



PENNSYLVANIA PILOT

Vol 19 No 3, Fall 2008

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

Aero Club Highlights

Scholarship Dinner...

Eighty guests attended the Annual Scholarship Dinner on June 19 at Wings Field. The Aero Club, along with the Bob Shannon Memorial Fund and the Eastern PA Chapter of Ninety-Nines gave away 14 scholarships for a total of \$24,000. The Aero Club awarded eight scholarships, the Shannon Fund awarded two, and the Ninety-Nines awarded four. Our speaker was Tracy Culton, a former 99s and Aero Club scholarship winner and now a commercial pilot. Stacy talked about the challenges of getting to where her career is today as First Officer flying the Hawker 800/A. See recipient photos on Page 6.



Aero Club Scholarship Recipients

Fly Market... The Aero Club will hold an aviation sale at Wings Field, Wings & Wheels Day, Sept 6. The sale raises funds for the Aero Club of PA Memorial Scholarship Fund. Donations of aviation-related items are being accepted for the event. See details, page 3.

Issue Highlights...

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Local Ninety-Nines take part in Air Race...

AERO CLUB NEWS

Ninety-Nines Race...

On July 24, Alison Chalker and Mary Wunder of the Ninety-Nines spoke after the board meeting about their participation in the the "2008 Air

teamed with Linda Evans in a rented Skyhawk. The race included a \$15,000 top-ten purse. Neither Alison's nor Mary's team placed in the top ten, but both teams had a great experience.

Airport Highlight: Van Sant, 9N1



Van Sant Airport in Erwinna, PA sits on a hill top just one mile west of the Delaware River in Bucks County, Pennsylvania. This grass airfield is a tribute to the golden age of aviation when grass runways, biplanes and taildraggers were the norm. The field is home to eight Stearman and a slew of other antique aircraft. Sport Aviation, Inc specializes in classic and tail-wheel aircraft training and rentals. They have a Stearman, Great Lakes, Tiger Moth, J-3 and Decathlon, all available for dual and solo rental! Old School Aviation is the maintenance shop, specializing in antique aircraft maintenance and restoration. Also, "Freedom's Wings", an organization of pilots with disabilities operates a fleet of sailplanes out of the airport. The airport is owned by the Bucks County Parks and Recreation Department and is actually designated as a park. See the Van Sant story on Page 7 and other airport news on page 4. (2008 photo by Rob Dant)

Race Classic" from Montana to Massachusetts in late June. The 2,400 NM race is a speed competition for women pilots. Thirty Three teams of two pilots each participated this year. Mary teamed with Barbara Strachan, flying in Mary's Mooney. Alison

100th anniversary celebration next year? Special thanks to those of you who provided comments and suggestions. Be assured that your ideas will be considered in our future events. Thanks for your membership and hope to see you all soon!

Member survey a success...

From Nancy Kyle: This summer, the Aero Club Board sent out an electronic survey to members and got a very good response rate. 40+ members took the time to offer opinions to help us in our future planning efforts. Nearly 75% of respondents have attended at least one Aero Club event and nearly all felt the event was interesting. Almost all responders like the newsletter – kudos to our newsletter editor, Rob Dant! But only about half of respondents have been to the annual Wright Brothers Dinner. Maybe we can convince you to come this year or for the

Membership Renewal Issue

AERO CLUB OF PENNSYLVANIA



ORGANIZED: Dec 17, 1909; CHARTERED: May 10, 1910

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Published Quarterly: February, May, August, November

PRESIDENT'S MESSAGE

Nancy Kyle

The Aero Club of Pennsylvania Memorial Scholarship Fund, the Bob Shannon Memorial Scholarship Fund, and the Eastern Pennsylvania Chapter of the Ninety-Nines joined together on the evening of June 19 at the Philadelphia Aviation Country Club at Wings Field for an event that is clearly the most fun of the year. Together, we gave away \$24,000 in scholarships!

What an evening! I have attended these celebrations since the early 1990's, and this one was the best. The experience level of the candidates was simply awesome (see photos page 4). The Aero Club Fund awarded eight scholarships. Six were \$2000; two were \$3000. The Shannon Fund awarded two \$1000 scholarships; the Ninety-Nines awarded four at \$1000 each. What a humbling moment listening to the recipient's bios: military service, volunteer work, multiple jobs... it was abundantly clear that the aviation bug has bitten again!

The evening would not have been possible without hours of volunteer work. From fundraising to recruiting, to candidate interviews, to the preparation for the dinner itself, all is pulled off by people who give of their precious time. No one collects a salary. As an aside, what that means is that when you donate money to these Funds, it is used almost exclusively for scholarships.

All we can do to show our appreciation is thank those who devoted their efforts to this worthwhile event. So, I would like to recognize: Rob Dant and Deb Harding as trustees and interviewers for the Aero Club. John Stubbs and Mary Wunder who also served on the Aero Club's interview committee. Shannon trustees Jack Schreffler, Terry Hatcher, and Adelle Bedrossian with their interview committee: Dan and Barb Kurkjian, Harry Mutter, and Merv Richards. For the Ninety-Nines-trustees Ellen Sheehan, Linda Evans, Diane Jackson, Penny Levin, and Lola Tomlinson and their judging committee headed up by Alice Wright. John O'Toole organized the dinner preparations, collected the dinner fees, does the accounting, and will write the checks for the Aero Club recipients. Elaine Farashian organized the check-in table, Rick Schimpf served as photographer, Don Hershey helped with handouts, Rob Dant prepared the table programs, and Debbie Harding recruited our speaker.

And speaking of our speaker, Stacy Culton couldn't have been a more outstanding role model for our recipients. Both the Ninety-Nines and the Aero Club had awarded Stacy scholarships in the past and she put them to good use. As a full time First Officer on the Hawker 800/A with International Jet Management in Manassas, Virginia, a part-timer with Flight Safety International, and a captain in the Delaware Air National Guard, 142nd Aeromedical Evacuation Squadron, she shared with the audience the ups and downs of her career in such an engaging way. Truly an inspiring young woman who attained her goals despite some bumps along the (air)ways! I am so proud of her and her accomplishments.

Our hope always is to foster a deep love of aviation among our recipients by helping with their expenses as they pursue their dreams. One of our guests was Joseph Blasenstein, Program Coordinator, Professor and Chief Pilot at Mercer County Community College, who attended with three of his students as they received scholarships. Joe reminded the audience of what these scholarships mean to the young men and women who receive them. "It can be a life-changing experience where we make the difference between a 'regular job' and an aviation career for these student. You should be very pleased with your collective efforts. These scholarships can have a lasting impact on the future of aviation by helping our young aviators build on the legacy of the Wright Brothers."

Finally, I would like to take a moment to thank those of you who pull out your checkbooks every year and donate your hard-earned cash to the scholarship funds. We could not do all of this without you! Thank you, thank you!!!

2009 RENEWAL NOTICE

\$25.00 membership renewal is due by October 1, using the attached form. If the form is missing, see page 2 for the mailing address. New member intro dues are still \$20. Recruit a new member and receive a \$5 discount by including their application with your renewal. Your timely renewal saves us postage on reminders.

If you wish to contribute to the Scholarship Fund, your donation will be used to promote aviation. A \$10.00 donation from each member assures providing at least two scholarships next year. Contributions are tax deductible, and if you contribute \$100 to the scholarship fund, your membership dues are waived for the year.

BOARD OF DIRECTORS REPORT

Debbie Harding, Secretary

The Aero Club Board of Directors met at PACC at Wings Field on July 24. Debbie Harding presented the minutes from the last meeting and John O'Toole presented the financial report. Additional reports followed on scholarships, membership and newsletter details.

The discussion turned to Special Projects. Walt Ellis talked about plans for field trips for the rest of the year, including the possibility of a trip to Millville to view a private aircraft collection. Also, ideas were solicited for possible speakers for the December dinner.

Nancy Kyle reviewed the results of our online survey. Ideas from the survey will be incorporated into future club activities.

The group talked about gathering items for the upcoming Fly Market in September, and also about the year 2009 celebration of the 100th anniversary of the Aero Club of Pennsylvania.

The meeting adjourned for dinner and a presentation by Alison Chalker and Mary Wunder about their participation in the 2008 Air Race Classic from Montana to Massachusetts.

AVIATION CALENDAR

August

20 (Wed) "Thunder over the Boardwalk" Airshow, Atlantic City
26-27 EAA-Sponsored B-17 flights, Trenton, NJ (TTN)

September

4-7 EAA Ford Tri-Motor rides, Cap City Airport (CXY)
6 19th Annual Wings and Wheels Day, Wings Field (LOM)
6 New Garden (N57) EAA Fly In. Breakfast
7 Pottstown-Limerick (PTW). Fly-in Breakfast
11-14 EAA Ford Tri-Motor rides, Trenton New Jersey (TTN)
13-14 EAA #70 Grass Roots Fly-in, Braden Airpark (N43)
13 EAA #287 Breakfast, Woodbine, NJ (1N4)
20 Ocean City, NJ Air Festival (26N)
27-28 Golden Age Air Museum Fall Fly-In, Bethel, PA (8N1)

October

4 Alloway Fall Fest Fly-in (NJ02), Alloway, NJ

November

14-16 38th Annual Waterfowl Festival, Easton, Maryland (ESN)
<http://www.waterfowlfestival.org/>

Aero Club Events

Sep 6 Aero Club Fly Market, Wings & Wheels Day, Wings Field
Oct 23 Board of Directors Mtg, Thursday, 6PM, PACC
Dec 17 Annual Wright Brothers Dinner, Monday, Desmond Hotel
Planning Field Trip to Millville to view private aircraft collection

Highlight

Presentation, October 23, 2008

Wings Field, Pennsylvania Aviation Country Club

Following the board meeting at 6PM, **Roscoe Draper**, WWII flight instructor for the Army Air Corps "Tuskegee Airmen" will join us for dinner. Roscoe taught Air Corps cadets in the primary phase of their flight training at Moton Field, Tuskegee, AL (from 1942 to 1946). At age 89, he is still active in aviation, including involvement in the Roscoe Draper Chapter of the Black Pilots of America. Members are welcome to join us for dinner and a presentation for \$40 at 7:00PM; Cash Bar. Contact Jeff Kahn, JSKESQ@aol.com (215-646-6384) to announce your intention to attend. Attire at PACC is business casual.

Aero Club Fly Market

September 6, 2008, Wings Field, Blue Bell, PA

The Aero Club will hold a sale of aviation books, posters, parts, and more at the annual Wings n' Wheels Day at Wings Field. Payment is by check or cash, with proceeds to the scholarship fund.

For info or to donate an item, contact:

Debbie Harding: airvenhab@earthlink.net, 610-827-7208,
Rob Dant: rdant@mindspring.com, 610-909-4467

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Delaware Valley Regional Planning Commission Meeting Report

AIRPORT NEWS

June 19, 2008

By Elaine Farashian



PHILADELPHIA INTERNATIONAL [PHL]

Passenger traffic increased 3% and international traffic increased 8%. Runway 17-35 is 48% complete. In progress is demolition of the former overseas terminal to make an 800 parking space area.

PHILLY NORTHEAST [PNE]

Phase 4 of the perimeter project has been initiated.

CHESTER COUNTY [MQS]

Discussion at a June meeting dealt with runway relocation and environmental overview.

DOYLESTOWN [DYL]

The airport is about to begin phase 2 of the storm water project. Underway during this time will be completion of an access road and a runway protection zone.

QUAKERTOWN [UKT]

The taxiway project is finished, however, the runway needs smoothing

out. At this time no extension is planned, but the runway will be widened to 75 ft.

VAN SANT [N91]

A runway leveling project is scheduled to begin in November and could be completed by February.

CAMDEN COUNTY [19N]

New Jersey Division of Aeronautics has given grants enabling runway and taxiway lighting as well as runway and apron rehab. The lighting is complete at this time.

TRENTON MERCER [TTN]

There is no air carrier service because Delta and BostonMaine Airways have left. The Alpha-Juliet project is continuing and the LED lighting is 50% complete.

POTTSTOWN MUNICIPAL [N47]

The borough is proposing a \$5 million project to increase hangars to 40. The airport has received a grant to finish hangar construction and a credit card system for its fuel farm.

CROSS KEYS [17N]

The 50 x 3,500 ft. runway needs resurfacing. The state has given support, but taxiway and runway lighting improvements are needed. The airport's premier jump school yields great revenue.

FLYING W [N14]

Although the flight school is growing and fields are being cleared, the proprietor is undecided in making it a golf course or an airport.

WINGS [LOM]

Litigation regarding the itinerant apron will probably occur in the fall.

NEW GARDEN [N57]

Bidding for the parallel taxiway project will take place in July.

BRANDYWINE [OQN]

A fuel farm project is being studied.

PERKIOMEN VALLEY [N10]

Bids are being received for obstruction removal.

CECIL COUNTY [58M]

State and local funds have been provided for the 1,000 ft. runway extension. Hangar planning is underway.

WILLOW GROVE [NXX]

The Air National Guard will cease flying in 2010 and the Navy will remain until 2011. Ongoing legislation will define future uses and occupants of the facility, however the airfield will not be of public use. Although named Willow Grove, the site is actually in Horsham and is referred to as JII (Joint Interagency Installation).

Aero Club Of Pennsylvania visits Keystone Helicopter, by Walt Ellis

On June 14th, members of the Aero Club and their guests celebrated the morning of Flag Day with a visit to the Keystone Helicopter facility adjacent to Chester County airport. Jay Lockwood who signed us in, issued badges and briefed us about our tour. Keystone Helicopter was founded by Peter Wright in 1953 and has remained in the forefront of helicopter support since then. Keystone has recently become affiliated with Sikorsky Aircraft and now holds an FAA production certificate to build new Sikorsky S-76 helicopters. They also do completions on civilian Sikorsky S-76 and S-92 aircraft and heavy turbine engine maintenance. Completions consist of installation of all customer-

specified options, electronics, interiors and exterior painting.

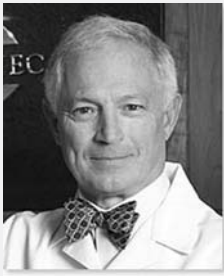
As we walked through the work areas it was impressive to see helicopters lined up side by side in different stages of completions. Jay told us that 75% to 80% of the S-76s go to customers in the United States for executive transport and that about the same percentage of the S-92 go overseas and are primarily used as utility aircraft. Quite often the S-92s are fitted with inter-changeable interiors so they can be used as executive transport, general utility and even for military purposes as needed. Keystone Helicopter is growing and has new buildings under construction now.



This group shot was taken beside a Sikorsky S-76. From left to right, our guide Jay Lockwood, Jack Jones, Jeff Kahn, John O'Toole, Wayne Linn, Walt Ellis, Jim Kilduff, Leo Sweeney and John Innis.

Vision correction options for pilots

FLIGHT SAFETY



By Dr.
Steven Siepser

Twenty years ago, if a pilot experienced decreasing vision, his flying days were

probably numbered. Today, new technology allows pilots to experience many more years of aviating enjoyment. There are numerous options available which can correct vision for distance, intermediate and near providing the recipient freedom from glasses for most activities, notably flying. The FAA now sanctions many of these ophthalmic advances. Commercial and even military pilots can fly after having LASIK or Laser Vision Correction. Typically, after undergoing a procedure, a report is sent to the FAA documenting the patient's recovered vision. As long as the requirements are met and vision is deemed satisfactory, flying can be resumed, often within a short period.

Intraocular lens implants with variable and multi-focus capabilities as well as Vision ICLs or "implantable contact lenses" are all approved. Multi-focal implants, one of the stalwarts of lenses, can correct distance, intermediate and near vision. It works quite well but can sometimes cause nighttime glare. The Crystalens™ is probably a better choice for pilots. It is, however, least effective for reading. The procedure for improving reading vision is CK and is also sanctioned by the FAA.

A pilot with cataracts can receive presbyopic implants returning him to flying status within 48 hours. If the process of correcting vision for distance and near involves astigmatism, temporary glasses may be needed for a few months. Pilots have the option to go forward with temporary glasses or wait until everything is settled out which can take up to 3 months before flying is resumed.

Technological advances like these obviate previous concerns of mono-vision and loss of stereo vision, delivering eyesight like some of us had in our youth. Refractive lens exchange, correction of astigmatism and Laser Vision Correction all can extend our years of seeing up close and afar. Active adults playing golf, tennis, exercise, running, biking and flying their airplanes should look to this new technology to enhance their lives as vision starts to decrease with age. If your doctor does not provide you with these alternatives, visit the Internet to research all that is available to you. Being an informed consumer is a necessity in today's world.

Dr. Steven Siepser is an ophthalmologist who operates the Siepser Laser Eyecare centers in the Philadelphia area. He is also an Aviation Medical Examiner and flies a Beech Bonanza. He was guest speaker at the 2001 Aero Club of Pennsylvania Wright Brothers Dinner. His website is <http://www.siepser.com>



Dr. Siepser at Meigs Field in Chicago one day after his laser eye surgery.

Dr. Siepser speaks not just as an ophthalmologist, but as pilot and AME that has undergone laser vision correction himself. He describes how easily his own surgery went: "The day of my procedure, I operated all day. Afterward, I flew my Bonanza from Pennsylvania to Chicago and took a cab over to the loop where my colleague has his office. He stayed until 7PM to do my laser vision correction that night. When completed, my wife and I went out for dinner. Later that evening, after a call from the doctor, I went to bed early. The next morning upon my return to the doctor's office, my vision was already 20/25 and 20/20 with both eyes open. My initial plan was to stay there for the next few days but since I felt great and my vision was so good, I flew my airplane to Florida for the weekend. The ease of the procedure was quite remarkable".

Aero Club, Bob Shannon, and 99's award 14 scholarships...

The Aero Club of Pennsylvania

awards scholarships to young men and women interested in pursuing careers in aviation. This year, the Aero Club awarded six \$2000 scholarships and two \$3000 scholarships. Four of our scholarship recipients are students in the Aviation Program at Mercer County Community College in Trenton.

2008 Aero Club of Pennsylvania Scholarship Winners



JEFF ADELMAN



TIM BALDWIN



JEREMIAH BURKE



SAMANTHA GEROFSKY



RAJIEF JOBSON



CHRIS LICITRA



JAMES ROUILLIER II



MICHAEL SUOZZO

The Eastern PA Chapter of the Ninety-Nines,

part of the international Ninety-Nines organization of woman pilots, award scholarships to woman interesting in starting or furthering their interest in aviation. This year, the Ninety-Nines gave away two additional scholarships for a total of four \$1000 scholarships.

2008 99's Scholarships



MICHELE HIGHT
THERESA DELLAQUILA AWARD



JONI ROSSON
MAYSIE HENROTIN AWARD



CHRISTINE LESKO
CONNIE WOLF AWARD



AMY SIPALA
LOUISE SACCHI AWARD

Bob Shannon Scholarships

are awarded in honor of Bob Shannon, who operated West Chester Airport (Brandywine) and then Downingtown Airport (Shannon Airport) in the 1960's and 1970's. This year, the Shannon Fund gave away two \$1000 scholarships.

2008 Shannon Scholarships



ZACHARY GERBNER



DAVID STERNBERG



Joseph Blasenstein, Director, professor & chief pilot for the Aviation School at Mercer County Community College stands with four of his student scholarship winners.

Van Sant Airport: Tribute to Aviation

by Marjorie Dorfman

Along the lush and remote Cafferty Road in Erwinna, Pennsylvania, on property that was originally two adjoining farms, lies a living tribute to the history of aviation.

Here one is thrust into a time that is no more, where one can almost hear the lively strains of Glenn Miller's music and feel the tension of the free world united in its front against Nazi Germany and Imperialist Japan. Most of the planes based and visiting here are antique, most of them tail-draggers from the

early 1940s, bearing significant names like Stearman, Cessna, and Travel Air.

The Boeing Stearman (PT-17) was the first American military plane, and most all flyers in World War II were trained in one of them. They were nicknamed "washing machines" by the military because cadets were constantly being washed out of training in them. There are eight based Stearman at the airport. A visiting J-2 Cub, the precursor to the venerable J-3, has a 40-horsepower engine and dates back to the 1930s. It stands proudly this day along side a visiting Cessna L-19 "Bird Dog" that was used by American troops in Korea and Vietnam. Still older is a Travel Air, a speed-wing, open cockpit bi-plane that has a Wright Whirlwind Engine, the same type that transported Charles Lindbergh on his memorable trans-Atlantic flight. Other unique aircraft based at the airport include a de Havilland DHC-1 Chipmunk and a French Avions Max Holste "Broussard."

American aviation may have been born on the sand dunes of Kitty Hawk, North Carolina in December, 1903 with the first successful heavier than air flight of Orville and Wilbur Wright, but oth-

ers have followed with their own dreams and aspirations. One such man was John Van Sant, the son of a Bensalem farmer, born in 1913. He began his love affair with flying as a teenager in Bucks County, surrounded by other



John Van Sant learned to fly in the 1930's in a Waco OX biplane fitted with the famous OX-5 Engine. Family photo.

great pilots. One of his early instructors was his brother-in-law, Bill Engle, who later became a test pilot. A friend, Art Scholl, flew in the movies, including all the flying for the movie, "Johnathan Livingston Seagull." Still another friend, Rod Jocelyn, was a national aerobatics champion.

Bill Engle and re-named the 80-acre site, The Old Star Airport. As the owner, this aviation pioneer operated the Van Sant Flying Service, which performed crop dusting and maintained a flight school for returning World War II veterans. The earliest air mail flights in Bucks County originated at Old Star Airport, which was later sold and became the Oxford Valley Mall off Route 1 in Middletown Township near Langhorne Borough. In the years following the end of World War II, he bought government surplus airplane parts (mostly Cessna) and became the owner and founder of the Van Sant Airport.

Van Sant also owned Doylestown Airport from 1957-1960. At first it was operated privately, but became, as it is today, a commercial airport. He served as an advisor to the American aerobatic teams competing in Spain in 1964 and

Russia in 1968. The contests were privately funded by flyers with their own planes, not like their European counterparts. John was a member of the Free Masons, the QB (Quiet Birdmen), the EAA and the OX-5 Aviation Pioneers. He died of cancer in 1981 at the too young age of 67, but savored every moment of his life as an innovator and pioneer in the field of aviation. His legacy lives on at 516 Cafferty Road in Erwinna, PA for the entire world to see.

The Van Sant family sold the airport in 2003 to the Bucks County Department of Parks and Recreation with the stipulation that it stay a grass airfield. In fact, the airport is designated as Van Sant Airport and Park. John Van Sant's two surviving daughters each have a home adjacent to the field.

Van Sant boasts of being among the more active sod airfields in the United States and is the only airport where you can be checked out to fly a Stearman and Tiger Moth. In other places, you can ride in them, but cannot have the privilege of actually flying them yourself. The airport is leased to Sport Aviation Inc, established in 1995 and managed by Azhar Husain. Its goal is to promote a



Azhar Husain prepares the Stearman for a day of instruction. Dual and solo is available in the PT-17.

unique aviation atmosphere and provide a significant glimpse into the golden era of aviation. Here, the instructors love to teach and love to fly.

Pilots from around the world are offered a myriad of services, including Stearman, Tiger Moth, Decathlon, and Great Lakes training, aerobatics instruction in a pow-

Van Sant Airport, Continued from Page 7...

ered aircraft and a glider, tail-wheel check-out and rentals, glider instruction and rental, Cessna 150 and 172 rentals. Some limited primary training is also available.

Old School Aviation is the maintenance shop at Van Sant. They specialize in maintaining and restoring classic and fabric aircraft. Husain says that “restorations at the airport are always a labor of love and the work is intensive.” Most are performed under the watchful eye of Mr. George Taylor, owner of Old School Aviation. George is “a true mechanic’s mechanic”, according to Azhar. This specialization is almost a dying art, as A&P schools don’t even teach the restoration of wood and fabric anymore. A single wing restoration on an



Azhar gives instruction from the front seat of the Stearman. Photo by Rob Dant during dual instruction.

antique plane could take many months. No one’s in a hurry here, where time in its own peculiar way, has stood still. Some completed restorations include: Stearman, Tiger Moth, Pitts Special, Stinson, Champ, J-3 Club, and Waco. They also do the maintenance on all of Sport Aviation’s aircraft.

Many visitors to the airport prefer not to fly, content with their own specific, intimate encounter with the past. According to Husain, a 99 year old woman who, after watching her family loop and roll around in the sky complained that “no one asked her if she wanted to go along!”

The excitement is contagious and Sport Aviation promotes a unique family atmosphere. On summer weekends people can come and spend the day, nibbling on hamburgers and hot dogs while enjoying a glimpse into a time that is no more. The spirit of John Van Sant no doubt looks down with pride at the airport that was his dream and sole creation.

For more information on this unique little corner of the world, visit the web site at www.vansantairport.com.

Marjorie Dorfman is former teacher from Brooklyn, New York, now living in Doylestown, PA, not far from Van Sant Airport. She is currently a freelance writer of horror fiction and humorous non-fiction. She maintains several web sites and writes feature articles for local newspapers. Her book entitled: *A Taste of Funny*, and her website, *Eat, Drink And Really Be Merry* (www.ingestandimbibe.com) feature humorous articles on the subject of food and drink. See her website at www.laughingmattersink.com.

Article originally written in 2003. Updated in 2008 by Robert Dant.

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AERO CLUB OF PENNSYLVANIA

Organized December 17, 1909; Chartered May 10, 1910



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