



PENNSYLVANIA PILOT

Vol 14 No 1, Spring 2003

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

Wright Brothers Dinner celebrates 99 years since Kitty Hawk

AVIATION NEWS

Wright Brothers Dinner attracts 80

The Aero Club's Annual Wright Brothers Dinner was held on December 17 at the Desmond Hotel in Great Valley, PA. 80 members and friends attended. The highlight of the night was a presentation by Dr. Ian Fries on "How to save money in Aviation." Dr. Fries is a frequent contributor to many aviation magazines. Also, President Norm Blanchard announced Joan Landry as winner of the Wright Brothers Award for the year 2002. Joan is a new 3-year board member and has offered unending support to the Aero Club in recent years.

Astronaut to speak at 2003 dinner

Next year's Wright Brothers Dinner takes place on the 100th anniversary of the Wright Brothers' first successful flight. For this special occasion, the Aero Club is pleased to have astronaut Joe Allen as our speaker. Though he never travelled into space, Allen, as mission control scientist, was key to the success of many Apollo moonwalk missions. He currently resides in Alexandria, Virginia.

Aviation museum proposed for Pearl Harbor

Recently, the Honolulu Advertiser reported that Ford Island, the U.S. Navy facility in the middle of

Pearl Harbor, will become the site of a new aviation museum by 2005. Plans for the "Military Aviation Museum of the Pacific" will preserve the historic site where

Lindbergh's WWII contributions

Charles Lindbergh will always be known for his historic trans-Atlantic

crossing, but recent findings show that he may have contributed to aviation in other, classified, ways. Documents recently released by The Mayo Clinic as part of a display on secret aviation research show that Lindbergh also aided the military during World War II by testing the effects of high-altitude flight on humans. While this information has been publicly available for years, this is the first time that the information has been displayed in a comprehensive format.

Heliport Highlight [N02]



Photo by R. Dent

Keystone Helicopter, located 3 miles north of Brandywine Airport, is in the process of moving to a new 15-acre site adjacent to Chester County Airport. The new site includes an existing 52,000-square-foot industrial building that will house the maintenance shop. More expansion is planned, including the addition of substantial hangar facilities. The West Chester company was founded in 1953 by World War II Flying Tigers veteran Peter Wright Sr., a member of the Aero Club. The company recently awarded Peter with a Lifetime Achievement Award for his 50 years of leadership in the rotorcraft industry. His son, Peter, Jr. is president of the company. Airport News is available on page 4.

bullet strafing pockmarks and bomb craters remain, and would add re-created artifacts such as burned-out PBY seaplanes. Exhibits would include up to 100 historic aircraft and feature not only the Pacific theater of World War II, but also the exhibits from the Korean war, the Cold War and the Vietnam war.

Aviation headlines the Rose Parade

The focus shifted from football to aviation at this year's Rose Bowl festivities. Contributions from two communities sharing the distinction as the birthplaces of powered flight had a prominent presence in the Tournament of Roses Parade in

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AERO CLUB OF PENNSYLVANIA



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

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AeroClubPA@aol.com

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

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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:
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PRESIDENT'S MESSAGE

Norm Blanchard

The countdown has begun to the centennial celebration of the Wright Brother's First Flight this December 17th, 2003, which the Aero Club of Pennsylvania will celebrate with a gala dinner at the Desmond Hotel in Great Valley. Few events in history have precipitated such a technological explosion. In fewer than 100 years, man has escaped earth's gravity and landed a man on the moon, and continues to explore outer space. To celebrate this exceptional event, we have been fortunate to secure the services of astronaut Joe Allen as our feature speaker. Mark Wednesday, December 17th, 2003 on your calendar to celebrate this historic occasion with your friends, fellow pilots, and astronaut Joe Allen. PA Pilot will keep you updated on this great event throughout the year.

If you have not yet forwarded a donation to the Aero Club Scholarship Fund, now is a good time to write a check to help foster the continued growth of aviation. This year's Scholarship Dinner is scheduled for Thursday, June 19th, so mark your calendars now and refer to upcoming PA Pilot issues for the venue.

Finally, the Aero Club of Pennsylvania is now an authorized agent for Neil Cooper USA, a purveyor of fine flight jackets for men and women. For that perfect gift, contact me at 610-827-1316 or normblanch@aol.com for a catalogue. Prices are very competitive and proceeds support your Aero Club. See additional details on Page 8.

Happy flying, and if you are planning to ski this winter, ski safely!

BOARD OF DIRECTORS REPORT

Jeff Kahn, Secretary

January 30, 2003

Jeff Kahn filled in for Norm Blanchard, introducing our new board members. Lou Fitzpatrick then reported on the membership, currently at 221 paid members. Membership renewals were down this past year.

Tim Boyle reported on the treasury and Scholarship Fund. Scholarship contributions were down slightly last year and the fund value was down, but overall, the fund did ok considering market conditions. Tim recommended \$5000 or so be made available for scholarship payouts this year. Debbie Harding replaces Bob Young on the Scholarship Board.

Steve Najarian reported no change to the discount programs and Rob Dant reported on the PA Pilot. There will be an effort to reduce printing costs of the newsletter this year, starting with reduced printing colors.

Nancy reported that the Rusty Russell items are now in the possession of the AeroClub. This includes books, artwork, pins and models from the now deceased former Aero Club board member. Plans are being worked to sell or auction items, with proceeds going to the Aero Club. But there was a motion to set aside at least one item as a memorial to Rusty.

A committee was set up to plan for the Wright Brothers Dinner in December.

AVIATION NEWS
Continued from Page 1...

Pasadena, Calif. The Outer Banks of North Carolina sent a float depicting the natural history of the Kitty Hawk area, where Orville and Wilbur Wright first took flight a little more than 99 years ago. A replica of that first aircraft rose above the float for 12 seconds at a time, reflecting the length of the first flight. Meanwhile, overhead, a replica of a Wright "B" Flyer from the Wrights' hometown of Dayton initiated a flyby that included a B-2 and a pair of F-117s.

Glacier Girl makes first flight in 60 years

An estimated 20,000 spectators, enthusiasts and well-wishers turned out on October 26, 2002 to see the long-awaited first flight (in 60 years) of the restored Lockheed P-38 Glacier Girl in Middlesboro, Kentucky. This is the aircraft that was recovered from under hundreds of feet of ice in Greenland in 1992, 50 years after ditching there during WWII. That same year, the airplane's recovered parts were displayed at the EAA Oshkosh fly-in. It took 10 years to restore the aircraft to pristine, flying condition. Glacier Girl is on display at the Lost Squadron Museum in Middlesboro, and EAA would love to see the aircraft attend AirVenture Oshkosh 2003. <http://thelostsquadron.com>.

In a related story...

Brad McManus of Newtown Square, one of the original pilots from the Lost Squadron, was on hand for the first flight of the restored P-38 Lightning in October. Brad was the speaker at the Aero Club Wright Brothers Dinner in the mid-1990's.

AERO CLUB CALENDAR

If you have knowledge of an interested Delaware Valley aviation event that you'd like added to our calendar, send it to AeroClubPA@aol.com by Jan 15, May 15, Aug 15, or Oct 15 for consideration in the next issue.

March

- | | |
|----|---|
| 15 | 4th Annual Chili Cookoff, Wiscasset, Maine |
| 16 | Open Cockpit Sunday, New England Air Museum, Bradley Intl. Airport, Windsor Locks, CT |

April

- | | |
|-----|---|
| 2-8 | Sun 'n Fun; Lakeland, FL |
| 26 | Nashua, NH 4th Annual New England Aviation Expo |

May

- | | |
|-----------|--|
| 3 | AOPA Annual Meeting, Wings Field |
| 3-4 | EAA Chapter 216 Fly-in breakfast, Cross Keys, NJ |
| 10 | Angel Flight East's 4th Annual Casino Night, Phila, PA |
| 13 | Restaurant Gala, Hangar #1, Cape May, NJ |
| 17 | Last day to submit scholarship applications |
| 17 | Old Aeroplane Fly-in and breakfast, Cooperstown, NY |
| 17-18 | Eastern PA 99s, Pennies a Pound, Brandywine Airport |
| 17-18 | Wheels & Wings, Blue Angels, Millville, NJ |
| 25 | EAA Chapter 540 Fly-in Breakfast, Smoketown, PA |
| 30-June 1 | Seaplane Seminar; Speculator, NY |

June, July

- | | |
|---------------|-------------------------------------|
| June 7 | AOPA Fly-in, Frederick, MD |
| June 19 | Aero Club Scholarship Dinner |
| July 17-20 | Dayton Air Show, Dayton, OH |
| July 29-Aug 4 | EAA AirVenture, Oshkosh, WI |

Highlight

Restaurant Gala, Cape May Airport, NJ, Tuesday, May 13

This sounds inviting if you can get off work. Over 25 Cape May area restaurants feature their signature dishes in big Hangar #1. Hosted by NAS Wildwood Aviation Museum and Historic Cold Spring Village. Call 609-898-2300 for more details.

Franklin Institute poised to celebrate 100th Anniversary of Flight

Lecture: Noah Adams

On Thursday, September 18, 2003, the Franklin Institute welcomes Noah Adams, author of "The Flyers: Orville and Wilbur Wright 1903." Adams has 30 years of experience in radio, including 20-plus years with National Public Radio's "All Things Considered." Lectures cost \$20 for non-members. Information is available at <http://www.fi.edu> or by phone at 215.448.1254. The Franklin Institute is located at 222 North 20th Street in Philadelphia.

Exhibit: The Franklin Airshow

Scheduled to open in October, the Franklin Institute is revamping its Aviation Hall for a new permanent exhibit about the science, technology, and history of flight. The exhibit will immerse visitors in a simulated air show, and feature many objects from the Institute's Wright Brothers Aeronautical Engineering Collection, including the Wright Model B Flyer.



Delaware Valley Regional Planning Commission Meeting Report

AIRPORT NEWS

December 19, 2002

By Steve Najarian



PHILADELPHIA INTERNATIONAL [PHL]

Penn Dot completed new access ramps to Terminal 1 from I-95. Terminal D hammerhead gates have been completed at a cost of \$20 million. Terminal E hammerhead project design is underway at a projected cost of \$35 million. The fire training facility is completed at a cost of \$15 million. Aircraft Deicing Facility has been completed at \$15 million. A new airport information system project is underway at a projected cost of \$5.5 million.

PHILADELPHIA NORTHEAST [PNE]

Runway 33/15 will be repaved at a projected cost of \$2 million. The apron in front of the Northeast Aviation Career Academy will also be re-paved.

DOYLESTOWN [DYL]

Bucks County Airport Authority is seeking grant to purchase 54 acres for runway extension and expansion.

SOUTH JERSEY REGIONAL [VAY]

The blacktop in front of the flying club has been re-paved at their expense. Airport owners have the airport up for sale. Two appraisals were submitted for \$13 million and \$8 million. The airport owner indicated that the State of New Jersey might be interested in purchasing the airport. The Air Victory Museum is not part of the airport and may move to the Camden waterfront.

QUAKERTOWN [UKT]

In order to improve airport safety, a berm, house and trees will be removed at the runway 11 approach-end of the airport. This will be done at night to allow flight operations during daylight hours. AWOS was out of service due to a lighting strike is now up and running. There is a plan to build 10-20 T hangars in the near future. The long-range plan includes an addition of 100 hangars.

POTTSTOWN LIMERICK [PTW]

Airport Layout Plan [ALP] has been approved. Runway extension is part of that plan. Eight additional hangars will be built.

NEW GARDEN [N57]

Total operation estimates for 2002 are 26340. Obstruction removal for runway 6/24 is in progress.

CHESTER COUNTY AVIATION [40N]

Keystone Helicopter will relocate from Exton to Chester County Airport and an off-airport industrial facility nearby.

WINGS [LOM]

A block grant paid for a newly commissioned AWOS and snow removal equipment. Additional obstruction removal is planned along with rehabilitation of the parking apron. Identifier was changed from N67 to LOM to accommodate the AWOS system.

BRANDYWINE [N99]

A total operation estimate for the year 2002 is 44392. 130 aircraft are based on the field. A public hearing covering the Airport Layout plan has been completed. New Corporate hangars are under construction on a property adjacent to the

airport. They will eventually house 3 Pilatus PC-12 aircraft under fractional ownership. The property owners have negotiated with the Brandywine Airport owners to have access to the runway.

CECIL COUNTY [58M]

Total annual operation estimates for this airport is 9594. Installation of a PAPI is complete. A maintenance hangar is under construction. Tree removal at the approach end of runway 13 is underway.

CAMDEN COUNTY [19N]

The 3102x45 foot runway handles an estimated 13227 operations annually. Survey work has been completed to seek a Federal/State grant for repaving the apron

TRENTON-MERCER [TTN]

U.S. Airways is now serving Pittsburgh from Trenton, which provides greater access to many routes in the United States. Corporate hangars are under construction [35'x65'] and are for sale. Electronic Trace Baggage Checking has been installed to meet National Security requirements. A plan to rehabilitate runway 16/34 is in the works, though no timetable has been set.

PHILADELPHIA SEAPLANE BASE [9N2]

The seaplane training operations are now under the supervision of Hank Grenfell who is also the Airport Manager and local FAA Designated Pilot Examiner. Hank provides a J-3 Cub on floats for flight training. Tom Dicecco is one of Hank's flight instructors. Hank Grenfell can be reached by telephone at 856-467-0976 or e-mail at grenfell@rcn.com. Bob Mills now resides in Florida.

Featured Aero Club Discount Merchant

10% Discount

Princeton Airport Pilot Shoppe [39N]

The pilot shop at Princeton Airport is a well-stocked shop that has a reputation for carrying a wide-range of interesting items not available elsewhere. Beside the usual array of charts, flightbags and headsets, this shop carries clothing, books, logo items, license plates, mugs, toys, gadgets, and other unusual gift items. Visit the new runway at Princeton and park on the main ramp.

Ms. Naomi Nierenberg offers a 10% discount on pilot supplies to Aero Club Members who present their membership card. The shops is open 7 days a week from 8AM to 6PM or dark, whichever is later.

Phone: 609-921-3100

Web: <http://www.princetonairport.com/pshop1.htm>

GA attracting business flyers; First Flight celebrations planned.

PILOT NEWS

More CEOs in cockpit

More business owners are turning to light aircraft to make their meetings and appointments rather than suffering the misery of coach-class airline flying. Time magazine reported on two such business owners who are eschewing the airlines in favor of their own aircraft. This is not the first time this trend has surfaced, but this time around, the industry is better prepared to capitalize on disenchantment with the airlines. New, high-tech singles from Cirrus and Lancair and aggressive learn-to-fly programs from AOPA and the BE-A-PILOT campaign are helping to attract new students. Student starts are up and the National Business Aviation Association says that its research shows that 6 percent more business people are flying themselves in their own aircraft or rentals than were doing so a year ago.

Glider pilots plug security

While it might be considered unlikely that gliders will be used to rain terror from the skies, the Soaring Society of America is trying to minimize even the remote chance that the perception exists. And along the way, the group has prepared a thoughtful and comprehensive guide to everyday security that could apply to almost

any aviation environment. "The promotion of responsible flying and enlightened security conscientiousness will help in assuaging public fears of general aviation," says the group's Secure Our Aviation Resources (SOAR) program guide.

Parachute now available for 172

Given the choice, would you rather own a plane equipped with or without an emergency parachute? BRS is giving more pilots the opportunity to make that decision by offering an emergency parachute system to all 35,000 Cessna 172s in the fleet. How does the system work? Well, if the pilot gets into trouble, he can pull an emergency handle located on the front center floorboard and deploy a 55-foot-diameter parachute through the right half of the rear window. "There have been 140 deployments of the BRS system so far and it has saved 155 lives," says BRS' Mark Thomas. "It's cheap insurance."

Honda jet?

Honda recently said that a small prototype jet plane would make a test flight for the first time this year. A company spokeswoman was quick to point out that this is part of a wide range of experiments and the company has no immediate plans to mar-

ket the less-than-ten-seat, partly carbon-fiber aircraft. Scheduled to fly somewhere in North Carolina, the prototype plane will be powered by Honda, as well. In development since the mid-1980's, the jet powerplant was both designed and built by Honda. Toyota, in the past, has also shown an apparent interest in light aircraft and now Honda's test flights lend more credence to the speculation that Japanese car manufacturers are showing growing interest in aircraft manufacturing.

First flight celebrations planned

Everyone wants to celebrate the 100th anniversary of the Wright Brothers' first flight, but there's not much agreement on how it should be accomplished and who should control it. The primary celebration has always been slated to take place at the original site of the first flight on the sandy dunes of North Carolina's Outer Banks, but other cities are grabbing for a piece of the action as well. In nearby Fayetteville, organizers of the "Festival of Flight 2003" are hoping to draw a goodly portion of the potential tourism dollars with their own festivities. And Dayton, Ohio, the Wright Brothers' hometown, is planning to celebrate its famous

Continued next Page...

Runway Restaurants, Inc.



Now exclusively at Chester County, Coatesville (40N)

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

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

Timothy P. Boyle

Certified Public Accountant
AOPA and Aero Club Member



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PLYMOUTH MEETING, PA 19462

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TBoyleCPA@aol.com

bicycle-makers-turned-flyboys. Unfortunately, there may not be enough tourism dollars to fully support the grandiose plans of each event.

B-29: Restore and remember

With an army of volunteers, Boeing has embarked on an ambitious project to return "Doc," the last B-29 Superfortress considered to be restorable, to flying status. "The B-29 Restoration Project currently has about 900 volunteers on the books. Dick Ziegler, restoration project director, has said that 200 of that 900 are 'regular' contributors to the restoration," And furthermore, "We're targeting December of 2003 to launch the airplane. Any number of variables could have an effect on our ability to realize that goal, but December 2003 is our target."

Cockpit weapons - devilish details of deployment

The homeland security bill now allows airline pilots to carry weapons aloft, but volunteers must now be recruited, training programs must be put in place, and somebody has to pay for it all. The new law stipulates that training begin by Feb. 25, but Congress has provided no funding. Al Aitken, spokesman for the Allied Pilots Association, says that he expects about 30,000 of the 100,000 airline pilots in the U.S. to volunteer. Industry groups are now working with the government to establish a training plan. One such proposal would consist of a five-day, 48-hour course in which pilots would fire 2,000 rounds of ammo, and then participate in a simulated hijacking. Bulletproof cockpit doors are due to be installed by this April.

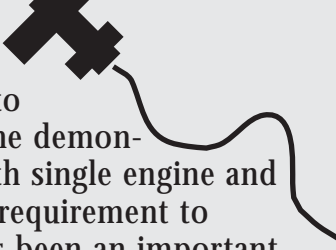
Pilots get hijack panic button

Just in case terrorists manage to get aboard an airliner, new equipment will let crew hit a button to at least let ground controllers know about it. None of the pilots aboard the four aircraft hijacked on Sept. 11, 2001, squawked the 7500 transponder code to announce the hijacking. On three of the jets, the transponders were shut off. The FAA is now requiring that hijack alert buttons, which can be instantly activated and, once switched on, can't easily be switched off, be installed on airliners. The projected fleet-wide cost ranges toward \$80 million.

The Importance of Slow Flight

FLIGHT SAFETY

By Al Schnur



Both the private and commercial practical test standards require an applicant to demonstrate slow flight. The demonstration is applicable to both single engine and multiengine airplanes. The requirement to demonstrate slow flight has been an important part of pilot certification practical tests ever since these tests have been given, and there is an important reason why.

An essential part of airmanship skills is the ability to estimate a margin of safety above the stalling speed of an airplane by detecting the diminishing response of the airplane to the use of its flight controls. As the airspeed decreases, control effectiveness decreases disproportionately. For example, there may be a certain loss of effectiveness when the airspeed is reduced from 30 to 20 mph above stalling speed, but there will normally be a much greater loss as the airspeed is further reduced to 10 mph above stalling speed.

The ability to determine the characteristic response of any unfamiliar airplane a pilot may fly is of paramount importance. The pilot must develop this awareness in order to safely avoid stalls and to operate the airplane correctly and safely at the slower airspeed. Instruction and practice in slow flight is the best introduction to these principles.

Slow flight instruction covers two distinct flight situations:

- 1) The establishment and maintenance of the airspeed appropriate for traffic patterns and landing approaches in the airplane used, and
- 2) Flight at the slowest airspeed at which the airplane is capable of continued controlled flight without indications of a stall: minimum controllable airspeed.

Both flight situations are evaluated on practical tests. The first is done during the normal course of take-offs, landings, and airport traffic patterns, and the second is accomplished through a specific task requirement in the practical test standards.

Member Stories

What ever happened to Flugplatz Oberwiesenfeld? by Donald Hershey

Flugplatz Oberwiesenfeld was an airport situated on the outskirts of Munich. Having lost WW1, Germany was enjoined by the Versailles treaty from having powered aircraft, so its talented airmen took to soaring aircraft, winched to 2000 feet AGL on a cable. With favorable winds, the gliders could make it to the Alps to the south for some good thermal- and ridge-wave flying. By the 1920's, the restrictions on aviation were largely ignored, and Oberwiesenfeld became Munich's first commercial airport, complete with a large terminal and administration building. Lufthansa's tri-motor Junkers arrived and departed regularly. Then came WWII, and Obie became a member of the circle of Luftwaffe bases defending the city, its ME 109s and F-Ws rising to bring down B-17s. But, another lost war... so back to gliding, since not a surviving powered aircraft remained in German hands.

Meanwhile, in the U.S.A, I as a 15 year-old CAP Cadet, had soloed in a J-3 Cub in 1945. Before I could get some more stick time, my parents shipped me off to a better school, for which I am grateful, but warning me that not a penny was to be spent on non-essentials like flying time, especially "now that the war is over."

Ten years later, I found myself working in Munich with nothing more than a renewed Student Pilot Certificate in my pocket. But out at Overwiesenfeld, life was returning to the air. The bomb-damage had been restored, and the old terminal building now housed Radio Liberty, a powerful American-sponsored exile radio station, broadcasting to various nationalities within the USSR. In one corner of that building was a tiny office of an FBO, a Fliegerschule. How they had managed to get four J-3 cubs I don't remember. There was also a biplane (a Buecker, maybe?) to drag gliders higher and closer to the mountains than

the cable-winch (still operating) could do.

Could I fly there? "Jawohl," said the instructor, if they could check me out and I could pay the fee of one Deutsche Mark per minute. What about the German labels on the instruments? "Kein Problem!", said I. Lay down 20 Marks, and there I went, front cockpit

in a J-3 and time to look at the air speed. "What's so funny," asks the instructor, hearing giggling and detecting a slight fore-and-aft oscillation in the stick. With not much English at his command, I had trouble explaining my mirth at the German label affixed above the airspeed indicator... FAHRTMESSER. Just sounds funny. Meanwhile, I had a lot of fun that year, cruising around in a J-3 over big old Munich, the Bavarian Lakes, and the lower Alps.

In 1972, when Munich was awarded the Summer Olympics, the expanding city and air traffic was too big and too close for aviation to remain at Obie. That huge expanse was ideal for the Games, and Munich did a beautiful job of building new facilities for the Olympics. The Games were going splendidly until the terrorist attack on Israeli athletes. The old terminal and FBO building was the press-center for the Games and a centerpiece during the tragic event. Today, most of the facilities remain in use, and in its latest iteration, the terminal houses the Sport Institute of the Technical University of Munich.

That's what happened to Flugplatz Oberwiesenfeld.



Announcing the 2003 Aero Club Scholarship Awards Program

Once again, the Aero Club is awarding aviation-related scholarships for flight and maintenance training to men and women interested in pursuing aviation careers. Applicants must reside in the Philadelphia Greater Delaware Valley Area and have completed their first solo flight or made an equivalent maintenance training commitment. Application forms must be accompanied by two letters of recommendation, a transcript of your most recent education, a 500-word typed essay, and copies of all aviation licenses, medical certificate, and the last three pages of your logbook. For maintenance scholarships, proof of enrollment in an accredited A&P program or FAR Part 147 school must be included.

Applicants must be available for a personal interview with the Scholarship Review Board on June 1, 2003, and winners must attend the Scholarship Awards Dinner on June 19, 2003. The winner(s) will be announced on or before June 9, 2003. Successful candidates will be notified by mail. All candidates will be given a free one year membership in the Aero Club of Pennsylvania, and are encouraged to reapply.

All applications must be received by May 17, 2003. Applications are available at www.aeroclubpa.org, or by request from ACPAfund@aol.com. They are also available at many local flight schools or FBOs or by writing to the Aero Club. Mail application forms to:

Aero Club of Pennsylvania, Attention: Scholarship Committee, PO Box 748, Blue Bell, PA 19422

Aviation Oddities:

Take it off

A charter flight headed to the Caribbean in May gives whole new meaning to stripped-down service. Shortly after takeoff from Miami International, passengers will be invited to take it all off for the duration of the flight to a nudist resort in Cancun. There could be as many as 172 high-flying free spirits aboard the chartered Boeing 727.

Modified Air Force 747 is readied for laser weapons

The Wichita Eagle reported that Boeing workers have recently finished extensive modifications to a 747-400 destined for the U.S. Air Force's Airborne Laser program. The 747 flew from Kansas to Edwards Air Force Base in California, where it was equipped with a high-energy laser system designed to shoot down ballistic missiles just after launch. The weapon works by focusing its high-energy laser beam on the missile's pressurized fuel tank, causing it to rupture and explode. Work began on the 747 about three years ago, and it made its first flight in last July.

Angel Flight - Casino Night

Saturday, May 10th, 2003

The Pyramid Club

1735 Market Street, Philadelphia, PA 19103

6:30 PM until 12:00 AM

Tickets are \$75 per person in advance and \$100 at the door.. Price includes: open bar, hor d'oeuvres, a light

Return Service Requested

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AERO CLUB OF PENNSYLVANIA

Organized December 17, 1909; Chartered May 10, 1910



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