



# PENNSYLVANIA PILOT

Vol 15 No 4, Winter 2004/5

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

## AERO CLUB NEWS...

### Successful silent auction...

The Aero Club sponsored its second annual silent auction at Wings Field, raising \$1,300 for the scholarship fund. Many thanks to our donors, bidders, and volunteers! If we can collect enough "stuff," we'll host another auction at Vintage Aircraft Day in September 2005. More auction details are on Page 3.

### Udvar-Hazy bus trip...

Twenty seven members and friends of the Aero Club traveled to the new Udvar-Hazy Museum in northern Virginia on October 2. The museum houses a collec-



German Junkers Ju52/3m

tion of pristinely restored aircraft ranging from a Concorde, a Space Shuttle, the Enola Gay and an SR-71 Blackbird. See Member Story on page 6.

**Safety seminar...** The Aero Club will co-sponsor another FAA safety seminar on January 13, 2005. The subject will be "Inoperative Equipment, Mechanical and Personal." See more seminar details on page 3.

### Issue Highlights...

- Winter Calendar, pg 3
- Airport News, pg 4
- Member Story, pg 6
- Wright Bros Dinner, pg 7

## 80 octane gone; Schweitzer bought...

### AVIATION NEWS

#### 80 octane is history...

Owners of air-knocker airplanes with low-compression engines designed to run on 80-octane fuel will have to search for a new kind

#### Schweitzer Aircraft absorbed by Sikorsky...

Sikorsky Aircraft Company of Stratford, Conn., announced that it has agreed to acquire Schweitzer Aircraft

Company, an Elmira, N.Y. company that produces sailplanes, light helicopters, agricultural airplanes, reconnaissance aircraft and unmanned aerial vehicles.

"Schweizer Aircraft is a great strategic fit for Sikorsky, providing us with proven leadership, a highly skilled and dedicated workforce, and immediate access to the light helicopter and UAV markets," Sikorsky President Steve Finger said in a news release.

Financial terms of the deal were not disclosed. As reported by Avflash.

#### News team fails to break GA security...

Two NBC-TV reporters were arrested in a failed attempt to uncover weaknesses in GA security. The two reporters, "Middle-Eastern-looking" men, went to St. Louis Downtown Airport and asked about chartering a helicopter. They were trying to find out whether anybody was paying any

### Airport Highlight [N70]



Photo by Rob Dant

Pennridge Airport is a private-owned, public-use airport south of Allentown, home to an active flight school, two maintenance facilities, and a new parachute operation. Pennridge Aviation offers 2 GPS-equipped Archers, 2 172-s and a 150 for training and rental. Sarver Air is a GA maintenance shop specializing in T-34's and other warbirds, and Fry's Aircraft is a long-time maintenance facility on the field. Construction is underway on a new parking apron north of runway 26 and hopes exist for future construction of new T-hangars. You will find more airport news on page 4.

of juice. Kern Oil, the last standing producer of 80-octane aviation fuel, has stopped making the red stuff, AOPA reported. While this development will come as no surprise to industry watchers, who wonder how long many of the low-volume products we consume will remain economically viable, it will be a pain in the neck for some aircraft owners. But there are alternatives (along with some specific operational practices) to consider, such as use of autofuel STCs.

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](http://www.aeroclubpa.org)

[AeroClubPA@aol.com](mailto:AeroClubPA@aol.com)

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

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## PRESIDENT'S MESSAGE

### Jeff Kahn

"We have to stop meeting this way..."

To anyone who knew Ray Conway, mention of his name brings a big smile. He gave many of us check rides and when Ray spoke at safety seminars he imparted great insights and knowledge about flying, not to mention equal parts of laughter.

I thought of Ray recently when I was approaching LNS with one of my aircraft partners. Ray had a story about the Learjets approaching Atlanta simultaneously from the North and South. One was cleared to land on Runway 18 and the other on 36. When one of the pilots expressed his alarm to the tower that they would arrive at the same time, the reply was, "Y'all be careful now!"

For me, it was a beautiful Saturday afternoon; winds were light. Lancaster airport was very busy and we had to circle outside the class D before we made contact with the tower. We were instructed to make a left base for Rwy 13. Meanwhile, Tim Boyle was enroute behind us and reported from the Southeast. Tim was instructed to make a straight in for Rwy 31. That's when I thought of Ray's story. Although we too might have met on the runway, Tim was given a downwind for 13 before we had a chance express concern.

Not quite so exciting a story as Ray's, except that it gives me a chance to remember his enormous contributions to our safe enjoyment of flying.

On December 17, we will honor the contributions of over a century of great aviators like Ray. See you at the Wright Brothers Dinner!

Jeff Kahn, President

## BOARD OF DIRECTORS REPORT

### Nancy Kyle, Secretary

The Aero Club board of directors met at PACC at Wings Field on Oct 28.

- > Nancy Kyle reviewed the minutes from the last meeting.
- > Rob Dant presented highlights of this issue of the newsletter.
- > Tim Boyle presented the financial report.
- > Steve Najarian and Jeff Kahn discussed the upcoming Wright Brothers Dinner. The price of the dinner will be \$38. Speakers are lined up and a 96-person room has been reserved at the Desmond Hotel.
- > Walt Ellis provided information about the upcoming safety seminar. Walt and Dr. Merril Mirman will speak. It will be held at International Plaza near Philly International. The date is set for January 13. The club likely sponsor another seminar in May or June.
- > Nancy Kyle and Debbie Harding reported on the success of the auction.
- > Jeff Kahn discussed the success of the bus trip to Udvar-Hazy.
- > Nancy Kyle discussed details of the upcoming 75th anniversary at Wings Field. The Aero Club has been asked to sponsor a table at the event. It will be held on Saturday, May 21st, 2005.
- > The meeting was adjourned.

## AVIATION NEWS

Continued from Page 1...

attention to the "Security Alert" that warned of terrorist interest in helicopters. The reporters showed driver's licenses from two different states as their I.D., and tried to pay with cash. The FBO staff stalled the pair and called police. Officers arrested the two men after a search of their bags turned up knives, various weapons, and box cutters. As reported by Avflash.

**Flying W security...** The mainstream media is again casting around for GA security stories and finding that security is better than it was a few years ago. The Burlington Times (near Philadelphia) took a look at the Flying W Airport and found perimeter fencing, security cameras and regular after-hours patrols by local sheriffs, but still managed to work in a quote from the 9-11 Commission report that "major vulnerabilities still exist in cargo and general aviation security." Unfortunately for pilots, the illusion of security takes many forms (and often seems to have been granted higher value than "practical" security).

**Experience zero G's...**

The man best known for organizing the private space race is making weightlessness available to anyone with \$3,000 and a strong stomach. Peter Diamandis, the founder of the X Prize competition, is behind the Zero Gravity Corporation, which just got FAA approval to sell tickets on NASA-style parabolic flight profiles (aboard a 727-200) that give customers a brief period of weightlessness and a rather unique view. The FAA signed off on the flights and tickets are on sale for flights that will be conducted on a two-week tour that will visit New York, Los Angeles, Reno, Dallas, Atlanta, Detroit and Florida. As reported by Avflash.

**Silent auction details...**

The second annual silent auction at Wings Field was a great success. The club collected unusual items from members and friends, including a copy of the book "The High and The Mighty" with an attached, handwritten letter from the author Ernest Gann. Also auctioned was a large piece of the Hindenburg.

Members donated books, magazines, collectables, vintage flight manuals, posters, and new headsets. Significant contributors included John Desmond, the American Helicopter Museum, Brandywine Airport Pilot Shop, Hangar Six Repair (Wilmington, DE), Sky Signs Balloons (Valley Forge, PA), Apex Balloons (Chester Springs, PA), and Air Ventures Balloons (Chester Springs,

PA). A flight lesson was donated by Chris Fogwell at Brandywine Airport; a pilot medical was donated by Dr Merrill Mirman.

To volunteer next year or to donate memorabilia, please contact Deb Harding at 610-827-7208. And get your obsolete aviation-related items ready now! Send a kid to flight school with your unwanted stuff!

**AERO CLUB CALENDAR****Nov, Dec, Jan**

**Nov 12-14** Waterfowl Fest, Easton, MD; Shuttle 410-822-4567  
**Dec 17** **Wright Brothers Dinner; Desmond Hotel**  
**Jan 13** Aero Club/FAA Sponsored Safety Seminar, see below

**Future Planning**

April 12-18 Sun'n Fun Fly-In; Lakeland Florida  
 June 4 AOPA Fly-In; Frederick, MD  
 June 10-12 Speculator Seaplane Fly-In; Speculator, NY  
 July 26-Aug 1 EAA AirVenture; Oshkosh, WI

**Aero Club Meetings**

**Jan 28** Board of Directors Mtg, Friday, 6PM, PACC  
**Apr 21** Board of Directors Mtg, Thursday, 6PM, PACC  
**May 22** Scholarship Candidate Interviews, Sunday  
**Jun 23** Annual Scholarship Dinner, Thursday, 6PM, PACC

**Highlight****Aero Club Board Meetings, Open to members**

The Aero Club Board meets every 3rd month in the AOPA Boardroom at the Pennsylvania Aviation Country Club at Wings Field. These meetings are open to all members and last about an hour. Members may also join us for dinner afterwards (typical PACC entree is around \$25). You should RSVP to the president (jskesq@aol.com) or to any board member if you wish to stay for dinner. Welcome!

**SAFETY SEMINAR**  
**January 13, 2005**

The Aero Club of Pennsylvania will co-sponsor an FAA safety seminar from 7 to 9 PM at the Philadelphia FSDO at International Plaza. Seminar Speakers will be Walt Ellis and Dr. Merril Mirman D.O. The subject is "Inoperative Equipment, Mechanical and Personal": a discussion of FAR 91.213, by Walt Ellis, and a discussion of the use of over the counter medications, by Merril Mirman D.O. The Aero Club will supply refreshments.

**International Plaza**  
**Philadelphia International**

# Delaware Valley Regional Planning Commission Meeting Report

## AIRPORT NEWS

September 16, 2004

By Steve Najarian



### PHILADELPHIA INTERNATIONAL [PHL]

PHL operations have been bolstered by the presence of discount carriers in competition with U.S. Airways so that it is now the 12th busiest airport in the nation. The new runway configurations for the commuter flights have also helped increase commuter operations. U.S. Air has modified its fare structure to be more competitive. U.S. Air has also doubled the number of gates it uses at the domestic and international terminals. International flights account for 58% of the total arrival and departure traffic.

### DOYLESTOWN [DYL]

Expansion plans to lengthen the runway and aircraft parking area are on track.

### QUAKERTOWN [UKT]

Master Plan includes widening the runway to 60 feet and increasing the taxiway width by 35 feet to accommodate King Air traffic. The extra 200 feet of threshold of asphalt extending the runway will be defined as a safety area. The published runway length will remain the same.

### ERWINNA-VAN SANT [9N1]

The two turf runways (5-23: 1,340ft and 7-25: 3,058ft) will continue to operate for daylight operations only and licensed by the state.

### CHESTER COUNTY AIRPORT [40N]

Runway 29-11 has a buckling problem near the runway 11 approach. A temporary fix costing \$10,000 will be implemented. A new traffic pattern for helicopters operating off the Keystone Helicopter-Port has been approved by the state. The flight path for the helicopters has been designed not to conflict with the fixed wing aircraft operating at Chester County Airport.

### POTTSTOWN MUNI [N47]

A new FBO, T&T Air Inc. is operating

the airport. The flight school continues to operate. The pilots and aircraft owners hosted an Aviation Awareness Day on October 9th for the public. The airport has received a grant from the state in the amount of \$25,000 for obstruction removal.

### SOUTH JERSEY REGIONAL [VAY]

The state of New Jersey purchased this airport. Patriot Aviation is the new FBO operator. The principals of the FBO wish to reopen the proposal for extending the runway to 5000 feet. This will require a reversal of the townships rejection of the previous proposal. The principals believe that a runway extension is essential to realizing the full potential of this airport to the community.

### POTTSTOWN LIMERICK [PTW]

The "Fly In" special event was successful. The airport has received a State grant to build 12,000 linear feet of security fencing around the airport.

### WINGS [LOM]

The owners, operators, and pilots continue to work diligently to make Wings a good neighbor. Implementation of rerouting of helicopter traffic has contributed significantly reducing the noise affecting the neighbors. Wings has filed an appeal to overturn the Whitpain Township supervisors denying a permit to construct a special parking area for visiting aircraft. Wings has been creative in its public relations activity to support its appeals for change. For example, sound meter tests were conducted of various aircraft including jets. It was demonstrated that the noise levels created by the aircraft were quieter than noise levels produced by a car passing 25 feet away on a street. Wings handles 39,000 operations a year (take offs and landings), or an average of 107 a day. By contrast, each day 16,000 cars, trucks and buses pass in front of Shady Grove on Skippack Pike. Each day 20,000 vehicles pass the Epiphany School on Walton Road. Airport owners could make good use of such a study. The annual Vintage Aircraft Day had a good turnout on September 11th and was a success. A history of Wings is being compiled and written for publication in the near future.

### NEW GARDEN [N57]

The public acquisition of this airport is on hold due to State/Federal issues regarding grants to privately-owned airports. Guidelines exist that deal with separating the value added to the airport by grants and the proceeds received by the owner from the purchaser. This issue specific to privately-owned airports will be addressed by the FAA and State.

### BRANDYWINE [N99]

Complaints from neighbors about airport noise have diminished significantly. The 12-year Airport Improvement Plan (AIP) has been approved. Improvements that will be put out for bid in 2005 include taxiway extension to runway 9, runway lighting, and AWOS. Two flight schools are in operation (fixed wing and helicopter). Two start-up companies for fractional ownership have emerged, one for a Pilatus PC-12 and another for the Cirrus SR-22. Fuel sales have increased in spite of the bad weather. Aviation Awareness Day was a success. Free rides, hot dogs and drinks were offered to the public. The annual "RotoFest" event took place on October 16-17, sponsored by the American Helicopter Museum at Brandywine Airport.

### CECIL COUNTY [58M]

Taxiway paving has been completed. Two underground fuel tanks for aviation gas and jet fuel will be installed. PAPI has been installed. Four instrument approaches have been requested from the FAA and two have been approved. The state has passed on the mapping costs for these approaches to the airport. The costs, however, may be eligible for AIP funding.

### SPITFIRE AIRDROME [7N7]

The Airport Improvement Plan (AIP) includes refurbishment of the runway and lighting system. The airport owners will exercise "New Jersey Development Rights", to obtain funding and to guarantee that the Spitfire property will remain as an airport.

### PENNRIDGE [N70]

Two projects are planned, including apron relocation and possible construction of 20 new T-hangars.

# TSA softens new rule; Senate committee approves photo ID

## PILOT NEWS

### TSA citizen rule updated...

The TSA filed changes to the new "citizenship validation" rule by limiting the applicability of the rule to individuals receiving training for a new certificate or rating. Previously, it required proof of U.S. citizenship for virtually any time an instructor was involved with a flight. Now, after AOPA's efforts, pilots only need to prove U.S. citizenship when training to receive a new rating or certificate. Any other activity, such as a BFR or IPC does not require proof of citizenship.

### Senate committee approves photo pilot certificates...

From AOPA ePilot: The Senate Commerce Committee approved and sent to the Senate a bill that gives the FAA six months to issue new pilot certificates with a photo ID. AOPA advocates the change but believes the six-month time frame to be unrealistic. AOPA also worked with the committee to make sure pilots would have more than one option - the local FSDO - for having their pictures taken. The bill would require the FAA to assign designees - most likely aviation medical examiners - to take official photos. AOPA President Phil Boyer said that "The bottom line is that Congress is forcing the FAA's hand on photo-ID pilot certificates, which AOPA believes will be an enhancement."

### Sport Pilot boosts Recreational privileges...

Recreational pilots will have more freedom thanks to the Sport Pilot initiative. While drafting the rule, the

FAA also amended FAR 61.101 to remove restrictions placed on recreational pilots while operating in airspace that requires communication with ATC. Recreational pilots already can fly solo within those areas with an endorsement, if they are training for additional ratings. Now, an endorsement allows a recreational pilot to carry one passenger within this airspace without the requirement to be training for additional ratings. As reported by AOPA ePilot.

### New rules, new pilot...

What has changed since Sept. 1, when the new Sport-Pilot/Light Sport Aircraft rules took effect? Well, if you want to fly a standard-category aircraft that qualifies as a light-sport aircraft, such as certain Aeroncas, Luscombes, Pipers, or Ercoupes, you can burn your current third-class medical or let it lapse, show up at the airport and fly with only your valid driver's license, and fly as a Sport Pilot. That means day VFR only. EAA has a long list of dozens of airplanes that qualify. As reported by Avflash.

### Free runway safety course...

Statistics show the number of pilot-caused runway incursions is slowly declining overall, but the percentage caused by GA pilots is on the rise. By taking a new 60-minute course, you can earn points with the FAA, just in case you ever need them. "If involved in a runway incursion, the FAA will normally be more lenient to those who have passed the Runway Safety course and who meet other criteria," says the FAA Office of Runway Safety. AOPA's Air Safety Foundation is offering a free online course, "Runway Safety: Safe

Flying Starts and Ends on the Ground," to help keep pilots focused on the dangers and out of trouble. Pilots who complete the course and pass a quiz can print out their own certificate, qualifying for the FAA Wings program. As reported by AVflash.

### Pinch hitter hits a home

**run...** From Avflash: A woman who had taken only a few flying lessons was able to safely land a Piper Malibu recently in Laconia, N.H., after the pilot, her father, became incapacitated. Jennifer Truman, 30, brought the plane back safely, talked down over the radio by an air traffic controller. "It was a fairly decent landing, if a little bumpy," Gilford Fire Lt. Michael Balcom told the Concord Monitor. "There wasn't any damage to the plane." The pilot's wife, in the back seat, had also passed out. Early reports suspected carbon monoxide in the cabin.

### Extend temporary pilot certificate online...

The FAA, by adding a new feature to its Airmen Certification web site, has made it easier for pilots flying on temporary certificates to request an extension. Simply log on line at [registry.faa.gov](http://registry.faa.gov) at the Airmen Certification Branch and request the extension. Within minutes, the FAA can send the permission via an e-mail or fax. Because of the high number of airmen certificates that the FAA is processing, the administration recommends that pilots first check its Interactive Airmen Inquiry Web site to see if their certificates have been entered into the database. Calling the Airmen Certification Branch at 866-878-2498 should be a last resort. Reported by AOPA ePilot.



# Fly toward or away from bad weather?

## FLIGHT SAFETY By Robert Dant

The following situation is very hypothetical; the numbers are tightened for effect...

A snow squall is approaching, expected to arrive in a couple hours. You'd like to make a short flight to one of many nearby lunch stops and return home. Which way do you fly? Many pilots prefer to fly toward the weather, keeping an out behind, while testing the reasonable limit of the weather system. Sounds ok, but I'd like to consider an alternative. Let's look at two scenarios.

The storm is 60 miles away moving at 30mph (2 hours away from home base). You fly about 30 miles toward the storm (15 minutes) for a half hour lunch. By the end of lunch, the storm is 15 minutes away from your lunch stop. You are off just in time and back home in 15, with the storm trailing one hour by the time you land.

In scenario two, you fly 30 miles away from the storm (15 minutes) and have a half hour lunch. The storm is still 2:15 away. You are off and back home in 15, with the storm still about 1 hour away by the time you land back home.

On average, flying toward the storm and back, not including time on the ground, you are flying an average of 1 hour from the storm. The storm, at the farthest point, is 2 hours away, and at closest, 15 minutes. On the other hand, fly the opposite direction and you'd be flying an average of 2 hours from the storm. At farthest, the storm is 2:45 away, and at the closest, 1 hour. Which sounds better?

In scenario 1, you are on the edge almost the whole time, flying in diminishing conditions, and at the risk of getting stuck at the farthest point from home if the storms picks up

pace a little. In scenario 2, you are always an hour or more from the storm, flying in better conditions, and much less likely to get stuck with a slight quickening of the storm front. You even have extra time (say 15 minutes) after lunch to double check weather before returning, while still not getting closer than 45 minutes from the storm. If you do make a precautionary landing on the way back, it will be much closer to your home base than in scenario 1.

Scenario 2 sounds like a no brain-er to me, but I'm not taking into account all the human factors. If you fly toward weather, you may be able to detect the edge of the storm and be more likely to stick to your original schedule or turn around if things look worse than forecast. If you fly away, you might get lulled into taking a longer lunch and getting caught on the way back. You're more likely to be well on your way home before detecting worsening weather and be more likely to "force it" into home base.

Interestingly, in scenario 2, even if you take an extra 30 minutes at lunch, you'll still depart with the storm 1:45 away from your lunch stop and by the time you're back, the squall line is still 30 minutes away. That's 15 minutes more than when you departed lunch in scenario 1. So scenario 2 provides much more cushion from weather.

This situation is hypothetical, of course. Few of us take off toward a squall line two hours away moving at 30mph. Usually, we can't predict the weather this precisely anyway. My point is that flying toward deteriorating weather does not always strike me as the best plan of action when I have a choice. When I'm fairly confident in the forecast, I prefer to fly in the "good weather" direction, enjoying better flying conditions than when doing it the other way around.

## Member Story, by Norman Blanchard

*On Saturday, October 2nd, the Aero Club sponsored a bus trip to the new **Udvar-Hazy Museum** at Dulles International Airport.*

On a cool October Saturday, nearly 30 aviation enthusiasts boarded a bus at Wings Field and Brandywine Airport for a 3-hour ride to the new Udvar-Hazy Museum. We were treated to a personal guided tour of the nation's newest and grandest air museum. The first impression is the overwhelming size of the museum - a gigantic Quonset type dome almost 1000 feet in length, nearly 250 feet from side to side, and over 100 feet high at the center. A sample of the planes on display included the historic Langley Aerodrome to the space shuttle Endeavor, and the last supersonic Concorde to fly. On a normal tarmac, they would appear

massive, but here they almost appear like toy planes. The Space Center also includes fighter aircraft from both World Wars, including the famous Curtiss P-40, the Corsair, Thunderbolt, Zero and Focke-Wolf 190. Even cold war and space age aircraft were on display, including the massive SR-71 Blackbird, and the latest U.S. and Russian jet fighters. For feet weary and bleary eyed visitors, there is an IMAX theater and a mock control tower on site.

Everyone agreed that it was well worth the time. If you have a chance to visit the new museum, you won't regret it, but time your trip to avoid summer vacations, as over 45,000 people pour through the gates every summer day. Don't forget to take your cameras. For more information, visit the Smithsonian website at <http://www.nasm.si.edu>.



SR-71 Blackbird



Concorde, 307 Stratoliner, Boeing 707

## Celebrating 101 Years of Powered Flight!



### Aero Club of Pennsylvania's Annual WRIGHT BROTHER'S DINNER

Friday, December 17, 2004

6:00pm Cash Bar, 7:00pm Dinner

Members and non-members welcome!

**Place:** Desmond Hotel, 1 Liberty Blvd, Great Valley, PA, 610-296-9800

**Cost:** \$38 per person, payable to Aero Club of Pennsylvania

**Reply:** Send check so that it arrives no later than December 10, 2004.

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

**Speakers:** Rol Murrow, President of Air Care Alliance.

Dave Altman, 2003 Outstanding Volunteer Pilot

**Directions from King of Prussia:** Take Route 202 South to the Great Valley (Rt 29 North) Exit. Proceed through the light at ramp end. Continue on Liberty Boulevard to the Desmond hotel, 1/2 mile up on the right. Note, the entrance is poorly marked. If you reach the light at Route 29, you passed it.

**Directions from points West:** Route 202 North to Route 29 North Exit. Turn right at the end of the ramp and proceed one block to the light; turn right onto 29N at the new Wawa. Proceed through the first light (Swedesford) and right at next light (Liberty Boulevard). The hotel is the very first left.

**Rol Murrow** is the President/Chairman of the Air Care Alliance, a national group supporting all charitable aviation organizations. Rol is also the Executive Director of the Wolf Aviation Fund.

Rol will present on "Flying to Help Others" which covers the broad range of charitable activities engaged in by pilots.

**Dave Altman** was honored with the National Aeronautic Association's 2003 Outstanding Volunteer Pilot Award. This was the first year the association presented the award. The presentation took place at the U.S. Capitol. Dave has agreed to speak briefly about his experiences following Rol's presentation.

Cost \$38 per person, payable by December 10 to:  
Aero Club of Pennsylvania, PO Box 748; Blue Bell, PA 19422

NAME: \_\_\_\_\_ Number Attending: \_\_\_\_ x \$38 = \$ \_\_\_\_\_  
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Please list name of attendees so we can make name badges (use other side if needed):

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## Aviation Oddities:

### Palm Beach tower bugged...

First it was the pigeons, cooing and roosting and making a smelly mess of the tower at Palm Beach International Airport. But when the pigeons were banished, the tiny mites that feed on them got hungry, and discovered 38 warm-blooded controllers right downstairs. "When they're crawling on you, and you can't see them, it kind of gives you the heebie-jeebies," controller Douglas Faucher said. "We don't need the distraction when we're trying to perform our duties." The tiny mites, as wide as the period at the end of this sentence, are practically invisible, but they bite.

### New folding guitar...

A Swedish pilot has developed a folding guitar that he can take with him in the cockpit. Now, we're not quite sure why Fredrik Johansson needs his guitar in the cockpit, but he spent \$26,000 on three prototype designs. The neck folds into the body and the strings roll up and he says it does not need to be tuned after reassembly.

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