



PENNSYLVANIA PILOT

Vol 20 No 3, Summer 2009

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

Aero Club Highlights

Scholarship Dinner...

The Annual Scholarship Dinner will be held on June 18 at Wings Field. Al Beerley, U.S. Airways Captain and Aero Club Board Member will speak at the dinner about his experiences in aviation. See the article and the Scholarship Dinner invitation on page 7.

England trip planned...

A delegation of Aero Club of PA members is going to Dover, England on July 22-27 to observe the recreation of the English Channel crossing by a Bleriot. It is the 100th anniversary of that historic event and we expect to have special seating. The Aero Club of New England may also join us. Anyone interested in attending, contact nkyle111@comcast.net for more details.

Visit to Cape May...

12 members of the Aero Club visited the Naval Air Station Museum at Cape May County Airport on April 5. Some members drove, but others flew into WWD and parked on the ramp next to the museum which is housed in the historic Hangar #1. See Page 6 for story and photo.

6th annual sale...

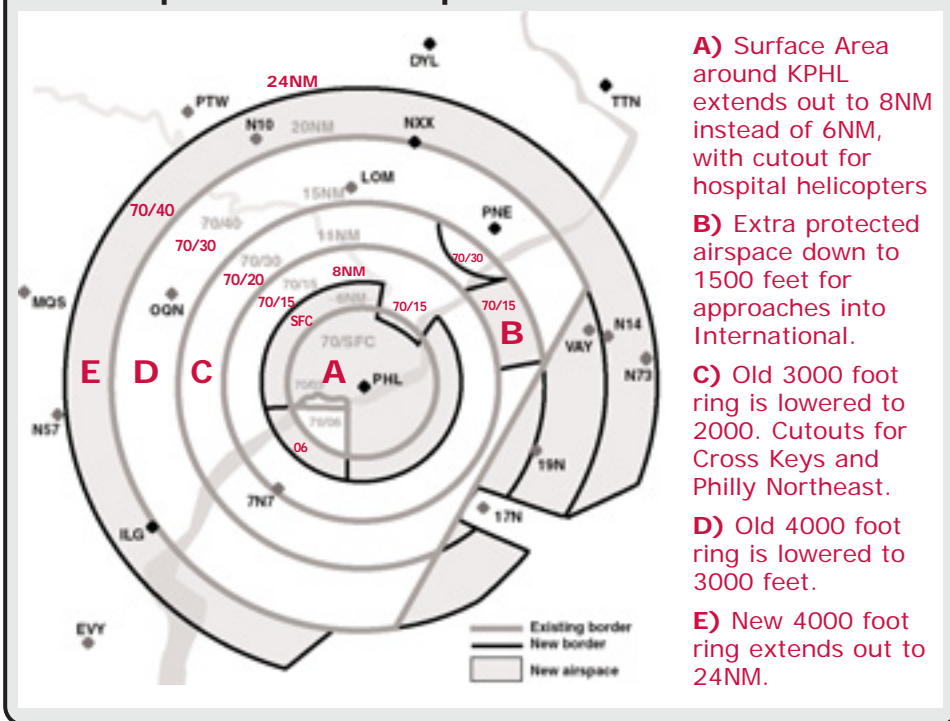
The Aero Club plans to hold its sixth annual aviation sale on Wings & Wheels Day on September 12. The event is expected to take place at Brandywine Airport this year. The sale has raised over \$4500 for the Scholarship Fund. Donations of aviation-related items are being accepted for the sale. Contact Deb Harding at airvenhab@earthlink.net.

Philadelphia airspace changes proposed...

Changes to the Philadelphia Class B airspace are being proposed. These changes have been in the works for many years and are part of the larger New York, New Jersey and Philadelphia airspace redesign. The change won't occur until final comments are accepted. Highlights include an extra outer ring, an expanded surface area around Philly International, and extended airspace over New Jersey.

The new airspace utilizes the current mileage rings as much as possible to maintain familiarity with the existing airspace. The primary purpose of the changes are to provide better service to turbine aircraft once they enter Class B airspace and to better protect the final approach course into runways 26 and 27 into Philadelphia International. The ceiling of the Bravo will remain at 7000 feet.

Philadelphia Class B Proposal



Around the world...

After the April 16 Aero Club board meeting, Jim Kilduff presented about his trip around the world in a Cheyenne IV in 1998. The presentation included photos along the way and detailed maps of each of the legs. The trip lasted 14 days, with 66 total hours of flight time. Stops included Labrador (Goose Bay), Greenland (Narsarsuaq), Iceland (Reykjavik), England, Belgium, Crete,

Saudia Arabia (Jedda), Oman (Muscat), India (Calcutta), Thailand (Phuket), Malaysia (Kuala Lumpur), Hong Kong, South Korea (Seoul), Russia (Sakhalinsk & Petropovlosk), Alaska (Nome & Anchorage), and Canada (Saskatoon). The highlight of the trip was a visit to the Singapore International Airshow.

The plane was owned by Rick Schreiber, his father Don Schreiber,

Continued on Page 3...

AERO CLUB OF PENNSYLVANIA



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

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

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

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*e-mail to receive Aero Club announcements

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PENNSYLVANIA PILOT

Editor/Layout: Robert Dant
Contributing Editors: Walt Ellis
Jim Kilduff

Editor: rdant@mindspring.com
610-909-4467

President: nkyle111@comcast.net
610-454-0494

PRESIDENT'S MESSAGE

Nancy Kyle



Our 100th anniversary celebration committee has been hard at work planning a gala event for December 15, 2009. I may as well warn you all ahead of time-since this is such a momentous event, we are planning for it to be black tie. I won't mention any names, but at least one of our members didn't know what that meant exactly. So for those of you who may also be wondering, that means a tuxedo for the guys and eveningwear for the ladies. I know, I know, it's silly and you have to rent a tux, but gee whiz, how often do you celebrate 100 years of anything? And as Deb Harding so aptly pointed out, even the balloonists, a notoriously parsimonious bunch, wore tuxes for their big anniversary in 1993. We fixed-wing aviators can surely match their celebration. There will also be dancing until midnight so dust off, and start practicing, your waltz, foxtrot and jitterbug. We will have music from the 20's, 30's, 40's and 50's-I promise there will be nothing more recent than the Everly Brothers!

As part of our very exhausting research (!), we have also been visiting aviation museums. I have learned a lot, particularly about the many connections between the Aero Club and early aviation pioneers. One such connection is the creation of Wings Field and the beginning of the Aircraft Owners and Pilots Association by Philip and Laurence Sharples, John Story Smith, C. Townsend Ludington and Alfred L. Wolf. Members of the AOPA staff came to visit Wings Field on March 20th in preparing for an article on the airport for May issue of AOPA Pilot. Jim Kilduff and I had the pleasure of spending time with them as they lunched at the Philadelphia Aviation Country Club (still the site of the annual meeting of AOPA) during a break from their research. We met with Julie Summers Walker, Dave Hirschman and Chris Rose, longtime photographer for AOPA Pilot. The article appears in the May 2009 issue and the Aero Club has a prominent mention in its own highlighted section.

Aero Club members have played a large part in the growth of aviation of all kinds, beginning with early Wright B owners, Marshall Reid and Grover Bergdoll, whose Wright B is still on display at the Franklin Institute. Bergdoll was probably one of the high time pilots in the US in 1912, with something like 700 flights.

Reid's brother-in-law, Lt. Henry Mustin was a Naval officer and one of the first navy pilots. He went on to command the Flight School at Pensacola, as well as other positions in naval aviation until his untimely death in 1923.

Members Harold Pitcairn and Frank Piasecki advanced the cause and art of rotary wing flying and, today, the Philadelphia area remains a center of rotary wing aviation with the Boeing Vertol factory, the US Agusta, now Eurocopter operation at PNE, and the Sikorsky completion center at Chester County Airport.

So, besides dancing and wearing a tuxedo on December 15, the real draw will be the opportunity to fly in a 1909 Wright Flyer simulator created by Ken Hyde's Wright Experience organization. And our speaker will be Connie Tobias, 21,000-hr. US Airways Captain, who has herself flown replicas of early Wright Flyers. You will not want to miss this very, very special occasion.

Continued from Page 1...

Steve Cannavo of Wilmington and a UK citizen. Rick had previously flown to the Paris Airshow in the same plane. Rick's interest in international travel was kindled by Louise Sacchi's book, *Ocean Flying*, about her many flights across the world's oceans.

1912 photo has ties to Aero Club...

The photo below is from the collection of the Egg Harbor City Historical Society in New Jersey. Seeing that the aircraft was laced with pennants labeled "Aero Club Pennsylvania," the Historical Society asked us to help identify the airplane.



Wright Model B in Egg Harbor City, NJ owned by former Aero Club member Marshall Earl Reid, 1912.

Walt Ellis first determined the date by looking at the license plate on one of the vehicles. Second, he figured that "Pilot 114" might refer to the pilot with FIA (Fédération aéronautique internationale) license number 114. From the book "Aviation in Pennsylvania", Walt confirmed that Pilot 114 was Marshall Earl Reid, that Reid was an Aero Club member, and that he owned a Wright Model B aircraft that he piloted out of "Eagle Field" along West Chester Pike.

Reid was a friend of the famed draft-dodger Grover Bergdoll who also had a Model B. When Bergdoll escaped the draft, he

left his Model B in his garage west of Eagle Field. In 1934, C. Townsend Ludington of the Franklin Institute learned that the plane was still in that garage. He had it restored and Marshall Reid flew it at Camden Airport before it was placed on permanent display at the Franklin Institute.



Zoomed in to reveal Aero Club Pennants

AVIATION CALENDAR

June

- 05-07 Reading WWII Weekend, Reading, PA (RDG)
- 06-07 EAA 216 Cross Keys Breakfast Fly-in (17N)
- 14 New Garden Airshow (N57) www.n57.com
- 17-20 Sentimental Journey Cub Fly-in, Lock Haven, PA (LHV)
- 18 **Annual Scholarship Dinner, Thursday, 6PM, PACC**
- 19-20 Chester County Balloon Festival, www.WBYA.org at Embreeville Sports Complex, Rt 162, Embreeville, PA
- 20-21 Dover Air Force Base, Open House, USAF Thunderbirds

July

- 11 New Garden Breakfast (N57) www.eaa240.org
- 16 **Board of Directors Mtg, Thursday, 6PM, PACC**
- 22-25 Ninety-Nines, 2009 International Conference, Chicago
- 27-Aug 5 EAA AirVenture; Oshkosh, WI

Aero Club Fly Market, Sept 12, 2009

Board of Directors Dinner, July 16, 2009

Wings Field, Philadelphia Aviation Country Club

We have no planned presentation after this BOD meeting, but we might get a speaker by July. All members are welcome to attend the BOD meeting and join us for dinner and a presentation, or just for the camaraderie and aviation stories.

Dinner (optional) begins at 7PM and the presentation normally begins around 8PM. Contact Aero Club President Nancy Kyle (nkyle111@comcast.net) to announce your intention to attend. Dinner is \$40 per person. Attire at PACC is business casual.

BOARD OF DIRECTORS REPORT

Deb Harding

The Aero Club Board of Directors met at PACC at Wings Field on April 16. Deb Harding presented the minutes from the last meeting and John O'Toole presented the financial report. Additional reports followed on membership, newsletter details, and on progress attracting scholarship applicants.

The group talked about past and future events including our recent tour of the NAS Museum at Cape May and possible visits to the Intrepid Museum in New York City and to the Museum of Flight near SeaTac Airport in Seattle.

Jim Kilduff presented status of the 100th Anniversary Celebration. This year's event will feature the Wright Flyer simulator, courtesy of Ken Hyde's "The Wright Experience." Our speaker will be Connie Tobias who has flown the replica Wright Flyer several times.

The meeting adjourned for dinner and an updated repeat presentation by Jim Kilduff of his round the world trip in a friend's Piper Cheyenne in 1998.

Delaware Valley Regional Planning Commission Meeting Report

AIRPORT NEWS

December 18, 2008
By Elaine Farashian



PHILADELPHIA INTERNATIONAL [PHL]

On Feb 12, runway 17-35 was officially commissioned. Terminal A East is adding on preconditioned air units.

PHILLY NORTHEAST [PNE]

The perimeter pathway project is under a feasibility study. Augusta helicopter is completing compass rose.

BRANDYWINE [OQN]

The fuel farm is now operational. Future plans include runway widening, taxiway rehab, widening the entrance to runway 27, expansion of a new ramp as well as installation of a beacon.

CAMDEN COUNTY [19N]

Apron design is complete and funds for construction will be released.

CECIL COUNTY [58M]

The storm water management project is underway.

CHESTER COUNTY [MQS]

A meeting is scheduled with PennDOT to discuss a preliminary engineering report for a runway feasibility study. Funding options are being considered for south apron project. An Arcadia University senior is doing this airport's marketing to potential tenants.

CROSS KEYS [17N]

Money is available for new lights on runway and Jet A tank. A state grant has made possible \$150,000 for security cameras.

DOYLESTOWN [DYL]

Phase 2 of storm water project is nearly complete.

KUTZTOWN AIRPORT [N31]

The airport is NOTAMed closed to transients. The airport land is privately owned and may be developed.

NEW CASTLE [1LG]

There will be full length rehab of runway 9-27 and new edge lighting. Obstruction removal around airport has been taking place since late fall. Runway 1 EMAS project design is about complete.

NEW GARDEN [N57]

Jon Martin is the new airport manager. Bid packages for parallel taxiway construction are being formed to send out April 1. May is date for selection of contractor. The township has approved lighting design and runway widening.

PENN'S LANDING HELIPORT [P72]

The helipad received bids for pavement rehab project.

PENNRIDGE [N70]

The ALP is complete.

PERKIOMEN VALLEY [N10]

The obstruction removal project has begun. The ALP is almost finalized. A new jump center is starting.

POTTSTOWN-LIMERICK [PTW]

May is the target date for the transfer of this airport from Exelon to new private owner.

POTTSTOWN MUNICIPAL [N47]

The airport has received bids for runway lighting and electricity vault. The Boro has received 2 grants for 8 clear span hangars.

QUAKERTOWN [UKT]

Most area airports have decreased in the number of operations since 9/11, but this airport has been increasing its operations to where they used to be. The runway project and hangar improvements are ready for implementation.

SOUTH JERSEY REGIONAL [VAY]

Three current projects include fencing, repair of state road closest to runway and repaving of large apron in front of hangars 2,3,4.

SPITFIRE [7N7]

A new fuel tank will be installed.

TRENTON MERCER [TTN]

An offer has been made to provide \$75,000 for security fencing.

TRENTON-ROBBINSVILLE [N87]

Replacement of fuel tank is planned.

VAN SANT [9N1]

The runway has been undergoing rehab over the winter.

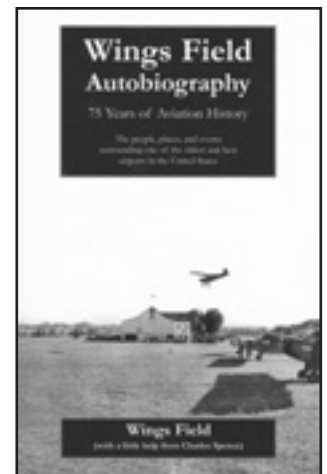
WINGS [LOM]

The snow removal equipment building and the itinerant apron will probably be completed by Fall 2009.

Updated book available about Wings Field

The updated edition of the Wings Field Autobiography is now available. The book documents the important events, aviation developments and struggles that have occurred at Wings over its 75-year history. The book recounts the events and the people who were a part of its history in a 315-page "autobiography," written by Wings Field, with a little help from aviation writer Charles Spence. There are 279 photographs recalling life at one of the oldest continuously operating airports in the United States.

Wings Field Autobiography is available online through the airport website at WingsField.com. The book can also be ordered through the Wings Field Pilot Shop by e-mail: book@wingsfield.com; by calling 215.646.0400; or by mailing your order to Montgomery County Aviation, 1501 Narcissa Rd., Blue Bell, PA 19422. Total price is \$28.00 (including 6% Pennsylvania sales tax and standard book rates for shipping and handling). Next day shipping is also available. Credit cards are accepted.



Museum visits and heavy-duty research!

Member Story By Jim Kilduff

Members of the Aero Club's 100th anniversary dinner committee have been busy visiting several aviation museums in preparation for the December 15, 2009 100th anniversary celebration. Flying around the East Coast doing all this research is really tough duty, but, hey, somebody has to do it!



So far, we have been to Millville, NJ, Elmira, NY, College Park, MD, Reading (which features an N3N-3, the most prolific model of airplane ever built at the Philadelphia Navy Yard), Pensacola (home of the NC-4, the first airplane to cross the Atlantic) the Curtiss Museum at Hammondsport, NY, and the Air Force Museum in Dayton, Ohio.

The Curtiss Museum revealed an unexpected find. As part of the research into the history of the Aero Club, we learned that early Aero Club member Rodman Wanamaker commissioned a transatlantic record plane from the Curtiss Aircraft Factory in Hammondsport, NY. Wanamaker was the son of the founder of the famous department store, John Wanamaker's and was in charge of European operations--based at the time in France--where aviation was a passion.

In addition to other efforts, Rodman Wanamaker brought the Curtiss race winning plane (in 1909, the same year as our founding) to be exhibited in the Philadelphia and New York stores of John Wanamaker.

Having thus made a connection with Glenn Curtiss, Rodman began to think about a transatlantic flight. He commissioned a flying boat from the Curtiss Factory. It was a biplane with two OX-5 Curtiss V-8 air-

craft engines, later supplemented by a third engine. The plane was named by Wanamaker the "AMERICA."



The pilots were to be John Tower of the US Navy and Cyril Porte of the Royal Navy. Both would go on to distinguish themselves in the service of their respective countries, but that's another story.

The plane was built, the trip was planned, but WWI intervened. The AMERICA was sold to Great Britain in anti-submarine patrol and used to sink 3 German U boats. Many other similar flying boats were built under Cyril Porte's direction by the Curtiss Factory.



In September 2007, the Curtiss Museum's Restoration Shop completed a flying replica of AMERICA, which was on display the day the Aero Club visited the Museum. We found a DVD of a recent flight of the AMERICA from nearby Lake Keuka. This DVD will be part of the exhibits during our 100th anniversary celebration.

As an interesting aside, early Aero Club pioneer and owner of a Wright B flyer, Marshall Reid, taught his brother-in-law, Lt. Henry Mustin, to fly. When Mustin of the Navy took the first 3 navy planes to Pensacola to establish a flight training school, one of the instructors under his command was the same John Tower who was scheduled for the aborted transatlantic flight. And wouldn't you know it, Henry Mustin was a member of the Aero Club and the flyer for whom Mustin Field at the Philadelphia Navy Yard was named. Just one example of the contributions that our early Aero Club members made to aviation. We will learn more about this rich history on December 15. Plan to be there.



Museum web sites:

Mid-Atlantic Air Museum
www.maam.org

Glenn H. Curtiss Museum
www.glennhcurtissmuseum.org

Millville Army Air Field Museum
www.p47millville.org

College Park Aviation Museum
www.collegeparkaviationmuseum.com

Wings of Eagles Museum
www.wingsofeagles.com

National Naval Aviation Museum
www.navalaviationmuseum.org

US Air Force Museum
www.nationalmuseum.af.mil

New FAA Handbooks

FLIGHT SAFETY By Al Schnur

Another flying season is in force and as usual there are many new things that we should become acquainted with. First, there are going to be some changes in how the Control Tower communicates with us. One interesting change is that when at the end of the runway and ready to depart, that old directive: "Taxi into position and hold" will be changed to "Line up and wait." This and some other verbiage is all gratis ICAO compliance requirements. I can't wait to see how this one plays out.

The FAA has come out with some new revisions to those "new" handbooks. There have been some significant changes to some old friends and a new publication that is worth looking at. In the FAA's numerical sequence:

RISK MANAGEMENT HANDBOOK FAA-H-8083-2.

This brand new publication is intended as a tool to help a pilot manage risk in the aviation environment. Risk is present in almost anything that we do and that's especially true in aviation. Managing those

risks requires a conscious effort utilizing established standards. The subjects in this handbook are well developed with supporting graphical and pictorial presentations. This is a great publication for all pilots.

AVIATION INSTRUCTORS HANDBOOK FAA-H-8083-9A

I thought the original issue was a great step forward, but this one will really knock your socks off. All you CFIs out there please buy one of these publications, read it and put it to use. For years, I've been talking about the levels of learning: Remember: Rote, Understanding, Application, and Correlation? This revised edition addresses these items in detail and specifies Scenario Based Training and how to implement them into your training programs (aka as Lesson Plans). The Practical Test Standards have always stated (in the Introduction) that testing shall be done at the relative level. The new Sport Pilot PTS is more explicit. For example "The examiner... shall use scenarios when applicable to determine that the applicant can use good risk management procedures in making

aeronautical decisions." There is a chapter on risk management, endorsement appendices and much much more; a must for CFIs.

PILOTS HANDBOOK of AERONAUTICAL KNOWLEDGE
FAA-H-8083-25A

Newly updated and greatly expanded, this handbook incorporates a chapter on Aeronautical Decision Making and maintaining situational awareness while working with all those different types of glass cockpits that we are all becoming exposed to. And there is more on that ubiquitous G1000. What a great way to stay abreast and properly utilize all that new technology.

By the way, most of these are available at www.faa.gov/library/manuals/aviation/media. And, another good source for aviation information is the FAA Aviation News. You can subscribe to it or download it at www.faa.gov/news/aviation_news, including past editions.

As one of REPs says it "Stay safe in the region of risk and I'll speak with you again." And keep in mind.... "Taxi in... er -Line up and wait."

Aero Club visits the Naval Air Station Wildwood Aviation Museum at Cape May



TBM-Avenger in foreground and A-4 Skyhawk.

Twelve members and friends visited the NAS Wildwood Museum at Cape May County Airport on April 5. Some drove, but five aircraft flew in and parked at the ramp near the museum.

Ralph Serna, a volunteer at the museum was our guide for the tour. He talked about the history of NAS Wildwood and showed us a short video. NAS Wildwood was commissioned in early 1943 and served as an active dive-bomber squadron training facility until 1945. Aircraft stationed at Wildwood included TBM Avengers, Douglas Dauntlesses, Vought Corsairs and Curtiss Helldivers.

We were guided around the TBM-Avenger, F-14 Tomcat, T-33, MiG-15, T-28C, and A-4 Skyhawk. We also saw some of the museum's helicopter collection, including the AH-1 Cobra, H-13

Bell 47, and UH-1 Huey. The museum features other items, including photos, WWII posters, engines, and a display of 1940's era furniture, appliances, and Coca-Cola memorabilia.

*The Aero Club of Pennsylvania, Eastern PA Chapter of the 99's,
and The Bob Shannon Memorial Fund present the*

ANNUAL SCHOLARSHIP AWARDS DINNER

Thursday, June 18, 2009, Pennsylvania Aviation Country Club at Wings Field

Guest speaker: Al Beerley, U.S. Airways Captain



Al Beerley will speak about the "aviation experience" and how being a professional pilot is much more than just a career.

Al's first ride in an airplane was given to him by his high school teacher, Reverend Leo McGee of Cardinal Dougherty High School in 1964. Later, in the summer of 1970, he heard an advertisement on WIBG-AM inviting everyone to Wings Field for a ride in an aircraft for "Penny-a-Pound Day". The

DJ on the air at the time was Frank Kingston Smith Jr. After taking that ride, Al signed up for lessons and received his Private Pilot License in November, 1972.

By 1981, Al was working for Wings Airways. He was hired by Bar Harbor Airlines in 1982 and then by Piedmont Airlines in 1985. Today, he flies out of Philadelphia for US Airways as Captain of the Airbus 319/320/321.

Cash Bar 6 PM, Dinner 7 PM, \$36.00 per person.

Please send check so that it arrives no later than June 9.

We regret that we cannot accept phone reservations, walk-ins, or partial payments.

Make checks payable to: **Aero Club of Pennsylvania**

**** As always, seating is limited at PACC, so get your reservations in early. ****

New! Pay with credit card at www.aeroclubpa.org or use the form below:

Cost \$36 per person. Respond by June 9, 2009 to:

Aero Club of Pennsylvania, PO Box 748; Blue Bell, PA 19422

NAME: _____ Number Attending: _____ x \$36 = \$_____

ADDRESS: _____ Scholarship Contribution: \$_____

CITY/STATE: _____ Total Enclosed: \$_____

PHONE: _____ E-Mail: _____

Please list names of attendees...

ATTENDEES: _____,

Cut out or Copy this reservation and send to the Aero Club

Vertical Flight: Numerous aviation publications claim there will be a substantial pilot shortage in the near future. Although the cost of training has increased exponentially, the investment one makes into his or her continuing aviation education can provide lasting returns in knowledge, skills, abilities, safety, and in some cases, employment opportunities.

One area that is most affected by this potential pilot shortage is in the field of vertical flight. Helicopter operations now account for more than twenty percent of General Aviation flying and that number is growing every year.

Finding a reliable flight school can be problematic, to say the least, but in an inauspicious section of Newark, Delaware near the campus of the University, an outstanding helicopter flight school operates a full service facility near the C & D Canal northeast of the Chesapeake Bay.

Horizon Helicopters at 2035 Sunset Lake Road provides ground, flight and simulator training under the guidance and direction of CEO and Chief Flight Instructor Harry Griffith.

Students can obtain their Private, Commercial, CFI and ATP ratings while learning to fly in a fully articulated rotor system Enstrom helicopter. The initial, recurrent, refresher or add-on courses include training in takeoffs, landings, cart operations, hovering, autorotations, running landings, slope landings and abnormal procedures.

Harry has been flying helicopters for over twenty years and has a wealth of information to provide to new and seasoned pilots. For more information, contact Horizon Helicopters at 302-368-5135.

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Organized December 17, 1909; Chartered May 10, 1910



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