



PENNSYLVANIA PILOT

Vol 12 No 1, Spring 2001

Published quarterly by the Aero Club of Pennsylvania for all those interested in aviation activities in Pennsylvania

Bob Mills speaks; PA airports among 'most needed airports'...

MEMBER NEWS

Bob Mills speaks at Aero Club Dinner

On December 17, the Aero Club invited Bob Mills to speak at the Wright Brother's Dinner. Bob, who recently retired from the Philadelphia Sea Plane Base, recounted his early days in aviation. He talked about his time as a Naval aviator, as well as his father's days during the time of Glenn Curtiss and the Wright Brothers. The FAA will honor Bob on March 28 at the Renaissance Hotel. See page 7 for details.

Aero Club honors Jeff Kahn for his service

At the Wright Brother's Dinner, Jeff Kahn was presented with the Annual Wright Brother's Award for his service as Secretary and general liaison in club activities. Former President Al Schnur presented the award to Jeff.

NATA's 100 most needed airports

Airports are the lifeblood of aviation, and their capacity and scarcity is the biggest cause of system delays in the U.S. Well-equipped airports are also critical to the growth of general aviation. With that in mind, the National Air Transportation Association (NATA) has released its list of the 100 most-needed airports. These are not our most important

airports, but rather, key airports that represent the most vulnerable part of our national air transportation system. In assembling the list, NATA established six criteria for airport nominations: forecast airport growth, utilization, regional signifi-

Macarthur and Republic airports were also listed. The complete list is available at www.nata-online.org.

FAA'S new shoulder harness policy

If you own a small airplane that lacks shoulder harnesses, the FAA's widely anticipated policy statement on certifying retrofit installations might help provide you with some regulatory relief. But that depends on your particular installation. The final policy statement continues to require obtaining either a supplemental type certificate or a field

Airport Flashback



Photo by P. Walsh

Remember me? This recent photo shows what used to be an airport in the Philly area. I am now a large industrial park and my main runway is now 'Runway Road'. I am still shown as a landmark on the NY Sectional and Philly Terminal charts. See page 3.

cance, insufficient capacity, arbitrary limitations and hostile political circumstances. A significant number of the airports are facing restrictions on certain operations as a response by local communities to anti-airport activists. Wings did not make the list (something smells), but listed airports include PA's Allentown Queen City, University Park and Altoona. Eight New Jersey airports were listed including Atlantic City Bader and South Jersey Regional. Long Island's

approval when shoulder harnesses are installed in these airplanes by drilling or welding.

Fake pilot caught, grounded

A man who claimed to be a Delta Airlines pilot in order to charm women and steal luggage has had his wings clipped... but probably only temporarily. As far as Los Angeles

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AERO CLUB OF PENNSYLVANIA



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

PO Box 748
Blue Bell, PA 19422

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PENNSYLVANIA PILOT

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Asst Editor	Nancy Kyle
Layout/Design	Robert Dant

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editor: aaschnur@worldnet.att.net
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PRESIDENT'S MESSAGE

Norm Blanchard

A TRIBUTE TO AL SCHNUR

For those of you who attended the Wright Brothers Dinner last December 17th, you may have been surprised by Al Schnur's announcement that he would be stepping down as President after nearly a decade and a half of dedicated service. But, for those of us who have worked closely with Al over the past year, we were aware of his intention to "invoke change" for the continued health and prosperity of the Pa. Aero Club. This is consistent with Al's long held belief that change is necessary to maintain the lifeblood of any organization.

Thus, it is with great humility and pride that the Officers and Board of Directors for 2001 will continue with the great traditions that Al Schnur has championed. Aero Club membership increased substantially during his tenure, and he has been the motivating force behind the spectacular success of our quarterly publication, the "Pennsylvania Pilot".

Although a scholarship program had been funded and administered by the Aero Club since 1938, Al recognized early in his tenure the importance of providing grants to help pay for flight training for young pilots interested in pursuing a career in aviation. Thus, with the assistance of expert legal counsel from Paul Heintz, esquire of the firm of Obermayer, Rebmann Maxwell and Hippel LLP, the Aero Club of Pa. Memorial Scholarship Fund filed for 501(c)(3) status in September 1993. Since then, dozens of scholarships have been awarded to qualified applicants.

Despite stepping down as President, Al has agreed to continue to serve as a member of the Board of Directors, as well as Editor of the Pennsylvania Pilot. Thus, in the tradition of expanding on Al's great achievements, together with the help of all members, we will move the Pa. Aero Club proudly into the new millennium.

Thanks Al for a job well done!

Blue Skies,

Norm Blanchard, President

BOARD OF DIRECTORS REPORT

Jeff Kahn, Secretary

The Board of Directors met at the Philadelphia Aviation C.C. on January 19, 2001.

- President Norm Blanchard set forth his goals for the year to increase membership, increase the number and amount of scholarship awards, and increase member contributions to the PA Pilot.

- Tim Boyle advised the Board that the Scholarship Fund had increased in value during 2000 after payment of all scholarships and despite the bad market conditions. The Scholarship Trustees intend to increase the amount of scholarship awards this year.

- The Aero Club will begin a new membership drive making use of the FAA database which has once again become available.

- The Aero Club will be collecting the payments for the Bob Mills dinner and will assist in publicizing the event.

- The Board approved an Executive Operating Committee appointed by the President.

Delaware Valley Regional Planning Commission Meeting Report

AIRPORT NEWS

December 14, 2000
By Steve Najarian



PHILADELPHIA INTERNATIONAL [PHL]

A new section of aircraft loading gates will be added to Terminal D in a hammerhead layout relative to the existing gates. Extension of garage A will be completed soon, as will a new deicing apron. The new luxurious general aviation terminal and spacious parking ramp has been well received by transient aircraft users.

WILMINGTON [ILG]

ATC Tower is completed. Improved taxiways are completed. The 7200 feet ILS runway can support commercial activity but the airport must expand terminal and parking facilities to attract new tenants

DOYLESTOWN AIRPORT [DYL]

New Airport Master Plan is in process. Land acquisition for expansion is underway.

QUAKERTOWN [UKT]

Airport Master Plan will include request for FAA/State grant for runway extension of 600 feet. Airport traffic has declined due to closing of the flight school. Local opposition to airport expansion continues to be a challenge.

POTTSTOWN LIMERICK [PTW]

Block grant from Penn Dot/FAA was received for snow removal equipment. The flight school is negotiating with Wings Flight School to take over flight school operations.

WINGS FIELD [N67]

Bids from contractors were received for runway extension of 1200 feet. The land needed is under airport

control and the zoning approvals and building permits have been issued. Public funding from Penn Dot/FAA is being held up by Whippen Township under State law #2210 due to neighborhood opposition. No news on the outcome of the court's review as to the constitutionality of #2210.

CHESTER COUNTY AIRPORT [40N]

Application to Penn Dot to fund an Airport Master Plan to implement an Environmental Impact study to install MALSR for Runway 29 is underway.

PERKIOMEN VALLEY [N10]

This privately owned GA airport recently received a tentative capital grant allocation from Penn Dot/FAA for runway widening and obstruction removal. Local neighbors at Skippack Township have used State Law #2210 to deny the grant to the airport.

BRANDYWINE AIRPORT [N99]

Funding from Penn Dot for the Airport Master Plan development is expected. No airport improvement funding happens until an Airport Master Plan is submitted to Penn Dot. New CTAF at N99 is 123.075.

WILLOW GROVE AIR STATION [NXX]

New radar is installed. Cooperation of civilian aircraft communicating with the control tower during over flights has reduced safety concerns. Operations at the Naval Air Station have declined.

NEW HANOVER AIRPORT [6W6]

Airport is now closed. This grass strip north of Pottstown was home to considerable skydiving activity.

NEW LONDON AIRPORT [N01]

This grass strip located in southwest Chester County is closed.

PHOENIXVILLE MALICKSON [07PA]

Formerly private, now abandoned and no longer an airfield.

AIRPORT FLASHBACK (PAGE 1):

Did you guess Bridgeport, NJ? Actually, this was **3-M Airport**, near Bristol, Pa., adjacent to the Delaware River. It is now a large industrial park. Though the airport has been closed for decades, the runways are still clearly visible from the air.

The Army Air Corps built this field in the early 1940's on land owned by the Kaiser Aircraft Company, which built WWII fighters. It was later home to Hortman Aviation, now located at Philly Northeast Airport.

PHILADELPHIA SEAPLANE BASE [9N2]

The oldest Seaplane Base in the United States, operating since 1915 by the Mills family, has been sold. The new owners plan to continue the operation of the flight school using a local instructor who has a J-3 Cub on floats. Hank Grenfell, a seaplane instructor, will soon be commissioned as an FAA designated examiner at 9N2.

Bob Mills served as a Navy carrier combat pilot in the Pacific in 1944. He was awarded the Distinguished Flying Cross and has become a legend in aviation at the age of 80. Countless pilots earned their seaplane ratings flying under Philly International Airport's airspace at 300 feet over the Delaware River. Each will remember that check ride with Bob Mills and the takeoff checklist "CARS": Carb heat off, area clear, rudder (water) up and stick back prior to take off. It was a challenge dodging the wake turbulence of the 757's on the glide path for runway 9. No denying it, the J-3 on floats was great fun!

We will miss Bob Mills. He was special. We wish him well in Florida.

Aero Club Discount Merchant The Flying Machine Cafe (40N, LNS)

Report by Rob Dant

Mike Bem is the proprietor of the restaurants at Chester County and Lancaster airports. Mike has been a long-time supporter of the Aero Club and runs a continuous ad in our newsletter (see ad page 5).

Both restaurants offer the same menu, consisting of a variety of breakfast, lunch and dinner selections. Beside the famous hamburgers, selections include cheese-

steaks, chicken sandwiches, soups, and a variety of full dinner entrees. And, the popcorn is always free at 40N. A private room at the LNS facility will seat up to 55.

Mike offers a 10% dining discount to Aero Club members that present their membership cards. Airplane parking is convenient at both airports, adjacent to the respective terminal buildings.

MEMBER NEWS

Continued from Page 1...

police can tell, the faux pilot has gone by at least 14 aliases. According to police, Edward Forrest Ingram (his real name) would pick up pricey luggage at the carousels, and then, dressed as a pilot, would walk unquestioned out of the terminal. Airport officials concede this points to a serious gap in security.

Aero Club Scholarship applications due May 10

The Aero Club of Pennsylvania is pleased to announce the 2001 Memorial Scholarship Awards Program. \$1000 flight training scholarships are available to young men and women ages 17 to 30, interested in pursuing a flying career. Applicants must have reached the point of first solo and must reside in the Pennsylvania Greater Delaware Valley area.

To be considered, applicants must be available for a personal interview with the Scholarship Review Board on June 3, 2001. Applicants who are selected for an award must also attend the Scholarship Awards Dinner on June 28, 2001. Attendance is required.

Successful candidates will be notified by mail. Unsuccessful candidates will be given a free one year membership in the Aero Club of Pennsylvania, and are encouraged to reapply. Funds will be released to the flight training facility or school upon written proof of flight training expenses only.

Applications are available at many local flight schools or FBOs. They can also be requested by writing to Aero Club of Pa. PO Box 748, Blue Bell PA 19422 or by sending an e-mail to ACPfund@aol.com.

Application forms must be returned to:
Aero Club of Pennsylvania
Attention: Scholarship Committee
PO Box 748
Blue Bell, PA 19422

All applications must be received by May 10, 2001. The winner(s) will be announced on or before June 13, 2001.

AERO CLUB CALENDAR

MARCH

- 3-4** AOPA CFI Refresher Clinic; Philadelphia, PA
- 13-14** FAA 26th Ann. Commercial Aviation Forecast Conference Washington DC. For info, 202-293-8500
- 28** **Bob Mills Gala Dinner, Essington, PA**

APRIL

- 8-14** 26th Annual Sun'n Fun FLY-IN; Lakeland, FL
- 19** Aero Club, Board of Directors Meeting at PACC
- 20** We regret to announce that the Annual Career Night at the Delaware Valley Community College will not be held this year. We hope that it can be reinstated in the future.

MAY

- 1-3** NATA & PAMA Convention; Long Beach, CA
- 5** AOPA Annual Meeting at Wings Field

JUNE

- 1-3** Seaplane Seminar; Speculator, NY
- 2** 11th Annual AOPA Fly-In; Frederick, MD
- 8-10** Mid-Atlantic Air Museum WWII Weekend and Air-show; Reading Regional Airport, Reading Airport.
- 17-24** Paris Air Show; Paris, France
- 20-23** Sentimental Journey to Cub Haven Fly-In, Lock Haven, PA
- 28** **Annual Scholarship Dinner at Wings Field**

FUTURE

- July 21-22** Dayton Airshow, Dayton Intl Airport, Dayton. OH
- July 24-30** EAA International Fly-In, Oshkosh, WI
- Aug 17-19** Confederate Air force Wings of Freedom Airshow, Frederick, MD
- Sept 18-20** NBAA Convention; New Orleans, LA
- Nov 8-10** AOPA Expo 2001 Fort Lauderdale, FL

HIGHLIGHT

Bob Mills Dinner

Bob Mills will be honored at a dinner at the Renaissance Hotel in Essington Pennsylvania on March 28, 2001. Special guests will include Phil Boyer, AOPA President, and Arlene Feldman, FAA Eastern Region Administrator. All are welcome. See details on page 7 for making reservations.

CO poisoning, FSS labor problems, FAA approves INTACS...

PILOT NEWS

Pilot overcome by carbon monoxide

Thomas Bailey was flying his wife and two children to Murray, W. Va. in a 1963 Mooney M20C. At 8,000 feet over hilly terrain and in clouds, everyone in the aircraft was overcome by carbon monoxide. Fortunately, Bailey's non-pilot wife, Marcie, retained consciousness and was able to take the controls and the radio. A nearby pilot, Mark Clements was able to intercept the aircraft and guide Marcie toward Big Sandy Regional airport. As Marcie lowered the gear, her husband regained consciousness. Bailey finished the approach and made a safe landing. It's cold out there, so keep the heat in - but the carbon monoxide out!

FAA now chart maker

The National Aeronautical Charting Office (NACO) recently started operating as part of the FAA. AOPA was instrumental in having the office

moved from NOAA of the Department of Commerce to directly under control of the FAA, which seems logical since charting involves critical safety of flight functions. Congress ordered the move as part of the AIR-21 legislation. AOPA also worked with congress to ensure that the charting office is adequately funded, including amending the law so that fees paid for charts actually go to the charting office.

Leaky roof shuts down visitor center

With everyone anticipating celebrations of the centennial of powered flight in 2003, it would seem that some basic housekeeping is in order at the home of the historic flights at Kill Devil Hills, N.C. In late November, the National Park Service's visitor center at the Wright Brothers Memorial was shut down due to a leaky roof, making it vulnerable to collapse. There is no projected date for reopening the building.

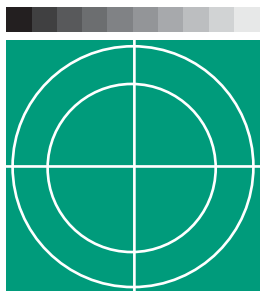
Dayton readies for centennial of flight

Never mind that the Wright Brothers' historic flight took place in North Carolina. Dayton, Ohio is going full speed ahead with preparations to celebrate the achievement of its favorite sons in 2003. 'Inventing Flight' recently announced the selection of a site at Deeds Point as celebration central for the city's centennial events in July 2003. They also agreed to participate in the EAA's Countdown to Kitty Hawk program, which will bring the EAA's replica 1903 Wright Flyer to Dayton for a visit.

FSS / FAA labor problem unresolved

Employees at flight service stations throughout the U.S. are the latest to run afoul of the FAA's personnel-management practices and budget problems. The workers are represented by the National Association

Continued next Page...



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

of Air Traffic Specialists and have been without a contract since October 1999. They have been meeting with the agency in an attempt to negotiate a new one, but the union recently declared an impasse. Mediation was scheduled to begin last October 16. It is uncertain where the two parties go from here. Also, the impact is unclear on current and future staffing levels at the 61 automated flight service stations in the U.S., as well as the handful of smaller facilities.

New approved vision treatment

The FAA has given its blessing to another surgical option to correct near-sightedness. INTACS are micro-thin clear plastic inserts that are implanted during non-laser surgery. Unlike other surgeries, the procedure can be easily reversed. Approval covers all classes of FAA-licensed private, commercial and transport pilots.

It's a sick, twisted, barf bag world

The Wall Street Journal recently reported that a private collector has donated a collection of 270 airline barf bags to the museum at San Francisco International Airport. It is not quite clear whether the theme for the exhibit will be "before" or "after". Highlights from the collection will be displayed later this year, commensurate with the opening of the new international terminal.

NTSB may recommend rudder guards for banner towing

The NTSB may make another recommendation to the FAA that rudder guards be installed on banner-towing planes. This comes after the recent fatal crash of a Champion 7GCAA in Lakewood, NJ. According to a report in the Bergen (NJ) Record, the NTSB said that the pilot, Robert Lewis, might have survived the crash if a guard had been installed around the rudder. Lewis died after the banner towrope became entangled in the rudder of the 7GCAA he was flying. The NTSB made a similar recommendation to the FAA in 1998, but the agency has not acted on it.

Attitude Flying

FLIGHT SAFETY

By Al Schnur

It is always important to review the basics of flying, one of which is the business of Attitude Flying. This important concept, although relatively simple, almost always presents problems for pilots. The basic premise for the concept is $ATTITUDE + POWER = PERFORMANCE$. Interpretation of this basic formula is straightforward and easy, with these three steps:



1. Set the appropriate ATTITUDE by using the Attitude Indicator (AI) in IMC conditions or a combination of outside references and the AI in VFR conditions
2. Adjust the POWER to the predetermined value that you think should do the job
3. Check the remaining instruments to be sure that you are getting the PERFORMANCE that you want

From these three steps, there are a number of interesting points that come to mind.

1. Your backup to the airplane instruments in VFR conditions is your view out the windows
2. Power is measured by the tachometer, manifold pressure gage or exhaust pressure ration gage (and of course the Pilot's Operating Handbook)
3. The other instruments, airspeed indicator, turn coordinator, directional gyro, vertical speed indicator and altimeter are used to determine the performance of the airplane.

On newer airplanes, the performance instruments are arranged around the AI in a "U" shape. And guess what you do?! You check the instruments in the "U" shaped configuration and determine the PERFORMANCE you are getting. If the PERFORMANCE observed is not what is desired, then you merely make an adjustment to the AI and/or power to achieve the proper PERFORMANCE.

The performance instruments supply primary and supporting information to the pilot regarding pitch, bank and speed control. The altimeter, airspeed and vertical speed indicator supply pitch information, the DG and turn coordinator supply bank information, and the throttle (tachometer, manifold pressure, etc.) gives us speed information. Of course, the trusty AI acts as a supporting instrument in most operations. When does the AI act as a primary instrument? The answer is very simple: only when you CHANGE the attitude of the airplane in bank and/or pitch.

To understand more about primary and supporting performance instruments, sit down with your favorite instructor before that trusty old AI tries to bite you.

Blue skies.

The Federal Aviation Administration
 FAA FSDO District Office-17
 announces

The Bob Mills Gala Dinner

A special awards dinner honoring a long-time aviator and friend, Bob Mills of the Philadelphia Seaplane Base, in celebration of his contributions to the aviation community and his move to Florida. Special guests include Phil Boyer, AOPA President, and Arlene Feldman, FAA Eastern Region Administrator.

Date: **Wednesday, March 28, 2001**

Place: **Renaissance Hotel, Route 291, Essington, PA**

Time: **Cash Bar 6 p.m.
 Dinner 7 p.m**

Cost: **4 course banquet dinner: \$45.00 per person**

Reply: **Send check so that it arrives no later than March 9, 2001.**

Due to expected response and space limitations, we regret that there will be no phone reservations, no walk-ins, no partial payments, and no refunds for cancellations. We cannot hold a space unless payment is sent.

Make checks are payable to
Aero Club of Pennsylvania/Bob Mills Dinner
PO Box 748
Blue Bell, PA 19422

Inquiries regarding general event information should be directed to Art Brownell, Assistant Manager, EA FSDO-17, 610-595-1500, ext. 201. Please, no phone reservations.

Directions: The "Renaissance Philadelphia Hotel" is located just a few miles from the Philadelphia International Airport. From the airport, take PA-291 West / Industrial Hwy, southwest for 3 miles. Turn left onto 5th Ave. The hotel is straight ahead. From I-95, take Exit 9B-A PA-420 to "Essington / Prospect Park" and merge onto Wanamaker Ave; go south for 1/4 mile. Turn left onto Industrial Hwy / Governor Printz Blvd / PA-291 and go east for 1 mile. The hotel is on the right. The hotel phone number is (610) 521-5900; Check out the web address at www.renaissancehotels.com for a map to the hotel.

Cost \$45 per person, payable by March 9, 2001 to:

Aero Club of Pennsylvania/Bob Mills Dinner, PO Box 748; Blue Bell, PA 19422

NAME: _____ No Attending: _____

ADDRESS: _____ Amount Enclosed: \$ _____

CITY/STATE: _____ PHONE: _____

E-MAIL: _____

Please list name of attendees so we can make name badges (use other side if needed):

ATTENDEES: _____,
 _____,
 _____,

Attention Flight Instructors:

RENEW YOUR CERTIFICATE THROUGH PARTICIPATION IN THE WINGS PROGRAM

Title 14 of the Code of Federal Regulations (14CFR) part 61, section 61.197(a)(2)(ii), states that a holder of a current flight instructor certificate can renew his/her certificate if that flight instructor is "...in a position involving the regular evaluation of pilots...". Consequently, the FAA has determined that a holder of a current flight instructor certificate can renew his/her certificate by participating as a flight instructor in a phase of the FAA's WINGS Program (i.e., Phase I through XX proficiency awards).

To renew his/her flight instructor certificate by participating as a flight instructor in the FAA's WINGS Program, that instructor must:

1. Hold an un-expired flight instructor certificate;
2. Provide at least fifteen (15) hours of flight training in a phase of the FAA's WINGS Program;
3. Provide flight training in a phase of the FAA's WINGS Program to at least 5 pilots and signed the logbooks of those pilots;
4. Be enrolled and actively participating in a phase of the FAA's WINGS Program or have previously completed all the phases of the Program;
5. Present a record to an authorized FAA Aviation

Safety Inspector fulfilling the aforementioned criteria;
6. Present a completed FAA Form 8710-1 for renewal of his/her flight instructor certificate.

Contact your local Flight Standards District Office for any additional information and renewal processing.

BECOME AN AERO CLUB OF PENNSYLVANIA MEMBER COMPLETE THE APPLICATION BELOW:

NAME _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____
HOME PHONE _____ BIZ PHONE _____
AIRCRAFT OWNER? Yes___ No___ TYPE _____
CERTIFICATE _____
RATING(S): _____

I AM ENCLOSING A CHECK FOR \$30.00:

SIGNATURE _____ DATE _____

MAIL TO: **AERO CLUB OF PENNSYLVANIA**
P.O. BOX 748
BLUE BELL, PA 19422



Organized December 17, 1909; Chartered May 10, 1910

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

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