



PENNSYLVANIA PILOT

Vol 19 No 1, Spring 2008

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

Aero Club Highlights

Wright Brothers Dinner

The Aero Club held its annual dinner at the Desmond Hotel on December 17, 2007. Eighty members and friends enjoyed hors d'oeuvres, dinner and a presentation from Ben Sliney, the FAA Director of Operations



on September 11, 2001. The club honored Matt Elkan, a recent recipient of the "Wright Brothers Master Pilot Award" and awarded Elaine Farashian with the club's person-of-the-year award. Outgoing president, Walt Ellis welcomed incoming president Nancy Kyle who ended the dinner with closing comments.

Person of the year

Nancy Kyle presented Elaine Farashian the Aero Club Person of the Year Award in appreciation



for her dedication to the Aero Club. Elaine has volunteered many hours to help with the annual sale, the newsletter mailings and our annual dinners.

Aero Club to sponsor safety seminar

AERO CLUB NEWS

Safety Seminar...

The Aero Club of Pennsylvania will co-sponsor an FAA safety seminar on March 26, 2008 at Wings Field at 7 PM. Jerry Spero, a Transportation

Michael's Cessna 180 in Cape Cod. The two planes flew over 3000 nautical miles through Nova Scotia, Newfoundland, the French islands of St-Pierre-et-Miquelon and back. The

trip took place over 11 days. The presentation will be repeated for other local aviation organizations.

Scholarships available...

The Aero Club is accepting applications for scholarships to be given out in June. Over \$15,000 is expected to be awarded to deserving recipients for aviation-related career training. The Bob Shannon Memorial Scholarship Fund and the Eastern Chapter of the 99's also have scholarships

available. For details, see page 8.

New aviation book...

New Aero Club member Kenneth Ford of Philadelphia has completed an aviation book titled "In Love with Flying". It includes memoirs of his 50 years of flying light planes and gliders and profiles of notable aviators he has met along the way. The book is available at amazon.com and other book outlets. Information and autographed copies are available through HBarPress.com.



Airport History: Echelon Airfield



This 1959 photo of Echelon Airfield was taken by Charles Findeisen (courtesy of Harry Silvers). Echelon was located at the current site of Echelon Mall in Voorhees, NJ. It was a vibrant airfield from 1939 in to the 1960's. Today, only the patch of trees where the original farmhouse sat is still identifiable along Somerdale Road. Read about the Echelon story and other airport news on pages 4 and 5.

Security Administration supervisor in Philadelphia will speak about how the TSA affects General Aviation. Following that, Walt Ellis will discuss aircraft airworthiness, required documents, and paperwork.

Flight around the Canadian maritimes presented...

At the board meeting on January 24, Rob Dant gave a video presentation of his August flying trip around the Canadian maritimes with fellow pilots Donald Hershey, Michael Hershey, and Ken Nelson. They departed from Brandywine Airport in Ken's Piper Dakota and rendezvoused with

AERO CLUB OF PENNSYLVANIA



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

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PRESIDENT'S MESSAGE

Nancy Kyle

February 2008

As I took office as president during our Wright Brothers Annual Meeting on December 17, I reflected for a moment on the experiences that brought me to that evening. Like all aviators, I have many people to thank. I learned to fly in the early '90's, taking my first few lessons at Pottstown Municipal Airport. I took a ground school with Al Schnur at Montgomery County Community College, who so impressed me with his knowledge of, and love for, aviation that I signed up as his student, transitioning to Chester County Aviation. Five years later, I had an instrument rating, commercial ticket, CFI, CFII, ground school instructor, multi-engine rating, seaplane rating and a C-172. I became an FAA safety counselor and wrote a newsletter for the FSDO. I joined the Aero Club of Pennsylvania and the 99's. Along the way, I met Jeff Kahn, Terry Hatcher, Louise Sacchi, Ray Conway, Kate Macario, Gayl Henze, Mary Wunder, Adelle Bedrossian, Paul Heintz, Lou Fitzpatrick, Steve Najarian, Maysie Henrotin, Anne Shields, Norm Blanchard, Bobby Mills, Walt Ellis, Pete Griffing, Hank Wales, Bill Reppert, Ethel Baily, Al Sheves, Lee Paynter, Arlene Feldman, Art Brownell, and so many other veteran aviators--each of whom could easily have a book written about their experiences. They are warm, truly wonderful, human beings whose passion for aviation is reflected in everything they do.

I am grateful beyond description for chancing upon this remarkable activity called flying. I became the aviator, and the person that I am, because of those who helped me along the way. People willing, even eager, to help whenever called upon, for whatever assignment.

Aviation changes people for the better. Some psychology student should choose us as a doctoral thesis someday. Until then, we will just keep doing what we do best, flying, embracing all things winged, and building a new generation of pilots as a legacy to what we love best of all.

Thank you for the opportunity to serve you in this job for the next two years. I will depend on your input and advice, as I always have!

Nancy Kyle

BOARD OF DIRECTORS REPORT

Debbie Harding, Secretary

The Aero Club Board of Directors met at PACC at Wings Field on January 24. Nancy Kyle welcomed the new board members. Debbie Harding presented the minutes from the last meeting, and then the group discussed financials, scholarships, current membership and newsletter details. Bob Bausman reported 208 paid members of the club as of the new year.

Discussion ensued on upcoming events. The club will sponsor a safety seminar at Wings Field on March 26. And, Walt Ellis has agreed to continue coordinating future field trips as VP of Special Projects.

The group concluded with talk about 2009, the 100th anniversary of the formation of the Aero Club of Pennsylvania. We expect to celebrate a special Wright Brother's dinner that year.

The meeting adjourned for dinner and a presentation by Rob Dant of his flying trip around the Canadian Maritimes.

Announcements

Safety Seminar, March 26

An FAA seminar will be held on March 26, 2008 in the Wings Field Terminal at 7PM.

- TSA and General Aviation
- Aircraft airworthiness & required documents

The seminar is co-sponsored by the Aero Club of Pennsylvania and the Philadelphia FSDO.

Annual Fly Market donations

This is an early reminder that the Aero Club will be accepting donations for their annual Fly-Market at the annual Wings and Wheels Day in September. This is your excuse to finally clear out your hangar, basement, or bookshelves of aviation-related items. We can send you a receipt of donation for your tax records. We can arrange pick-up. Proceeds benefit the scholarship fund.

Please contact:

Debbie Harding at airvenhab@earthlink.net
(610-827-7208) OR

Rob Dant at rdant@mindspring.com
(610-909-4467)

Aviation and Pennsylvania Book

The Aero Club is selling the now rare book "Aviation and Pennsylvania", published in 1981 by the Franklin Institute Press. Written by Frank Kingston Smith and James P. Harrington, the book documents the role that Pennsylvania natives played in the development of aviation. Price is \$30, payable by check to the Aero Club of Pennsylvania. We can mail it for \$5 shipping. Contact Rob Dant at rdant@mindspring.com or 610-909-4467.



Aero Club shirts & patches available

Aero Club of Pennsylvania patches and twill shirts are available for purchase for \$5 and \$30 respectively. Shirts are Navy Blue and available in sizes L, XL, and 2XL. Make checks payable to the Aero Club of PA. We can mail a shirt for \$5 shipping and a patch for free. Contact Rob Dant at rdant@mindspring.com or 610-909-4467.



AVIATION CALENDAR

March

08 Angel Flight East, 8th Annual Casino Night
<http://www.angelflighteast.org/>

May

01 Last day to submit scholarship applications
17 Wings Field FLY-B-Q, sign up online:
http://www.flyincalendar.com/event_detail.cfm?e=5127
31-01 McGuire Air Force Base Airshow, US Air Force Thunderbirds

June

06-08 Reading WWII Weekend, Reading, PA (RDG)
07 AOPA Fly-In; Frederick, MD (FDK)
07-08 Wheels & Wings, Millville, NJ (MIV), Blue Angels
17-21 Sentimental Journey Cub Fly-in, Lock Haven, PA (LHV)
19 Annual Scholarship Dinner, Thursday, 6PM, PACC

Major Fly-Ins

April 8-13 Sun'n Fun Fly-In; Lakeland Florida
June 7 AOPA Fly-In; Frederick, MD
Early June Speculator Seaplane Fly-In; Speculator, NY
July 28-Aug 3 EAA AirVenture; Oshkosh, WI

Aero Club Meetings

Apr 24 Board of Directors Mtg, Thursday, 6PM, PACC
May 17 Scholarship Candidate Interviews, Brandywine Airport
Jun 19 Annual Scholarship Dinner, Thursday, 6PM, PACC
Jul 24 Board of Directors Mtg, Thursday, 6PM, PACC

Board of Directors Dinner, April 24, 2008

Wings Field, Philadelphia Aviation Country Club

We have no formal program scheduled for this meeting, but members are always welcome to attend the board meeting and to stay for dinner and partake in good conversation.

The presentation begins around 8PM. Optionally, members may also attend the board meeting at 6PM and/or a very nice dinner at 7PM. Contact Jeff Kahn, JSKESQ@aol.com to announce your intention to attend. Members and guests are welcome. Dinner is around \$40 per person. Attire at PACC is business casual.

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Echelon Airfield lives on in local memories

AIRPORT HISTORY compiled by Rob Dant

Present-day Echelon Mall, soon to be the Voorhees Town Center in Voorhees, NJ was home to Echelon Airfield until the early 1960's. Little survives today other than the name to remind anyone that a vibrant airport existed here.

In 1930's, **Rod and Jeanne Smith** were avid flyers and part of the Echelon Flying Club at Central Airport. They both had a dream of owning their own airport, and in 1939, they bought the 150-acre Ebert's farm on Somerdale Road in Ashland, NJ (now Voorhees). They appropriately called it Echelon Airfield. Rod laid out three main grass runways (and a 4th at one point) to minimize the effects of any crosswind landings, something important in the day of all taildraggers. A main hangar was constructed out of the large building used for farm equipment. There was an office, a luncheonette and soda fountain run by Jeanne, a washroom, a small gift store, and a maintenance area in the main hangar. The main runway was lit by kerosene lanterns and smudge pots before electric lighting was installed. A T-hanger was built sometime in the 1950s for six planes, and there were tie-downs next to each hanger. Rod's dream was to have cabins near the woods with a T-hanger for each cabin, a swimming pool and an observation restaurant atop the old barn.

During much of WWII, flying was halted, but started back up and the airport was officially incorporated in late 1944. Echelon Airfield met the requirements of the War Manpower Commission's Criteria for the training of Air Force personnel and had customers from large war industrial plants. Echelon was also approved by the Veterans Administration. There were flight instructors and mechanics, a

ground crew, and an office staff. Aircraft at the field included Piper Cubs, a Piper Cruiser, Stinsons, Cessnas, an Ercoupe, Aeronca Champions, a Taylorcraft, Vultee BT-13 Valiants, AT6 trainers, and Rod's own Howard. Services included rental spaces, radio servicing and installation, banner towing, crop dusting, aircraft rental, charter flights, cargo carrying, instrument and radio instruction, private and commercial flying instruction, and single-engine and multi-engine training. There was a Link Trainer for blind flying and instrument training, and Rod offered his Howard for the "Echelon Ambulance" for transporting patients anywhere in the United States, Canada, or Mexico.

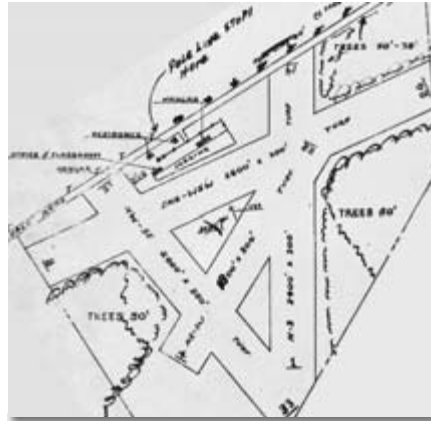
Tragically, Rod was killed in an aircraft accident in 1950 taking two men to Toledo, Ohio. Jeanne ran the airfield for a year and then leased it to **Hugh and**

Kay Hamill, who ran the field until it was sold in the early 1960's. According to **Harry Silvers**, an employee and pilot at the field, **Manny Lihn** took over operations and the airfield continued operating for a short while as the "Delaware Valley Airpark" before closing for good in 1965.

The Echelon Mall was built in 1970. The only remnants of the airport are the nice patch of trees along Somerdale Road where the original farmhouse sat. Currently, the mall is being partially abolished to make way for the new Voorhees Town Center to be completed by summer 2008.

Carol J. Smith, daughter of Rod and Jeanne recalls her unique perspective of growing up on the airport: What I remember about Echelon were the quiet moonlight nights, the wide open space, the old barn, the cow, goat, and

Continued next page...



1947 Airport Facilities Record for Echelon Airfield, courtesy of Harry Silvers.



Echelon Airfield

Photo of Echelon perhaps around 1960 showing the three main runways. Somerdale Road is seen at the bottom and the farmhouse is in the middle of the nice patch of trees in the center of the photo. The parking lot, still seen on recent satellite photos is to the left of the trees. Photograph courtesy of Carol Smith.



then and now...

A January 2008 view shows the same nice patch of trees along Somerdale Road. The farmhouse and airport buildings are long gone, but the airport parking lot was just recently demolished for construction of the new Voorhees Town Center and luxury residential units. Photograph by Rob Dant.

Echelon Memories, continued...

horses, and my playhouse. There were daffodils, lilacs, rhododendron, azaleas, roses, and the trumpet vine with hummingbirds. There were beehives with honey on the comb, strawberries and blackberries. There were beautiful trees surrounding the house and woods where we would cut down our Christmas trees. There were birds and hawks, and of course, the sound of small planes and occasional helicopters. We rode down the runway with kerosene lanterns and smudge pots in our "woody" station wagon to light the runway at night. Later, we had the thrill of throwing the switch to have all the electric lights come on. We had a great view of downtown Philadelphia from the front lawn. We washed clothes in a wringer washing machine and hung the clothes to dry behind the lilacs (but not under the mulberry trees!). There was an old well in the cellar where we kept preserves and a pile of coal before the oil burner was installed. I rode my bicycle around the house to the parking lot and then around the mile-square block. We roller skated on the concrete by the hangars and collected eggs from the chicken coop. There was a little pond for my pet ducks and lots of room for Nipper (English setter), Twerpy (Scottish terrier), and Smokey the cat. I remember Sunday dinners, Christmas cookies, and of course Mom and Dad.

Walt Ellis also remembers Echelon: I first went to Echelon in early January 1958. I thought it might be fun to learn to fly. This was the first time I had seen an airplane up close. I took lessons with Hugh Hammil in a J-3 Cub at a rate of \$8 per hour. I had no idea what a J-3 looked like and was a little taken back at first sight. It had control sticks, no wheels; the seats were behind each other; the fuel gauge was a wire on a cork. It looked like it was covered with paper. I was ready to run away. But, I looked at Mr. Hamill, a very calm, distinguished looking man with white shirt and tie. I didn't believe he had a death wish so I took a chance and went for the lesson. The rest is history for me. Over the summer of 1958 I also decided to become an airplane mechanic. I studied at the Quaker City School of Aeronautics in Philadelphia and worked for Mr. Hammil at Echelon under the guidance of mechanics Tom Romano, Phil Milletello and John Christianson. We were also a Piper dealer and I got to ferry parts and airplanes from Lockhaven back to Echelon. What adventures for a new pilot and I was getting paid for it!

Sources: **Carol J. Smith** is the daughter of Rod and Jeanne Smith. She grew up on Echelon field and currently lives in Haddonfield, NJ. **Harry Silvers** worked at Echelon in the 1960's mowing the runways and doing other airport jobs. He then learned to fly there, soloing in 1963. Currently resides in Tabernacle, NJ. **Walt Ellis** learned to fly at Echelon and became a lifelong A&P mechanic and corporate pilot. He served as president of the Aero Club of Pennsylvania in 2005-2007 and lives in Blackwood, NJ. **Don Harris** learned to fly at Barrington, NJ airport after WWII under the GI bill. He flew his Taylorcraft throughout the area. He wrote about Echelon Airfield for South Jersey Magazine in 1994. Don passed away this last December, a few days short of his 90th birthday.

DVRPC Airport Report

AIRPORT NEWS

December 13, 2007
By Elaine Farashian



PHILADELPHIA INTERNATIONAL [PHL]
Passenger traffic is up 2% while airport operations are down 3%; consequently, airplanes are carrying more people. A new parking lot with 700 spaces opened before Thanksgiving and all were filled. Runway 17-35 project is 35% complete. Southwest is offering service to San Antonio and St. Louis. USAir now flies to Heathrow. Delta has relocated to Terminal A East and has begun flights to Boston.

PHILADELPHIA NORTHEAST [PNE]
Friendly's has been demolished, making way for extended parking. Augusta's new facility is partially open.

PENNRIDGE [N70]

Ten T-hangars are complete. Five larger ones are being completed.

DOYLESTOWN [DYL]

Planning sessions are being held due to challenges from the township on several issues.

QUAKERTOWN [UKT]

Regrading of runway, expected to be completed in 2010, is a priority.

WINGS [LOM]

Construction of a new itinerant apron below the main apron and parallel to taxiway was approved but is being appealed by local residents. Approval has also been granted to remove some of the old hangars and replace them with modern units.

SPITFIRE [7N7]

This privately owned but publicly used airport is practically new following taxiway and runway renovation. The repurchase of property has made it possible for the state to give it a grant. Financial credit goes to NJ Aeronautics while project endeavor is credited to owner Jack Fetko.

CAMDEN COUNTY [19N]

The airfield lighting rehabilitation is complete and the fencing is out for bid.

NEW GARDEN [N57]

The parallel taxi design is 75% complete. Hangar development is being considered.

PERKIOMEN VALLEY [N10]

PennDOT Bureau of Aviation has given a grant to airport for obstruction removal and PAPI installation. There is an attempt to reinstate airport hazard zoning. The airport will have its 70th anniversary this spring.

CECIL COUNTY [58M]

The runway extension project design is underway and construction is projected for 2008. Hangar development and a new terminal building are being planned.

Source: Delaware Valley Regional Planning Commission

WAAS about it

FLIGHT SAFETY By Al Schnur

I know it has been talked about for quite a while and slowly but surely things have been changing or will be able to change on your GPS approaches. It's one of the best things to be presented by the FAA in many years. Since about '03 or thereabouts, the FAA has been implementing the Wide Area Augmentation System (WAAS) and has opened up new techniques for all of us, including instrument and non-instrument pilots.

The typical WAAS approach, also known as a LPV (Localizer Performance with Vertical guidance) will allow approaches very close to that refined guidance of a typical ILS. It is impressive to think of supplying pilots with lateral and vertical guidance to airports that never or ever could have an ILS; and at a significant cost savings. The approach will also be safer since the tolerances are tighter than on your typical VOR or Localizer Approaches. With the electronically generated glide path the WAAS LPV will

allow you to descend to 250 feet above touchdown utilizing that old friend the glide slope indicator. The ultimate goal is to become like the ILS (200 and 1/2) that we're all used to flying. Recently I flew one of these approaches for Runway 24 at KHWV (Brookhaven) and found that the glide slope is considerably more stable than what I was used to in the past.

So how does one get this miracle performance? If you have a GARMIN 430/530, the Garmin folks will sell you the upgrade for about \$1500. It is a bargain since the unit will be getting some new and updated avionics, but it may also require some installation and antenna mods. The accuracy of this installation is phenomenal since the GPS is accurate to 10-12 meters and the WAAS enhancement is good for 1-2 meters.



One of the problems that could happen is that some of us may just stretch some of those LPV minimums and continue on trucking down that nice stabilized electronically generated glide path. But I'm sure that not one of us has ever busted minimums

So WAAS is here to stay. The reason is that it improves accuracy, integrity and availability - all this at a significant reduction of cost. In the end you can expect WAAS to allow approaches down to a Category 1 Precision Instrument Approach, without the traditional expense. And don't think that it will just be available here. WAAS is slated to become an international system in the near future.

Go get some dual with this new equipment. Try it and I am sure you will like it.

Fly safe.

Aero Club visits New York Radar Approach Facility



File photo from Lockheed Martin

Thirteen Aero Club members and friends attended the tour. They were Walt Ellis, Jerry Burdulis, Nancy Kyle, Mary Wunder, Charles Kohlerman III, Charles Kohlerman IV, Tammy Hand, Tim Hand, David Pitcarin, Joe Newton, Kelly Posey, Rob Dant, and Donald Hershey. Three aircraft flew in to Republic, including a Cessna 172, Beech Musketeer, and a Romanian, IAR-823.

On January 12, thirteen members of the Aero Club visited the New York Terminal Radar Approach Control facility in Westbury, New York, Long Island. About half of the members drove and the rest flew in three aircraft into Republic Airport (the cars actually got there first, but not in as much style!).

The NY TRACON is perhaps the busiest approach facility in the nation and handles traffic coming in and out of Newark, JFK, and LaGuardia plus surrounding areas. The tour primarily concentrated on the traffic management area that oversees operations for the site. The tour lasted about an hour.

The facility is housed adjacent to the old Mitchel Field, now home to the Cradle of Aviation Museum. Also nearby is the site of the famous Roosevelt Field, now a shopping mall. There is a plaque inside the "Roosevelt Field Mall" near the location where Lindbergh left the ground on his historic flight. Old Grumman Bethpage factory airfield is close by, too. There is a lot of aviation history here on Long Island.

Terry Hatcher is an Aero Club icon

Member Spotlight by Walt Ellis

Terry Hatcher may be the longest continuing member of the Aero Club. He joined in 1958 and has been a member for almost 50 years. He also served as president from 1974-1984.

Terry is one of those people that has been interested in aviation for almost their entire life. When he was four years old he wanted to emulate Charles Lindbergh and be an aviator. World War II gave him the opportunity.

In 1942 he was accepted into the Aviation Cadet program of the U.S. Army. After training at bases in Ohio and Texas he graduated in 1944 as a 2nd Lieutenant and entered combat as a co-pilot on a B-17 bomber. Stationed in Foggia, Italy during that time he

completed 24 strategic bombing missions in Germany, Austria, Poland, Yugoslavia and Italy. On March 16, 1945 during a mission to bomb the Schwechat Oil Refinery on the Danube in Vienna, Austria they encountered heavy flak, and just after releasing their bomb load and starting a turn back for home engines #3 and #4 quit. They were able to feather #3, but were unable to feather #4. The decision was made to stay with the airplane and try to get out of enemy territory. Shortly after that a third engine quit and the airplane would no longer hold altitude and started descending at 1500 ft/min. They were able to make it to the Hungarian border and made a gear up landing on some farmland. They were greeted by local farmers, one of which had a bottle of vodka and offered "Do you want a drink, comrade"? The answer "why not?". The farmers turned the crew over to the Russian military that took them east and turned them over to an American Mission.

Later in 1945, Terry was assigned to an Air Transport Group ferrying troops. He returned to the U.S. and was discharged. He then accepted a commission as a 1st Lieutenant in



As a civilian flight instructor for the U.S. Army during the Korean War around 1952.

the U.S. Army Air Corps Reserve. He served for 26 years and retired with the rank of Lieutenant Colonel.

After the war Terry flew DC-3s for Turner Airlines in Indianapolis. Turner Airlines was owned by Roscoe Turner and later became Lake Central Airlines. During his time with Lake Central, Terry was assigned to the CAM (Civilian Air Movement) in San Antonio. There he flew military personnel in civilian DC-3s and C-46s. Terry was soon laid off when the military contract dried up. He heard that instructors were going to be needed by the Pittsburgh Institute of Aeronautics in Greenville, Mississippi for a civilian contract training Air Force pilots. As Greenville was on his way



Terry was an aircraft salesman for Atlantic Aviation.

home to Maryland he stopped in and applied. After attending the Air Force flight instructor school Terry went to work there instructing pilots in T-6s. After three years Terry was beginning to feel burned out so he resigned and went to work for the Martin Company in Baltimore. He worked in the flight test department as a Human Factors Engineer for five years.

In 1958 Terry went to work for Atlantic Aviation as an airplane salesman. He later worked for Page Beechcraft and became Vice President of sales. He retired in 1991.

Recently Congress authorized a program called "Voices of War" to interview World War II veterans and preserve their stories. Terry applied and was accepted. He was interviewed by WHYY. His story will be preserved in the Library of Congress.

Terry Hatcher has been a long standing asset to the Aero Club and we are very proud to have him as a member!



Terry seen here in December 1974 as the current Aero Club President with former club presidents. From left to right: Normay Greene (1954-56), Jack Schreffler (1971-74), Joseph Simcock (1949-50), Terry Hatcher (1974-94), Haig Kurkjian (1968-69), and Thomas Keyes (1969-70).

2008 Aero Club Scholarships

The Aero Club is awarding 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. Requirements include a short essay, letters of recommendation, and copies of pilot or maintenance records. Applications are due by May 1, 2008. Application forms and complete requirements are available at the Aero Club website at www.aeroclubpa.org.

Applicants must be available for a personal interview with the Scholarship Review Board on **May 17, 2008**, and winners must attend the Scholarship Awards Dinner on June 19, 2008. The winners will be announced on or before May 31. Successful candidates will be notified by mail. All applicants will receive a free one year membership in the Aero Club of Pennsylvania, and are encouraged to reapply. Mail or e-mail scholarship application forms to the Aero Club AeroClubPA@aol.com

Bob Shannon Scholarships

The Bob Shannon Memorial Scholarship Fund provides \$1500 scholarships to young men and women between the ages of 16 and 19 interested in learning to fly. This award is for primary flight training and no previous flight experience is required. Applicants must reside in the Greater Delaware Valley and be available for a personal interview on June 1, 2008. Applications are due by May 15, 2008 and forms are available by writing to this address.

Bob Shannon Scholarship Trustees
c/o Mrs. Adelle M. Bedrossian
810 Crum Creek Road
Springfield, PA 19064

Eastern PA 99's Scholarships

Two \$1,000 Eastern PA Chapter Scholarships are open to women who reside, attend school or are employed in the Greater Delaware Valley, OR who are members of the Eastern Pennsylvania Chapter of the 99's. Applicants must be at least 16 years of age at the time of application. Applications need to be sent before the end of April and the scholarships are awarded in June. Application and contact information is available on the Eastern Chapter web site: <http://epa99.free.fr/scholarships.htm>

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AERO CLUB OF PENNSYLVANIA

Organized December 17, 1909; Chartered May 10, 1910



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