pilot/Light Sport Aircraft Rule (SP/LSA) has turned five years young this past Summer. Not bad for the new kid on the block and growing bigger on a daily basis. This innovative rule will allow more affordable flight training and recreational flying and allows operations without the traditional medical certificate requirements. There are several things to understand in the SP/LSA arena. First of all, anyone with Recreational Pilot Certificate or higher is also a Sport Pilot and having mentioned that the second item doesn't mean that you should think that you can arbitrarily jump into one of these aircraft. Another thing that should make you sit up and take notice is the fact that when one earns a Sport Pilot Certificate, there is no category or class specified. The



popularity of these aircraft and certifications is reflected in the fact that over 2000 Sport Pilot certificates have been issued. When compared to the old Recreational Pilot Certificate it's certainly a success story, since only a few hundred of those certificates were ever issued.

There are some other items that should make you take caution in the SP/LSA world. Keep in mind that Sport Aircraft are manufactured with ASTM International Standards and that Light Sport Plane Maintenance Requirements are regulated outside the traditional regulations for general aviation. The July/August Issue of FAA Aviation News has some important comments regarding specific maintenance procedures. It is important to understand what you may be involved with. A quick note to any beginner pilot training for a Sport Pilot

Certificate: care should be taken when selecting a CFI. Dual instruction being accumulated with a Sport Pilot Instructor will not count a higher level of certification until after you obtain the Sport Pilot Certificate. There are some other things that are covered in FAR Part 61, Subpart K. Know before you go.



Welcome the new FAA's Advanced Avionics Handbook FAA-H-8083-6:

A comprehensive guide has recently been published to help in understanding "glass cockpit" technology. It supplies pilots with the required knowledge of glass cockpit avionics that is becoming rapidly the norm in modern aircraft rentals. There are chapters on navigation basics incorporating electronic flight instruments, automated flight control and information systems, and more. It's all meant to introduce the user to the fundamental operating concepts of these fantastic new Electronic Flight Instruments.

Eventually, permanent locations for the museum were considered and many temporary artifact storage locations were used over the next 10 years. The museum committee even looked at the old county jail!

Finally, the former Piper Engineering Building became available at half it's original cost of construction. It had double the space the museum needed, allowing enough extra to rent out and pay overhead. This gave the museum an ideal location to expand and time to get it's own 501(c)3 status, separate from the Historical Society.



The Piper Museum continues today as a work in progress. Its expanding holdings of aircraft and collection of corporate and family records, flight journals, magazines, photographs, and memorabilia are all available for public display. The Museum is open Weekdays 9:00-4:00, Sat 10:00-4:00, and Sunday 12:00-4:00. The Museum's web site is www.pipermuseum.com.

But truly, the best way to experience Cub history is to see it live during the annual "Sentimental Journey to Cub Haven" held each June in Lock Haven. Here, you can visit the museum and see a whole field full of CUBS!

Ray Noll soloed in a Cub in 1946 and is an original member of the Cub Club since its beginning in 1982. He is an Aero Club Board Member and long-time Piper Aviation Museum volunteer. He owns a 1941 Piper J4-E Cub Coupe that he flies from his private strip on Nit-tany Mountain. In 2009, Ray received the FAA Master Pilot Award.

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

The Aero Club of Pennsylvania awards scholarships to young men and women interested in pursuing careers in aviation. This year, the Aero Club awarded six scholarships of \$1000 to \$2500 for a total of \$12,000.

The Eastern PA Chapter of the 99's, part of the international Ninety-Nines organization of women pilots, awards scholarships to woman interesting in starting or furthering their interest in aviation. This year, the Ninety-Nines gave away four \$1000 scholarships.

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. This year, the Shannon Fund gave away one \$1500 scholarship.

2009 is half over. Where does the time go? I am writing on behalf of the Aero Club of Pennsylvania Scholarship Fund. It doesn't seem that that many years ago at the ripe age of 18 I received a scholarship that helped defray the cost of my flying lessons. Since that time I have had a very blessed career in aviation. From banner pilot to flight instructor to Part 135 charter pilot to C-130 Pilot in the Air National Guard, ultimately becoming the Chief of Staff for the Delaware Air National Guard, and finally a Captain for a major airline. My career has truly been full.

To be certain, I had a lot of help along the way though. From personal contacts to financial support the road has been filled with its share of determination, set backs, and a sense of accomplishment.

One thing about us Americans, we are a nation of givers, either through our time or our money. I am overjoyed to be in a position now to give back that which was so graciously awarded to me early in life. I would suggest that if you have been a recipient of a scholarship that helped you find success in life, you may want to give back in the form of a donation to the Aero Club of Pennsylvania Memorial Scholarship Fund. 100% of donations go to helping someone get established in the aviation career field. Donations do not have to be large to make a difference. Whatever you can contribute will be greatly appreciated by the next generation.

Keep em Flying,

Bruce Thompson,
Brigadier General, DE ANG,
Chief of Staff

2009 Aero Club of PA Scholarship Winners



PRITI BHATNAGAR



JEREMIAH BURKE



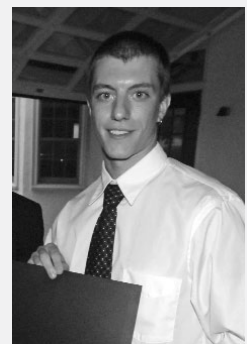
CHRIS KOHLER



GEORGE SEEL



MATTHEW SIDES



KEITH STOVER

99's and Shannon Scholarships



PRITI BHATNAGAR
THERESA DELLAQUILA AWARD



JUDITH ANN GALAYDA
CONNIE WOLF AWARD



ZOE CUNNINGHAM
BOB SHANNON AWARD

NOT PRESENT...

ARI CONNOLLY-SMITH
MAYSIE HENROTTIN AWARD

ELISABETH MILLS
LOUISE SACCHI AWARD

DONATE ONLINE

Aero Club Scholarship donations can now be made online via credit card or PayPal payment.

Go to www.aeroclubpa.org to donate.

Remembering Pan American Flight 214

By Al Beerley and Rob Dant

A small stone monument is the only memorial that remains in memory of 81 people who lost their lives on a dark, stormy night near Elkton, MD in 1963. The plaque reads:

"IN MEMORY OF THE 81 MEN, WOMEN AND CHILDREN WHO LOST THEIR LIVES WHEN PAN AM FLIGHT 214 CRASHED ON THIS SITE DECEMBER 8, 1963."

On the afternoon of December 8, 1963, Pan American Flight 214, a Boeing 707 (N709P) departed San Juan, Puerto Rico bound for Philadelphia. The "Clipper Tradewind" proceeded north without incident and landed at 7:35 PM at Friendship International Airport (now known as BWI) with seventy three passengers (73) and eight crewmembers on board.

After refueling for the leg to Philadelphia, Flight 214 departed Friendship Field at 8:24 PM, cleared IFR to the Port Herman Intersection via Victor 44 airway, then Victor 433, at 4,000 feet.

After takeoff, Baltimore Departure Control provided radar vectors to Victor 44. At the time, the Baltimore radar monitoring the departure revealed no significant weather. Control was transferred to New Castle Approach Control which had no radar. Flight 214 was cleared to 5,000 feet and reported over the New Castle VOR at 8:42. Control was then transferred to Philadelphia Approach Control which provided the crew with the following:

"Philadelphia surface wind is two hundred and eighty degrees at twenty knots with gusts to thirty. I've got five aircraft that have elected to hold until the extreme winds have passed, do you wish to be cleared for an approach or would you like to hold until the squall line passes Philadelphia... Over?"

The crew advised Philadelphia they would hold. Flight 214 was instructed to hold west of New Castle VOR on the 270 radial near what is today BAINS intersection (3936N 7547W).

At 8:50, the crew advised Philadelphia they were ready to start an approach. They were told to continue to hold and they would be cleared as soon as possible. The crew acknowledged with "Roger, no hurry, just wanted you to know that we'll accept a clearance."

Approximately eight minutes later, the following transmission was heard



Pan Am B-707, N709PA



Wreckage of Pan Am Flight 214

on the Philadelphia Approach Control frequency 124.6: "MAYDAY MAYDAY MAYDAY. 5 Clipper 214 out of control. Here we go." Seconds later another transmission on the same frequency was heard "Clipper 214 is going down in flames." This latter transmission was made by the first officer of National Airlines Flight 16 which was in the same holding pattern 1000 feet above Flight 214.

Lightning had struck the Boeing 707 at approximately 8:58 PM, igniting fuel vapors in the number one reserve fuel tank. The result was an intense explosion and disintegration of the left outer wing which caused the doomed aircraft to drop from the sky. Pieces of the aircraft rained down upon farmland near the city of Elkton.

Casualties included Captain George F. Knuth who had over 17,000 hours total flying time. He was accompa-

nied in the cockpit by a first officer, a second officer and a flight engineer.

The flight recorder tape was torn and crumpled but it had little fire damage. The record of the first 32 minutes of flight was uneventful with no severe turbulence. 15 seconds later, abnormal excursions appear. The tape shows that the aircraft stayed at 5,000 feet for approximately 15 seconds after the beginning of the excursions and then descended rapidly to ground level with little change in heading.

Among other recommendations, the Civil Aeronautics Board ordered lightning discharge wicks to be installed on all commercial jets flying inside US airspace. Eventually, static wicks found their place on many commercial and general aviation aircraft, thus preventing the loss of many aircraft and lives in this type of meteorological condition.

Although this event occurred over forty five years ago, one can still find the stone monument that records the memory of the event.

In order to locate the memorial, and to orient yourself, start at the intersection of Route 896 and Old Baltimore Pike, facing south, just past the Route 95 exit in Newark, Delaware. Turning right and proceeding west along Old Baltimore Pike, you eventually cross into Maryland and Old Baltimore Pike becomes MD Route 281. Turn left at MD 781, and proceed up the hill past the Pine Valley Luxury Apartment Community on the left. At the top of the hill you will come to Wheelhouse Drive at a "Deed Restricted Community" named Turnquist. As you turn left into Wheelhouse Drive, you will notice a granite marker stone on the left side of the entrance road in the flower bed situated in the island divider. It is modest stone, yet humbling to see.

Sources: Civil Aeronautics Board report, Wikipedia.com, and photos from OldWilmington.net

2010 RENEWAL NOTICE

NEW: RENEW ONLINE!

\$25.00 membership renewal is due by October 1, using the attached form. If the form is missing, see page 2 for the mailing address. Your timely renewal saves us postage on reminders.

Better yet, you can now go to our website at www.aeroclubpa.org and pay online via credit card. This saves postage and time. The payment is through PayPal, though you do not need a PayPal account to make the payment.

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 or more to the scholarship fund, your membership dues are waived for the year and 100% of your donations will go to fund scholarships for young men and women.

Aero Club Fly Market

September 12, 2009, Brandywine Airport

The Aero Club will its annual Fly Market at the annual Wings n' Wheels Day, this year at Brandywine Airport.

For information, contact Deb Harding at airvenhab@earthlink.net or at 610-827-7208.

Wright Brothers Dinner

December 15, 2009, Desmond Hotel

The Aero Club will hold its annual Wright Brothers Dinner on Dec 15. See details at www.aeroclubpa.org.



www.air-ventures.com

Aero Club Members:
COUPON
\$25 off for couple

Flights over scenic
Chester County

Air Ventures
HOT AIR BALLOON FLIGHTS, INC.

Call or visit website for reservations:
800-826-6361

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Return Service Requested
P.O. BOX 748, BLUE BELL, PA 19422
AERO CLUB OF PENNSYLVANIA
Organized December 17, 1909; Chartered May 10, 1910

