



PENNSYLVANIA PILOT

Vol 15 No 1, Spring 2004

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

Record turnout for Wright Brothers Centennial Dinner

AVIATION NEWS

Dinner attracts 135...

One hundred thirty five enthusiastic members and guests attended the Wright Brother's Dinner at the Desmond Hotel on December 17th, 2003, setting a new attendance record for the event. The high attendance was attributed to the historic occasion in itself, as well as advance publicity and the drawing power of former astronaut, Dr. Joseph P. Allen. Joe flew on Columbia Shuttle Flight 5 and Discovery Flight 14, and commented on his reactions to lift-off, earth orbit, and re-entry. Joe showed off a small subset of the over 5000 color slides he took during his flights. Aero Club members were impressed by Joe's knowledge and modesty in view of his exploits. He had never flown an airplane before becoming an astronaut, but then accumulated over 4,000 hours in high performance jet aircraft in training at NASA. His first train ride and first view of the ocean were enroute to Cape Canaveral; yet, years later, he observed the earth from orbit. Every spare moment was spent looking out of the spacecraft and taking pictures; that is, when he was not maneuvering outside the orbiter to retrieve satellites for repair (Joe was the first astronaut to perform this feat in space). Not bad for an Indiana lad, who obtained his PhD in physics, and was one of eleven

scientists recruited by NASA for the Apollo space program. Later in the lunar program, Joe was Mission Controller for Apollo Flights 15 and 17, and was the Assistant Adminis-

Researchers seek to better understand icing... AOPA ePilot reports that a major government study is just now being completed to better understand aircraft

icing and the hazards of winter weather, as well as find ways to improve forecasts and detection systems. More than fifty researchers from four countries are participating in the \$3 million Alliance Icing Research Study (AIRS II) that is taking place in Canada. As winter storms developed, five research airplanes set out from airports in the United States and Canada and converged over the Montreal area at different alti-

tudes. More than 65 flights were planned from November through February. According to researchers, aircraft icing in the United States contributes to some 30 deaths, 14 injuries, and \$96 million in personal injury and aircraft damage each year. Leading the study are the National Research Council Institute for Aerospace

Continued on Page 3...

Airport Highlight [9N2]



Photo by W. Ellis

The Philadelphia Seaplane base at Essington is now registered to Island Marine Partners and is still the oldest continuously operating seaplane base in the United States. Hank Grenfel serves as seaplane base manager as well as the Designated FAA Pilot Examiner. He provides CFI renewals, private and commercial single engine land and seaplane and instrument ratings. Tom DiCecco and Lou Fitzpatrick serve as instructors. Hank plans to have a 90th "open house birthday party" for the historic seaplane base in late Spring of 2005 and invite all who earned their seaplane rating there to stop by. History and photos of the seaplane base is available at www.geocities.com/base9n2. More Delaware Valley Airport News is available on page 4.

trator of NASA through the 1970's. A Q&A period followed his presentation, and he was busy signing autographs. It was a memorable way to celebrate the Centennial of the First Flight. See photo, page 3.

Issue Highlights...

- Calendar:** Angel Flight East Casino Night... **Pg. 3**
- Aviation Donations** being accepted... **Pg. 4**
- Aero Club Scholarship:** Application Details... **Pg. 7**

AERO CLUB OF PENNSYLVANIA



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

PO Box 748
Blue Bell, PA 19422
www.aeroclubpa.org
AeroClubPA@aol.com

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

OFFICERS

President Emeritus	Al Schnur
President	Jeff Kahn
First Vice Pres	Walt Ellis
Secretary	Nancy Kyle
Asst. Secretary	Joan Landry
Treasurer	Tim Boyle
Asst Treasurer	Charlie Pydych
VP Membership	Lou Fitzpatrick
VP Spec Projects	Steve Najarian
VP Scholarships	Tim Boyle
VP Trust Fund	Lee Paynter
VP Publications	Robert Dant
Solicitor	Paul Heintz, Esq.

BOARD of DIRECTORS

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

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

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

TRUSTEES

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

PENNSYLVANIA PILOT

Editor Al Schnur
Asst Editor/Layout Robert Dant

PUBLISHED QUARTERLY

All Copy for the Pennsylvania Pilot should be submitted via e-mail or floppy disc one month prior to publishing date.
Please submit copy to either:
aaschnur@worldnet.att.net
rdant@mindspring.com

PRESIDENT'S MESSAGE

Jeff Kahn

It was a great privilege to assume the presidency of the Aero Club of Pennsylvania, particularly on the 100th anniversary of the Wright Brother's first flight. It is humbling to consider that the Aero Club itself dates back to the same era as this great achievement in aviation.

Awful weather on December 17th did not deter the 135 members and guests who joined us for a great evening. The evening was topped off by a superb presentation by astronaut Joe Allen that included both his thoughts on the Wright Brothers' achievements and his experience in the space program.

As my first item of business, I want to thank our past President, Norm Blanchard, on behalf of all of the officers, directors and members of the Aero Club. Three years ago, Norm took on the enormous responsibility of replacing Al Schnur as president and more than met task. Norm's leadership will benefit the Aero Club for years to come.

A word is also in order on this year's Wright Brothers Award presented to Walt Ellis. For many years, Pete Griffing relentlessly urged the Board to widen the Aero Club's focus to include not only pilots, but all those in aviation related fields and to allow the Scholarship Fund to award scholarships to mechanics and other non-pilots seeking careers in aviation. Pete won his battle, and the Board agreed and passed a resolution to accomplish these goals.

Unfortunately, no one was able to implement these changes until this past year when Walt Ellis took the lead. Walt's efforts, from drafting the changes to our governing documents, to awarding our first scholarship to a non-pilot candidate, Jason C. Schlieman, make Walt a very deserving recipient. Thanks to Pete, Walt and everyone who supported them in broadening the Aero Club's umbrella of to embrace our colleagues in all aspects of aviation.

For the future, the Board of Directors has already discussed plans to increase our membership and add to the activities sponsored by the Aero Club (watch for FAA Seminars and field trips). As always, a top priority will be to grow the Scholarship Fund so that we can help more and more people pursue careers in aviation.

Happy Flying!

Jeff Kahn, President

BOARD OF DIRECTORS REPORT

Nancy Kyle, Secretary

The Aero Club board of directors met at PACC at Wings Field on January 23, 2004. The meeting began with the Treasurer's report by Tim Boyle. Thanks in part to reduced printing costs last year, the club's operating account is in good shape. Scholarship donations, market upswing, and proceeds from the silent auction have pushed the value of the fund over \$85,000.

A discussion about fundraising ideas followed. The success of last year's silent auction prompted the idea of accepting aviation-related donations and repeating the auction again this year (details on page 8).

Jeff Kahn reported for Lou Fitzpatrick on membership. Numbers are down and the board is considering ways to boost membership, including targeted mailings.

In an effort to do more for local aviation, the board has decided to sponsor one or more aviation safety seminars in partnership with the local FSDO.

The scholarship committee is seeking nominees and speakers for the scholarship dinner in June (details on page 7).

The club is considering a field trip to the new Udvar-Hazy museum at Dulles International Airport in Virginia.

AVIATION NEWS

Continued from Page 1...

Research, Environment Canada's Meteorological Service, and NASA.

GA vulnerable to terrorists...

Although federal authorities can't seem to stop violations of the most secure airspace in the country around Washington, government mandarins continue to fuss about the terrorism potential allegedly posed by the U.S.'s general aviation airports. According to MSNBC, Cathleen Berrick of the General Accounting Office (GAO) recently told Congress that GA is "far more open and potentially vulnerable than commercial aviation" to terrorist activity. The foundation of that vulnerability is the fact that almost none of the passengers and gear aboard GA flights undergo any type of screening. However, despite the GAO's apparent concern, it doesn't seem like metal detectors and X-ray machines will be coming to your local airport anytime soon.

A false sense of security... AOPA's Air Safety Foundation (ASF) just released a report on spins and stall accidents, and while some of the results aren't surprising, it challenges some pretty well-entrenched perceptions of one of the most deadly types of in-flight mishaps. The ASF reports stall and spins have a fatality rate of about 28 percent, and account for about 10 percent of all GA accidents. "Fatal stall/spin accidents most often begin at or below traffic pattern altitude (generally 1,000 feet above ground level), well below the altitude necessary to recover from even a one-turn spin," the report reads.

Safer airborne?... AVWEB: Baby seats in airplanes may sound like a good idea but might actually increase the number of babies that die - in car crashes. A report by a group of pediatricians says a proposed FAA regulation that would require infant restraint seats for children under the age of two doesn't make practical or economic sense. The suggested logic (flawed or not) is that having to buy a seat for a tot that can now sit on Mom or Dad's lap for free would push some families to drive instead of fly. The report offers that the family car is a much more perilous environment for a baby than flying commercially, so the pediatricians want the FAA to put the brakes on the regulation.

AERO CLUB CALENDAR**March**

11-13 Women in Aviation Intl Conference, Reno, NV
20 Angel Flight, Casino Night, Phila Horticulture Center

April

13-19 Sun 'n Fun; Lakeland, FL, www.sun-n-fun.org
24 Nashua, NH 5th Annual New England Aviation Expo

May

1 Last day to submit scholarship applications
1 AOPA Annual Meeting, Wings Field
1-2 Apple Blossom Fly-in/Drive-in breakfast, Gettysburg, PA
1-2 Wheels & Wings, Thunderbirds, Millville, NJ
 (www.p47millville.org)
8 Tipton (FME) Airport Open House & Fly-in, Odenton, MD
11 Restaurant Gala, Hangar #1, Cape May, NJ; 609-898-2300

June, July

June 4-6 Seaplane Seminar; Speculator, NY
June 5 AOPA Fly-in, Frederick, MD
June 17 Aero Club Scholarship Dinner
June 19 Top of the Mountain Pancake Breakfast, Joe Zerby, Schuylkill County, PA (ZER)
July 27-Aug 2 EAA AirVenture, Oshkosh, WI

Highlight**Angel Flight East, Casino Night**

Philadelphia Horticulture Center
 Saturday, March 20th, 2004

Come break the Winter doldrums and support a great charity. \$75 per person in advance; \$100 at the door. Light Dinner Buffet, Open Bar, Dessert and \$25 in chips to get you started. 6:30PM to Midnight. Black Tie Optional. For tickets call PACC, 215-646-3034. Website: www.angelflighteast.org/Events.htm



Speaker Joe Allen (left) converses with outgoing Aero Club president Norm Blanchard and incoming president Jeff Kahn at the Wright Brother's Dinner on December 17, 2003.

Photo by W. Ellis

Delaware Valley Regional Planning Commission Meeting Report

AIRPORT NEWS

December 19, 2003

By Steve Najarian



PHILADELPHIA INTERNATIONAL [PHL]

A 15 million dollar deicing facility has been completed. A new \$5.5 million Flight Information System is underway. Adding additional security fencing is an ongoing project.

PHILADELPHIA NORTHEAST [PNE]

\$2 million repaving is slated for runway 33. Corporate hangars are under construction as is an expanded parking lot. Two new taxiways are being designed.

DOYLESTOWN [DYL]

Airport will receive grant to purchase an additional 54 acres. 12 year plan includes runway extension from 3400 to 3800 feet.

QUAKERTOWN [UKT]

Removal of a berm at Runway 11 will begin. 20 new T-hangars have been built. Airport plan includes construction of 100 additional hangars. AWOS lost due to a lightning strike is back in service.

CAMDEN COUNTY [19N]

Airport Layout Plan study underway. Rehabilitation grant being sought.

TRENTON [TTN]

U.S. Airways offers flights to Pittsburgh. Merck Pharmaceutical to complete new hangar construction. Electronic Trace baggage checking has

been installed. New fire trucks to be delivered.

SOUTH JERSEY REGIONAL [VAY]

Airport may be up for sale. State of New Jersey may purchase the airport. Appraisal done valued at \$13 million including all buildings with the exception of the museum, which may move to the Camden waterfront.

POTTSTOWN LIMERICK [PTW]

Penn DOT has approved Airport Layout Plan. Runway extension and construction of 8 new hangars are in this plan.

WINGS [LOM]

AWOS was commissioned. Three new pieces of snow removal equipment have been purchased.

CECIL COUNTY [58M]

Maintenance Hangar construction is planned. Tree removal obstruction for runway 11 is underway. Maryland DOT is funding taxiway-paving overlay.

CHESTER COUNTY AIRPORT [40N]

Keystone Helicopter is constructing a new facility for relocation near Chester County Airport where they will expand their operations.

BRANDYWINE AIRPORT [N99]

The new corporate hangars at the Northeast corner of the airport have been completed. Keystone Helicopter has occupied one of the hangars for its flight operations for one year until their new facility is completed near Chester County Airport. Harrisburg Jet Center will be establishing a full service avionics shop as a companion to their newly established aircraft maintenance operation.

SPITFIRE [7N7]

The airport is interested in N.J State purchasing their development rights. T-hangars and runway extension are in their Airport Layout Plan.

NOTICE:

Aero Club accepting aviation donations

The Aero Club of Pennsylvania is accepting donations of aviation items and memorabilia for the purpose of raising proceeds for the Aero Club Scholarship Fund. Based on the success of last year's silent auction, the Aero Club has decided to try again this year. Items can include books, photos, artwork, pins, charts, aircraft parts and avionics, and other auctionable aviation-related items. This is a chance to clear out some of those old aviation items while benefitting the scholarship fund.

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

Drop locations available in S.E. Pennsylvania and New Jersey; and the Aero Club may be able to arrange pickup.

Featured Aero Club Discount Merchant

Avion Restaurant, Flying W Airport [N14]

The Avion Restaurant at Flying W Airport in Medford, NJ is a step above your average airport restaurant. Housed at the unique Flying W Airport Resort, the Avion features an international menu of specialty dishes and vintage wines in a comfortable atmosphere. The signature Sunday Brunch is a favorite of locals and pilots alike.

The dining room is closed on Mondays, but the lounge

10% DINING DISCOUNT, NOT INCLUDING BRUNCH
Manager, Dave Nieratko

serves lunch and dinner every day. Sunday Brunch is all-you-can-eat and includes juice and coffee, served from 10AM to 2:30PM. Brunch is \$18.95 adults, and \$9.50 children age 5-10, \$2.00 toddlers.

Call 609-267-8787 for reservations.

<http://www.flyingwairport.com/avion.dws>

AOPA facility to stay; due process rules for airmen takes effect

PILOT NEWS

AOPA pilot facility to remain long after event...

AOPA ePilot: As thousands gathered at Kill Devil Hills, North Carolina, to celebrate the 100th anniversary of powered flight, AOPA presented one of the largest contributions to the Wright Brothers National Memorial - the donation of a new pilot facility. It is the only new structure that remains after the centennial celebration ended. Pilots who visit the facility from now on are invited to "sign" an online guest registry and receive a certificate from AOPA commemorating their visit to aviation's hallowed sands. The pilot facility includes rest rooms, state-of-the-art weather and flight planning computers, wall-mounted aeronautical charts, and phone access to flight service personnel.

New pilot security rules...

It's been almost a year since the federal government gave itself the power to, without any familiar due process, lift the airman certificates of those deemed "security risks". Now a whiff of civil rights has entered the picture. The FAA and TSA have implemented a third-party appeal process for those who get caught in the security dragnet. "It's in effect now," says FAA spokesman Greg Martin. The new

regulations, which were mandated by the recently approved FAA Reauthorization Bill, ensure the Transportation Safety Administration isn't the judge, jury and executioner in deciding who gets to fly and fix airplanes in the U.S. The new rules also ensure that those making an appeal will have at least some idea of the charges against them. Under the original rule, the TSA could refuse to provide the accused with details of the allegations if the information, or the way it was obtained, was considered classified. Again, it was entirely the TSA's call. The amended regulations require the TSA, in consultation with the CIA, to prepare an "unclassified summary" of classified evidence against an airman.

FAA adds military data to civilian guides...

AOPA ePilot: the FAA has added more than 100 military airfields along with about 750 approaches to the Airport/Facility Directories. "In the past, pilots who wanted the extra safety benefit of having approaches for military bases in case of emergency had to buy and carry a separate publication," said Heidi Williams, AOPA manager of air traffic policy. Military bases are often underutilized and permitting civilian aircraft to use them for instrument training could ease the burden at over-taxed civilian facilities, Williams added. But there are some cautions for non-emergency operations; military airfields require a written request for per-

mission to land, although instrument approaches may be authorized as long as the aircraft doesn't touch the ground. Pilots should also carefully read the remarks sections in the A/FDs so as not to confuse civilian facilities with new listings for military airfields.

Future of FSS... From AvFlash: "Pilots will die" as a result of a possible consolidation of automated flight service stations, says a senior staff member at an Automated Flight Service Station. Robert Shields, the support specialist at the Boise AFSS, said it's only a matter of time before his station, the smallest in the country, is shut down in a wholesale reorganization and downsizing of the AFSS system. "We are very concerned about what's going to happen to our pilots here in Idaho," said Shields, who's been making the rounds of the local media in Idaho, highlighting his concerns about pilots trying to navigate Idaho's rugged mountains and violent weather without knowledgeable briefers to help them. FAA spokesman William Shumann said the FAA has no plans to close Boise but conceded a future private contractor might. The federal motivation for change was made obvious when FAA head Marion Blakey said of Flight Service late last year, "This is an area where the FAA is actively looking at the private-sector option." The administrator said, "It is costing \$500 million per year, \$27 for every single communication Flight Service has. We don't think that's efficient." Recent Idaho accident statistics for the year showed a 38-percent increase, with 57 percent more fatal crashes and 61 percent more fatalities when compared to averages over the previous 11 years.

Continued on Page 7...

Timothy P. Boyle

Certified Public Accountant
AOPA and Aero Club Member



1724 MONTEREY DRIVE
PLYMOUTH MEETING, PA 19462

Phone: (610) 272-5454 FAX: (610) 279-0770

Tim@BoyleCPA.com

Wright Brothers Master Pilot Award Program

FLIGHT SAFETY By Al Schnur

The FAA has set forth requirements for THE WRIGHT BROTHERS MASTER PILOT PROGRAM for pilots that have 50 or more consecutive years of safe flight operations. The award will be in the form of an FAA award certificate and lapel pin. In addition, a smaller version of the pin will be awarded to the spouse, if appropriate. The FAA Administrator will sign the award certificate. A "Roll of Honor" book with the recipient's name, city and state will be kept in a prominent place in the FAA Washington, D.C., headquarters building.



A. Eligibility for the Wright Brothers Master Pilot Award is as follows:

1. Have completed either a flight review or equivalent within the 24 months before qualifying for the award, to verify currency as a pilot, in accordance with Title 14 of the Code of Federal Regulations, part 61, section 61.56. This may include completion of a phase of the FAA Pilot Proficiency Award (WINGS) Program.

2. Have held a CAA/FAA pilot certificate with:

"50 Consecutive years or more civil experience or "Up to 20 years of which may be military experience in combination with civil experience, to total 50 consecutive years

3. Have three letters of recommendation from holders of FAA pilot certificates.

4. Have been a U.S. citizen for the 50 consecutive years.

B. Revocation of any airman certificate will disqualify a nominee for this award.

C. Prior accident history will be considered and may be disqualifying.

D. Civil penalty or suspension will automatically disqualify a nominee for this award.

E. Anyone meeting the eligibility criteria, or anyone on behalf of an eligible person, may submit a Wright Brothers Master Pilot Award nomination package to the local FSDO Safety Program Manager (SPM) at any time. The package must contain the following

1. A completed Wright Brothers Master Pilot Award application form

2. A resume or brief summary of aviation activities past and present to help document 50 years or more of pilot qualification.

F. Selection Process: The SPM or Operations Supervisor will validate the nominee's qualifications through the Airman Certification Branch, AFS-760, and/or the appropriate military authority or archive center. At least once each calendar year or as often as needed, the SPM will form a selection committee to review application forms with recommendation for eligibility and selection. The committee will consist of either three or five members who will choose those individuals qualified to receive the Wright Brothers Master Pilot Award.

1. There is no limit to the number of awards a FSDO can issue to qualified persons (one per pilot) within its geographical area of responsibility.

2. The award will be presented posthumously for 2 years after the death of the nominee. A similar award, the Charles Taylor "Master Mechanic Award" exists for exceptional aviation mechanics. Contact your local FSDO for information about either award.

Member Story



Photo by Charles E Fairbanks, 1911 or 1912

Early Wright Brothers photo

by Michael Fairbanks, Morton, PA.

This has to be a rare photograph taken by my grandfather, Charles Edwin Fairbanks (Born 1872 died 1920). They lived in Springfield, MA (possibly at the time of the photo) and later moved to Providence R.I. I found this photo in a very old photo album. Early Wright Brothers I would believe. The date would have been the second half of 1911 or the first half of 1912. He had no particular interest in airplanes that I know of. It is just a photo pasted in a family photo album.

PILOT NEWS

Continued from Page 5...

That was with the insights of briefers. The NTSB and FAA offered no explanation for the sharp increase, but the state's aeronautic division performed an analysis and concluded, "It's pilot error."

Rutan's space vehicle breaks sound barrier...

AOPA ePilot reports that SpaceShipOne, being developed by Scaled Composites as a private space vehicle, shattered the speed of sound on December 17, 2003. It was dropped from its mother ship, dubbed the White Knight, at 48,000 feet. Test pilot Brian Binnie stabilized the ship in a Mach 0.55 glide, then pulled up and fired the hybrid rocket motor. Nine seconds later, SpaceShipOne broke the sound barrier and continued its ascent, reaching a speed of nearly Mach 1.2. The craft climbed to a total altitude of 68,000 feet. Binnie reconfigured the ship to its glider mode and made a 12-minute glide to a landing at Mojave, California, where there was an incident on landing when the left landing gear retracted. Company officials reported minor damage and no injuries. Rumors had been circulating among the aviation press that Rutan's team would be trying for a space flight on the centennial of powered flight. But, according to the FAA, Rutan still has to obtain a launch waiver and the Mojave Airport eventually will have to be declared a spaceport, not to mention the flight testing that will be required, before he reaches for the stars.

New Pilot's Handbook

FAA-H-8083-25 by Al Schnur

The recently-released FAA Pilot's Handbook of Aeronautical Knowledge provides basic knowledge that is essential for all pilots.



This handbook introduces pilots to the broad spectrum of knowledge that will be useful to beginning pilots, as well as those pursuing more advanced pilot certificates. It will also serve as an excellent reference document for review. Except for the Code of Federal Regulations pertinent to civil aviation, most of the knowledge areas applicable to pilot certification are presented. This handbook supercedes AC 61-23C, Pilot's Handbook of Aeronautical Knowledge, dated 1997.

I've had the opportunity to review this publication and in a word it is "excellent." The discussions are detailed and adequately illustrated with multi-color figures that supplement the text. I even liked the discussion of "p" factor, which in my opinion mentions the actual dynamics accurately. I was a little disappointed regarding the discussion on Dead Reckoning. I just don't like the terminology, when in reality they mean deductive reckoning. Discussions on GPS are good and I'm glad to see that they have kept a comprehensive discussion on the Automatic Direction Finder (ADF). Chapter 16 on Aeronautical Decision Making is the best that I have seen and should be on everyone's reading list.

This publication may be purchased from the U.S. Government Printing Office (GPO), Washington, DC 20402-9325, or from <http://bookstore.gpo.gov>. It may also be down loaded from the Flight Standards Service Web site at <http://av-info.faa.gov>.

Announcing the 2004 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 May 22, 2004, and winners must attend the Scholarship Awards Dinner on June 17, 2004. The winners will be announced on or before June 9. Successful candidates will be notified by mail. All candidates will receive a free one year membership in the Aero Club of Pennsylvania, and are encouraged to reapply. All applications must be received by May 1, 2004. Applications are available at www.aeroclubpa.org, or by request from ACPAfund@aol.com. They are also available at many local flight schools and FBOs, or by request from the Aero Club. Mail scholarship application forms to:

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

Aviation Oddities:

Topless woman... Avflash reported that a Virgin Blue crew elected to continue a recent flight from Hobart to Melbourne, Australia, despite an apparently deranged passenger's rantings that the flight would end in a 9/11-style tragedy. After initially being calmed by the cabin crew, the 23-year-old woman ended up taking her shirt and bra off, defecating in her pants and subjecting fellow passengers to a 50-minute tirade. Although passengers told the Australian media they were "freaked out" by the incident, the airline apparently didn't think much of it.

Protestor dings Enola Gay... Avflash reported that protesters made a dent in security measures in an apparently well-planned but poorly executed attempt to make their mark on the controversy that has followed the restored B-29 to its new resting place. After assuring staff at the newly opened Steven F. Udvar-Hazy Center that they wouldn't cause any trouble, one of the protesters tossed a jar of red paint at the bomber, which dropped the first atomic bomb on Hiroshima in 1945. The aluminum yielded, however, and instead of smashing on the plane, the jar left a dent and shattered on the floor below.

Advertisements:

Runway Restaurants, Inc.



**Exclusively at
Chester County (40N)**

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

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

St. Michael the Archangel Catholic Shop, Inc.

205 West Ridge Pike, Limerick, PA 19468



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

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

610-489-7999 (Mon-Sat)

stmichaelthearchangel@comcast.net

Advertise here and reach an elite group of aviation consumers around the Delaware Valley. Contact advertising manager Donald Hershey at dhershey@mailstation.com.

Return Service Requested

P.O. BOX 748, BLUE BELL, PA 19422
AERO CLUB OF PENNSYLVANIA

Organized December 17, 1909; Chartered May 10, 1910



NON-PROFIT ORG
US POSTAGE
PAID
SOUTHEASTERN, PA
PERMIT NO. 84