



# PENNSYLVANIA PILOT

Vol 16 No 4, Winter 2005/06

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

## AERO CLUB NEWS...

**Red Lion visit...** Members of the Aero Club visited Red Lion Airport (N73) in Vincentown NJ, on Sat. Oct 22 for a personal tour of a private collection of unique old airplanes from the WW2 era. Airplanes included an L-4, T-6, TBM Avenger, Corsair F4U and Staggerwing Beech. See details on page 4.



Military L4 and T6 Trainer

**Safety seminar...** The Aero Club co-sponsored an FAA safety seminar at Wings Field on October 20. A large contingent braved the rainy night to hear presentations on communication skills and weather safety. The Aero Club has sponsored three seminars this year.

**3rd Silent Auction...** The Aero Club held its third annual silent auction at Wing's Field on Vintage Aircraft Day in September. The sale of books, instruments, pins, models, airplane rides, and other items raised over \$1000 for the Aero Club Scholarship Fund. See page 6 for a list of our auction donors.

### Issue Highlights...

Winter Calendar, pg 3  
 Airport News, pg 4  
 Red Lion Visit, pg 4  
 Dinner Invitation, pg 7

## ADIZ and Flight Service are changing...

### AVIATION NEWS

#### Lockheed takes over FSS...

As scheduled, Lockheed Martin took over Flight Service stations around the country on October 4. Phone numbers, frequencies, and most specialists were expected to remain the

briefings, file flight plans, and get graphical flight planning and weather products. After the 18-month transition is complete, pilots' telephone calls must be answered within 20 seconds, radio calls within 15 seconds, and flight

plans must be processed in three minutes. "And all of these enhanced services are being provided without user fees - AOPA made sure of that," Phil Boyer said. "It is estimated that Lockheed's 10-year contract will actually save the government about \$2.2 billion." (From AOPA.com)

#### Airport Highlight [N57]



Photos by Everitt duPont

Janet Arnold looks on as Martha MacAdams and Jim Arnold paint air markings on the taxiway at New Garden airport. Members of the Eastern PA Chapter of the 99's volunteered to paint the airport name, designation and unicom frequency in large letters for pilots to see as they fly over the airport. Unrelated, the local township is reviewing the financials of New Garden's operations with the intent of purchasing the airport. For more airport news, see Page 3.

same. An estimated 1,900 of 2,000 FSS employees accepted job offers from Lockheed. And the company has transition plans to ensure that pilots receive the services they need. Over the next 18 months, Lockheed will consolidate and upgrade the FSS system, reducing the current 58 FSS facilities in the continental U.S. to 20 by 2007. Also in the works is a web portal for pilots to obtain preflight

due by November 2. Over 15,000 comments were made to the FAA, most of them in protest. AOPA and EAA, along with other aviation organizations have been working hard to get out the word and to mount opposition to the proposal. AOPA's Phil Boyer stated that "the restrictions in the 3,000-square-nautical-mile Washington ADIZ are excessive and do little to increase

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

### New Member Application \$20:

Includes Qtrly Newsletter. Send app to address above.

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e-mail\* \_\_\_\_\_

\*e-mail to receive Aero Club announcements

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## PENNSYLVANIA PILOT

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## PRESIDENT'S MESSAGE

### Jeff Kahn

As outgoing Aero Club President, I want to thank the Board of Directors and the entire Aero Club membership for their support during the past two years. It has been a privilege to serve and it will also be a pleasure to turn the reigns over to my successor, Walt Ellis on December 17th.

When discussing the Aero Club I am almost always asked, "What does the Aero Club of Pennsylvania do?" Of course we have two major events during the year and we have a superb newsletter and the Scholarship Fund assists the next generation seeking aviation careers. But I realized that there is much more that we can do for our members, especially given aviation riches that surround us. The dilemma is that when we plan activities, too few of our members take part.

While in the past, this has resulted in being few and far between, the Board has decided not to be deterred by low turnouts. We will continue to plan events for those members who are able to take part.

In this issue you will read about our recent excursion to Red Lion Airport. It is unfortunate that more of our members did not get to see a dazzling display of vintage aircraft. Since it is not open to the general public, this is the only way that a vast majority of our members can see such an outstanding collection.

The membership has always been invited to Board Meetings and we are again adding short presentations after the meetings to encourage member participation. Please join us, but, if nothing else, your officers and directors will be entertained and informed. At our last meeting, Rob Dant's video/photo presentation of his balloon trip in the Loire Valley was spectacular.

So please read your newsletter, check your emails and join us! Regardless of the topic or destination, you can't beat spending a day or evening with a bunch of aviators!

See you at the Wright Brothers Dinner.

Thanks again and blue skies!

Jeff Kahn, President

## BOARD OF DIRECTORS REPORT

### Nancy Kyle, Secretary

The Aero Club board of directors met at PACC at Wings Field on October 27.

The **minutes** were reviewed from the last meeting. Tim Boyle then presented the **financial report** for the club and the scholarship fund. Lou Fitzpatrick reported on **membership**, and Rob Dant discussed highlights of this issue of the **newsletter**. Highlights include the Red Lion trip (page 4) and the Wright Brothers Dinner Invitation (page 7).

Jeff Kahn and the board discussed **recent events**: The silent auction at Wings Field was another success. The club co-sponsored another FAA Safety Seminar at Wings Field with high attendance. The Red Lion visit was very exciting, but attendance was only modest.

The Wright Brothers Dinner will feature Marine One pilot Lt. Col. Craig Rush. The dinner will again be held at the Desmond and the price will remain \$38.

Incoming Aero Club President Walt Ellis discussed the list of probable new board members. Nancy Kyle will become the Vice President, and Deb Harding will be the new Secretary. Other board members will be announced at the dinner on Dec. 17. A few other items were discussed, and the meeting was adjourned for dinner and to watch the hot air balloon presentation.

## AVIATION NEWS

Continued from Page 1...

security. There are simple and rational procedures that can provide adequate security without setting a dangerous precedent that threatens GA pilots everywhere.”

**ADIZ flight plans easier now...**

Thanks to efforts by AOPA, pilots can now file ADIZ flight plans through DUATS. “It is a small step toward slightly reducing one of the hassles of the ADIZ,” said AOPA President Phil Boyer. AOPA has been fighting to eliminate the ADIZ for almost three years. The ADIZ rules require every flight within the 3,000 square nautical miles of airspace, from the surface to 18,000 feet, to file a VFR or IFR flight plan. Previously the FAA required that the pilot call a flight service station to file. And many pilots experienced difficulty getting through to FSS, while others would discover that their flight plans were never received by the ATC, delaying or preventing their entry into the ADIZ airspace. Now the FAA has informed AOPA that flight plans filed through DUATS will be accepted for ADIZ flights.

**GA returns to DCA, sort of...**

From AOPA.com: A recent change now allows private planes to fly into Reagan National Airport. But the privilege is reserved for heavy iron and corporate operators with deep pockets. Requirements include having a paid flight crew with an operations manual and recurrent flight-crew training, an on-board security officer, security screening at one of 12 gateway airports, and TSA approval - at least 24 hours in advance - for every flight, crew, and passenger. TSA requires operators to pay for all of the security screening and background checks, as well as the on-board security officer required when carrying passengers. TSA will reconsider the rules to allow smaller GA aircraft into DCA in a year. For the rest of us, the current Washington options are the DC-3 airports - Potomac Airfield, Washington Executive/Hyde Field, and College Park. But all three are within the Washington, D.C., Flight Restricted Zone (FRZ), and you need to have been issued a personal identification number by TSA to land there. To get one, you must go to the Baltimore FSDO for a records check and DCA airport to be fingerprinted for a criminal records check.

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

**Nov 11-13** Waterfowl Fest, Easton, MD; Shuttle 410-822-4567  
**Dec 7** AOPA Pilot Town Hall, King of Prussia, PA  
**Dec 17** Wright Brothers Dinner; Desmond Hotel

**Future Planning**

April 4-10 Sun'n Fun Fly-In; Lakeland Florida  
 June 3 AOPA Fly-In; Frederick, MD  
 Early June Speculator Seaplane Fly-In; Speculator, NY  
 July 24-30 EAA AirVenture; Oshkosh, WI

**Aero Club Meetings**

**Dec 17** Wright Brothers Dinner, Desmond Hotel  
**Jan 19** 6PM: Board of Dirs Mtg, Wings Field, PACC  
 7PM: Dinner and Member Presentation: Lee Paynter

**Highlight****AOPA Town Hall Meeting**

December 7, 2005, 7:30PM, King of Prussia, PA  
 Sheraton Park Ridge Hotel, 480 North Gulph Road

*AOPA's Pilot Town Meetings offer pilots and aircraft owners a lively forum in which to discuss matters that are important to them, exploring issues and concerns with AOPA's president and with each other. <http://www.aopa.org/prez/ptm.cfm#81>*

**Member Presentation, January 19, 2006**

Wings Field, Pennsylvania Aviation Country Club

Following the board meeting at 6PM, Lee Paynter will provide a presentation of his trip to northern Canada. Lee, whose wife and children are Canadian citizens, has used GA aircraft to visit family in Canada for many years. Midsummer this year, Lee planned a trip to the Canadian north with his 14-year old stepson. The talk will include a discussion of the trip to Baffin Island, including planning, aviation issues unique to the trip, survival issues (arctic, marine, predatory animal and wilderness), geography, sociology and photography. Dinner (optional) begins at 7PM and the presentation begins around 8PM. Contact Jeff Kahn, JSKESQ@aol.com to announce your intention to attend. Dinner is \$30 per person. Attire at PACC is business casual.

**FAA Mode S mandate sends mixed signal...**

AOPA opposes an FAA plan to require Part 135 operators who can no longer repair their Mode A or C transponders to upgrade to Mode S transponders, beginning March 2007. “The FAA is aggressively working on a plan to replace most radar systems with automatic dependent surveillance-broadcast (ADS-B),” said AOPA's Randy Kenagy. So AOPA thinks this mandate seems strange considering the FAA already is starting to eliminate Mode S traffic information service at 23 locations nationwide. “AOPA opposes the transition to Mode S and is an advocate of transitioning to ADS-B.”

# Delaware Valley Regional Planning Commission Meeting Report

## AIRPORT NEWS

Sept 16, 2005  
By Steve Najarian

### PHILADELPHIA INTERNATIONAL [PHL]

Passenger volumes continue to climb. 3.5 million passengers have transited this year. 17/35-runway extension design has been funded with a completion scheduled for December 2007. Sound mitigation work for Tinicum Township has begun. U.S. Airways and America West have merged. The headquarters will locate in Tempe Arizona.

### DOYLESTOWN [DYL]

Buckingham Township continues to be pressured by anti-airport groups. As a result, the runway extension to 3800 feet is on hold.

### QUAKERTOWN [UKT]

Taxiway and runway improvement is in progress. New Coffee shop has opened on the airport premises. The airport authority has purchased the Vocational Tec property and will convert the building to serve as an airport terminal facility. The flight

school has added two new Cessna 172's with glass cockpit.

### NEW CASTLE COUNTY [ILG]

The state of Delaware has funded an economic study to explore attracting an air cargo carrier flight operations to locate at New Castle County Airport to offset the loss of the Air National Guard C-130 unit. Closure of the ILS Runway 1 was temporary and should be re-opened by the end of October.

### CHESTER COUNTY [40N]

Taxiway Foxtrot has reopened. The parking lot has been expanded. The marker beacon for ILS 29 has been replaced. The south apron construction will be completed by 2006.

### SUMMIT [EVY]

Runway 17/35 designations will be changed to 18/36. Removal of trees to eliminate obstructions to the runway approaches continues. Taxiway & runway improvement are planned for completion by next August. The objective is to extend the runway to 5200 feet.

### FLYING W [N14]

Plans in place to build a new community type hangar. The Local FBO bought a charter business from Trenton Mercer County Airport operator.

### SPITFIRE [7N7]

Development rights have been purchased by the state of New Jersey. The runway has now been completely rehabbed with the addition of new lighting.

### BRANDYWINE AIRPORT [N99]

The original cost estimate for adding a new taxiway for Runway 9, to be funded by the state airport authority, fell short of the lowest bids received by the airport. The state airport authority provided additional funding to allow construction to begin this year. Runway improvements funding will be moved to next year.

### CECIL COUNTY [58M]

A jet re-fueling system has been installed. 40 acres will be purchased for expansion. Runway improvements are planned.

### POTTSTOWN MUNI [N47]

Community weekend festivities were planned for the public October 1st weekend. Transient parking improvements have been completed. A new Waste Management contact will be named.

### PHILADELPHIA SEAPLANE BASE [9N2]

9N2 has been sold to Tinicum Township with the intent of improving it and preserving it as a seaplane base.

## Museum Visit, by Robert Dant

*On October 22nd, fifteen members of the Aero Club visited Red Lion Airport for a tour of a private aircraft collection...*

Red Lion Airport is home to Tom Duffy's private collection of WWII era aircraft. Terry Rush oversees the maintenance of the collection and provided a personal tour of the unique airplanes. First on the list was a well-restored L-4 reconnaissance plane, believed to be one of the few that flew in the Normandy invasion and that made it back to the States. It is painted in the original 82nd Airborne colors. We saw a modestly restored T-6 trainer, followed by an immaculately-restored 1949 Beech Staggerwing Model G, one of only 20 special-edition models made. We got a close-up



Navy TBM Avenger



Marine Corsair F4U

look at a beautiful TBM Avenger, complete with torpedo in the bomb bay. And, finally, we saw a Marine Corsair F4U that had been restored in California and flown by Terry to New Jersey. The six 50 caliber guns are in restored condition. All the aircraft are in good flying condition, and are flown to airshows around the region.



1949 Beech Staggerwing

# Local pilot honored; young pilot takes Citation for a joy ride...

## PILOT NEWS

### Local pilot awarded...

Aero Club member Dave Nelson, former airport manager at Brandywine, was presented with the "Education Award" by the Aviation Council of Pennsylvania. The council presents annual awards to honor those people or organizations that exemplify the highest standards of service or have made outstanding contributions to the state's air transportation system and the people they serve. The Education Award is presented to an individual who is involved in activities or programs which promote aviation to students in age groups K-12. While manager at Brandywine and continuing today, Dave routinely provides airport tours to kids from local schools. Dave also frequently flies Angel Flight East missions and EAA Young Eagles flights. Dave's photo, page 8.

### Citation Jet stolen...

A 22-year-old commercial pilot is charged with stealing a Citation VII from St. Augustine, Florida in October, apparently to provide 5 of his friends a joy ride. Daniel Andrew Wolcott flew as co-pilot on a charter of the same aircraft earlier, and then took the jet in the early morning without permission. He flew to Gwinnett County-Briscoe Field outside Atlanta without talking to ATC and with his transponder turned off. He then called his buddies and they took off to do a touch-and-go at a nearby airport, before returning to Briscoe. Wolcott is charged with theft charges in Georgia and Florida, and the FAA is reviewing his license. Apparently this wasn't the first aeronautical joy ride for Wolcott. A Georgia flight school reported that several years ago Wolcott rented a Cherokee but did not return the aircraft. It was found three days later in

Chattanooga, Tennessee. From AOPA.com and AvWeb.com

### Young Eagles killed in

**crash...** Reported by AvWeb.com: A pilot and two teenage girls died in the crash of a Young Eagles flight in October near Seattle. It was the first fatal crash in more than 500,000 Young Eagles flights. The plane had just taken off from Paine Field, in Everett, when it failed to gain altitude and crashed on a vacant lot in a residential area. All three aboard the Piper PA-28 were killed but there were no casualties on the ground. The girls, both in the ninth grade, were students at Aviation High School, a flying-oriented college preparation school that started two years ago to cater to students interested in aviation careers. About a dozen volunteer pilots were scheduled to fly students from Boeing Field to Paine Field and return.

"Everyone affiliated with the high school is devastated by this and we are grieving with the families," Catherine Carbone-Rogers, a spokeswoman for the local school district, told the Times.

### Pilot flies cross country in a gyroplane...

Gyroplane pilot Rob Dubin completed a 7-month, 10,000-mile, 215-hour journey across the contiguous 48 states. Dubin left Phoenix, Arizona, on a trip that took him to the beaches of Florida, to Kitty Hawk, through the Rocky Mountains, to Mount Shasta, and ended in St. George, Utah. Dubin stopped at 140 airports along the way and flew at an average 48 knots between 100 and 700 feet agl to "really take time to explore America." Dubin's wife also traveled across the country, but she made the trek along the ground in a

motor home. The two met each night at airports along his route. From AOPA ePilot.

### Ethel Bailey turns 70...

A long-time local aviator will be celebrating her 70th birthday on December 20, 2005. Ethel Bailey got her private, instrument, commercial, CFI and CFII at Wings Field starting with her first lesson on March 25, 1974. She received her multi-engine and multi-engine instructor at Cross Keys. Her checkrides were all done with Ray Conway at Chester County Aviation except for the multi-engine instructor. She taught at Wings for 10 years and continues to teach at Pottstown Limerick, having been there for 15. Her day job for many years was as a nurse and she also now works part time at a dental clinic. She's a very busy lady at 70 years young!

### Birthday Party, Dec. 19

Some members of the Eastern PA Chapter of the 99's are organizing a birthday celebration for Ethel Bailey on Monday, December 19 at 6 PM at the Gypsy Rose Restaurant on Rt. 113 in Collegeville, PA. Anyone who knows Ethel is cordially invited to attend. A very nice dinner will be served for a cost of \$47.70, part of which will pay for Ethel's dinner. Please send a check for \$47.70 for each person made payable to Mary Wunder at 743 Collegeville Rd., Collegeville, PA 19426 no later than December 14. Please include the names of all attendees. Dinner will include appetizer, salad, choice of entree, and dessert. There will also be a cash bar. Bring your interesting stories about Ethel.

# Risk Management

## FLIGHT SAFETY By Al Schnur

During any flight a pilot must make decisions involving interactions between the four risk elements: the airplane, the pilot in command, the environment and the type of operation. Proper evaluation of these risk factors will yield an accurate perception of the flight situation. Put another way, it becomes the pilot's responsibility to maintain situational awareness on how those four factors affect the flight. Typically the most important decision is the go/no go decision. Carefully evaluating the risk elements can help in deciding whether or not a flight is to be made or even continued. Let's take a look at these risk elements:



**PIC:** The PIC is directly responsible and the final authority to the operation of the airplane. Therefore, careful assessment of the pilot is critical before even climbing into the airplane. We're talking about adequate rest, stress, taking over the counter medications, recognition of hazardous attitudes, familiarity of the route being flown and obviously much more. It's important that we take a good look at ourselves before we commit.

**AIRPLANE:** Evaluations regarding the aircraft, its performance, airworthiness and equipment. Ask yourself if this machine going to give you the performance that you want and may need. Make sure that a thorough pre-

flight is part of your procedure. Frequent problems with the landing gear, fixed and retractable, have led to incidents and even accidents. Look before you leap and know your airplanes systems and what to do if something fails. That means you should know and practice your emergency procedures.

**ENVIRONMENT:** This defines where and how the airplane is operated and not related to the previous element. Factors such as weather, terrain, landing and takeoff conditions and areas, and navigational aids are important here. It's a good idea to plan ahead and know what you are up against. The biggest concern is the weather, which may change considerably throughout a flight, and that old bugaboo, crosswind takeoffs and landings play an important role.

**OPERATION:** This element is interactive inasmuch as in that it ties together the PIC, AIRPLANE, and ENVIRONMENT, when we specify the purpose of each operation. In other words the pilot must evaluate those previous three elements of risk and decide whether or not to continue a flight as it was originally planned. I personally use a comfort factor, and if I don't get that warm fuzzy feeling, I may decide not to go or determine what options raise my comfort factor.

Stay Safe and fly smart.

## Thanks to our Silent Auction Corporate Donors...



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American Helicopter Museum,  
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Aviation History Museum in Wantage,  
NJ, Steve and Kathleen Macaig



Barnes Book Barn  
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Berlin Airlift Historical Foundation,  
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Brandywine Airport, John Taylor Mngr.  
<http://www.n99.com>



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Red Eagle Avionics, Mark Erhart,  
New Castle County Airport

And to our private donors: John Desmond, Joe Staples, Ed Siefken, Steve Najarian, Pete Griffin, Dr. Bob McAndrew, Rob Dant, Norm Blanchard, and many more.

# Celebrating 102 Years of Powered Flight!



## Aero Club Annual Member Meeting and WRIGHT BROTHER'S DINNER

*Saturday, December 17, 2005*

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, 2005.

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.

**Speaker:** Lieutenant Colonel Craig Rush, Marine One Pilot

Executive Flight Detachment, Marine Helicopter Squadron One

### **Lt. Col. Craig Rush, Marine One Pilot**

Craig Rush is a pilot with Marine Helicopter Squadron One that flies and provides rotary wing transport to the president, vice president, and heads of state. Marine One currently flies the CH-53E, VH-60N, CH-46 and VH-3D helicopters.

Craig was born and raised on a farm near Pittsfield, Illinois, and graduated from Western Illinois University with a B.S. degree in Agriculture Science in 1989. He was commissioned

as a 2nd Lieutenant on 22 December, 1989. He earned Naval Aviator Wings in 1992 and flew CH-53E Super Stallions with Marine Heavy Helicopter Squadron 464 from 1993 to 1996. He was a flight instructor with Helicopter Training Squadron 18 from November 1996 to March 2000 flying the TH-57B/C (Bell 206). He flew CH-53Es again with Marine Heavy Helicopter Squadron 464 from March 2000 to November 2003 before being assigned to Marine Helicopter Squadron One.

Copy or cut out this form and send \$38 per person, payable by December 10 to:  
**Aero Club of Pennsylvania, PO Box 748; Blue Bell, PA 19422**

NAME: \_\_\_\_\_ Number Attending: \_\_\_\_\_ x \$38 = \$ \_\_\_\_\_  
ADDRESS: \_\_\_\_\_ Addl. Scholarship Contribution: \$ \_\_\_\_\_  
CITY/STATE: \_\_\_\_\_ Total Enclosed: \$ \_\_\_\_\_  
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Please list name of attendees so we can make name badges (use other side if needed):

ATTENDEES: \_\_\_\_\_,  
\_\_\_\_\_

### Directions to The Desmond Hotel:

**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 past Ruby Tuesday's and WAWA to the light; turn right onto 29N. Proceed through the first light (Swedesford) and right at next light (Liberty Boulevard). The hotel is the very first left.

**Aviation Photo Album**



Dave and Ken Nelson: Cubs over Chester County



Stearman at Red Lion Airport, NJ



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