



PENNSYLVANIA PILOT

Vol 19 No 4, Winter 2008/9

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

AERO CLUB NEWS...

FAA Tech Center tour...

Members of the Aero Club visited the FAA Technical Center at Atlantic City International Airport on September 29. This was a return trip to the home of FAA's technical labs where they research the future of air traffic control. Some members flew in and parked on the FAA's ramp. The last tour was September, 2006. See story on page 6.

Fly Market rained out...

The Aero Club's annual sale at Wing's Field was cancelled this year due to poor weather. No rain date is normally planned for Wings n' Wheels Day due to the complications of planning the event. Items donated to this year's sale will be stored for sale at next year's event. The sale began in 2003 as a silent auction and has raised \$5600 dollars over the five years it has been held.

Aero Club Dinner...

The Aero Club will hold its annual Wright Brothers Dinner at the Desmond Hotel on Wednesday, December 17. Speaking at the dinner will be Bob Sparks, an experienced balloon pilot with extraordinary stories of success and failure, including two attempts to cross the Atlantic Ocean. See invitation on page 7.

Issue Highlights...

- President's Message, pg 2
- Winter Calendar, pg 3
- Airport News, pg 4
- Flight Safety, pg 5
- Member Story, pg 6
- Dinner Invitation, pg 7

Balloon pilot praised for heroic actions...

AVIATION NEWS

Balloonist Earl MacPherson makes ultimate sacrifice...

Aero Club member Earl MacPherson, Jr. of Pennsville, NJ died in an unfortunate hot air balloon accident on

hours flying balloons and frequently piloted for Air Ventures, Inc, owned by Aero Club member Debbie Harding. A fixed-wing pilot since 1966 and a commercial hot air balloon pilot

since 1987, Earl was a member of various ballooning and aviation organizations. He was also an FAA Safety Counselor. Earl served in the US Navy from 1959 to 1962 and later had 25 years of service with the US Air Force Reserve in Wilmington, DE, 166th Airlift Wing, retiring at the rank of Master Sergeant. Earl was an active member of the New Jersey Honor Guard. As a civilian, he worked a short time for Boeing and then had 32 years with the DuPont Company. Earl's family has listed the Aero Club of Pennsylvania Scholarship Fund as a place for donations in his name (MacPherson photo p3).

Airport in peril: Kutztown [N31]



Photo by Rob Dant

Kutztown Airport remains open for now, but its days appear numbered. The FBO/flight school has closed and liquidated its assets, and the landowner has announced his desire to close the airport. Starman Auctions orchestrated a day long auction on September 6 that included nine single-engine aircraft, two gliders and an abundance of parts and supplies. The airport was founded after WWII by two local businessmen Carl Bieber and Harold Miller. The airport has been a longtime home to active flight training, aviation maintenance and glider training. The current operator, Earl Binder, acquired the business in May, 1993. Read more about Kutztown and other airports on page 4.

September 7th in Chester County. Passengers on the flight heralded Earl's actions as heroic in saving them from major injury due to an onboard fire. The accident is being investigated. Earl was interred with military honors at Finns Point National Cemetery on Sept. 29th. He was 67.

Earl was both a fixed wing and lighter-than-air pilot. He had 1400

Tuskegee Airmen visit club...

On October 23, Eugene Richardson and Roscoe Draper joined us for dinner after the Board of Directors meeting. Dr. Richardson trained at the Army Air Field at Tuskegee and later trained to fly P-40 and P-47's at Walterboro, SC, though he never saw combat. After the war, he got his

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

New Member Application \$20:

Includes Qtrly Newsletter. Send to address above.

Membership dues waived for \$100 scholarship donation.

Name _____

Address _____

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*e-mail to receive Aero Club announcements

\$20 New Member OR \$100 Scholarship Donation

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PRESIDENT'S MESSAGE

Nancy Kyle

It's not hard to imagine the wonder and awe that our aviation ancestors experienced when they saw their first balloon or airplane flight in 1909. We've all felt it in some fashion. I've had many such experiences- my first left seat flight, watching the Concorde take off, my first flight in a Piper Cub and in a Cub on floats, my first aerobatic flight, watching a P-51 formation flight (with my mouth open!), sitting, start to finish, through the Atlantic City air show.

As pilots, we continue to push the envelope of aviation history, much like the "pilgrim" aviators who went before us. While tackling those new GPS WAAS approaches that Al Schnur writes about in this issue doesn't seem to be as cutting edge as flying the Spirit of St. Louis, it is every bit as much a challenge as the early aviators faced. And we sometimes lose sight of the fact that it all started with a hot air balloon flight.

Our December 17 dinner celebration of the Wright Brothers First Flight will bring us back to those early days of balloon flight. Deb Harding has secured a wonderful speaker for our annual member meeting and Wright Brothers dinner celebration. Bob Sparks will be speaking to us about his adventures (and misadventures) with hot air balloons. It promises to be an entertaining evening for pilots and those who put up with us! The very first members of the Aero Club of Pennsylvania were heavily involved in balloon flight and their legacy endures today.

BOARD OF DIRECTORS REPORT

Debbie Harding, Secretary

The Aero Club Board of Directors met at PACC at Wings Field on October 23. Deb Harding presented the minutes from the last meeting, and then the group discussed financials, scholarships, current membership and newsletter details.

Next, a discussion on events. The tour of the Tech Center was a success. In the planning for 2009 is a tour of the museum at Wildwood, a tour of a private aircraft collection at Millville, and maybe a visit to the Boeing factory at Ridley Park.

Discussion ensued about the upcoming Wright Brothers Dinner and our speaker Bob Sparks, a

Our Board of Directors is busy planning for the 2009 100th anniversary of the Aero Club of Pennsylvania - celebrating 100 years of aviation in the Delaware Valley. Mary Wunder and Jim Kilduff are co-chairing the committee to plan this unique celebration. We have a very special speaker lined up which you will be hearing more about. Stay tuned. We also plan to conduct a large mailing to aviation enthusiasts who are on the FAA database (pilots, maintenance people, balloonists,) and invite them to this anniversary party. And maybe get some new members in the process! It will be a busy year. We hope you can make it to one of our regular member meetings during the year, but even if you don't, please put December 17, 2009 on your calendar now. 100 years of aviation from balloons to today's personal jets, is well worth celebrating. The get-together we are planning is one not to be missed!

Please also, take a moment to renew your membership with the form at the back of this issue. If you can spare an extra contribution, the Aero Club of Pennsylvania Memorial Scholarship Fund is a worthy cause which benefits fledgling pilots and maintenance professionals, and in turn, the aviation community as a whole.

Thank you for your interest and participation. May you have a joyous Thanksgiving and Christmas season, and be blessed with blue skies and tail winds all year long!

longtime balloon pilot with many stories to tell. And, planning continues for the Aero Club 100th anniversary celebration next year.

All were disappointed in the cancellation of Wings n' Wheels Day and our annual sale. Items have been stored for sale at next year's event.

Ed Siefken announced a donation to the Historical Society of Pennsylvania. Walt Ellis plans to visit the Historical Society to look over the existing Aero Club files there.

The meeting adjourned for dinner and a discussion with Tuskegee Airman Roscoe Draper and Eugene Richardson.

Continued from Page 1...

Masters and D. Ed and pursued a successful career in education in the Philadelphia School System. Today, Dr. Richardson regularly visits schools telling the story of the Tuskegee Airmen.

Roscoe Draper earned his Private Pilot license in 1940 and was chosen as one of the first ten men of color to serve as a civilian flight instructor for the Army Air Corps at Tuskegee, AL. He taught pilots in the primary phase of flight training from 1942 to 1946. After the war, he worked for the US Postal Service and later with the FAA. At age 89, he is still active in aviation, including involvement in the Roscoe Draper Chapter of the Black Pilots of America.

Roscoe and Gene talked about their early passion for flying and the struggle for young boys of color to get involved in aviation. The "Tuskegee Experiment" was supposed to be a failure, an example of how a black man was not fit to be a pilot. But their involvement with the Tuskegee Airmen and the success of the program changed their lives and prompted the eventual integration of the military.

Both men were born and reside in the Philadelphia area and are members of the Greater Philadelphia Chapter of the Tuskegee Airmen.

American Helicopter Museum holds annual events...

On October 11 and 12, the American Helicopter Museum held their 12th annual RotorFest helicopter air show at Brandywine Airport in West Chester, PA. The events included helicopter rides, flight and parachute demonstrations, carnival games, displays and food. Some of the flight demonstrations included the UH-60 Blackhawk, CH-46E Sea Knight, CH-47 Chinook, UH-72 Lakota, Bell 47, Robinson R-44, SkyFOX 29, and the SkyCare NOTAR helicopter. There was an autogiro demonstration and a flight by the "Mosquito" kitbuilt ultralight helicopter. There were also multiple parachute

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AVIATION CALENDAR

Dec

Dec 17 Wright Brothers Dinner; Desmond Hotel

Future Planning

April 21-26 Sun'n Fun Fly-In; Lakeland Florida
June 6 AOPA Fly-In; Frederick, MD
July 27- Aug 2 EAA AirVenture; Oshkosh, WI

Aero Club Meetings

Dec 17 Wright Brothers Dinner, Desmond Hotel
Jan 22 6PM: Board of Dirs Mtg, Wings Field, PACC
7PM: Dinner and Member Presentation: Lee Paynter

Member Presentation, January 22, 2009

Wings Field, Philadelphia Aviation Country Club

Following the board meeting at 6PM, Lee Paynter will provide a presentation of his trip to Baffin Island in Arctic Canada in a Beech Baron. This is his second trip to extreme northern Canada. The discussion will include talk about flight planning, aviation issues unique to the trip, survival issues, 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 \$40 per person. Attire at PACC is business casual.



Renew your membership, Pg 8



Earl MacPherson pilots a balloon during a 2007 festival in New Jersey.

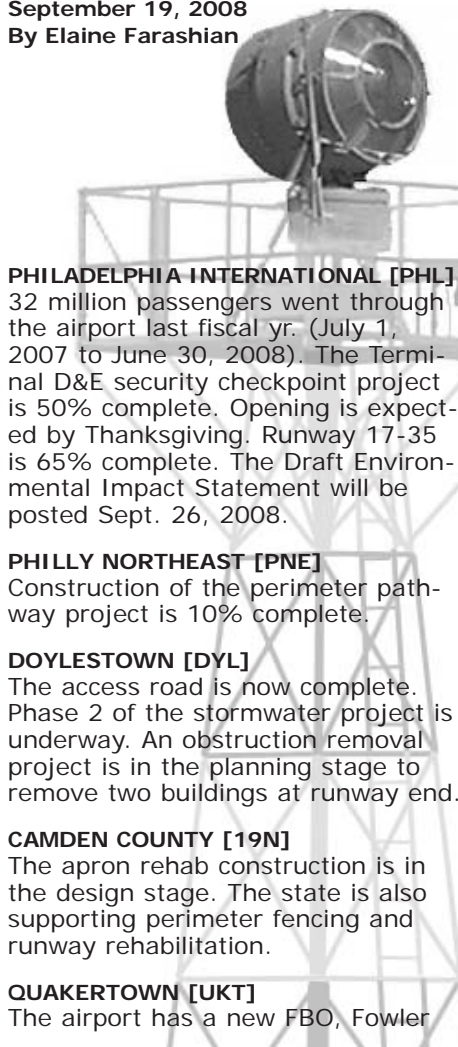
demonstrations by the US Army "Black Daggers" Parachute Demonstration Team.

On October 10, 2008, the Museum also held its 2nd annual fund-raising event at the Valley Forge Military Academy. Speaking at the event was Michael Durant, author of "Black Hawk Down."

Delaware Valley Regional Planning Commission Meeting Report

AIRPORT NEWS

September 19, 2008
By Elaine Farashian



PHILADELPHIA INTERNATIONAL [PHL]
32 million passengers went through the airport last fiscal yr. (July 1, 2007 to June 30, 2008). The Terminal D&E security checkpoint project is 50% complete. Opening is expected by Thanksgiving. Runway 17-35 is 65% complete. The Draft Environmental Impact Statement will be posted Sept. 26, 2008.

PHILLY NORTHEAST [PNE]
Construction of the perimeter pathway project is 10% complete.

DOYLESTOWN [DYL]
The access road is now complete. Phase 2 of the stormwater project is underway. An obstruction removal project is in the planning stage to remove two buildings at runway end.

CAMDEN COUNTY [19N]
The apron rehab construction is in the design stage. The state is also supporting perimeter fencing and runway rehabilitation.

QUAKERTOWN [UKT]
The airport has a new FBO, Fowler

Aviation, LLC. It has a contract for roof replacement of the old flight school. Plans are in place for removal of tree obstruction.

TRENTON MERCER [TTN]
Similar to other regional airports in the area, this airport has lost most of its scheduled service due to the economic plight of airlines and higher fuel costs.

POTTSTOWN MUNICIPAL [N47]
PAPI plans are complete and will be bid out next month. ALP (Airport Layout Plan) project is now being reviewed by FAA.

SOUTH JERSEY REGIONAL [VAY]
The state contract for FBO management is going out for rebid.

CROSS KEYS [17N]
The runway and taxiway overlay project as well as the threshold relocation are in design status. Application for grant of AWOS and apron rehab has been submitted.

PENNRIDGE [N70]
The north side of runway 8 has ten new T-hangars and three large corporate hangars in addition to a new apron there. A new airport entrance has been created for the same area.

NEW GARDEN [N57]
The FBO contract has to be rebid and will be accomplished this winter. The township has replaced safety

bumps and repaired hangars.

WINGS [LOM]
Litigation steps for the itinerant apron should be finalized by December. to enable bidding soon after. Hangar plan development is being implemented. Two bids were received for seal coating of cracks.

PERKIOMEN VALLEY [N10]
All trees have been cleared or topped. After 16 months of deliberation, the township is close to adopting a hazard zone by November.

CECIL COUNTY [58M]
Runway extension design is in final stages. The new terminal bldg. is due to begin within the next month or so. In the planning phase is a parallel taxiway.

SPITFIRE [7N7]
The airport taxiway and apron overlay is nearing completion. It has submitted a grant application for T-hangars. Operations have increased 52% between 2004/05 and 2007/08.

NEW CASTLE [ILG]
A lighting fixture project is underway. During phase 1 of this project, only runway 1-19 is available. A 14-day daytime closure to fixed wing aircraft will take place during phase 2 around January. Runway 19 safety area and 27 obstruction removal is complete. Installation of a runway 19 arresting system in future plans.

Kutztown Airport auctions off airplanes and prepares for closure

On September 6, the Kutztown Airport FBO liquidated its assets in a day-long auction that included nine single-engine aircraft and two gliders. The airplanes were a Waco biplane, a Taylorcraft DCO-65, a J-3, two 150's, a 152, a 172, two gliders and two older model 182 tow/jump planes. A hangar full of parts and supplies were also auctioned by Starman Auctions, Inc.

The airport remains open as of Nov 1, but probably not for long. The flight school was shut down in August, and though airport manager Earl Binder was intent on improving the airport, no state funds ever became available.



A typical Sunday at Kutztown has transient planes parked on the grass near the restaurant, and gliders and flight school planes parked along the runway.

Financial losses forced him to close the FBO and flight school.

The airport property is owned by Nicholas Prikis, owner of the Air-

port Diner. According to reporter Michelle Park at The Reading Eagle, Prikis has announced in a letter to Maxatawny Township that he plans to close the airport by January 31, 2009. It is anticipated that a shopping center might be built on the site.

Local pilots had urged Maxatawny Township supervisors, the state and the university to develop a plan to save the airport, and although there is a lot of Township support, there are questions about what they can do given that the land is privately owned. The Township has considered a zoning ordinance that would restrict the property to use as an airport, but they want to assess public reaction before acting on such a plan.

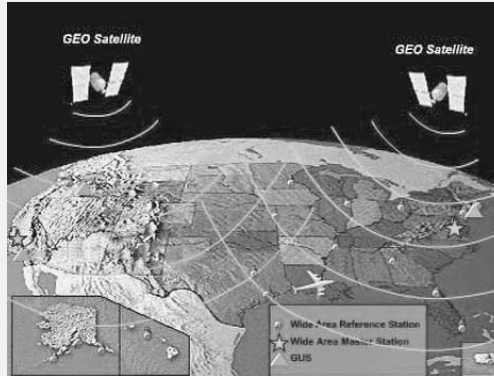
WAAS to YOU and ME

FLIGHT SAFETY By Al Schnur

Back in 2003, a new capability was added to the trusted GPS. Now becoming more familiar with each passing day, WAAS capability has made a fantastic improvement over plain old GPS navigation. Would you believe that WAAS provides a five fold enhancement over the old GPS navigators that we all thought were better than sliced bread? Well it is! Can you imagine flying an non-ILS instrument approach to altitudes as low as 200 feet above a runway's elevation? Look ma - no antennas of any kind, just flying to an electronic point in the sky: scary Buck Rogers kind of stuff. So, what makes this work?

Basically there is a network of 37 ground reference stations (precisely surveyed) that monitor the GPS satellites plus two coastal master stations, precisely located. These stations create correction messages that are beamed to two other satellites in a geostationary orbit. These guys, that are always visible (they are stationary), send the final cor-

rected signals to your WAAS equipped GPS receiver. WAAS is designed to provide the additional accuracy, availability and integrity



necessary to enable users to rely on GPS for all phases of flight. This results in accuracy to within three meters horizontally and vertically.

Needless to say that with this type of accuracy, there are a number of new instrument procedures that have been commissioned using WAAS. As usual, this will require some training on reading new Approach Charts. GPS Approaches have been around for about 10+

years and basically they were “overlays” of existing approaches, allowing either procedure to be used. An example would be the “VOR or GPS Rwy 28” for Beaver Falls, PA. To fly this approach, a VOR or GPS would suffice. Newer approaches are titled RNAV (GPS) Rwy 29 (for Coatesville, PA), and shortly, those titles will add a “Z” to indicate that this approach has the lowest minimums for RNAV approaches to this runway. In the Coatesville example, it will become RNAV (GPS) Z RWY 29.

Of course, there are other new GPS WAAS approaches and I will discuss these in the next issue of Flight Safety. I'll also discuss some of the other benefits of using WAAS, the caveats that accompany these changes, and some areas of concern. Until the next issue, stay proficient and safe.

If you would like to learn more about WAAS, see the Frequently Asked Questions (FAQs) on the web site <http://gps.faa.gov>.

Aero Club visits FAA Tech Center in Atlantic City, by Walt Ellis

On September 29, 2008, 14 members and guests of the Aero Club visited the FAA Tech Center at Atlantic City International Airport. We received special authorization to fly in and park on the FAA ramp. Five aircraft flew in.

We were met and welcomed by Ginger Cairnes, the Visitor Program and Special Events Manager, and Dot Buckanin, Special Assistant to the Tech Center Director.

In the Human Factors Lab we were shown equipment used to study safety and efficiency improvements in the future air traffic control system. Here, they involve current controllers in simulations of air traffic control problems to study how innovations will work.

We visited the Traffic Production Center for Traffic Flow Management. Here, the entire US air traffic system is monitored live. When equipment problems are discovered, these are the folks who work to solve them.

Our next stop was the ADS-B lab where we saw a dis-



Planes parked on FAA ramp at Atlantic City International

play of all the aircraft in the continental US that were being monitored by the ADS-B system. They also had a cockpit mockup that we could use to see how the system operates in an aircraft. Our guide zoomed in on ACY and we were able to see an ADS-B equipped aircraft that belongs to the FAA Flying Club, taxi out and takeoff.

Continued next page...

Get-there-Tri-tis.

Member Story by Donald Hershey

It was about 1979... I had a permanent campsite on a wooden platform on Herring Creek in Rehoboth, Delaware. Edith and I had built the platform and set up a cabin-tent. We had double-decker bunks to sleep 6 and a dining area for entertaining. We left it up all summer, and it worked beautifully.

I guess Edith and a couple friends had gone down a day or two earlier. One was Roger Ritchie, who had worked at Atlantic Aviation, and who later got his pilot's license and went to work for Hawaiian Airlines. Roger designed the

interiors for Atlantic; he was an artistic guy. I don't remember the other friend that was there at the time.

I was coming down VFR in the Tri-Pacer in deteriorating weather. The ceiling was coming down, and I was about to violate all the rules there were. Worse yet, I ended up nose-to-nose on the runway with another plane that had landed opposite direction on the same runway.

The ceiling kept lowering as I got close to the water. Unbelievably, Rehoboth Airport, which was grass and sand, had a scheduled airliner from Washington, D.C. I think it was a Beech 18. Just like the weekenders in New York like to go to Long Island

on the weekend, the weekenders from D.C. liked to go to Rehoboth. The airport had nothing but a Unicom frequency; no tower.

I was flying from Waterloo VOR because I knew where it was in relation to Rehoboth. Pretty soon I realized that I



Piper Tri-Pacer

was as low as I wanted to get, because I knew there were antenna towers down there, 500 or 600 feet tall. Finally, I realized that I couldn't

see the ground at all and so I went on the gauges. I knew how to do that, but I said to myself, "well, I may have to go home." I was pretty sure based on time, distance and bearing that I was just about over the campground. I learned later that I was, in fact, over the campground, and they heard me on the ground.

Having people waiting for me for the weekend was a tough thing for me to ignore. I had marginal visibility, but I was able to follow the road that I knew went right by the airport. Finally, I was in it again, and I thought geez, I'm as low as I can go. At that point, I heard this little airline; I forget the name. He announced that he was at the VOR inbound at 1500 feet

and descending. That's about where I was, and I expected him to go right through me at any second. But I never saw him and never heard him. After a short while, I assumed he had landed to let passengers off.

I came down the road just out of the clouds. It was raining by then. I was familiar with the strip and familiar with the Tri-Pacer, so I landed nice and short and taxed up to the gasoline pumps that were about half way down the runway off to one side. It was getting dark, now, and as I taxied up out of the gloom, I saw a tail dragger taxiing up on the opposite side. It had a glass nose and must have been a WWII observation version of a Beech. I stepped out, and he stepped out and said "did you just land from the north?" "Yep". "Well, I just landed from the south; good thing we both landed short." Neither of us was talking on the radio.

This was my most terrifying moment in an airplane. I had people waiting and I had get-there-itis. I let my friends know about the flight. "I just did the dumbest thing you can do in airplane, compounded. Pour me a drink!" We sat inside with the sound of rain falling on the tent.

Donald Hershey soloed a cub in 1945 after earning 8 hours of pilot instruction as part of a Civil Air Patrol fundraiser. He has owned partnerships in a Tri-Pacer, Mooney and Piper Arrow. He is no longer current but still flies with local pilot friends.

FAA Tech Center Tour, Continued from Page 5:

We ate lunch in the cafeteria and then visited the area where they study alternative fuels. They have three test cells where they run highly instrumented engines to study how they perform. They are trying to find acceptable substitutes for leaded aviation gasoline and alternative fuels for turbine engines.

Our next stop was the National Airport Pavement Test Facility. Here there is a large machine on

which are mounted representative aircraft landing gear. The machine rolls back and forth over a pavement sample to simulate years of wear in just a few months.

We also saw a film on the Soft Ground Arrestor, the soft concrete installed at the ends of runways to stop an aircraft that goes off the end of the runway. Here, they also study airport lighting and signage.

At the end of the day we returned

to the hanger and saw the aircraft that they use for research and development. We saw the Bombardier Global 5000, Convair 580 and Raytheon King Air used for these projects and were told about the type of studies they do.

During the tour, we were able to see how the FAA is spending our money to make aviation and the airspace system safer and more efficient in the future.

Celebrating 99th Year of the Aero Club of PA!

Aero Club Annual Member Meeting and WRIGHT BROTHERS DINNER

Wednesday, December 17, 2008

6:00pm Cash Bar, 7:00pm Dinner
Members and non-members welcome!



Details

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

Cost: \$39 per person payable
to the Aero Club of PA

Reply: Please send check so
that it arrives by Dec 12.
We regret that we cannot accept
phone reservations or walk-ins,
and we cannot provide refunds.
We cannot hold a space unless
payment is received.

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 (at
Wawa); turn right and proceed through the
first light (Swedesford) and right at next
light (Liberty). The hotel is the first left.

Speaker

Bob Sparks, Balloonmeister

Bob Sparks has over 6000 hours flying
balloons. Since he started in 1970, he has
flown in every state except Hawaii and in



37 countries. He is the
only hot air balloonist
to have crossed all five
Great Lakes. Twice he
attempted to be the
first person to cross
the Atlantic by bal-
loon. On his first
attempt in 1973, his
gas/hot air hybrid bal-
loon got caught in a
thunderstorm and was

struck by lightning 48 times. After a night
drifting over the Canadian Maritimes, he
ditched in the Atlantic Ocean and was
picked up by the Canadian Coast Guard.
His second attempt in 1975 ended early
with a leak in the balloon envelope. Later,
he spent 7 years flying balloons in Russia.
Then, he returned to Pennsylvania where
he has been developing an ultralight gas
airship. He resides in Slatington, PA.

Copy or cut out this form and send \$39 per person, payable by December 12 to:
Aero Club of Pennsylvania, PO Box 748; Blue Bell, PA 19422

NAME: _____ Number Attending: ____ x \$39 = \$ _____
ADDRESS: _____ Addl. Scholarship Contribution: \$ _____
CITY/STATE: _____ Total Enclosed: \$ _____
PHONE: _____

ATTENDEE NAMES: _____,

Join the Aero Club of Pennsylvania!

Enjoy the camaraderie and friendship that is the hallmark of the Pennsylvania Aero Club, one of the nation's oldest organizations fostering aviation awareness for its members and the general public. You need not be a pilot to join.

Membership includes:

- ~ Quarterly newsletter mailing
- ~ Invitation to Scholarship Dinner in June.
- ~ Invitation to the Wright Brothers Dinner in December.
- ~ Invitation to private tours and aviation field trips.
- ~ Opportunity to serve on the Board of Directors.
- ~ Chance to work on the Aero Club Newsletter.
- ~ Invitation to seminars co-sponsored with the FAA.
- ~ An invitation to bring fresh ideas to the Aero Club.

CLIP OR COPY APPLICATION TODAY!!

Please send your dues and scholarship donations to:
Aero Club of Pennsylvania, PO Box 748; Blue Bell, PA 19422.

NAME: _____

ADDRESS: _____

CITY/STATE: _____

PHONE: _____ E-MAIL: _____

2009 DUES: \$25 NEW MEMBER: \$20 WAIVED (\$100 Scholarship)

Scholarship Contribution: _____

TOTAL ENCLOSED \$ _____

Return Service Requested

AERO CLUB OF PENNSYLVANIA

Organized December 17, 1909; Chartered May 10, 1910



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