



# PENNSYLVANIA

Vol 22 No 3, Fall 2011

# PILOT

www.aeroclubpa.org

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

## Aero Club Event

**Fly Market...** The Aero Club will hold its annual aviation fly market on October 1 at the Wings & Wheels Day to be held this year at Allentown's Queen City Airport. The sale raises funds for the Aero Club of Pennsylvania Memorial Scholarship Fund. Donations of aviation-related items are being accepted for this year's event and for our Wright Brothers Dinner Silent Auction. We do pick up. Email us at aeroclubpa@aol.com for more information.



Past Fly Market

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## Aero Club visits birthplace of aviation

### Air Force Museum visit...

Seven Aero Club members tagged along with EAA Chapter 240 for their visit to the National Museum of the United States Air Force in Dayton, Ohio on July 16. The world's largest and oldest military aviation museum features an overwhelming display of aircraft, beginning with the first military aircraft delivered by the Wright Brothers. Displays are spread across three huge quonset style hangars, with additional displays outside and in a remote hangar on the active part of the Wright-Patterson Air Force Base. Two Aero Club member aircraft, along with three EAA 240 aircraft made the flight from southeast Pennsylvania to Dayton Green County Airport. After the museum visit, the local EAA Chapter 382 hosted the group at their regular monthly meeting, which included a pot-luck dinner and a presentation. See photos from the museum below.

### Club awards Scholarships...

85 guests attended the Annual Scholarship Dinner on June 16 at Wings Field sponsored by the Aero Club of Pennsylvania. The Aero Club

Memorial Scholarship Fund and the Bob Shannon Memorial Fund awarded \$25,000, including some special scholarships funded by other organizations. The Eastern PA Chapter of Ninety-Nines also awarded \$4,000. Our speaker was former recipient Jeffrey Adelman who works as a Challenger 300 simulator instructor for Flight Safety in Wilmington. See recipient photos page 6.

### Aero Club and Shannon programs finalize merge...

After forty years of providing aviation scholarships, the Bob Shannon Memorial Scholarship Fund will continue under the auspices of the Aero Club of Pennsylvania Memorial Scholarship program. The Shannon program was set up by the Aero Club in 1971 and will continue under direction of the Aero Club Scholarship Trustees. Awards will continue to be given in Bob Shannon's honor for primary training. The merger of the funds will help to reduce the overall management of the two programs, while combining the marketing, application, and interview processes. This year, the Shannon program awarded \$2500.

## Museum Highlight: National Museum of the United States Air Force



The Museum is housed in 3 large buildings on the west side of the old Wright Air Force Base.



Military aircraft are packed into all available space in this very large museum.



A modest missile and space gallery adjoins one of the large quonset buildings.



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

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AeroClubPA@aol.com

The Aero Club of Pennsylvania was formed in 1909 to encourage and promote aviation in Pennsylvania and the Greater Delaware Valley. We are both a social and civic organization which plans field trips, holds an annual dinner, sponsors presentations, awards aviation scholarships, and produces this quarterly newsletter.

New Membership is only \$20  
Signup at [www.aeroclubpa.org](http://www.aeroclubpa.org)

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**Aero Club Mem. Scholarship Fund:**  
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Bruce Thompson  
Robert Dant, ex Officio

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## PRESIDENT'S MESSAGE

**Robert Dant**

### Scholarship Awards

We have completed another year of soliciting donations, attracting great candidates, interviewing, and finally awarding scholarships to deserving men and woman seeking careers in aviation. Thank you for all your donations and know that your support has helped many local aviators.

### Dayton Trip

As impressive as is the size of Smithsonian's Udvar-Hazy museum, the "Air Force Museum" at Dayton is impressive about three times over. Any aviation museum that houses not just one, but two SR-71's, two Constellations, and two twin-mustangs is pretty darn impressive. The last time I visited the museum was nearly 30 years ago. I do not remember much of that visit, except that the missile displays and many more aircraft were outside at the time. They have since added much needed indoor space to house over 350 aircraft. And, they are in the process of adding a fourth



SAM 26000 sitting behind FDR's VC-54C

of the very huge quonset-style hangar buildings, each alone rivaling the main wing at Udvar-Hazy. My favorite display was that of SAM 26000, the Boeing 707 that acted as Air Force One for Presidents Kennedy, Johnson, and Nixon. Visitors can still board the aircraft and see the plane as it was last configured. This aircraft stayed in service as a backup until 1998. Of course, this was the aircraft where President Johnson was sworn in after the assassination of President Kennedy. It takes a full day to see most of the displays in this large museum and that is without spending time to read the details. The museum also has an IMAX theater, a cafe and a large gift shop. Kitty Hawk is often remembered by most people as the place where the first flight took place, but Dayton is really where it all started and matured. The area boasts numerous other Wright Brothers related sites worth seeing.

## BOARD OF DIRECTORS REPORT

**Nancy Kyle, Secretary**

The Aero Club Board of Directors met at Wings Field on July 21. President Rob Dant welcomed the group, and then Nancy Kyle presented the minutes from the April meeting. The group discussed financials, membership and newsletter details. Mary Wunder reported about 162 paid members of the Aero Club.

The group reviewed Debbie Hardings report on the Scholarship awards dinner. An interesting discussion ensued on whether it is appropriate for Aero Club, as opposed to the Aero Club Scholarship Fund to pay for dinner for

award recipients and their guests. Due to the greatly increased number of awards given this year, the club expense for the dinner was significantly increased this year. The Aero Club Board and the Scholarship Trustees will discuss this question in a future meeting.

The board talked about upcoming trips, including a repeat visit to the Eagles Mere Air Museum and a bus trip to Udvar-Hazy.

The meeting adjourned for dinner and a presentation by Linda Evans and Barbara Strachan on their 9th place finish in the women's 2011 Air Race Classic in June.

# AVIATION CALENDAR

## AUGUST

- 17** (Wed) Atlantic City Air Show - Thunder Over the Boardwalk
- 21** Aero Club Flyout to Eagles Mere, See Page 4
- 30-31** B17 Tour Stop, Harrisburg Capital City (KCXY)

## SEPTEMBER

- 10** Cessna Cardinal East Coast Flyin - Lancaster, PA (KLNS)
- 10** EAA #240 Pancake Breakfast at New Garden (N57)
- 10** EAA #643 Pancake Breakfast at Sky Manor Airport (N40)
- 10-11** EAA #70 Annual Fly-in Event - Braden Airport (N43)
- 11** Pancake Breakfast at Woodbine, NJ (KOB1)
- 11** Pancake Breakfast at Pottstown, PA (KPTW)
- 24-25** Gettysburg Wings & Wheels Fly-In (W05)

## OCTOBER

- 01** Aero Fly Market at Wings & Wheels, Queen City (KXLL)
- 22** Aero Club Bus Trip to Udvar-Hazy Museum, See Page 4

## NOVEMBER

- 11-13** 40th Annual Waterfowl Festival, Easton, Maryland (ESN)  
<http://www.waterfowlfestival.org/>

## Board of Directors Mtg, Oct 20

Wings Field, Philadelphia Aviation Country Club

The Aero Club will hold its next Board Meeting on Oct 20 at Wings Field. Following the board meeting at 6PM, Miss Mary Groce will present details on her research of her great uncle's aviation exploits in the early 1900's. She discovered that Emory Conrad Malick, a Pennsylvania native and an African American received his pilot's license long before it was believed that the first African American had done so. See the story on Page 5.

Dinner (optional) begins at 7PM and the presentation begins around 8PM. Contact Rob Dant ([rdant@mindspring.com](mailto:rdant@mindspring.com)) to announce your intention to attend. Dinner is around \$30 per person, not including drinks. Attire at PACC is business casual.

## New membership renewal process begins this year

In past years, this would be our membership renewal issue for the following year. It tended to create some confusion about the term of membership and the official expiration date. We have decided to delay the official renewal until the Spring issue of the Newsletter in February, but we will still provide opportunities to renew early with our Scholarship Donation Drive, and with the invitation to the Wright Brothers Dinner. Doing early renewal helps to reduce the paperwork processing the renewal period in the Spring. The official membership

period will be from January 1 to December 31 each year.

The Aero Club's membership has varied substantially over the years, settling in the last decade at around 175 paid members. As with any organization, it requires much effort and perseverance to maintain existing membership as well as bring in new members. The Aero Club Board continues to investigate new ways to improve our membership, including the possibility of automatic renewal and lifetime memberships.

## 2012 Aero Club Scholarship Donation Drive

The 2012 Aero Club Scholarship Donation Drive begins now with your contribution which will go to help young men and women start or advance their careers in aviation. Donations can be made with the form below, or with a PayPal or credit card payment online at [www.aeroclubpa.org](http://www.aeroclubpa.org). As always, a \$100 donation to the scholarship fund will include free membership for the year 2012. One hundred percent of your donation goes directly to scholarship awards each year and is augmented by investment funds and donations from various local groups and flight schools. In 2011, the club helped to award \$25,000 in scholarships.

Donate by Mail with this form, or  
Donate online at [www.aeroclubpa.org](http://www.aeroclubpa.org)

Send Scholarship Donation to Aero Club PA Scholarship Fund  
**PO Box 748; Blue Bell, PA 19422**

Waive my 2012 Dues with my \$100 donation  
Or other Donation Amount:

NAME: \_\_\_\_\_

I am a current member with address on file  
 I wish to become a new member with address below:

ADDRESS: \_\_\_\_\_

CITY/STATE/ZIP: \_\_\_\_\_

PHONE/EMAIL: \_\_\_\_\_/\_\_\_\_\_

# Delaware Valley Regional Planning Commission Meeting Report

## Airport News

June 16, 2011

By Elaine Farashian



### PHILADELPHIA INTERNATIONAL [PHL]

Runway 9R/27L rehab is 70% complete while the design for runway 9L/27R overlay is 90% complete. Taxiway K extension is underway. A new Wawa is being built in the employee parking lot.

### NORTHEAST PHILADELPHIA [PNE]

Taxiways F, G, H, and J are 10% complete.

### BRANDYWINE [OQN]

The airport safety project has been bid. Bidding for the apron drainage is in progress. Work on expanding the main taxiway has begun.

### CAMDEN COUNTY [19N]

The airport received a runway lighting grant from the state and now is exploring hangar development.

### CROSS KEYS [17]

The airport is doing threshold relocation and is pursuing new hangar development.

### DOYLESTOWN [DYL]

Pavement rejuvenation has resumed as well as the installation of a new fuel dispensing system.

### NEW CASTLE [ILG]

Taxiway H project has begun.

### NEW GARDEN [N57]

The initial phase of taxiway repaving has begun. The airport has finalized a proposal for hangar development.

### PENNRIDGE [CNZ]

A new AWOS has been commissioned. There is a new PAPI at both ends of the runway.

### SPITFIRE [7N7]

DVRPC has had to suspend the AWOS installation.

### TRENTON MERCER [TTN]

The air traffic control drainage project around the tower is proceeding. EMAS design exists for all 4 runway ends. Bidding opens July 1 for runway 16/34. The airport is embarking on phase 2 rehab of A, C and J. Ronson FBO was sold to Ross Aviation. Streamline airline began public charter with 2 flights per day to Boston.

### WILLOW GROVE [NXX]

The Horsham Land Reuse Authority has hired RKG, a consultant, to examine the Notices of Interest and develop 3 scenarios of facility reuse by September 2011. A decision of the final reuse scenario is due December 2011. The airport itself was recently notated closed.

### WINGS [LOM]

Bids for the itinerant apron have been received and construction is underway. The public trail agreement has been executed. The trail is on airport property running the length of Narcissa Rd. The township has approved replacement of hangars 3 and 4.

## The next stage for Willow Grove



On July 27, the Horsham Land Reuse Authority held its regular business meeting which was attended by over 400 members of the local community. The agenda included

a review and vote on the Notices of Interest submitted by various organizations in regard to Willow Grove land reuse. Some of the NOI's included possible airport usage. The final board vote did NOT include any of the airport alternatives for future consideration. This decision was met with chagrin from aviation proponents but with cheers from most of the residents in attendance. RKG Associates will now present the detailed alternatives at the next meeting on August 17. For more information on Willow Grove redevelopment, visit [www.hlra.org](http://www.hlra.org).

### Eagles Mere Flyout, Sunday, August 21

The Aero Club is planning a fly out from the Philadelphia area to the Eagles Mere Air Museum on Sunday, August 21, around 10AM. The museum and private airstrip northeast of Williamsport houses a collection of 20 actively flown antique aircraft. We will arrive at 11AM, visit the museum, eat lunch and return before 5PM. For museum info, see [www.eaglesmereairmuseum.org](http://www.eaglesmereairmuseum.org).

We'd like a list of pilots and passengers wishing to fly up and want to know if you might have open seats. And, if you are interested in an open seat, we will try to match you up with an aircraft. Reply to [aeroclubpa@aol.com](mailto:aeroclubpa@aol.com). We need your name, email, phone and home base/closest airport. Pilots, read the important airport information on the Eagles Mere website. The airport id is 4PN7.

## Aviation Tax Relief proposed in PA



Aviation Council  
of Pennsylvania  
Serving Pennsylvania's Aviation

The Aviation Council of Pennsylvania has been supporting efforts to eliminate the aviation sales and use tax in

Pennsylvania. Pennsylvania House Bill 1100 is cosponsored by over 60 Pennsylvania House members. The bill eliminates fixed-wing aircraft sales and use taxes on aircraft sales, parts, maintenance and repairs. The bill would help Pennsylvania better compete for aviation business and investment. Many states in the northeast already have aviation tax exemptions in place.

The Council recognized the efforts of PA House members Peter Daley, chair of the House Commerce Committee, and Rick Geist, chair of the House Transportation Committee, along with their staffs, for helping to get the legislation moving. According to the Council, this bill is the first step toward helping Pennsylvania become known as an aerospace-friendly state.

### Udvar Hazy Museum Bus Trip, Oct 22

The Aero Club of Pennsylvania is planning a bus trip from the Philadelphia area to the Smithsonian Udvar-Hazy Museum on Saturday, October 22. We expect to depart from Wings and Brandywine Airports before 7AM and return around 7PM. We hope to have a docent to provide us with a special tour for part of our visit. This is a first-come, first-serve event and tickets must be pre-paid. See [www.aeroclubpa.org](http://www.aeroclubpa.org) for details on signing up and paying online or via U.S. Mail. For questions, contact us at [aeroclubpa@aol.com](mailto:aeroclubpa@aol.com).

# Emory C. Malick, Pilot #105, was an early Aero Club member

Aviation History by Mary Groce

In 2004, I was in Selinsgrove, PA, going through a box of family papers with my cousin Aileen when I found a sheet of old letterhead for an "Emory C. Malick, Licensee: Pilot No. 105." Included on the letterhead was a photograph of a handsome young man in a Curtiss aircraft.

I asked Aileen, "have you ever seen this photo of our great-uncle Emory?" Aileen looked at it and replied, 'Oh my God. He's black.'

"Yup," I agreed. It looked like we had finally stumbled onto the deepest, darkest secret of all. Neither of us had ever been told about our pioneer uncle, or about our African heritage.

Since then, I've been researching my great-uncle's story and I am now writing a book about him.

Emory Conrad Malick (1881-1958) was the first licensed African American aviator, earning his International Pilot's License (Federation Aeronautique Internationale, or F.A.I., license), #105, on March 20, 1912, while attending the Curtiss Aviation School on North Island, San Diego, California, but Emory's name is as yet unknown in our history books.

Eugene Bullard flew for France in 1917, since, as a black American, he wasn't permitted to fly for



Emory's Reserved Grand Stand Ticket to an Aero Club Aviation Event held in September, 1910

his own country during World War I. In 1921, another African American, the famed Bessie Coleman, also had to travel to France to earn her International Pilot's License, and is credit-



EMORY CONRAD MALICK at the controls of a Curtiss pusher. Curtiss Aviation School, 1912

ed with being the first black pilot to fly in the United States. James Herman Banning is considered to be the first African American to achieve his pilot's license in the United States, in 1926. But, in fact, Emory Malick preceded them all.

Born on December 29, 1881, Emory grew up in central Pennsylvania, first in Seven Points, then in nearby Sunbury, Northumberland County, where he built his own gliders and flew them across the Susquehanna River to his job as a farmhand and carpenter on Cattie Weiser's farm.

By 1910, Emory had taken his interest and skills to Philadelphia, noted by his 1910 membership in the Aero Club of Pennsylvania, a well known and prestigious club devoted to aviation.

After earning his pilot's license in 1912, Emory obtained, assembled and improved upon-a Curtiss

"pusher" biplane which in 1914 he flew over Selinsgrove, Pennsylvania, "to the wonderment of all!" thereby becoming the first pilot to soar through the skies of Snyder, in addition to Northumberland, Counties.

Later in Philadelphia, he did aerial photography and transported passengers. Family papers suggest that Malick might have helped establish Flying Dutchman Air Service with famed local aviator Ernest Buehl. Malick also worked locally as a carpenter and a master tile-layer.

Even though Emory was my grandmother's brother, I was never told about him.



Bill for Aero Club dues, February 24, 1910. \$10 for 6 months.

In my journey to uncover his story, I learned the sad (but only partial) truth in words spoken to me by a very old white retired Air Force pilot: "Hey, he was an out-of-town-er, and he

was black. Of course no one saved any record of him!"

Well, that era is over. Now, after all these many years, I am happy to have introduced you to my great uncle, one of the very first aviators of all time.

Contact me if you can help with my research on Emory C. Malick:

Mary Groce, 610-506-5412  
 MsMaryGroce@aol.com  
 www.emoryconradmalick.com

# Aero Club, Shannon, Ninety-Nines award 17 scholarships...

## 2011 Aero Club of Pennsylvania Awards

The Aero Club of Pennsylvania awarded 11 scholarships for \$22,500, including a \$2500 award in honor of Michael Dunn, and \$5000 donated by Montgomery County Aviation.



**CLIO MASSEY**  
CIRRUS TRAINING AWARD



**BETH ANN DEININGER**  
CIRRUS TRAINING AWARD



**BRAD BARRIE**



**NICHOLAS BIRBILIS**



**THOMAS BIRSCH**



**ZOE CUNNINGHAM**



**MICHAEL P. DAVIS**



**ZACH GERBNER**



**C. STEPHEN JORDAN**



**KEITH STOVER**



**WILLIAM BRENNAN**  
WILLIAM DUNN AWARD

## 2011 Ninety-Nines Awards

The Eastern PA Chapter, Ninety-Nines awards scholarships to woman interested in starting or furthering their interest in aviation. This year, the Ninety-Nines gave away two \$2000 scholarship awards.



**NICOLE GRAHAM**  
THERESA DELLAQUILA  
AWARD



**ALAYNA KAZIMER**  
CONNIE WOLF -  
LOUIS SACCHI AWARD

## 2011 Bob Shannon Awards

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 \$2500 in awards.



**SCOTT MANGUM**



**NICK MOLLIKA**



**JACOB LEVINE**  
GLIDER AWARD



**JORDAN LEVINE**  
GLIDER AWARD

All Photos by Rick Shimpf

## Seaplane lesson #2: Use of distractions

Member Story by Rob Dant

I had been working on my dream of getting a seaplane rating. Sunday, May 23, 2004, was my second lesson and it was a mostly calm morning at the Essington Seaplane Base. I meet up with instructor extraordinaire, Hank Grenfell and he gave me some pointers on the preflight. The 65HP cub on floats looked raring to go.

The tide was down a lot more than the last time I was here. It made the launching a little more interesting. Last time, we started from the dock; this time, we would launch directly from the seaplane dolly. Off we went.

It'd been a couple weeks since my first lesson. The spring weather was wreaking havoc on my lesson schedule. I

was trying to recall the things Hank told me during the last lesson. Our first order of business was to do some "buoy work" (most of seaplane training is really on the water, not in the air). This day the winds and tide were in opposite directions, so that kept me thinking. Practicing approaches to the buoy simulates approaching a dock. I guess I passed that lesson, and it was on to takeoff and landings.

The first takeoff was uneventful, and I'm doing an acceptable job finding the right rotation point and establishing a good climb angle. We flew toward the practice area just northeast of the Commodore Barry Bridge. I love this stuff.

I had completed a couple good takeoffs and less-than-completely-dangerous landings. Hank kept reminding me to keep within gliding distance of the water. In this tight air-

space underneath Philly's departure path, our pattern altitude is just 300ft AGL. Not much leeway here.

My next takeoff was good... I was getting the hang of the one-float takeoff and making smooth transitions to the climb.

All was right with the world, but as someone once suggested, when one is at the height of their glory, there is often no way to go but down!

At 150 feet above the water:  
BAAAAAM!

That didn't sound nice and now there was no sound at all! I had no problem recognizing a complete engine stoppage, but I spent the requisite 4 or 5 seconds trying to accept the situation before

formulating a response. At 150 ft AGL, this was really no time for hesitation and Hank quickly took over. I should have been terrified, but frankly, I found this to be a very curious situation. And it got better

still... Hank informed me at that moment that the propeller had departed the aircraft! That would explain the engine stoppage. Hank glided us down to a smooth landing. After 15 seconds, it was over. Did that just happen?

At this point, there was no choice but to paddle to shore and check the damage. It became obvious that the front of the crank had failed,

not the prop. That made for a quick and clean departure from the aircraft with no undue vibration. It

**"Hank informed me at that moment that the propeller had departed the aircraft!"**

was an interesting, and hopefully, rare event. A passer-by in a motor boat offered to help look for the

wooden prop near Chester Island, but the prop was not to be found.

It was time to call for help. Hank brought his cell phone, but he didn't have any local numbers programmed in. Who to call? He called none other than Bob Mills who had moved to Florida and he had Bob call the local marina for help. The guys at the Riverside Yacht Club came to the rescue and towed us in. It had been just a 5-minute flight, but it was a 45-minute tow back to the base. There was a lot of local interest as we passed by small boats, a police boat, and a tug.

Finally, back at the dock, Hank towed the Cub back into the hangar to await a better day.

Lesson two was now complete and Hank informed me that there would be no charge! But this lesson was

really priceless. Sadly, it would be awhile until we were back in the air. But, I was patient and I would be back.

**2011 update:** I did finally get my seaplane rating later that summer in

the very same Cub. Since then, I have rented seaplanes in Maine, Florida, Italy and Seattle, including quite a few hours solo time from the places that allow me. Now, my next dream is to have my own seaplane. I would welcome "silent" partners :-)



Hank on the phone to Bob Mills



Hank towing Cub, sans prop



Organized December 17, 1909; Chartered May 10, 1910

## **AERO CLUB OF PENNSYLVANIA**

P.O. BOX 748, BLUE BELL, PA 19422

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

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POSTAGE REQUIRED

### **FLIGHT SAFETY** by Al Schnur

The July/August issue of FAA Safety Briefing is available at your local FSDO and at this Web site:

**[www.faa.gov/news/safety\\_briefing/](http://www.faa.gov/news/safety_briefing/)**

It presents a number of ideas for enhancing mentoring and professionalism in GA. Each article contains references to other publications and links that will supplement your learning. The general gist of the current publication is to highlight the importance of the attitudes, skills, and knowledge needed to make you the best in your flying activities.

The issue also included the schedule for the 2011 Forums that were held at EAA AirVenture Oshkosh this year. The schedule was well rounded and featured speakers such as John and Martha King and Rod Machado.

The new Advisory Circular AC90-109, Transition to Experimental and Unfamiliar Aircraft is at:

**[www.faa.gov/documentlibrary/media/advisory\\_circular/90-109.pdf](http://www.faa.gov/documentlibrary/media/advisory_circular/90-109.pdf)**

The title is somewhat misleading since one would think that it is mostly for experimental aircraft. Having read the AC, it contains great safety advice and procedures

to be followed before setting foot into any new airplane. Together with a knowledgeable CFI the checkout in a new aircraft will be a positive experience.

There is also an airworthiness section in the Nuts, Bolts and Electronics department addressing professionalism in maintenance.

And finally, you may have noticed those mysterious black-and-white squares that are appearing these days on posters and other publications including this issue of the FAA Safety Briefing. For those in the know, this now ubiquitous barcode - is a QR code - for "Quick Response," a two dimensional square matrix graphic that encodes a website address (URL) text or other data. Check page 3 of the current issue for a description.

QR Code for the FAA  
Safety Briefing

