



PENNSYLVANIA PILOT

Vol 17 No 4, Winter 2006/07

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

AERO CLUB NEWS...

Tech Center Tour...

Members of the Aero Club visited the FAA's William J. Hughes Technical Center at Atlantic City International Airport on September 22. Members that flew in got permission to park on the FAA ramp. Others drove in and were escorted by bus around the center. See more details on page 4.

Flea Market... The Aero Club held its fourth annual sale at Wing's Field on Vintage Aircraft Day in September. The sale of books, instruments, pins, models, balloon rides, and other items raised \$500 for the Aero Club Scholarship Fund. The sales and silent auctions have raised nearly \$5,000 over the last 4 years.



Aero Club sale at Wings

Aero Club Dinner... The Aero Club will hold its annual Wright Brothers Dinner at the Desmond Hotel on December 17. Speaking at the dinner will be Richard E. Gillespi, author of a recently released book about the disappearance of Amelia Earhart.

Issue Highlights...

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New York city crash causes a ruckus...

AVIATION NEWS

Plane crashes into building

Corey Lidle, professional baseball player and private pilot tragically ended his recent siteseeing flight by crashing into an east Manhattan apartment building. Departing

dead-end corridor, the Cirrus SR-20 apparently attempted a 180 degree turn back to the south and failed to complete the turn. Winds from the east at the time may have exacerbated the situation. Other weather,

CRM or mechanical factors have yet to be determined by the NTSB. Unfortunately, media coverage of the accident and G.A. was typically inaccurate and damaging to general aviation's reputation. Local and national politicians used the incident to call for new restrictions on small aircraft traffic over US cities. For the moment, the FAA has imposed new restrictions on fixed-wing traffic over the East River, with exemptions for helicopter and seaplane operations. Fixed-wing traffic must be in contact with LaGuardia tower before entering this corridor. To locals familiar with this area, the restriction is not particularly onerous. Few

Airport Closure [AIY]



Photo by Rob Dant

Dark clouds descended over Atlantic City as Bader Field was finally closed after 20 years of non-support by the city. The city closed the 96-year old airport on September 30. Bader, the nation's first municipally-owned airport, was the first airfield to be dubbed an "air-port". It was home to early Glenn Curtiss seaplane operations and a launching point for dirigibles. In 1941, the airport was home to the first patrol base for the Civil Air Patrol, helping to patrol waters for subs during WWII. Commercial air service was available and continued into the late 1980's. But, a 1986 fatal crash may have begun the field's downfall. The plane slid across Albany Avenue, killing a police officer in his car and spreading debris near the home of City Councilman Jim Whelan. Whelan championed the effort to close the airport, as councilman and then as mayor and later New Jersey state assemblyman. The 143-acre parcel of land is slated for yet-to-be-determined development. For more airport news, see Page 3.

Teterboro Airport, Lidle and his passenger/instructor flew down the Hudson River, around the Statue of Liberty and up the East River VFR corridor. At the north end of the

fixed-wing pilots choose to fly this tight corridor anyway, and most already fly it one-way while talking to LaGuardia tower. More restrictions are still a possibility.

More news on Page 3..

AERO CLUB OF PENNSYLVANIA



ORGANIZED: Dec 17, 1909; CHARTERED: May 10, 1910
PO Box 748
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New Member Application \$20:

Includes Qtrly Newsletter. Send to address above.

Membership dues waived for \$100 scholarship donation.

Name _____

Address _____

e-mail* _____

*e-mail to receive Aero Club announcements

\$20 New Member \$100 Scholarship Donation

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PRESIDENT'S MESSAGE

Walt Ellis

On the afternoon of October 11th, I was walking by the TV and saw images of a burning high rise building. Strangely reminiscent of the images I saw on the morning of September 11, 2001. I stopped to hear the audio. "An airplane has crashed into an apartment building on New York's Upper East Side". Flames were pouring out of windows; black smoke billowed into the air. What a horrific sight. Reporters were talking with eyewitnesses. "I was standing here and saw a helicopter crash into the building". "I saw two airplanes almost hit, and then one of them hit the building". "I saw an airplane with no wings fly into the building". The reporter said, "The FAA reported a May Day call just before the crash". Few of these eye witness accounts turned out to be correct.

What can we learn from this? Flames coming out of big buildings are news, especially if they are caused by an airplane. Yes airplane accidents get much greater media coverage than they deserve, considering the whole world picture. This fact causes many well-meaning people to cry for new legislation every time they see something like this on TV. The cry is "We have to keep this from ever happening again".

We as aviators understand that Cory Lidle and Tyler Stanger did not intend to hit the building. They made an error. We do not know why they were there and may never know. We understand that the way the airspace is now allows for the most utilization by the most people, while still providing an excellent level of safety. New York Mayor Michael Bloomberg, who is a private pilot, believes the skies are safe under the current rules. I believe most of us would agree with the mayor. What can we do? First we should support the alphabet organizations; they are our only real voices in Washington and in local issues when they are needed. Next, when our friends and colleagues confront us because they know we are aviators, we should take the time to try to help them understand general aviation. We can explain the rules that are pertinent to the questions we are asked. Making sure we know the regulations will make us better pilots and help us better explain to others when we are asked. It is also good to explain that sometimes things are not what they first appear and that we will all know better what happened after the event has been investigated by the NTSB. Use the resources we have, AOPA, EAA, etc. Their web sites have up to date information that can help us be better goodwill ambassadors of general aviation.

It is a sad time, anytime we have an aircraft accident; even more so when it is high profile. We feel bad for the loss of life and property, but we also worry how it will affect our freedoms and the future of general aviation. Let's all work together to do the best we can to protect general aviation and all of our freedoms.

Thanks and blue skies! See you at the Wright Brothers Dinner.

Walt Ellis, President

BOARD OF DIRECTORS REPORT

Debbie Harding, Secretary

The Aero Club board of directors met at PACC at Wings Field on October 26.

The **minutes** and **financial report** were reviewed. Lou Fitzpatrick reported on **membership**, and Rob Dant discussed highlights of the **newsletter**.

Walt Ellis and the board discussed **recent events**: The aviation flea market at Wings Field was a success, and the FAA Tech Center tour was very exciting.

The Wright Brothers Dinner will feature Richard Gillespie, author of "Finding Amelia". The dinner will be held at the Desmond and the price will remain \$38.

Walt Ellis discussed ideas for future trips, including a tour of the Falcon Jet Center at Wilmington, DE. A few other items were discussed and the meeting was adjourned for dinner and a presentation. Don Wilkinson discussed his adventures to Santa Fe, NM to fly jet aircraft such as the T-33 and MIG-15.

AVIATION NEWS

Continued from Page 1...

Honda Jet orders coming in...

Honda has received over 100 orders for their new \$3.7 Million HondaJet. Fleet orders are being negotiated, too, so Honda is considering ways to expand their production plans. The jet's most unique and recognizable feature is the over-the-wing engine mount that claims to increase cabin room while reducing aerodynamic drag at high speeds. This, along with high-efficiency GE-built, Honda-designed jet engines, promises major improvements in performance and fuel efficiency. The HondaJet is rated at 420 knots with an IFR range of 1180 nautical miles, and a 30-35 percent gain in fuel efficiency at cruise speed versus other jets of comparable performance. HondaJet's cabin is about 1-foot longer than the larger light jets and features a private lavatory. HondaJet is headquartered in Greensboro, North Carolina.

User Fees are a hot topic...

From AvWeb.com and EAA: User fees were a hot topic at the recent National Business Aviation Association (NBAA) convention. The heads of EAA, AOPA, NATA, GAMA and other aviation groups spoke at a forum on user fees, all opposing what they believe is an effort by the airlines to control the national airspace. EAA President Tom Poberezny warned GA to beware of the tactic employed by user-fee advocates, who claim that only business aircraft will be hit by fees. "Even though they tell us that they are not interested in user fees for other GA aircraft, we know they will come after the rest of general aviation next," Poberezny told the forum. The funding structure of the FAA is up for reauthorization next year and the current system of ticket taxes on airlines and fuel taxes for GA aircraft will expire. Poberezny reiterated that GA already pays its fair share in fuel taxes, and the Aviation Trust Fund is currently collecting record funds. AOPA's Andy Cebula compared our system to Canada. "We have 60 percent of the world's general aviation fleet." The U.S. has four times the number of public use airports, and on average, a U.S. controller handles twice the operations of a Canadian controller at less cost per IFR operation. The Canadians originally taxed only business aircraft with user fees, but within 10 years, all GA aircraft began receiving user fee bills.

AERO CLUB CALENDAR**Dec**

Dec 17 Wright Brothers Dinner; Desmond Hotel

Future Planning

April 17-23 Sun'n Fun Fly-In; Lakeland Florida
 June 2 AOPA Fly-In; Frederick, MD
 Early June Speculator Seaplane Fly-In; Speculator, NY
 July 23-29 EAA AirVenture; Oshkosh, WI

Aero Club Meetings

Dec 17 Wright Brothers Dinner, Desmond Hotel
Jan 18 6PM: Board of Dirs Mtg, Wings Field, PACC
 7PM: Dinner and Member Presentation: Rob Dant

Member Presentation, January 18, 2007

Wings Field, Philadelphia Aviation Country Club

Following the board meeting at 6PM, Rob Dant will provide a presentation of his 17-day trip from the east coast to the west coast in a Cessna 180 with friends Donald and Michael Hershey. Stops included Mt. Rushmore, the Badlands, Yellowstone, Idaho, Spokane, Mt. St. Helens, Glacier National Park, and Beaver Island Michigan. 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.



Smiley Creek, Idaho

NASA Form is now online.

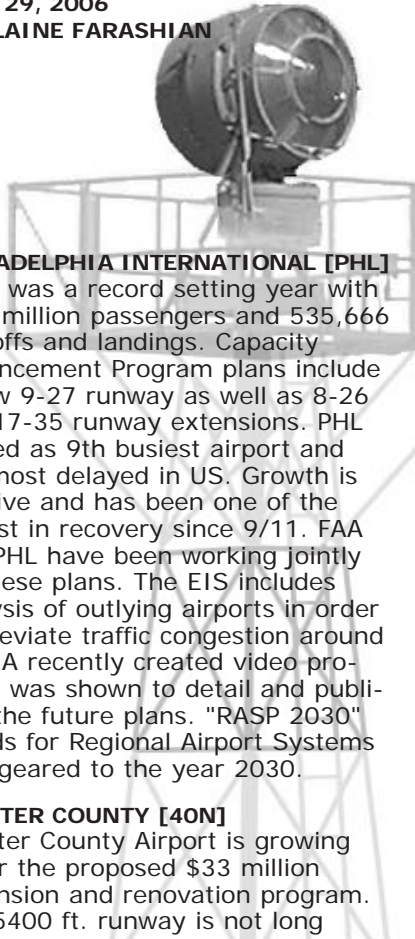
The NASA ASRS (Aviation Safety Reporting System) form is now online. The form is meant to give pilots an incentive to report details of safety-related violations by giving them limited amnesty from FAA action. Until now, the form known by many as the pilot's "Get out of jail free" card could only be submitted through the mail. The form is available at the NASA aviation site: https://akama.arc.nasa.gov/asrs_ers.

Delaware Valley Regional Planning Commission Meeting Report

AIRPORT NEWS

SEPT 29, 2006

BY ELAINE FARASHIAN



PHILADELPHIA INTERNATIONAL [PHL]

2005 was a record setting year with 31.5 million passengers and 535,666 takeoffs and landings. Capacity Enhancement Program plans include a new 9-27 runway as well as 8-26 and 17-35 runway extensions. PHL ranked as 9th busiest airport and 4th most delayed in US. Growth is positive and has been one of the fastest in recovery since 9/11. FAA and PHL have been working jointly on these plans. The EIS includes analysis of outlying airports in order to alleviate traffic congestion around PHL. A recently created video program was shown to detail and publicize the future plans. "RASP 2030" stands for Regional Airport Systems Plan geared to the year 2030.

CHESTER COUNTY [40N]

Chester County Airport is growing under the proposed \$33 million expansion and renovation program. The 5400 ft. runway is not long

enough for the large number of jet airplanes requiring more length. The 5 phases of renovation include south side apron (now under construction), land acquisition, building of new 6100 ft. runway with 400 ft. separation from existing runway, changing existing runway into taxiway and construction of corporate T-hangars.

BRANDYWINE [N99]

Taxiway extension is complete. AWOS is 121.4, 610-692-6190. The township is supporting the removal of trees which are considered intrusions. The PA law of 1984 protects airports from intrusions by trees and buildings.

NEW GARDEN [57]

The FAA approved the transfer agreement. The township agreed to buy the airport.

WINGS [LOM]

Hangar replacement will commence soon. A vision statement is being developed.

GETTYSBURG [W05]

This airport was acquired by Susquehanna Regional Airport Authority.

FLYING W [N14]

The township does not support extension of the runway.

TRENTON MERCER COUNTY [TTN]

This airport has commercial service to 110 destinations and is now serving Baltimore, Washington and Elmira, NY. Service to Boston and Atlanta will begin Dec. 18.

PENNRIDGE [N70]

Construction of 10 new T-hangars has been delayed 3 months.

BADER [AIY]

Airport closed September 29, 2006. No plans yet for development.

SOUTH JERSEY REGIONAL [VAY]

NJ DOT now owns S. Jersey Regional. Extension of runway to 5,000 feet is being urged due to need. Capacity shortage and lack of corporate jet facilities in South Jersey have prompted a small joint study by DVRPC and NJ DOT. They are looking at future role and doing market analysis of the area.

OTHER NEWS

Arlene Feldman, formerly the FAA Regional Director of NJ Div of Aeronautics, is the new President of the NJ Aviation Association. She hopes to educate legislative officials regarding this association and to support transportation in NJ, especially aviation.

FAA Tech Center Tour, by Walt Ellis

On September 22nd, a group of Aero Club members visited the FAA's William J. Hughes Technical Center at Atlantic City International Airport...

Some members flew in and parked on the FAA's ramp. They joined the rest of the group on a bus with our tour escort Ginger Cairnes. The group visited six different areas.

Our first stop was, Tower/TRACON Modeling & Simulations. In this area they make mockups of air traffic control facilities which are used to make sure the size and locations of the components are positioned in the most efficient way in a new facility. They also have a full scale tower simulator in this area where they can simulate a full 360

visual depiction of what would be seen from the tower. This tool is used to plan for the location and design of new towers before they are built.

Next we visited the Advanced Technology Oceanic Procedures (ATOP) area. There we saw the displays that are used for air traffic control in oceanic areas.

Our third stop was Enhanced Traffic Management System (ETMS). Here we saw the displays used by center controllers to control traffic and manage the air traffic system in the most efficient way. Then, we stopped for lunch in the FAA cafeteria.

After lunch we visited the Automated Dependent Surveillance Broadcast (ADS-B) area. Here we saw how air-

craft will be managed in the future using satellite and on board aircraft systems. Some of this technology is available and in use today.

Next we went to the Full-Scale Fire Safety lab. In this area smoke and burn testing is done using full scale aircraft sections. Testing is done to study smoke and flame propagation in controlled conditions. Experiments are done to test ways to control in-flight aircraft fires, until the aircraft can be safely landed and the fire extinguished.

We then went to the Airport/Aircraft Safety area. We saw the airport pavement testing facility. In this building they construct actual full scale runway/taxiway sections. A large machine equipped with wheels that simulate

Harriet Quimby was America's first woman pilot...

PILOT HISTORY

Compiled by Walter Ribeiro

Harriet Quimby, after 33 lessons and 4.5 hours total air time, took her flight test on August 1, 1911, becoming the first woman pilot in America (second in the world). The flight test was given by the Aero Club of New York, which was reluctant to consider awarding a license to a woman pilot. The test requirement was to land a plane less than 100 feet from the departure point. On her second attempt, Quimby demonstrated her skill by landing her plane less than 8 feet from the spot where she left the ground. The license was issued by the Aero Club under authority of the new Federation Aeronautique Internationale.

Miss Quimby was fascinated with airplanes, and in the Spring of 1912, She sailed to England in an attempt to be the first woman to fly across the English Channel, a flight considered quite hazardous at the time. The first person to make it had been Louis Bleriot in July of 1909. She borrowed a 50-hp Bleriot plane there for the trip which was sponsored by the London Daily Mirror. She took off at dawn on April

16, but because of dense fog, landed 25 mile south of her destination. Nevertheless, she had crossed the Channel. She soon became a sensation on both continents.

On July 1, 1912, at an air meet at Squantum, Massachusetts in 1912, she was to give a 20-minute demonstration flight in her new French-made, open-cockpit Bleriot mono-plane which she had purchased while in France. The show's manager, William Willard was elected to be the passenger in Quimby's plane.

After completing a 20-minute flight around Boston Light, they were coming in for a landing and about 1000 feet over Neponset River, the plane suddenly went into a dive. Willard was thrown from the rear seat and Miss Quimby soon followed. Both died upon impact from their fall into shallow water where they were found driven deep into the mud. Both had internal injuries and multiple fractures. The plane also hit the shallow water area and was totally wrecked.

The exact cause of the accident was never found, but one theory was that the wing-warping lever had

caught on one of the wires controlling the rudder, putting the plane into a dive. Other experts of the time figured it to be a loss of control accident due to too steep of a dive, an situation that caused similar accidents in the Bleriot-type mono-planes. Had they been strapped in, they might have survived.

In 1993, a 50-cent U.S. Airmail stamp was issued commemorating Harriet Quimby as the first licensed woman pilot in the United States.



Photo: National Air and Space Museum, Smithsonian Institution (SI Neg. 87-9386)



Pictured in doorway, Bob Bausman, On steps, Walt Ellis, From left, Tom Larkin, Jerry Burdulis, Lou Fitzpatrick, Wally Murray, Jeff Kahn, Steve Macanga, and Russell Mazda, Tim Hogan, Walt Riberio, Pat Griffin. Photo was taken by Aero Club member Barry Silverman.

actual aircraft landing gear is loaded with the actual weight that would be on the landing gear of the aircraft. The machine is rolled back and forth over the runway section. In this way years of wear and tear can be simulated in a short time. Work is being done now to determine if the runways and taxiways in use now, will be satisfactory for aircraft such as the Airbus A-380. In addition to pavement testing this group is involved with lighting and signage. They are the group that installed the experimental solar-powered taxiway lights at Cross Keys, NJ.

The last stop was at the FAA's hanger. The aircraft here are mainly used for research and development projects. Tim Hogan an engineer in this area gave us a tour of a Convair 580, and the new Bombardier Global 5000. Both of these aircraft are used as flying laboratories.

Everyone had an enjoyable and educational time. We got to see how some of our money is spent, and how it saves time and money and makes the ATC system better.

MANAGING RISK, Part 2

FLIGHT SAFETY By Al Schnur

In the last issue of Pennsylvania Pilot, I discussed the first step of the Risk Management Decision Path namely “PERCEIVE.” You may want to recall that the Decision Path model is **PERCEIVE, PROCESS and PERFORM**. Once all the hazards have been perceived by utilizing the Perceive checklist, the next step is to interpret or **PROCESS** the possible impact and likelihood of each hazard identified through the use of the **CARE** checklist.



The CARE checklist has us looking at the **Consequences, Alternatives, Reality and External pressures**. Taking a look at these a little more closely, we have: The Consequences that require that we think through the possible outcomes posed by each of the hazards identified in the PAVE checklist, and determine (or “guesstimate”) the level of risk involved. Alternatives means develop a mental list of alternative courses of action.

Reality has you acknowledge the real world and avoid wishful thinking that might lead to poor decisions. Lastly, External pressures remind us to be mindful of the outside pressures especially those associated with “get-home-itus.”

The next step is to **Perform** (control) risk management by the use of the **TEAM** checklist. We can control risk management by **Transfer**, which determines whether or not the risk decision should be transferred to someone, such as a CFI or Mechanic. **Eliminate**: Is there a way to eliminate the hazard? **Accept**: do the benefits of accepting the risk outweigh the dangers? And finally **Mitigate**: What can be done to mitigate the risk?

Having completed these processes of PAVE, CARE and TEAM it becomes necessary to look at the process as we go along and evaluate what has or has not been going as planned by continuing through the “3P.” In other words it becomes a continuous procedure, to assure a Safe Flight.

Have you tried FAAST? by Nancy Kyle

Every time I grouse about the taxes I pay to our federal government, I remind myself that some of what I pay goes to fund the FAA’s safety efforts. The FAA safety program has always been a valuable way to stay current on what goes on in general aviation, and their new FAAST website is no exception. Log onto <http://faasafety.gov> and you’ll be amazed at the breadth and depth of what is available for the flying community.

The first thing you should do is register, get a password, and select your preferences. Once you’re “official” you can take on-line courses on a variety of topics. Under the heading “Airmen-Pilots” one can learn about Navigating the DC ADIZ, TFRs & Special Use Airspace; review the Flight Review Prep Guide; learn about the Art of Aeronautical Decision-Making; or take the Multi-Engine Safety Review. There are other topics under the headings Airspace, Human Factors, and Safety Pamphlets. The courses can be completed in multiple sessions but they recommend that you complete the exam in one sitting. Users may review course materials while taking

the exam (when I was in college, they called this an open book exam!) and once you finish and hit “Grade Exam” you’re taken to your wrong answers for review of the correct response. The system keeps track of your course history so I suspect you can point to this continuing education effort if you’re ever involved in busting airspace or some other pilot error event. I would also guess that the topics will change from time to time, so keep checking back for more opportunities to improve your knowledge base.

In addition to the on-line courses, pilots and mechanics can access the FAA’s Document Library, the local FSDO Lending Library (the site is so new that the PHL FSDO doesn’t have anything posted here as yet), and get TFRs.

Another nifty feature is that you can view all seminars within “x” miles of a zip code you select under your preferences registration. While this may wind up eliminating the paper postcards we get in the mail, and force pilots and mechanics to be more proactive about getting seminar information, the safety-oriented

members of the flying community will continue to do what good members do and get the information they need to maintain their proficiency. There is also a form to send in your comments on topics for future seminars. Such suggestions will be taken very seriously.

A whole section with links to resources for pilots, mechanics, and published notices is yet another extremely indispensable feature.

The ‘old’ Wings Program is still in effect, but the site offers a teaser about a new ‘Pilot Proficiency Program.’ What a great excuse to come back and see what the FAAST is planning for our future development.

All-in-all, this newest safety offering, paid for with our tax dollars, is a robust website, chock full with everything you can conceivably need to remain safe.

Oh, and did I mention that the nifty moniker stands for Federal Aviation Administration Safety Team?

I guess I’ll write that next check for my taxes a bit more willingly!

Celebrating 103 Years of Powered Flight!

Aero Club Annual Member Meeting and **WRIGHT BROTHERS DINNER**

Sunday, December 17, 2006

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: Please send check so that it arrives by December 10, 2006.

We regret that we cannot accept phone reservations, walk-ins or partial payments. No refunds for cancellation. We cannot hold a space unless payment is received.

Speaker: Richard E. Gillespi, author of "Finding Amelia"
Founder of The International Group for Historic Aircraft Recovery.



Richard E. Gillespi

We are pleased to have Richard E. Gillespi as the speaker for our dinner. The son of a decorated World War Two pilot, Richard grew up around airplanes and learned to fly while he was still in

high school. In 1985, with his wife Pat Thrasher, he founded The International Group for

Historic Aircraft Recovery. TIGHAR is a non-profit organization of scholars, scientists and enthusiasts promoting responsible aviation archaeology and historic preservation. Since launching TIGHAR's investigation of the Amelia Earhart disappearance in 1988, he has led eight expeditions to the Phoenix Islands. His writings on the Earhart disappearance have appeared in the organization's journal TIGHAR Tracks, in the Naval Institute's Proceedings & Naval History and in LIFE Magazine.

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: \$_____

PHONE: _____

ATTENDEE NAMES: _____,
(for name tags) _____,

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. 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 end of ramp and proceed to the light; turn right onto 29N. Proceed through the first light (Swedesford) and right at next light (Liberty Blvd). The hotel is the first left.

Old cars and old planes at Vintage Aircraft Day...



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Organized December 17, 1909; Chartered May 10, 1910



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