



# PENNSYLVANIA PILOT

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

## Aero Club Highlights

### Intrepid Museum Trip...

On October 10, Aero Club members and friends visited the recently renovated Intrepid Museum on the Hudson River in New York City. See story on Page 4.



U.S.S. Intrepid

**Fly Market...** The Aero Club held its annual Fly Market at Brandywine Airport, Wings & Wheels Day, Sept 13. The sale raises funds for the Aero Club of PA Memorial Scholarship Fund. Despite low attendance due to the rain date, the club collected over \$400 for the scholarship fund.

**Dinner Invitation...** The Aero Club invites you and your guests to celebrate 100 years of the Aero Club of Pennsylvania, one of the nations oldest aviation organizations. Join us for dinner, dancing, aviation exhibits, and optional VIP reception. We will also have the replica Wright Flyer Simulator. Proceeds benefit the Aero Club of Pennsylvania Memorial Scholarship Fund. See page 7.

### Issue Highlights...

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## Aero Club of Pennsylvania turns 100!

December 17, 2009 marks the 100th anniversary of the organization of one of the nation's oldest continuously operating aviation clubs in America. In 1909, the first licensed balloonist in Pennsylvania, Arthur T. Atherholt assembled fourteen citizens of

The Aero Club's initial club grounds were at Clementon, NJ, where members developed an airfield that had been used by the Philadelphia Motor-drome Association. The early years included a lot of balloon activity. Four members owned aeroplanes, and others

were building their own. The Aero Club had a balloon entry in the Gordon Bennett Race of 1910, called the Pennsylvania II.

By 1915, ten members were pilots. Many noted persons were members in this period including Rodman Wanamaker, Louis Bergdoll, his son Grover, and Hugh Willoughby who had built several airplanes of his own design.

Also in this decade, Robert Glendinning and other Aero Club enthusiasts helped establish the Philadel-

phia School of Aviation located at Essington, a facility to train pilots in the techniques of water operation. The Essington Seaplane facility, managed by Frank Mills, was one of four sites when the United entered the World War in 1917. Meanwhile, an early Aero Club president, Joseph A. Steinmetz, established the School of Aircraft Building in Philadelphia.

100 years later, the Aero Club continues its tradition of promoting aviation around the Philadelphia area.

### Aero member Bergdoll buys aeroplane



Circa 1910: Aero Club First Vice President Louis Bergdoll of Philadelphia, has purchased an aeroplane. Mr. Bergdoll, founder of Bergdoll & Son's Brewery, made the purchase from Wanamaker's for \$5,000. This is the first store purchase of a flying machine (Rodman Wanamaker is also in the club). To house the aeroplane, the Aero Club plans to establish an airfield, "Eagle Field" in the town of Manoa, three miles west of Philadelphia.

Philadelphia to propose the formation of the Aero Club of Pennsylvania to "supervise and encourage the growing interest in aviation in the Commonwealth of Pennsylvania."

In 1910, four leading balloon groups, the Aero Club of Philadelphia, the Ben Franklin Aeronautical Society, the Aeronautical Recreational Society, and the Ben Franklin Balloon Association, merged with the Aero Club. At the same time, the Aero Club became one of the first chapters of the National Aeronautic Association.

**100th Anniversary Celebration Invitation, Page 7**

## 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 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

### OFFICERS

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1st Vice President	Robert Dant
Secretary	Debbie Harding
Asst. Secretary	Jeff Kahn
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Asst Treasurer	John Stubbs
VP Membership	Mary Wunder
Asst VP Membership	Lou Fitzpatrick
VP Spec Projects	Walt Ellis
VP Scholarships	Debbie Harding
VP Print & Web	Robert Dant
Solicitor	Paul Heintz, Esq.
Historian	Ed Seifken

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1 Year Term:	Jerry Burdulis Elaine Farashian Lou Fitzpatrick Donald Hershey Ed Seifken

### TRUSTEES

**Aero Club Mem. Scholarship Fund:**  
Jeff Kahn, Chair  
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Nancy Kyle, ex Officio

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## PRESIDENT'S MESSAGE

### Nancy Kyle

It is with mixed feelings that I write this final President's letter. I will complete my two-year assignment serving as President of the Aero Club of PA in December.

In one way, I am delighted to hand over the gavel. Leading this Club for the last two years has been a great responsibility and not an insignificant amount of work, especially since this year happened to be our 100th anniversary. Our Board and the 100th Anniversary Committee devoted a large part of their time planning and executing the event. While one of the Committee members pointed out that the President's function is to serve as the main cheerleader and source of inspiration for the other volunteers, much responsibility still rests with the President. I tried to help where I could. I am so excited about the upcoming celebration, but I will breathe a great sigh of relief when the party is over and we're sweeping up the confetti at the Desmond!

In another way, handing over the gavel to my successor will be very poignant. I was blessed with the best team of Board members and Committee volunteers any President could have imagined. They attended meetings, did independent research, came up with superb suggestions for the party, created presentations, and at this moment, are still hard at work on the final touches. I am a firm believer in the phenomenon that people come into your life when you need them the most. That was certainly true these last two years with this amazing team. I owe each of them a great debt of gratitude. The success we've enjoyed has been strictly a result of their time, effort, and ideas that will carry us into the future.

***"We are fortunate to be beneficiaries of the aviation legacy that rests here in the Philadelphia area"***

I want to thank you, the membership, for the contributions you made during these last two years. You renewed your membership, attended our events, donated money to the scholarship fund, answered questionnaires, and made great suggestions. An engaged membership is the best asset we have. You care about aviation and it shows. You do, however, have one more job to do. Can you guess what it is? Of course-you need to come to the party and join us for the celebration!!

Just think - when will we ever get another chance to celebrate 100 years of ANYTHING? We are fortunate to be beneficiaries of the aviation legacy that rests here in the Philadelphia area. You have read about many of those early contributions in this newsletter for the last two years, and if you come to the 100th birthday party you will see and hear much more of this remarkable history.

So, as I hand over the gavel on December 15, Rob Dant will very ably step into the President's shoes. Rob has been involved as an Officer and Board member since 2000. He has also served as newsletter editor all that time. He is a superb pilot and keeps his Cessna 172 at Brandywine. He will do a tremendous job continuing the heritage of the Aero Club of Pennsylvania. Please jump in and volunteer to assist him as we begin the next 100 years!

Nancy Kyle

## Henry Mustin was a member...

The 100th anniversary committee has become acquainted with the achievements of early members of the Aero Club of Pennsylvania. One such member was Henry C. Mustin. The careful observer will note that the long closed airfield at the Philadelphia Navy Yard was named Mustin Field. Its namesake, in addition to being an Aero Club member, was an officer in the United States Navy.

The magazine of the Navy League, *Seapower*, has just published an article about the achievements of Henry Mustin. Among them is that Mustin was the first Commandant of the Naval Aviation School at Pensacola, Florida. Apparently, he was the first naval aviator to make a catapult assisted takeoff, which he did from the cruiser North Carolina in 1915. He was an early advocate for a new type of ship, the aircraft carrier (1916). This advocacy resulted in the creation of the Saratoga and Lexington aircraft carriers which were elsewhere during the Pearl Harbor attack and which were instrumental in turning around the naval war in the Pacific.

Commander Mustin's brother-in-law, Marshall Reid, was an early aviator too and a member of the Aero Club. He was pilot of his own Wright Flyer which did a demonstration airmail flight along the New Jersey coast in 1914, which we reported in a previous edition of this newsletter. Both men were members of the Aero Club Board in 1915.

Learn more about our founding members at the 100th anniversary celebration on December 15th. The full article on Henry Mustin can be seen at [www.navyleague.org](http://www.navyleague.org).

### Aero Club Logo established



Circa 1910: The Aero Club of Pennsylvania has established an insignia depicting a witch flying on a broomstick inside the Pennsylvania keystone. The idea was inspired by Benjamin Franklin who after witnessing early balloon flights quipped "the idea of witches riding through the air on a broomstick would have appeared equally impossible and ridiculous."

## AVIATION CALENDAR

### November

13-15 Water Fowl Festival, Easton, Md

### December

15 Wright Brothers Dinner; Desmond Hotel

### Future Planning

April 13-18 Sun'n Fun Fly-In; Lakeland Florida  
 June 4-6 M.A.A.M., WWII Weekend, Reading, PA  
 July 26- Aug 1 EAA AirVenture; Oshkosh, WI

### Aero Club Meetings

Dec 15 Wright Brothers Dinner, Desmond Hotel  
 Jan 21 6PM: Board of Dirs Mtg, Wings Field, PACC  
 7PM: Dinner and Member Presentation

### Member Presentation, January 21, 2010

Wings Field, Philadelphia Aviation Country Club

Following the board meeting at 6PM, Mary Wunder and Alison Chalker will speak on the history of 80 years of women's air racing in America and about their participation in the 2009 Air Race Classic. This was their second year participating in the 2400 nautical mile race. 34 teams participated this year. This year they flew Adelle Bedrosian's Piper Arrow on a winding path from Denver, Colorado to Atlantic, Iowa with eight major stopping points along way.



Alison, Mary & Linda Evans

Dinner (optional) begins at 7PM and the presentation begins around 8PM.

Contact Rob Dant [rdant@mind-spring.com](mailto:rdant@mind-spring.com) to announce your intention to attend. Dinner is \$40 per person. Attire at PACC is business casual.

### Board of Directors Report, Debbie Harding, Secretary

The Aero Club Board of Directors met at the Pennsylvania Aviation Country Club at Wings Field on October 22. Debbie Harding presented the previous meeting minutes, John O'Toole presented the financial report, and additional reports ensued on scholarships, the current newsletter, and on membership. The club currently has 176 paid members.

Jim Kilduff and Mary Wunder reported on progress of the 100th Anniversary celebration dinner. Preparations continue on promoting the attendance, prepping the Wright Flyer simulator, and planning exhibits for the event.

The discussion turned to Special Projects. Walt Ellis discussed the Intrepid Museum trip which was attended by seven.

The meeting continued with discussion on new board members and officers for 2010. Rob Dant will take over as President for the next two years with Jim Kilduff taking over as first Vice President. We expect to have a least a couple new and a couple returning members as 3-year board members.

The meeting adjourned for dinner in the main dining room and presentation by Lee Paynter and Joan Mason Sacks on their flying trip to northern Canada in a Beech Baron.

# Delaware Valley Regional Planning Commission Meeting Report

## AIRPORT NEWS

Sept 17, 2009

By Elaine Farashian

### PHILADELPHIA INTERNATIONAL [PHL]

The PHL fuel consortium is in the process of designing a hydrant fueling system. The airport is finalizing an Airport Layout Plan.

### CAMDEN COUNTY [19N]

The airport's three major projects include funding for a security fence, apron rehab, and a Jet A fuel tank installation.

### CECIL COUNTY [58M]

Progress continues on the new terminal building, the final construction of a full taxiway and the runway extension.

### CROSS KEYS [17N]

A 10,000 gallon Jet A fuel tank is being built. Runway 27 threshold relocation is planned and airfield lighting (MIRL, Taxiway lights, REIL, PAPI) is in the permit phase.

### DOYLESTOWN [DYL]

Demolition of five structures should begin within a few weeks as will site grading and restoration of the former Hughes/Overholt properties.

Phase 2 of storm water management is nearly complete.

### NEW CASTLE [ILG]

Rehab, pavement and markings of R/W 9/27 are complete. October opening is expected. Design is underway for taxiway Hotel which will provide access to the adjacent 38-acre parcel. Runway 1 EMAS design is nearly complete. The airport has applied for a \$200,000 federal grant for a feasibility analysis to define the air service market.

### NEW GARDEN [N57]

The airport is waiting for funding for the extension of parallel taxiway A. It is also researching construction of new hangars. The flight school operations have increased.

### PENNRIDGE [N70]

The airfield lighting project and runway rehab are underway.

### PERKIOMEN VALLEY [N10]

The relocation of the Kutztown parachute club to Perkiomen has resulted in significant increase in hangar occupancy and revenue. Skippack Township, which is in favor of keeping the airport, has completed a draft Airport Hazard Zoning Ordinance. The airport has met with the Township and provided its comments. Phase 2 of obstruction removal is in place and PAPI installation could be done after that. DVRPC

has sent its Airport Layout Plan to the FAA for its recommendations. DVRPC is also recommending development of the airport's north side.

### POTTSTOWN-LIMERICK [PTW]

Heritage Field is now the official name of this newly purchased airport. The PTW identifier will remain.

### QUAKERTOWN [UKT]

Trimming of trees at the east end of R/W 29 should begin in the next month. The FAA stimulus project of reconstructing and widening R/W 11-29 is about 30% complete. Work includes installation of new runway lights, PAPIs, REILs, hold position signs and new pavement markings. Completion is expected by December.

### SPITFIRE [7N7]

The three projects in progress are fencing, a fuel farm and tree removal. Also, the owner is seeking reliever status for the airport.

### SUMMIT [EVY]

The airport has erected a temporary storage building. Summit is a reliever airport and is working on its Airport Layout Plan.

### WINGS [LOM]

Bids were received for the Snow Equipment Storage Building. Hangar development strategies and opportunities are being studied.

## Intrepid Museum Visit by Rob Dant

On October 10, Aero Club members and friends visited the Intrepid Museum on the Hudson River in New York City. The museum was recently renovated and reopened to the public. Intrepid was commissioned in 1943, served until 1973 and became a museum in 1982.

On the flight deck and hangar deck are over 30 mostly cold war era aircraft, including the A-12 Blackbird, F-14, F-16, three MiGs and numerous helicopters. Adjacent to the carrier is the French Concorde and the diesel-powered submarine U.S.S. Growler.

In attendance was Walt Ellis, Paul Beyers, Jim Weber, Rob Dant, Donald Hershey, Hank Grenfell and wife Barbara. Most everyone took the train to Penn Station and then a short cab ride to the museum. Two of us drove to Port Imperial at Weekhawken, NJ and took the water ferry to 39th Street for the short walk to the museum.

The museum is open year round. Visit [www.intrepidmuseum.org](http://www.intrepidmuseum.org).



Flight Deck Photos



## Alan Shepard, The First American in Space by Al Beerley

The Philadelphia area has been the center of numerous aviation milestones and events since the miracle of manned flight became a reality in 1903.

Included in the long list of records and achievements are the names of many individuals who have contributed to a legacy of aeronautical excellence and accomplishments. One individual, in particular, was the first American to travel into space and who eventually walked on the Moon. His name was

Alan Shepard and his connection to our local area is a strong one.

Alan Shepard was born on November 18, 1923 in East Derry, New Hampshire. He attended the Adams School in East Derry during his elementary school years and after graduation, he went on to attend the prestigious Pinkerton Academy. In his youth, his inquiring mind and thirst for interacting with "machines that fly" propelled him into a destiny that initially took him to the United States Naval Academy. During the Christmas holidays in 1942, Alan's sister, Polly Shepard, could not make it home from Principia College in St. Louis to East Derry for the seasonal family celebration. Alan managed to get a ride on a Navy cargo plane in an effort to spend

holiday time with his sister. At the annual Christmas dance Alan caught sight of a green-eyed, brown haired, radiant college student named Louise Brewer. He was immediately smitten by her good looks, her charm and her sophisticated demeanor. He wasted no time in getting to know this beautiful woman and after returning home to East Derry, he resolved to pursue her.



Alan Shepard

The parents of Louise Brewer (Russell (a.k.a. Phil and Julia) were known as "pensioners" on Pierre and Alice DuPont's Longwood Gardens estate. In return for maintaining the fountains, greenhouses and land upon which Longwood was situated, they were given free housing as well as being included in numerous celebrations and the "haute-couture" festivities arranged by the DuPont family. Alan and Louise were married on March 3, 1945 at Stephan's Lutheran Church on Rodney Street in Wilmington, Delaware. Throughout Alan's career and during a marital span of fifty-three years, Louise supported his career objectives. She took care of their daughters and their homes and in many unsung ways, cleared the path so that Alan could utilize his knowledge, skills

and abilities. In large part to Louise's love and devotion to Alan and their marriage, he became the first American to fly into space. Subsequently, on January 21, 1971, Alan flew to the Moon and became the fifth man to place footprints on the lunar surface (as well as hitting a golf ball on that desolate environment).



Apollo 14 Mission, 1971

The next time you find yourself proceeding southbound on PA Route 1, especially on a night when the full Moon rises up in the eastern sky, stop at the intersection of Route 52 and look at the house behind the trees on the southwest corner of the road. That is the house Louise Brewer resided in with her family and the house that Alan Shepard visited many times before becoming America's first man in space.

Alan Shepard: 1923-1998

Reference:

**Light This Candle**

The Life and Times of Alan Shepard  
By Neal Thompson, Crown

## Captain Al Beerley honored by U.S. Airways

Each year, U.S. Airways recognizes 200 employees with the airline's highest honor - the Chairman's Award. The award recognizes employees who have made notable contributions that have benefited customers, employees, and the airline. Employees are nominated for the award by company leaders for going above and beyond the regular call of duty in their positions. This spring, Chairman and CEO, Doug Parker, presented Aero Club board member and U.S. Airways Captain Al Beerley with the award.

Al Beerley, based in Philadelphia, helped ease some of the pain of the family of a fallen Philadelphia

police officer by organizing his crew into an honor guard to pay respect to her as she was returned home to San Juan, Puerto Rico, to be laid to rest. Captain Beerley also met with the young woman's family and expressed his condolences. Captain Yarko Stawnychy, who nominated Captain Beerley for the award, said, "His actions left a lasting impression on the community."



# Bob Mills remembered at Millville Museum

## Museum Highlight by Walt Ellis

On September 19, 2009, the Millville Army Air Field Museum held a reception honoring Bob Mills and his legacy. The reception was attended by members of the Mills family and many friends of Bob Mills. There were many members of the Aero Club of Pennsylvania in attendance. Bob, his father Frank and Bob's son, Bob Jr., are all members of the Aero Club.

Andy Kondrach, from the Board of Directors at the museum, spoke for awhile and then invited Bob's son and others from the audience to speak. Bob Jr. told of his experiences growing up at the Seaplane Base with his father and many people told of their individual experiences with Bob over the years. Listening to all this made me think back about my times with Bob.

I first met Bob on the 16th of April, 1960, when I took my first seaplane lesson with him in a Piper J-3 Cub, N88151. I would see Bob at Atlantic Aviation quite often when he was getting us to do maintenance or was just passing through. In 1973, I finally received my SES and started spending more time with Bob at Downtown Airlines and at the Seaplane Base. I had many enjoyable times working with Bob and I helped with the inspections, maintenance and whatever had to be done.

Being with Bob, there was constant hanger flying. I heard stories about his experiences at the Seaplane base, his father and the old days, Pan American, the Navy and every-

thing in between. Some were entertaining stories but most was for me an aviation education. And some stories evolved that actually included me. Like when we had a leaking float on the Dehaviland Twin Otter that Downtown Airlines was operating. We determined that the problem was due to loose screws that held the spray rails to the float. The screws were below the water line and there was no way to get to them without taking the aircraft out of the water with a crane which would be quite expensive. Bob suggested we beach the airplane as the tide was going out and

then tighten all the screws while they were accessible. Then when the tide came back in we just floated off the beach all ready to go. This was an aircraft maintenance lesson using Mother Nature's help.

There are some things we all hope will last forever but they seldom do. In 2000, the Mills family decided it was time sell the Seaplane Base property that had been in their family since 1935. I was at the base every-day during that time and I could see Bob thinking about everything that needed to be done with the sale and with finding a new place to live. I can only

imagine the stress Bob was feeling. He was moving from his long time family home and was concerned about the airplanes and the busi-

ness. I imagine that the little museum in the Lazaretto house that his sister-in-law had put together was far down on his priority list.

Someone called the Curtiss Museum in Hammondsport, NY and they came and looked at the collection. People from the Smithsonian Museum came to look at it also. I happened to go into the museum while they were there. They were picking things up, looking at them and putting some things in boxes. Others they put back. I realized that what they did not take would probably be lost. I told Bob Jr. of my concern and he asked the Smithsonian people how they planned to display the items they were taking. He was told they would be used for research and probably never displayed. Bob Jr. told them that it would be nice if everything could be kept together and displayed and indicated

there was a museum that would do that. They said they understood and put everything back and left. Now, we had to decide what to do next.

I called Andy Kondrach with the Millville Army Air Field Museum and explained what had happened with the Smithsonian. I asked if he thought his museum would be interested. Andy liked the idea and said he would check with his board of directors. The board liked the idea and decided to take the entire collection and display it in a separate room in their museum.

I, of course, have a personal connection with Bob, so I am very happy that these exhibits are available for everyone to see and that the Millville Army Air Field Museum will preserve and display these artifacts for the future.



Bob Mills



Memorabilia on display



Aero Club members, including Bob Mills, Jr, visit the seaplane section.



# Come Fly With Us!



## Aero Club 100th Anniversary Dinner Tuesday, December 15, 2009 Desmond Hotel, Malvern, PA.

5PM: VIP Reception, 6PM: Cash Bar, 7PM: Dinner  
Black tie, period dress or military/civilian aviator uniform.

An event to benefit the Aero Club of Pennsylvania Memorial Scholarship Fund and to celebrate 100 years of our important organization. Join us for dinner, dancing, and aviation exhibits celebrating the last century of aviation in the Philadelphia area. All proceeds go directly to local men and women striving for a career in aviation



Purchase the VIP-level and mingle with notable local aviators that have made a place in the diverse world of general aviation, including ballooning, commercial and military aviation and aircraft manufacturing. Enjoy the exclusive VIP cocktail party at 5PM with Connie Tobias, US Airways captain and veteran pilot of several Wright Flyer actual flights.

### Special Guest



**Connie Tobias**  
U.S. Airways Captain

Connie Tobias is the first and only woman to successfully fly an exact replica of the 1903 Wright Flyer - a notoriously challenging aircraft. Connie will join us for our dinner celebration.

In her thirty-four year aviation career, Connie Tobias has flown more than sixty different kinds of aircraft, from a 1902 Wright Glider to heavy jets to helicopters. A US Airways pilot with more than 21,000 hours, Tobias has been a flight instructor, examiner, and a charter and corporate pilot flying freight, commuter, and even fire patrol.

### Dinner: \$75 per person

Dinner, Dancing, Exhibits, Cash Bar

### VIP Level: \$125 per person

Dinner plus VIP Reception and cocktail party - open bar/appetizers

### Simulator time in Wright Flyer

Available for \$25 online donation

**RESERVE ONLINE at [www.aeroclubpa.org](http://www.aeroclubpa.org)**

**Reserve ONLINE**, or send this form and payment by December 7 to:  
**Aero Club of PA Meml Scholarship Fund, PO Box 748; Blue Bell, PA 19422**

NAME: \_\_\_\_\_ Non-member, add \$20 Mmbrshp= \$ \_\_\_\_\_  
 ADDRESS: \_\_\_\_\_ Number Attending: \_\_\_ x \$75 = \$ \_\_\_\_\_  
 CITY/STATE: \_\_\_\_\_ VIP's Attending: \_\_\_ x \$125 = \$ \_\_\_\_\_  
 PHONE: \_\_\_\_\_ Addl. Scholarship Contribution: \$ \_\_\_\_\_  
 Total Enclosed: \$ \_\_\_\_\_

ATTENDEE NAMES: \_\_\_\_\_  
 and Dinner Choice  Prime Rib  Salmon  Prime Rib  Salmon  
 \_\_\_\_\_  
 Prime Rib  Salmon  Prime Rib  Salmon

**Maintenance awards program overview...**



Flight safety does not only apply to folks in the cockpit, so in this issue we discuss the new **AMT AWARDS PROGRAM** that is applicable to the airworthiness side of the house. Needless to say it's gone electronic.

Recurrent training is essential for the Aviation Maintenance Technician (AMT) to remain proficient in today's aviation maintenance industry. Technology is advancing at a rate never before experienced, and it is important for each AMT to take personal interest in their continued training. Remember: "Safety is a journey, not a destination."

Through the AMT Awards Program, the FAA recognizes eligi-

ble technicians and employers by issuing awards to those who receive or promote and foster initial and recurrent training. The AMT Awards program encourages Aviation Maintenance Technicians and their employers to take advantage of initial and recurrent training by issuing awards based on training received in one calendar year.

The program has several levels, or phases, of recognition for both AMT and employer. To obtain a FAA Certificate of Training and an AMT Awards Program yearly decal requires successful completion of the program requirements. Employers can obtain a Gold or Diamond Award of Excellence yearly depending on the percentage of

their employees receiving awards.

Part of the requirement for any award level is the completion of specific 'core' course(s) available online. The courses focus on accident/incident causal factors, special emphasis items, and regulatory issues. The remaining program-eligible courses for an award may be provided by manufacturers, repair stations, FAA Safety Team (FAASafetyTeam) sponsored safety seminars or symposiums, or FAA Web-based training.

FAA's Advisory Circular 65-25E (Aviation Maintenance Technician Awards Program) provides additional information regarding the program. You must be registered on [FAASafety.gov](http://FAASafety.gov) in order to participate in the AMT Awards Program.

**Red Sticker?**  
**Renew your membership**  
**online at [aeroclubpa.org](http://aeroclubpa.org)**



Return Service Requested

**AERO CLUB OF PENNSYLVANIA**  
P.O. BOX 748, BLUE BELL, PA 19422

Organized December 17, 1909; Chartered May 10, 1910



FIRST CLASS  
POSTAGE REQUIRED