



# PENNSYLVANIA PILOT

Vol 20 No 1, Spring 2009

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

## Aero Club Highlights

### Wright Brothers Dinner

The Aero Club held its annual dinner at the Desmond Hotel on December 17, 2008. Sixty members and friends enjoyed hors d'oeuvres, dinner and a presentation by Bob Sparks, a longtime



Bob Sparks receives thanks from Rob Dant

balloon pilot who attempted two crossings of the Atlantic in the 1970's. President Nancy Kyle welcomed new board members to the Aero Club. Tom Martin from the FAA honored Walt Ellis, a recent recipient of the FAA's "Master Mechanics Award." Also, the Aero Club awarded Lou Fitzpatrick with the club's person-of-the-year award.

### Person of the year

Nancy Kyle presented Lou Fitzpatrick the Aero Club Person-of-the-Year Award in appreciation for his dedication to the Aero Club. As membership chair, Lou manages the club's membership list, mails membership cards, and helps with the newsletter mailings.

### Scholarships available

The Aero Club is accepting applications for scholarships to be given out in June. The Bob Shannon Memorial Scholarship Fund and the Eastern Chapter of the 99's also have scholarships available. For details, see page 8.

## Aero Club planning for its 100th year

### Aero Club to celebrate with the "Wright Experience"

by Jim Kilduff

This December 17th, the Aero Club will celebrate its 100th year anniversary. There is a committee formed to coordinate our dinner, including Jim Kilduff, Mary Wunder, Nancy Kyle

nel, and to look at aviation happenings in Pennsylvania since 1909.

There were many 100 year celebrations in 1903, including the re-creation of the first flight held at Kitty Hawk, NC. One of the important participants in that event was Ken Hyde of Warrenton VA. His organization, "The Wright Experience", has

made a mission of recreating and documenting the work of Wilbur and Orville Wright. Ken built an exact replica of the 1903 Flyer which actually flew at Kitty Hawk on the 18th of December 1903 after a weather delay.

Ken has offered to send his 1909 Wright Flyer simulator to our 100th anniversary celebration. Details remain to be worked out. During our visit with Ken (see President's Message, pg 2), Ken showed us some of the capabilities of his organization.

Among the great job

of documenting Wright creations, Ken has borrowed Wright engine #3 from its home in the Engineers club of Dayton, OH and prepared a complete set of engineered drawings. Ken also did similar documentation on the Wright flyer in Smithsonian facility at Dulles Airport.

### Airport Highlight: Cecil County, MD



Cecil County Airport (58M) sits just south of the Pennsylvania border near Elkton, Md. and is home to over 50 aircraft. Since its roots as a small grass farm strip in the 1970's, the airport continues to evolve. Plans are in place to extend the 3000' runway to over 4000', a new terminal building is being constructed, and new T-hangars are being built. Flight instruction is available in a Cessna 172 and Cecil Aero Service provides aircraft maintenance. A 24-hour self serve fuel station dispenses 100LL and Jet-A at competitive prices, and courtesy transportation is available to local restaurants. Read about Cecil County and other airports on page 4.

and Deb Harding. For this year's event, we plan to expand the guest list, recruiting pilots and aviation enthusiasts to come to the dinner and to join the Aero Club. We would like to have exhibits which will acknowledge both the events of 100 years ago in 1909, such as Bleriot's historic flight over the English Chan-

Continued on Page 3...

**Scholarships available, Page 8**

## AERO CLUB OF PENNSYLVANIA A



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

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## PRESIDENT'S MESSAGE

### Nancy Kyle

Plans are well underway for the 100th anniversary celebration of aviation in the Delaware Valley on December 17, 2009. We have an outstanding committee co-chaired by Board members Jim Kilduff and Mary Wunder. Jim secured a commitment from his friend and fellow Twin Commander colleague, Ken Hyde-founder of The Wright Experience-to help us with the celebration.

Working under contract with the Discovery of Flight Foundation, the Wright Experience is researching, reconstructing, testing, analyzing, and documenting authentic full-scale reproductions of the Wright Brothers' developmental aircraft and engines. Read more about this in Jim Kilduff's article in this issue, and visit Ken's website at [www.wrightexperience.com](http://www.wrightexperience.com). We are researching aviation milestones that occurred in 1909 and will be exploring all sorts of exhibits, compliments of Ken's generosity. At the very minimum, we are planning to have the Wright Flyer simulator. More about that below.

Mary and I were fortunate to fly along with Jim to visit Ken Hyde in Warrenton, Virginia right after Christmas. We had a picture perfect day with hardly a breath of wind. The tour of Ken's facility was fascinating. The highlight for me was to see, up close and personal, a real reproduction of one of the Wright Flyers that was under construction in Ken's shop. I just shake my head at the thought process and skill that was required in the early 1900's to accomplish what the Wright Brothers did. The result of their work leaves one speechless.

Now, for a funny story: those of you who know Jim and Mary will recognize their superb flying abilities. Well, Ken suggested that they prove their mettle by flying the Wright Flyer simulator. Jim took the left seat and flew the Wright Flyer-very carefully-for a good 15 minutes. Then he said, "Your airplane, Mary." In all fairness to Mary, she was in the right seat, and the controls are totally unlike those she is used to in her Mooney, but she barely lasted 2 minutes before she crashed. Knowing that I would have done the same thing did not prevent me from giggling hysterically. We both plan on getting more sim time on December 17 to develop our proficiency. You will also have a chance to fly the Wright Flyer - but you have to come to the next Wright Brothers dinner to give it a try. So, put the date on your calendar; we want to see you there! Why don't you plan on bringing your aviation-minded friends who would surely get a kick out of this once-in-a-lifetime experience. If you wish to give us a hand on the celebration planning, please let me know. In the meantime, I hope this newsletter finds you warm and toasty as winter melts into a great spring of flying opportunities.

## BOARD OF DIRECTORS REPORT

### Donald Hershey, Secretary

The Aero Club Board of Directors met at PACC at Wings Field on January 22. Nancy Kyle welcomed the new board members. Debbie Harding presented the minutes from the last meeting, and then the group discussed financials, membership and newsletter details. Mary Wunder reported 159 paid members of the club as of the new year.

Discussion ensued on the health of our scholarship fund and on the planning for a major 2009 fund drive to coincide with the 100th anniversary. Though the fund value is down, we still anticipate providing a number of scholarships in 2009. We are also planning a special December 17 dinner.

The meeting adjourned for dinner and a presentation by Rob Dant of his seaplane flying trip in Maine in October.

Continued from Page 1...

Ken's people worked from a lift after hours to make observations and take measurements.

Among the more interesting things for me was the operation of the wing-warping system for controlling bank in the Wright Flyers. It had always seemed primitive compared to ailerons. Ken showed us how appropriate wing warping was for the low speed flyers. The range of motion was 28 inches and that produced much better control and much less drag at the Flyer's low airspeeds. There are photographs showing flights with bank angles that look more than 30 degrees under complete control.

In addition, combining both Wright brothers and Philadelphia stories, the Franklin Institute will provide some audio-visual material about the rebuilding of the 1911 Wright Flyer purchased and flown for 700 plus hours by Samuel Bergdoll of Philadelphia from 1911 to 1914. His family donated the 1911 Flyer to the Franklin Institute in the 30's and it was rebuilt prior to the 2003 Franklin Institute celebration.

We will be looking at other events over the years, certainly including the work of Aero Club members such as Harold Pitcairn. The committee is looking for other aviation events related to 1909 or to Pennsylvania aviation to display at the dinner. Suggestions are welcome.

### Club planning scholarship and membership drive...

As part of the 100th anniversary planning, the Aero Club will be soliciting the non-member pilot and mechanic community for membership and donations to our Aero Club Memorial Scholarship Fund. A large mailing is planned sometime in the late Spring. Online payment will be available for membership fees, donations, and dinner payments.

### New TFR for Vice President...

A new Temporary Flight Restriction has been established around the Vice President's home north of Wilmington, DE. The TFR is a 1 NM radius "no-fly" zone from the surface to 1500 feet, centered at 5.4NM on the 005 radial of the Dupont (DQO) VOR. This is just north of Wilmington's Class D airspace and just west of the extended centerline of runway 1 at ILG, in Greenville, DE.

## AVIATION CALENDAR

### May

- 01** Last day to submit scholarship applications
- 16** Scholarship interviews, Brandywine Airport (OQN)
- 16** EAA 240 Pancake Breakfast Fly-In, New Garden (N57)

### June

- 05-07** Reading WWII Weekend, Reading, PA (RDG)
- 06-07** EAA 216 Cross Keys Breakfast Fly-in (17N)
- 14** New Garden Airshow (N57) [www.n57.com](http://www.n57.com)
- 17-20** Sentimental Journey Cub Fly-in, Lock Haven, PA (LHV)
- 18** **Annual Scholarship Dinner, Thursday, 6PM, PACC**
- 19-20** Chester County Balloon Festival, [www.WBYA.org](http://www.WBYA.org) at Embreeville Sports Complex, Rt 162, Embreeville, PA
- 20-21** Dover Air Force Base, Open House, USAF Thunderbirds

### Major Fly-Ins

- April 21-26 Sun'n Fun Fly-In; Lakeland Florida
- July 22-25 Ninety-Nines, 2009 Intl. Conference, Chicago
- July 27-Aug 5 EAA AirVenture; Oshkosh, WI

### Aero Club Meetings

- Apr 16** Board of Directors Mtg, Thursday, 6PM, PACC
- May 16** Scholarship Candidate Interviews, Brandywine Airport
- Jun 18** Annual Scholarship Dinner, Thursday, 6PM, PACC
- Jul 16** Board of Directors Mtg, Thursday, 6PM, PACC

### Board of Directors Dinner, April 16, 2009

Wings Field, Philadelphia Aviation Country Club

Rescheduled from last meeting, Lee Paynter will provide a presentation of his trip to Baffin Island in Arctic Canada in a Beech Baron. This is Lee's second trip to extreme northern Canada, this time culminating in a flight to the Arctic Circle and a landing at Qikiqtarjuaq. The discussion will include talk about flight planning, survival gear, geography, sociology and photography.



Dinner (optional) begins at 7PM and the presentation begins around 8PM. Contact Nancy Kyle ([nkyle111@comcast.net](mailto:nkyle111@comcast.net)) to announce your intention to attend. Dinner is \$40 per person. Attire at PACC is business casual.

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# Delaware Valley Regional Planning Commission Meeting Report

## AIRPORT NEWS

December 18, 2008  
By Elaine Farashian



### PHILADELPHIA INTERNATIONAL [PHL]

Passenger traffic declined about 6% Thanksgiving Day '08. Air operations were also down. Terminal D/E is 63% complete while attempts continue to open the security area of terminal D. Runway 17-35 is 80% complete. Lighting installation at south end of that runway is in progress. Plans are to renovate terminal F because it has outgrown its usefulness.

### BRANDYWINE [OON]

The fuel farm was completed in December. The underground storage is fiberglass and has a fence around it. An engineering grant has been approved for repaving the main ramp. L. Robert Kimball & Associates is the engineering firm recently hired by Brandywine.

### CAMDEN COUNTY [19N]

Runway rehab is complete. Apron rehab design is just about complete. PLASI for runway 5 and the fencing projects are in design.

### CECIL COUNTY [58M]

The runway extension project is still in progress. Temporary parking area is complete. 10 T-hangars have been ordered. The airport has recently been officially designated as the county airport.

### CROSS KEYS [17N]

The taxiway and runway resurfacing is complete and a new 200 foot threshold established on runway 27. The airport is seeking runway extension. Pilot Controlled Lighting has been installed and works with five slow clicks on 122.8.

### DOYLESTOWN [DYL]

The storm water project is 95% complete. Demolition of old buildings, which are obstacles, will begin in one month.

### KUTZTOWN AIRPORT [N31]

The airport will close as of January 31, despite all local efforts to keep it open. The airport land is privately owned and may be developed.

### NEW GARDEN [N57]

The 3,700 x 50 ft. runway has undergone improvement thanks to township funding. The township has issued three RFPs regarding hangar development, FBO and airport manager. Moreover, it would like to complete a parallel taxiway.

### QUAKERTOWN [UKT]

Runway 11-29 easement is being appraised so that bidding can follow. Operations increased 11% in the last year. Verizon FIOS will lease buildings at the airport for its local business.

### PENNRIDGE [CKZ]

The airport has a new identifier. AWOS is available on 126.325. DVRPC has just completed an Airport Layout Plan which will be submitted to FAA for approval. The FAA asked DVRPC to do this study, rank the facility and see how it fits into the system. It was downgraded from

reliever to GA and must have 100 based aircraft in order to qualify as a reliever. The FAA considers there to be traffic conflicts with two nearby airports and is requiring the same frequency among the 3 facilities.

### PERKIOMEN VALLEY [N10]

1st phase of obstruction removal has been successful. The airport and township have agreed to install an airport hazard zoning. DVRPC is working on an Airport Layout Plan and has its report almost finished.

### POTTSTOWN-LIMERICK [PTW]

This reliever airport, owned by PECO, is pending sale based on the outcome of discussions between a private businessman and the FAA. Prior to final agreement, the potential new owner is inquiring as to the details of various FAA restrictions.

### POTTSTOWN MUNICIPAL [N47]

The ALP or Airport Layout Plan is being finalized. The Bureau of Aviation and the FAA oppose the nearby Upland Square shopping center because it would affect future runway expansion.

### SOUTH JERSEY REGIONAL [VAY]

The state is re-bidding RFPs (request for proposal) for FBO. Tenants have been lost due to unfavorable conditions such as increasing rents for GA clients. A valid lease is currently held by Reinhart & Rusk for hangar construction.

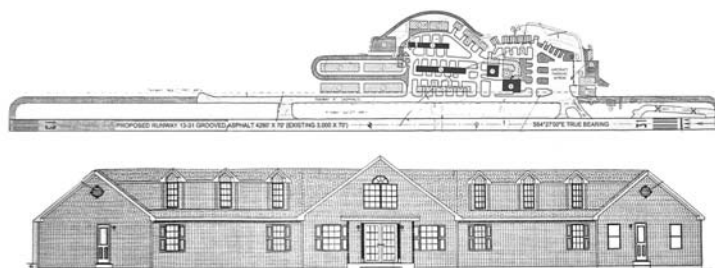
### SPITFIRE [7N7]

Runway and apron rehabs are complete. The airport is expecting to develop new hangars.

## Cecil County Airport, Elkton, MD

Cecil County Airport is a privately owned, public use airport nestled in the woods near the shores of the Elk River at the head of the Chesapeake Bay. It was created as a grass ultralight strip by Robert Powell on his family's farm in the 1970's. He made it a public airstrip, "Raintree Airpark" in 1983 and the runway was paved in 2000. The airport is the only public airport in the county, and with the closing of the original Cecil County Airport in the late 1990's, the name was changed from Raintree to Cecil County.

Plans are in place to expand the runway and taxiway, and a new 3300 square foot terminal building is being built with offices, a lounge and classrooms. It will also become home for the local Civil Air Patrol squadron.



New runway and terminal plans.

# Cleared to land at JFK

**Member Story** *Jeff Adelman*

On a dark Saturday morning on September 20, 2008, three of my friends and I awoke before sunrise to fly a trip we would remember for a long time. Six o'clock AM we met at Kent State Airport (1G3) to preflight and prepare for our JFK adventure. At this time, most of the students in the town of Kent were only asleep for a few hours and would probably sleep most of the day. We pulled the airplane out of the school's main hanger, the beautiful 2005 Piper Seminole named after the past president of Kent State University. After about thirty minutes, all four of us climbed in, started her up and off we were IFR to John F. Kennedy Airport.

The week or so before the trip as we were gathering the little details, many of our friends as well as one of the chief flight instructors made comments such as, "Why would you go to JFK? You will be on the ground forever." And, "Yeah, good luck with that... you will just frustrate Kennedy controllers." We took what they had to say, thought about it and of course went anyway. It was our goal to fly somewhere that few students or General Aviation pilots dare go.

Six Fifty in the morning we were headed eastbound as the sun began to rise with an estimated time en route of a little over two hours. Before we knew it, we were contacting New York Center, then Kennedy Approach. The excitement came when we could see the New York City Skyline while on the Standard Arrival. It was especially entertaining for me, considering two of my three friends have never even been to the city. We were vectored and cleared for the approach to 13R then asked to keep our speed up. On two mile final we could see about seven large airliners holding short for our arrival. After the landing and detailed taxi instructions, we shut down on the GA city ramp behind an Eva Air Cargo 747. Here we were greeted by workers who were surprised at the small size of our air-



Landing at JFK

plane. We also received a strange look when we asked for AVGAS. They explained it would be a little while, as they had to get the truck. We chuckled when a small pickup truck with two fifty-five gallon drums pulled up next to the airplane. We could tell that they were not used to fueling piston aircraft.

Soon after refueling, we started up and contacted Kennedy ground. Wow!! I was impressed by whatever language they were speaking about how to get this airplane to the runway. Luckily I wrote it down and read back the instructions without a problem. It was determined we would depart VFR in order to save ground time, and so we could fly down the Hudson River VFR corridor. As we continued our taxi across runway 31L, we heard "N644KS hold your position." We quickly stopped and were told, "Make right turn, cleared for immediate take off runway 31L." Just a few seconds later we

were airborne, amazed at how we avoided waiting in a line of over 10 airliners and commuters. It was exciting to use our training at one of the nation's busiest airports, and flawlessly use the system like professionals.

We continued our trip to my home airport (ILG) where we met up with my family and spent the rest of the day at home in Delaware. Early Sunday morning we departed Wilmington Airport to head back to school. With a quick stop in State College, PA for fuel and lunch, we landed at the Kent State Airport mid-afternoon. This was an experience I will never forget, as well as many other flying trips I have taken with my friends, flight team, and family. I am able to look back at my flight training over the years, and thank my parents and the Aero Club of Pennsylvania for assistance funding my aviation education.



Hudson River Corridor

**Bio:** Jeff Adelman of Newark, DE is a new Aero Club Board Member and recipient of three Aero Club scholarships. He is a student and CFI instructing at Kent State University in Ohio and training to become a corporate pilot. He is in his junior year at KSU.

# Getting to know WAAS, Part 2

## FLIGHT SAFETY By Al Schnur

There is a lot to WAAS that needs to be understood before you start to use the basic equipment. For starters, the approach plate has taken on a different format and requires some familiarization before using one of the 3800 new approaches available around the country. So it's out with the old and in with the new. But, before we get into the "L" alphabet soup, let's take a look at what kind of airports will qualify for an LPV Approach.

First, any airport with a runway of at least 3200x60 could qualify for an LPV Approach.. The usual caveats: hard surface, public use, acceptable airspace and more may be necessary for the lowest minimums. As you can see, there are a lot of airports that will qualify. Just imagine an ILS kind of approach (GPS), which is more stable and accurate to your home airport without all that expensive ILS equipment. To me that's almost better than sliced bread. As of late 2008, there are over 1400

LPVs serving over 840 airports, and that will surely increase.

Now to the "L" alphabet entanglement: The old GPS approach is "LNAV", a non-precision approach with the L meaning "lateral" navigation. Next we have "LNAV/VNAV", with both lateral and vertical navigation, allowing descent to lower minima, and requiring a barometric vertical navigation system (Baro-Vnav) and WAAS. "LPV" approaches, "Localizer Performance with Vertical guidance" (WAAS Avionics Minima) are coming in 2009. And, "LP" Approaches, which is a localizer approach with potentially lower minimums than LNAV. Stay tuned for more as I become acquainted with these new approaches.

There are some additional benefits of using a WAAS system, like not having to worry about conducting RAIM checks, creating lower airway

routes which will afford pilots more options in avoiding icing scenarios, and more. The important thing is that with the WAAS receiver you can fly any approach to any minima depending on what is available for the airport in question. One of the things that



give me a little heartburn is the potential for abuse by some folks tracking the vertical guidance below the published minima. It's important to check the appropriate minima before proceeding with an approach. As always, check with a knowledgeable CFI

Now for the future: Welcome the LAAS - Local Augmentation Approach System - which will allow CAT II and III ILS like approaches as well as multiple approach paths to an airport. Want more information? Check the current issue of the AIM, the Instrument Procedures Handbook and other sources.

## Walt Ellis and Paul Heintz receive FAA awards



Aero Club member Walt Ellis receives the FAA's Charles Taylor Award for 50 years of service as an aviation mechanic. To Walt's right is his wife Sue and to his left, Tom Martin, recently retired head of the Philadelphia Flight Standards District Office.

Walt Ellis, recent president of the Aero Club of Pennsylvania, received the Charles Taylor "Master Mechanic" Award at the Aero Club's Wright Brothers Dinner on December, 17. The award, named after the Wright Brother's mechanic, recognizes individuals who have spent over 50 years in the aircraft maintenance profession. The award includes a plaque and distinctive lapel pin. Walt's name will be added to the Roll of Honor book on display at the entrance to the FAA Aircraft Maintenance Division at FAA Headquarters in Washington, DC.

Walt learned to fly at Echelon Airfield in 1958 and received his A&P certificate from Quaker City School of Aeronautics in Philadelphia in 1959. Over the years, he worked as a mechanic at Echelon, Atlantic Aviation, Flying W, Bridgeport and the Philly Seaplane Base. In 1973, he worked for Downtown Airlines flying Piper Aztec and Twin Otter seaplanes from Penns Landing in Philly to Wall Street in New York City. Later, he was a pilot-mechanic flying Lear 35 and Lear 55 for ARA Services.

In another ceremony, also on December 17, Paul Heintz, long-time Aero Club member and solicitor received the FAA's Master Pilot Award for 50 years as an active pilot. Paul is pilot, aviation lawyer, and long-time AOPA Trustee.

# A solo seaplane trip in Maine.

## Member Story by Rob Dant

There are but a few places in the states where one can rent a seaplane solo. One of those is within easy flying distance of Philadelphia, near Lewiston, Maine. Twitchell's is both a land base and seaplane base on the Androscoggin River in southern Maine.

I have been building hours in 172 floatplanes for a couple years, some in Florida, some in Maine, and a few here on the Delaware River at the Philly Seaplane Base. A simple goal since I got my sea rating in a cub a few years back was to solo a seaplane. Like most flying, I knew that the lessons of dual training would only become obvious after I soloed.

So, after building up the 10 hours in type needed for insurance, I scheduled a checkout and a full day of solo flying at Twitchell's. Weather delayed the late September, 2008 plans, so I planned an

early October trip and invited fellow pilot Donald Hershey along for company. We rented one of the few late-season cabins we could find, a real gem on Thompson Lake about a half hour drive from Twitchell's.

The checkout on Friday with Dale Twitchell went without much fanfare and he let me go solo for an hour before the winds picked up. I was all set for Saturday when I scheduled the plane all day.

The next day, we woke to cold, clear, Maine skies. Our plan was to fly up to Rangely Lake for lunch at one of the local restaurants. We topped off and pre-flighted the plane and were off the river before 10AM. The forecast was for good weather, but

with winds gusting over 20 Knots. For this greenhorn seaplane pilot, that sounds like something to be a little wary of.

Our first stop along the way was Androscoggin Lake for some landing practice followed by a stop at Bear Pond, a 4000' long lake about 10 miles north of Twitchell's. I had stayed at a cabin here last year and wanted to visit Tom, the owner, who lives next door and has a Piper Super Cruiser on floats. 4000 feet seems like miles long on my land-172, but here I was not quite sure it was enough for my skills. But, the 172 on straight floats performs pretty well and I didn't seem to have any problems.

After saying goodbye to Tom and his wife, we headed up to Rangely. It's quite a distance up that way at 80 Knots over less-than-friendly landscape. But, the color in the leaves was starting to show as we went north, and it was a nice trip into Rangely. I experienced the roughest conditions I've landed on, but again, the 172 performed well. The city dock was blocked off, so we beached the plane and I got my feet wet in the chilly water getting the plane turned around. It sure is interesting learning how to handle the airplane on the water.

We warmed up to some "chowda" at the restaurant and moseyed around this town that fills with tourists in the summertime. Then we took off and headed south to Thompson Lake to visit our cabin. The lake is rocky at its edges, so docking was not an option, but we threw out our imaginary fishing lines and took in the scenery for awhile. Afterward, we returned to Twitchell's.

There are just some days one remembers more than others.



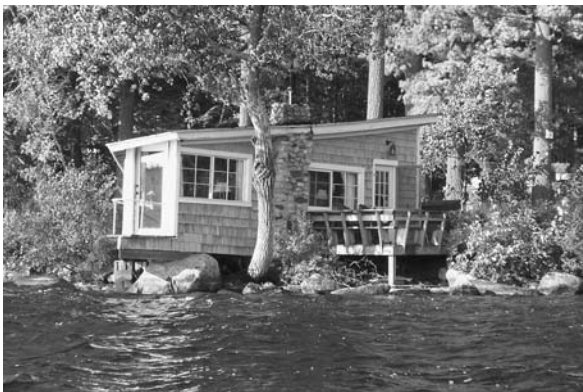
Beached at Rangely, Maine



Rangely, Maine



Thompson, Lake



Cabin on Thompson Lake

## 2009 Aero Club Scholarships

The Aero Club of Pennsylvania is awarding scholarships to men and women interested in pursuing careers in aviation. Applicants must reside in the Greater Philadelphia - Delaware Valley region and have completed their first solo flight or made an equivalent training commitment to an aviation study program. Requirements include a short essay, letters of recommendation, and copies of pilot or maintenance records. Applications are due by May 1, 2009. Application forms and complete requirements are available at [www.aeroclubpa.org](http://www.aeroclubpa.org).

Applicants must be available for a personal interview with the Scholarship Review Board on **May 16, 2009** at Brandywine Airport, and winners are invited to attend the Scholarship Awards Dinner on June 18, 2009 at Wings Field in Blue Bell, PA. The winners will be announced on or before May 31. Successful candidates will be notified by mail. All applicants will receive a free one year membership in the Aero Club of Pennsylvania, and are encouraged to reapply. Mail or e-mail scholarship application forms to the Aero Club at [AeroClubPA@aol.com](mailto:AeroClubPA@aol.com).

## Bob Shannon Scholarships

The Bob Shannon Memorial Scholarship Fund provides \$1500 scholarships to young men and women between the ages of 16 and 19 interested in learning to fly. This award is for primary flight training and no previous flight experience is required. Applicants must reside in the Greater Delaware Valley and be available for a personal interview on June 1, 2009. Applications are due by May 15, 2009 and application forms are available at [www.aeroclubpa.org](http://www.aeroclubpa.org) or by writing to this address.

Bob Shannon Scholarship Trustees  
c/o Mrs. Adelle M. Bedrossian  
810 Crum Creek Road  
Springfield, PA 19064

## Eastern PA 99's Scholarships

Four \$1,000 Eastern PA Chapter Scholarships are open to women who reside, attend school or are employed in the Greater Delaware Valley, OR who are members of the Eastern Pennsylvania Chapter of the 99ss. Applicants must be at least 16 years of age at the time of application. Applications need to be sent before the end of April and the scholarships are awarded in June. Application and contact information is available on the Eastern Chapter web site: <http://sites.google.com/site/easternpa99s>

Return Service Requested

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**AERO CLUB OF PENNSYLVANIA**

Organized December 17, 1909; Chartered May 10, 1910



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