

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

Flight Safety supports fund

Flight Safety, Inc. has announced a \$1000 cash contribution to the Aero Club of Pennsylvania Memorial Scholarship Fund. This is just a small part of the interactions between Flight Safety of Wilmington, DE. and our organization.

A few years ago, the club took a tour of the Wilmington facility. Also, a number of our scholarship recipients have worked for Flight Safety early in their

flying careers. They include Jeff Adleman, speaker for the 2011 Scholarship Dinner along with Chris Kohler, Stacy Culton and Yeni Ocampo current and past employees. In 2012, and again in 2013, Flight Safety Wilmington donated simulator time for the silent auction at the Wright Brothers dinner, resulting in a cash donation to the Fund.

Barry Massey, the manager of the facility, sees the value of the interaction. He stated "We are pleased to work with the Aero Club to promote aviation, and to participate in fund raising for the scholarship fund. It is critical to the future of aviation to have a consolidated approach to foster interest in future generations of aviators."

Flight Safety is the best known simulator training provider for general aviation and other segments of the flying world. The Wilmington office has 15 different kinds of aircraft simulated with full motion simulators. Pilots do initial and recurrent training in the type of aircraft they fly with concentration on procedures that are difficult and/or dangerous to do in the real aircraft.

Members of the Aero Club and trustees of our scholarship fund are grateful for the financial support and job opportunities for our young folks. We highly value the relationship with Flight Safety, Inc.



Seen here is outgoing Aero Club President Jim Kilduff, Flight Safety employee and past scholarship recipient Yeni Ocampo, Aero Club VP Scholarships Debbie Harding, Flight Safety Manager Barry Massey and Aero Club Director and former Flight Safety instructor, Tim Fields.

70 attend annual Wright Brothers Dinner

The Aero Club of Pennsylvania held its annual Wright Brothers Dinner and fundraiser on December 17 at the Desmond Hotel. 70 members and friends attended the event.

The event began with a reception and a silent auction which raised money for the Aero Club Memorial Scholarship Fund. Auction items were donated by members and local businesses. Items included vintage aviation books, jewelry, a hot air balloon flight, gift certificates and framed prints. The dinner and auction together raised nearly \$4,000 for aviation scholarships.

Before dinner was served, James Kilduff introduced our special guest, Nick Engler from the Wright Brothers Aeroplane Company, an educational organization that presents the history of early aviation to schools and organizations. Nick talked about the special contributions that the Wright Brothers brought to solving the problem of manned flight.

Mike Gough also spoke to the club for a short while about the Pulitzer Air Races that took place from 1920-1925 and how they helped to advance aviation in the U.S. Mr. Gough has published a book on the subject.

Following dinner and dessert, President James Kilduff presented the 2013 Aero Club year-in-



70 in attendance at the Desmond

review, highlighting the major events of the year. Mr. Kilduff also conducted the official annual member meeting which resulted in the election of five new board members: Debbie Harding, Jeff Kahn, Carol Knight, Erik Kocher and Jonathan Martin.

Mr. Kilduff then presented the annual Wright Brothers Award to Bruce Thompson in appreciation of his dedication to our scholarship program. As trustee and chair, Mr. Thompson has worked to expand the influence of the program by reaching out to donors and recipients alike.

After final acknowledgements and thank-yous, the 2013 Aero Club of Pennsylvania Wright Brothers Dinner adjourned just after 9 P.M.



Nick Engler at the controls of Wright Simulator



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

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The Aero Club of PA was formed in 1909 to promote aviation in Pennsylvania and the Greater Delaware Valley. We are 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

OFFICERS

President	Bruce Thompson
Secretary	Elaine Farashian
Asst. Secretary	Nancy Kyle
Treasurer	John O'Toole
Asst Treasurer	John Stubbs
VP Membership	Michael Little
VP Spec Projects	Walt Ellis
VP Scholarships	Debbie Harding
VP Technology	Robert Dant
VP Airports	Elaine Farashian
Solicitor	Paul Heintz, Esq.

BOARD of DIRECTORS

3 Year Term:	Debbie Harding Jeff Kahn, Esq Carol Knight Erik Kocher Jonathan Martin
2 Year Term:	Robert Dant Steven Lindrooth Laren Pitcairn John Stubbs Bruce Thompson
1 Year Term:	Michael Dunleavy Timothy Fields Dan Kurkjian Michael Little Robert Smith

TRUSTEES

Aero Club Mem. Scholarship Fund:
Bruce Thompson, ex Officio, Chair
Michael Dunleavy, Trustee
Dan Kurkjian, Trustee

PENNSYLVANIA PILOT

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PRESIDENT'S MESSAGE

Bruce Thompson

I am truly humbled to be elected as the 40th president of the Aero Club of Pennsylvania. Please take a moment and visit our website <http://www.aeroclubpa.org/> and read the history of this club as it embarks into its 105th year. Think of the changes and marvels that have occurred in that span of time. From the Wright Flyer, to the dawn of the jet age, mankind has pursued aviation in a relentless fashion to reach the stars and beyond. In the time of one decade this nation dreamed, conceived and successfully sent multiple crews to our moon and back atop the mighty Saturn V rocket. Today, the FAA wrestles with incorporating unmanned vehicles (UAS) into the National Airspace System (NAS).

2014 will be a terrific year for our scholarship recipients as the Memorial Scholarship Fund has performed very well for the past several years from generous contributions from current and past members, Flight Safety International and due to strong financial markets. This funding is essential for many aviation aspirants. As a reminder, our funds help those interested in any type of aviation career. Please, if you know anyone that may benefit from this program have them visit the scholarship link at the website for the Aero Club of PA. The fund receives its monies from members like you and others that "just want to give back". Please consider a tax exempt gift to the scholarship fund or consider the fund as part of your estate planning.

Keep your eyes out as Walt Ellis, VP of Special Projects, organizes and coordinates tours and visits to local areas of aviation interest. These events are located on the "events" tab on the top bar of our website and on our Facebook page. These events are a terrific opportunity to meet and spend time with other aviation enthusiasts.

As I look forward the Aero Club of Pennsylvania has certain challenges it needs to meet. Under Jim Kilduff's guidance, the club was able to start modernizing the infrastructure of the Club. This is a continuing quest that is high on my priority list. The club needs to leverage technology to track membership, donations, and all the other issues associated with the running of a well run organization. I have also expressed my intent to the Board of Directors that it is time for a full review of our by-laws to ensure they are compliant and continue to express the intent of the Aero Club.

I would be remiss if I didn't thank Jim Kilduff for his two years at the helm of the Aero Club of PA and a special recognition to Mary Wunder who chaired the membership committee for several years will take a break from those duties. Mike Little has graciously volunteered to fill the VP of membership role. We wish Mike the very best in this role.

BOARD OF DIRECTORS REPORT

Elaine Farashian, Secretary

The Aero Club Board of Directors met at Wings Field on January 16. The Board of Directors voted in new officers for the year, including our new president, Bruce Thompson.

Elaine Farashian presented the minutes from the October and December meetings. The group discussed financials, membership and newsletter details. Michael Little reported results of the membership renewal campaign so far. A member as of Jan 31 will be chosen for a ride on the B29 or a B24.

Next, Debbie Harding reported on the 2014 Scholarship program. Donations and good investment income will provide \$30,000 for

scholarship awards this year. John Stubbs reported on the new online scholarship application system which promises to make the process easier for applicants and the scholarship review board alike.

The Board discussed the success of the Wright Brothers Dinner and ideas for next year's event.

Jim Kilduff spoke on behalf of VP of Special Projects, Walt Ellis. Upcoming trips may include visits to the Philadelphia Glider Port and Carson Helicopters.

The meeting adjourned for dinner and a presentation by Bruce Thompson about banner towing operations which he flew in high school.

Aero Club Scholarship Report

By Debbie Harding, VP Scholarships

The Aero Club of PA Memorial Scholarship Fund is a benefit of membership in the club. It is our way as present members of honoring our club's past, by promoting, by way of the gift of scholarships, future aviators and members. In short, Pay it Forward!

I am excited to announce that the 2014 Scholarship application program is open for business! We have a new electronic application system up and running!! Check it out on our website. Feel free to do a trial application and give the Scholarship Review Board feedback on how user friendly it is. Many thanks go to Rob Dant, Juliet Lindrooth and John Stubbs for volunteering their time and expertise!! While Rob, as he does in so many other areas of the club, did the lion share of the work, it was a team effort! Thank you all!! In the end, it will be a huge time saver for the review boards to come.

And in following that lead; the past and current Trustees have also given us the green light to catch up with current aviation training costs. The Scholarship Review Board has been given the task to raise scholarship amounts in order to have greater impact on individuals trying to realize their aviation career goals. Already, we have gotten wonderful donations in honor of Terry Hatcher, Steve Najarian and Peter Wood. But, the numbers and amounts of scholarships given in any one year are applicant driven. So I ask the members to use this great member benefit to find and direct some young men and women that are passionate about a career in aviation to apply!!

On our 2014 Review Board, representing GA, John Stubbs, Ph.D., (chair), flight instructors Bob Smith and Dan Kurkjian, Corporate Pilot Tim Fields (USAF) and myself (women in business). Together we make a tough but fair team that conducts interviews as a learning experience and have adopted an "open door policy." We offer all applicants and recipients the option of additional career guidance and mentoring.

I am happy to be a member of this club and to rub shoulders with current and retired movers and shakers in aviation that live in my own back yard, all of whom have proven to be generous supporters of this charitable organization. And some of us may be old, but none of us are stodgy, just take a look at those old guys on page 4 (I can say that cause one of them is my Dad!). Thank you George Jenkins and Rob Dant for making that day at Eagles Mere come about!! As our new president said at his first board meeting, take a kid (or a kid at heart) for a flight and share the passion!

AVIATION EVENT CALENDAR

APRIL

17 Board of Directors Mtg, Wings Field, Thursday, 6PM

MAY

10 Chili Fiesta Fly In, Massey Airfield (MD1), 12PM-4PM
17-18 Ninety-Nines Pennies-a-Pound, Heritage Airport (PTW)
17 EAA 240 Pancake Breakfast, New Garden (N57)

JUNE

6-8 Reading WWII Weekend, Reading, PA (RDG)
7-8 EAA 216 Pancake Breakfast, Cross Keys (17N)
14 EAA 240 Pancake Breakfast, New Garden (N57)
13-14 Chester County Balloon Festival, www.ccballoonfest.com
19 Annual Scholarship Dinner, Thursday, 6PM

Board of Directors Mtg, Apr 17

Wings Field, Philadelphia Aviation Country Club

The Aero Club will hold its next quarterly Board Meeting on April 17 at the Philadelphia Aviation Country Club at Wings Field.

Following the board meeting at 6PM, we will have dinner and a presentation to be announced. Members and guests are welcome to attend our presentations.

Dinner (optional) begins at 7PM and the presentation begins around 8PM. Contact us at mailbox@aeroclubpa.org to announce your intention to attend. Dinner is around \$40 per person. Attire at PACC is business casual.

B-29 Membership Ride

One current 2014 member of the Aero Club of Pennsylvania will be chosen to take a ride on Fifi, the B-29, or alternately the B-24, depending on schedule and location. That member will be announced with the next newsletter.



2014 Scholarships available

The Aero Club of Pennsylvania Memorial Scholarship Fund and the Eastern PA Chapter of the Ninety-Nines are accepting applications for scholarships to be awarded at the scholarship dinner on June 19. Last year, the combined organizations awarded over \$30,000 in scholarships and this year's awards are expected to be at least as generous. Applications are available online at the Aero Club and Ninety-Nines web sites and are due in April.

Each organization offers unique scholarship opportunities. The Ninety-Nines offer scholarships 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 Ninety-Nines. The scholarship awards may be used for any aviation purpose.

The Aero Club of Pennsylvania Memorial Scholarship Fund offers awards to men and women who reside in the Greater Delaware Valley. Scholarships are available to pre- and post-solo flight students and to those seeking careers in other aviation-related fields.

<http://www.aeroclubpa.org>

<http://www.epa99s.org>

Winding back the clock 70 years

Member Story by James Kilduff

On a beautiful August, 2013 day at Eagles Mere Aviation Museum, host George Jenkins knew that visiting Aero Club members Jack Freeman and Don Schreiber were in the Navy. Jack flew in WWII and Don was stateside at the end of the war as Naval Air ground crew.

Quickly, both were on their way for a ride in the museum's 1942 Stearman, a WWII trainer. Wind back the clock 70 years and Jack would have been at the controls of an N3N trainer at the Glenview Naval Air Station and later flying a Navy dive bomber.



Above the airport at Eagles Mere, Jack took the controls that he first held 70 years prior at Glenview. "It felt good. Of course, my first instinct was to put it into a dive, but I didn't want to scare anyone. So, I just tried doing turns and keeping the ball centered. It was a thrill."

Jack Freeman learned to fly as part of the Civil Pilot Training Program at Grove City, PA in the summer of '42. Readers may recall that the CPTP was the subject of our 2011 Wright Brothers Dinner. From there, Lt. Freeman spent time in primary training in Glenview, then Curtiss Helldiver school at Cecil Field, FL, then Flight School at Corpus Christi, TX before being sent to the west coast where he served at Alameda Naval Air Station, North Island, Santa Rosa and Honolulu, HI.

In 1945, Jack joined the men of VB-6 aboard the carrier Hancock CV-19. VB-6 was part of Air Wing Six, commanded by CDR Henry Miller, the navy pilot who taught the Doolittle Raiders to fly from carriers in 1942. The Hancock was part of Task Force 58, commanded by Admiral Marc Mitscher (who in 1942 commanded the Hornet during the Doolittle Raid).



SB2C Dive Bomber

Freeman arrived in the Pacific theater in time for the battle of Okinawa, islands from which the US planned to launch the invasion of Japan. The fighting was fierce, with 15,000 American dead. The Hancock was attacked by Kamikaze planes continually, sending the Hancock to Pearl Harbor for repairs on 9 April 1945. She was repaired and rejoined the battle in June.

Lt Freeman flew the Curtiss SB2C dive bomber attacking first Okinawa and then Japan in the final months of the war. To attack, the dive-bomber pilots pushed over at the descent point into a steep dive full power at their intended targets, releasing bombs and then pulling out into a zoom climb to (relative) safety.

On one occasion, Freeman discovered three camouflaged Japanese Navy cruisers near an enemy-held island, reported that finding back to his ship which dispatched other planes to attack the cruisers.

On 9 August, while on a bombing mission over Japan, anti-aircraft fire damaged the flight controls of Freeman's SB2C Helldiver. His gunner in the seat behind was wounded. Freeman flew to a nearby Tomcat destroyer and ditched at sea. Both men were rescued. Jack went back to war. His radioman R.D. Molleston went home to recover.

Lt. Freeman was in the air on a mission when the 2nd atomic bomb was dropped on Nagasaki. Shortly after he landed, the war ended. Japan surrendered formally aboard the U.S.S. Missouri.

In 1946, Jack Freeman separated from the Navy and went onto a civilian life as a manufacturer's rep for toy companies. The closest he came to warplanes thereafter was selling models for Revell (as a young boy, this author put together a model from a Revell kit). After all these years, Jack still keeps up with wartime buddies. His gunner, wounded in 1945 lives in Florida and is about to be remarried at age 89! Another pilot from his squadron lives in Florida and the two keep in contact.

Wisconsin native Don Schreiber was stateside from 1945 to 1948. He enlisted in the V5 program, but

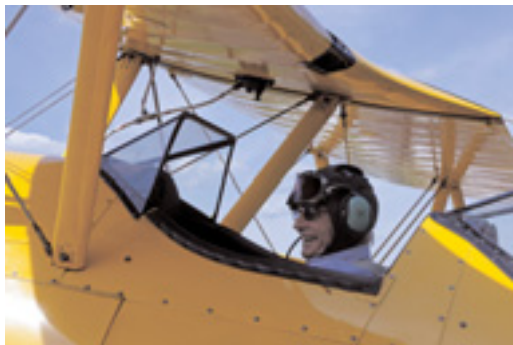
that was discontinued, so they gave the enlisted men a choice of aviation related jobs. After boot camp, they sent them to Jacksonville and gave everyone two weeks in each category, like machinist mate, ordinances, photographer, control



Carrier U.S.S Hancock

operator, etc. "There were nine categories and after graduation they had us list our choices. My last choice was

Jack Freeman, Don Schreiber, and George Jenkins at Eagles Mere Aviation Museum in August.



Regional Airport News

Delaware Valley Regional Planning Commission Report

DEC 05, 2013

Compiled by Elaine Farashian

PHILADELPHIA INT'L [PHL]

Construction of taxiway K extension is scheduled to begin in February. The first package of the Capital Enhancement Program (CEP) is in effect, with 90% of the design drawings done. Runway 9R/ 27L extension will be relocating the localizer. Terminal F hub area has opened.

BRADEN AIRPARK [N43]

A private group of pilots is negotiating with LNAA to purchase the airpark to keep it open.

BRANDYWINE [OQN]

Longtime airport manager John Taylor will retire in December.

CECIL COUNTY [58M]

The new airport owner plans to continue operating this facility as an airport. The 129 acre property sold at auction recently for \$1.35 million.

CHESTER COUNTY [MQS]

Ross Aviation of Denver has acquired the assets and operations of Chester County Aviation. Ross operates 16 other FBO's nationwide.

DELAWARE AIRPARK [33N]

The FAA has given \$3 million to the airpark for safety projects, including runway expansion.

DOYLESTOWN [DYL]

Near future projects are tie-down paving with by-pass taxiways, repair and repaving of ramp parking area and obstruction mitigation.

NEW CASTLE [ILG]

Steve Williams, Director of Airports of the DE River & Bay Authority, revealed important changes taking place at this airport. Among them are baggage claim and signage improvements, apron strengthening as well as a second airline parking position. The airport

has been renamed to Wilmington-Philadelphia Regional Airport.

Frontier Airlines offers service to Denver, Chicago-Midway, Tampa, Orlando and Ft. Myers. Atlanta and Detroit are destinations expected in the spring. The airport has the same basic demographic as PHL in that 1.7 million people have access to this facility.

NEW GARDEN [N57]

The airport is ready for phase two of the runway project in addition to rehab of the west apron. Beginning January, a Future Aviators Program at Avon Grove School will be offered to introduce youth to aviation. The program will run one day a week for six weeks. The Holiday Potluck Party was scheduled to be held December 21, with Santa's arrival at 1:30 PM.

QUAKERTOWN [UKT]

The fuel system upgrade and the runway markings are completed. Obstruction mitigation is imminent.

POTTSTOWN MUNI [N47]

In progress are runway rehab and safety area improvements.

SOUTH JERSEY REGNL [VAY]

The Master Plan update is awaiting final determination from Harrisburg ADO. The tank for Jet A fuel farm is in. Hookup and final testing should be completed by year end.

TRENTON MERCER [TTN]

Runway 6/24 EMAS project has been completed. The terminal building was remodeled in 2013. Frontier Airlines offers service to and from the airport.

WINGS [LOM]

Completed is the study for renovation of the terminal ramp. Construction of the discharge system has been completed and discharge for the previously constructed retention basin has been re-engineered.

aviation machinist mate and of course that's where I was sent!" Don went to school in Memphis and upon graduation was transferred to Norfolk and then to the aircraft carrier the USS Kearsarge docked in the Brooklyn Navy Yard. He was assigned plane captain for an F4U, responsible for keeping the plane in working order, maintenance, oil changes, etc., and warming up the planes before and after they went out on a mission. The planes were at Floyd Bennett Field, but the

Kearsage never went out. After that, he was transferred to Philadelphia Navy Yard and then Mustin Field. At Mustin, he had responsibility much as a plane captain on various models of different planes, later on a program accepting PBYS and PBMs after refurbishment at the naval aircraft factory there. While stationed in Philly, Don met a pretty girl, married and settled in Devon. After the Navy, he worked for Bell Telephone for 40 years, the last twelve in the comptroller's office.

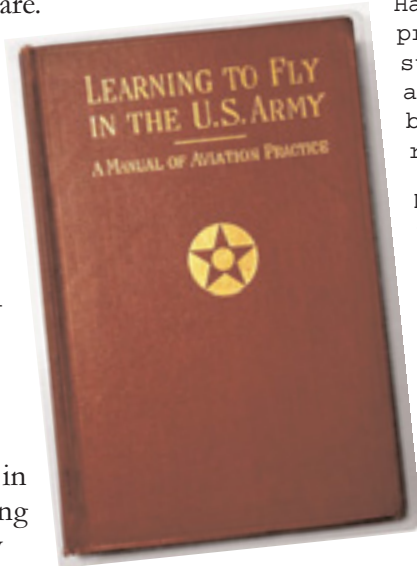
Learning to fly in the U.S. Army, 1917

Aviation History by Robert Dant



At our Silent Auction in December, I was high bid on two Army Aviation books, circa 1917. My apology for not remembering who donated these nice books; if you read this, please let us know who you are.

The first book, *Learning to Fly in the U.S. Army* is scribed on the inside cover, "Thomas Hart, 15th Aero Squadron, Mineola, Long Island. May 23rd, 1918". This 180 page book written in 1917 is described in the preface as being "a quick overview for student aviators who must cram themselves at short notice with the gist of airplane flying."



By E.N. Fales, 1917
McGraw-Hill Book Co, Inc

Some of the 11 chapters of the book include History of Aviation, Types of Military Airplanes, Principles of Flight, Materials of Construction, Erecting Airplanes, and Inspection. Out of the 180 pages, all of 9 pages are dedicated to the chapter on Flying the Airplane.

Entered here, I hope at the blessing of the McGraw-Hill Book Company at 239 West 39th Street in New York, are some interesting excerpts from the book, written in the origi-

condition. When all is ready to start turn the machine directly against the wind. Assistance will be had for the start from the mechanics, or if away from the airdrome, from bystanders.

Have each at their proper place, one to start the propeller and the rest to hold back the machine until ready to let go.

Making sure that the motor is giving full power raise the nose as a signal to the attendants to remove the chocks and let go. As you start rolling forward, push the control lever forward which will raise the tail off the ground and place the wings edgewise to the wind while

they will not offer resistance to the acquiring of good rolling speed.

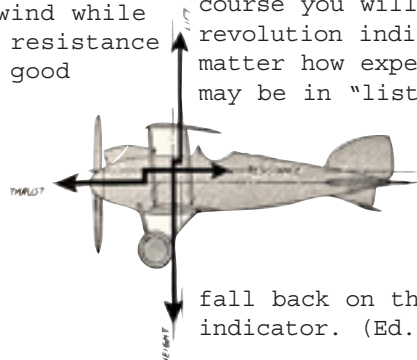
Ed. The chapter continues about climbing out, leveling, gliding to a landing and then follows with some examples of bad landings:

1) The pancake results from allowing the machine to get into its rising position when it is landing. There will be a perpendicular bounce and on the second bounce the running gear will break.

the machine to swerve, or if the machine is not level, a side strain will be placed upon landing gear and the wheels will buckle.

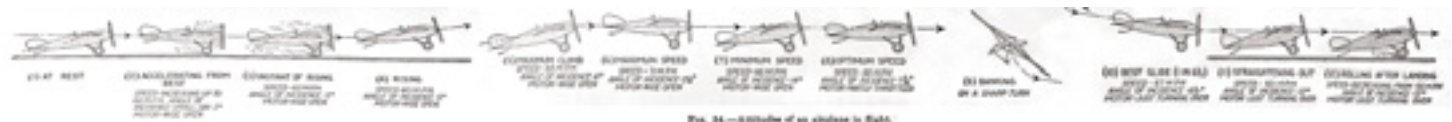
On the subject of Cross Country flying: Knowing that you may need to land far away from any headquarters, you must take a complete set of tools and covers for the airplane. Your clothing need not be different from usual, and will comprise helmet, goggles, leather suit, and gloves. Do not forget your handkerchief, which you frequently need to clean off your goggles.

The instruments needed on a cross county trip are: a compass, a wrist watch; ordinary dashboard clocks go wrong on account of the vibration. Take an aneroid barometer with adjustable height reading. Of course you will depend upon a revolution indicator, for no matter how experienced a pilot may be in "listening out"



faulty engine operation, after a long flight his ear loses its acuteness, and he will fall back on the revolution indicator. (Ed. Tachometer)

The air-speed indicator, whether of the Pitot type or pressure-plate type, will prove invaluable in flying through clouds or mist when the ground is obscured. Also, the inclinometer is able to give the angle of flight when the earth



nal style, with some spelling oddities and a government efficient lack of punctuation. A few editor notes are added for interest:

The first thing to do before starting off in an airplane is to inspect carefully everything about the machine and assure your self that it is in perfect

2) Another type of pancake results from bringing the machine out of its gliding position too far above the ground when the machine will drop due to lack of speed and break the running gear.

3) If at the moment of landing the rudder is turned causing

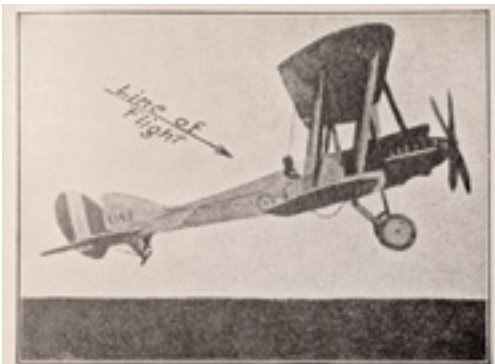
is not visible, although the speed indicator usually is sufficient to give the angle of flight, for an increase of speed means downward motion and decrease of speed means upward motion. Additional instruments may be used. (Ed. Obviously before the under-

Continued...

standing of instrument flight and the dangers of the death yard spiral)

On the subject of maps: (Ed. To us snobs that insist that it is called a "chart", they called it a map in this book. They referred only to marine maps as "charts"). The map is essential for cross-country flying work. It should be tacked on to the map board if the flight is short, but made to run on rollers if the flight is long. In the latter case the map is in the form a single long strip, while your flight may be full of angles; therefore you will have to practice using this sort of map, in which the corners of your fight are all draws as straight lines.

Pegging down the Airplane after landing - In landing for the night do not stay up until it gets dark but



(From "How to Instruct in Flying")
FIG. 25.—Bad landing, Type 1—the "patsack" landing.
Line of flight is downward; angle of incidence large, hence speed is slow; but there is too much downward momentum and landing gear will break. Should line of flight arrow point upward, airplane as shown would then be in stalling position.

choose a landing place which will allow you to come down 1 hr. before dark; this amount of time will be needed for laying up the machine over night. As you come to the landing ground note the time so that you can compute the actual duration of your flight in your report, then make

a good landing. Taxy [*sic*] the machine to the spot where you intend to leave it overnight.

Dismount your machine, lift up the tail enough to leave the wings edgewise to the wind, facing the wind, and jack up the tail by the use of any convenient prop. Choose a sunken trench if possible in which the wheels may be sunk; if the wind is going to blow and there is no sunken trench it will be wise to dig one so that the effect of the wind on the airplane will be lessened. Peg down the wings and the tail to stakes driven into the ground using rope if you can get some or lacking this in an emergency fence wires which you can secure by means of your wire cutters. (Ed. In other words, steal some fence wire and maybe tell the farmer that its for official government business).

Of course, you will engage a guard to watch the machine all night; see that a rope is strung around the airplane to keep off the crowd which may collect.

Now that I have the gist of this airplane flying business, my next read will be *The Eyes of the Army and Navy, Practical Aviation, 1917*, written "in the field" by a graduate of the Royal Naval Air Service.

Thanks to Dassault/Falcon



The Aero Club's Tim Fields (right) thanked Olivier Langeard, Director of Engineering at Dassault Falcon Jet Aircraft Services, Wilm DE. The engineering department donated ten signature packages for our silent auction, each including a high tech crew shirt, flashlight, cap, pen and eyeglass kit.

WASPs in Rose Parade by Connie Tobias

It was the luck of the draw that my name was selected for the incredible honor of escorting the WASP (Women Airforce Service Pilots) in the Rose Bowl Parade. Most of the over 800,000 folks who lined the parade route came to their feet out of respect and cheered loudly for the WASPs riding the float. The 13 escorts marched, walked, and at times jogged to keep up along the 6 1/4 miles parade route. The day prior, the float was judged with eight WASPs aboard. In all, there were 17 WASP in attendance, ranging from 89 to 94. We escorts marched and saluted and remained at attention until the judging was over. The judges were predominately men, three of whom had tears on their face when they saw the WASPs. There wasn't a dry eye among those watching or those of us at attention. The WASPs are truly an American Treasure.

Connie Tobias, USAIR captain and colleague of our own Bruce Thompson was our speaker in 2009. She also attend our Wright Brothers Dinner in December.



Lucy Young and Connie Tobias in front of WASP float.



Organized December 17, 1909; Chartered May 10, 1910

AERO CLUB OF PENNSYLVANIA

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FLIGHT SAFETY BRIEFING

Flying with Technology

The January/February 2014 issue of FAA Safety Briefing explores the important role technology plays in keeping general aviation safe and efficient. Articles discuss the many benefits of emerging technologies as well as the potential safety hazards of being too technologically focused.

There are articles on managing the attraction to technological devices, new technologies and how to take advantage of them, handling the overload of data available on the web, keeping li-ion power packs under control, night vision technology, improving runway safety, and tips for safely recording your flights with video and audio.

In addition, each bi-monthly issue contains the latest on current events, FAA policies, GA news, medical certification issues, safety strategies, and maintenance topics.

The great thing about the magazine is that there are so many ways to read the wonderful content: directly on the web, or by downloading a PDF, loading an ebook file, or by subscribing to the print magazine. See more details at the website:

www.faa.gov/news/safety_briefing



ANNOUNCEMENT

Future Aviators Summer Camp

New Garden Flying Field offers a summer camp program in Toughkenamon, PA, offering young people the excitement and discovery of aviation in a day-camp setting, designed for ages 7-15.

It is a week of non-stop excitement that includes five full days of hands-on aviation and science projects, challenging activities, museum and airport tours, and other aviation experiences. Kids can sign up for one or both weeklong sessions planned this summer on July 14-18 and Aug 11-15.

Activities include airplane construction including fabric, wood and metal; aero modeling including design, build and flying balsa gliders and RC airplanes; rocketry, building and flying model rockets; ground school, learning the basics of pre-flight planning and navigation; actual introductory flight with a Certified Flight Instructor; and lastly, a museum tour day trip to the National Air and Space Museum.

See more information, including the sign up form at the airport website:

www.newgardenflyingfield.com