

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

Aero Club fills the ballroom at annual Wright Brothers Dinner

Once again on the anniversary of the Wright Brother's great flight in 1903, the Aero Club of Pennsylvania held its annual member meeting and dinner on December 17 at the Desmond



Hotel. Over 90 people attended the event to participate in a cocktail reception, a silent auction, and a presentation from our guest speaker Donald Eicher. Don spoke about a 1967 F4-C loss in Vietnam and decades later recovery of the remains of one of the crewmembers (see page 5).

We honored Michael Little with the Wright Brothers Award for his service as our membership chair, and we welcomed a number of new lifetime members.

The dinner and sale of silent auction items raised over \$4,000 for the scholarship fund. Thanks to all our silent auction donors and to those who bid and won the gifts. It's all fun and for a great cause.

Chester County Balloon Festival planned

The annual Chester County Balloon Festival will be held again this year at New Garden Flying Field, on June 24-26. The 3-day festival features food and activities, including airplane and helicopter rides, a fire truck parade, fireworks, and a "Kid Zone" run by the Future Aviators Camp. Over 25 balloonists are expected to participate in morning and evening balloon launches. There will also be daytime displays, a tethered balloon, and an evening "special shapes" inflation and "night glow." More information is available at the balloon festival website at www.ccballoonfest.com.



Aero Club Wright Brothers Award

At our annual dinner, the Aero Club honored our membership committee chair Michael Little with our Wright Brothers Dinner Award for his efforts to streamline our membership management. His efforts have helped to automate the renewal process, provide electronic tax receipts, consolidate membership records and improve our event management.

Mr. Little resides with his wife in New Jersey and operates a youth gymnastics and training center.



Michael Little and Bruce Thompson

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PRESIDENT'S MESSAGE

Michael Dunleavy

Who knew when I took my first flight lesson on my 65th birthday that it would lead me on a journey to find and make so many new friends and to be entrusted with the leadership of one of the oldest continuously operating aviation organizations in the United States. I have to thank Bruce Thompson, my immediate predecessor and 40th President of the Aero Club, not only for his vision and leadership during his tenure but also for helping to prepare me to take on this role. Beyond the President we have a talented and dedicated group of Committee Chairs that really do the work that makes the Aero Club successful. From Scholarship to Special Projects (events and field trips), Airports, Membership, Treasury and Legal support, Secretary and our public face Communications (web, email and newsletter), they work hard to keep us focused and functioning and we are successful because of their talent and dedication.

This Aero Club is a truly amazing group that has worked hard to continue the vision of aviation and of fostering the spirit of flight in so many people over the years since its founding in 1909. Today we continue that mission primarily by providing scholarships to assist those looking to learn to fly or further their careers in aviation and aviation related fields.

It is important that we build relationships with other aviation related groups in our area that support similar goals, both to grow our own membership and expand the impact of our scholarship program. Our field trips and dinner presentations are great tools that we can use to introduce potential new members to our mission and participation in its ongoing suc-

cess as members. We will also look to increase our fundraising to expand our scholarship programs to provide more opportunities for those wanting to participate in this wonderful experience called flight, whether as a pilot, mechanic, engineer, designer or operations management. They all contribute to furthering the field of aviation.

Thank you all for giving me the opportunity to serve this wonderful organization and know that both Bob Smith, our new Vice President and I, with your help and advice, will work hard to continue its success.

Meanwhile, we are working on a trip to England in July for some of the wonderful airshows there. It is nearly impossible to plan such a trip for a large group, so the travel and lodging details will be "self serve." But, if you are looking for an excuse to head across the pond, we will be providing travel recommendations and planning rally points for each show so we can get together and get some group pictures.

We will try to put together a list of places to visit in London and nearby for people to use as a starting point for their individual plans. If we can get 15 or 20 people together, there are half day/ full day tours of London that hit the high points. They are fun to do as a group, especially for those who have not been there.

We might try to set up a get-together with the Royal Aero Club or Royal Aeronautical Society while we are in UK. We will try to collect everyone's travel plans so that we can get a head count for this.

See www.aeroclubpa.org for details and to sign up.

The Aero Club is a truly amazing group, since its founding in 1909.



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Organized December 17, 1909 to promote aviation in the Greater Delaware Valley. We are a social and civic organization which plans field trips, holds an annual dinner, sponsors presentations, awards scholarships, and produces this newsletter.

PENNSYLVANIA PILOT

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2016 applications are updated, dates and venues reserved. Please go the scholarship page of the website and print copies of the [Bulletin Board Announcement](#). Please feel free to spread the word at your local airports high schools and/or appropriate civic organizations.

As for Scholarships, our contributions continue to grow. There remain several in name scholarships (**Peter York Wood, Terry Hatcher, Bob Mills and Bob Shannon**) including a new one for contemporary **Brig Gen (ret) Bruce Thompson** given in name as a parting gift for a two year term as President well served! Thank you Bruce!

Memberships, chaired by **Michael Little**, have increased scholarship contributions by the \$100 or more membership renewal option. 100% of these membership dollars including \$1000 lifetime memberships go toward annual scholarship awards. The increases of these type memberships are proof of the general members' commitment of investing in aviation through the scholarship fund.

The Scholarship trustees use a suggested formula as a guide to determine annual total scholarship amounts; but, scholarship awards are merit driven and the ACPA has made a promise to contributors that 100% of annual donations will go directly toward annual awards. We add to that half (plus or minus) of the investment gains and earnings, but this year, as in 2008, funds are in the red. But, it is times like these that I am so proud to member of this club! This year, contributions increased due in large part to lifetime member donations. This means that all those qualified awardees will receive meaningful award amounts, as usual, and hopefully for years to come. Thank you!

2016 Scholarship Program

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 16. Last year, the combined organizations awarded over \$48,000. Applications are available online at the Aero Club and Ninety-Nines web sites and are due in April. Visit www.aeroclubpa.org & www.epa99s.org.

Board of Directors Report

The Board of Directors met at the Desmond Hotel on January 13. The meeting location was changed from Wings Field to accommodate the large attendance expected for the presentation after the meeting.

Outgoing President Bruce Thompson opened the meeting and welcomed five new board members to the club. The group then approved the minutes from the October meeting and the annual meeting. Discussion then ensued about financials, newsletter and membership.

A discussion about the 2016 scholarship program

This fall, former scholarship recipient **Jacob Lewis** and current regional airline pilot took a one hour demo flight in a Cirrus that was donated to our silent auction in 2013 and 2014 by **Régis de Ramel**, owner of **flyAdvanced** FBO at Wings Field. Jake sent this nice note of appreciation:

"I flew the Cirrus today, and I wanted to thank the Aero Club for help in putting it together. With a full hour, we were able to do an ILS and landing at PNE, and an LPV approach on the way back to Wings, in addition to all the typical aircraft familiarization things. The Cirrus was an absolute blast to fly, and much different than what I am used to. I was amazed how technologically advanced it was, even more so than the CRJs that I fly (that was the first LPV approach I have EVER done!).

Most importantly, I was very impressed with the staff over at flyAdvanced, especially the instructor, Seth. He was very friendly and knowledgeable and did a great job in creating a lesson that taught me some new tricks. Even with a few thousand hours, opportunities like this remind me there are still things that I haven't learned yet and how much I enjoy doing exactly that.

Today was an experience that makes me so happy to be a part of the aviation community and the Aero Club! Experiencing new and exciting things, and meeting new and wonderful people are two of my favorite things about flying. Thank you very much for the opportunity."



The Ninety-Nines offer awards to women who reside, attend school, or are employed in the Greater Delaware Valley, or who are members of the chapter. 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.

ensued. The deadline for scholarships is April 1.

The Special Events committee discussed ideas for upcoming events, including a visit to the Millville Army Air Museum and a possible trip to England for the summer airshow season there.

The final business was the election by the board of the 2015 officers. Mr. Michael Dunleavy was elected as the President for a two year term.

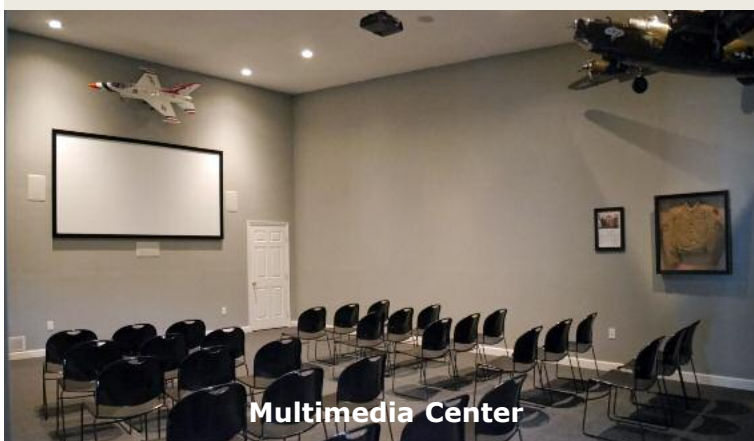
The meeting adjourned for dinner and a presentation by Ric Gillespie and Lee Paynter (see page 7).

New Terminal at New Garden

A new 2400 square foot terminal and pilot lounge has opened at New Garden Flying Field. The new facility is integrated into the main hangar where the old shop area was. The facility includes a pilot lounge with TV, snack area and wifi, a reception area, simulator room, conference room, office and a multimedia presentation room. The lobby features a reception desk, a beautiful new floor, exposed ductwork, and a closed circuit monitor to keep abreast with the runway and ramp.



Manager Jon Martin spoke of the effort to get the project completed. "The idea of a new terminal started many years ago and was delayed by capital requests and a plan to tear down the main hangar and completely rebuild. The hangar is still very sound and I wanted to do something cheaper, so we devised a plan to use the existing space. We had to wait hangar space to be vacated; in fact, the conference room is where John Desmond's Curtiss Fledgling sat for many years. Once the space was cleared, we were able to finish in less than three months and keep the cost low by doing most of the work ourselves. My wife helped lay out the space. The line guys, Bill Shoefelt, Nick Proietto, Jason Preston and Mike Rhodes worked late hours helping to put up walls and paint. And a tenant's father has a flooring business. The result is a great space for pilots, students and tenants alike."



New flight school at KPNE

Legacy Aviation is the name of a new flight school, maintenance shop and future charter company based at Northeast Philadelphia Airport in the same space where Hortman Aviation used to be. The new flight school plans to start out with Cessna 172s, a Cessna 152, Grumman Trainers, two Tigers, two Warriors, and an Archer, Arrow, and a Saratoga. The plan may change as aircraft and leaseback options become available. The flight school building is in the process of being renovated and the maintenance shop should be ready to serve customers by the time of this printing. As soon as the first aircraft arrives, the flight school will be ready to operate. That was expected to happen by early February.

Social media, online scheduling, email lists, and an alumni association (born of past Hortman Aviation flight instructors and students) will be maintained. Professional and educational outreach programs are in the works, and social gatherings are being planned for holidays. Part of the Legacy of Hortman Aviation is the sense of community and the love of flying. It is the founder's hope to continue that part of the Legacy of aviation at KPNE.

The new website is www.LegacyAviation.org. Call 215-969-0311 for more info. JoAnna Marmon will be speaking about the school at the Union League on March 8.

Instructor helps resurrect flight school

JoAnna Marmon is a founding member of Legacy Aviation at KPNE. She has a long connection with KPNE where she started flight training at age 14. She began working behind the front desk at Hortman Aviation for flight lessons when she was 15. She soloed an airplane at age 16 before she soloed a car, earned her Private Pilot Certificate the day after she turned 17 and completed her Instrument Rating at 18. As a college freshman, she started an aviation club called Penn-Flight to encourage people to learn to fly. At the same time, she earned her Commercial and Certified Flight Instructor Ratings. She became a flight instructor for Hortman Aviation while a sophomore in college.

JoAnna left aviation as a profession for 10 years, during which time she focused on advertising sales and event production. She worked over a year at KYW News Radio 1060, did ad sales, marketing consulting, and concert and event production for thousands of shows. She also earned her MBA. JoAnna returned to Flight instructing in 2013 by earning her Certified Flight Instructor Instrument rating (CFII), and instructing full time for Hortman Aviation. In 2014 she completed her Multiengine Rating followed by her Multiengine Instructor Instrument rating. She is now an Airline Pilot who mentors other women in aviation and aviation enthusiasts when asked.

POW/MIA Resources

By Don Eicher

I want to thank the Aero Club for inviting me to speak at the Wright Brothers Dinner December 17. This gave me an opportunity to present a very interesting story regarding the combat loss of an F-4C Phantom in South Vietnam in 1967, with the 2 person crew ejecting from the crippled plane. USAF pilot Lt. Robert "Woody" Bennett was listed as Missing (MIA) and later declared Killed in Action (KIA). His Aircraft Commander, Captain Willie Sakahara was immediately rescued.

Amazingly, Woody's remains were discovered in 2010 and he was laid to rest in Montrose, Colorado, in 2012. The recovery and identification process was a job well done by the U.S. Defense Department POW/MIA Accounting Agency (DPAA, formerly JPAC).

I want to thank everyone for the kind words after the dinner. I passed these comments along to both Willie Sakahara and Shannon Wilson, widow of Woody Bennett. They responded that presentations such as this are important, as we need Congress to help keep DPAA funded. DPAA goes beyond recovery and identification by maintaining an important website to enable families and friends to gain current and historic data on all war casualties.

For information on POW/MIA's from all branches from WWII to the present, visit this site:

www.DPAA.mil

For more information on all Vietnam conflict casualties, including MIA's, please visit:

www.virtualwall.org

I would be happy to make this presentation to other groups, at no charge, as long as it does not involve excessive travel expenses. Contact me at eichdb1@verizon.net.

Regional Airport Report *Elaine Farashian*

DECEMBER 2015

PHILADELPHIA INTERNATIONAL

Baggage claim F is scheduled for January 2016 opening. Terminals A-F is one totally secured area so that there is no going in and out of security at different terminals. Runway 27 L extension package I involving soil stabilization project is underway. Phase I of road rehab will wait until spring. Rochelle (Chellie) Cameron will assume Mark Gale's position as CEO early January. Prior to her new post, Chellie oversaw day-to-day operations and also served as Deputy Director of Aviation, Finance and Administration.

PHILADELPHIA NORTHEAST [PNE]

A temporary substation is in place awaiting the permanent one.

BRANDYWINE [OQN]

The airport is waiting for LPV approach study identifying all hazards needing removal so that property owners can be informed of tree trimming or removal. The LPV approach feasibility study will evaluate the requirements and potential for runway 9/27 to facilitate a vertically guided approach. Due to the trees, night VFR is presently restricted. In its annual planning session in November, the PA Board of Aviation discussed replacing AWOS III and rehab of runway lighting.

CROSS KEYS [17N]

The airport is working with the state in finding funds to complete three new projects.

CHESTER COUNTY [MQS]

4,000 people attended the October Fly-in Festival. The airport has submitted letters of interest to obtain a control tower. This airport is the 3rd busiest GA airport in PA. Eight homeowners have obstructive trees that are affecting runway 11 and are being contacted.

DOYLESTOWN [DYL]

The Authority has taken ownership of the Swayze property, an adjacent property within the airport's runway protection, to remove approach obstructions. Bids for obstruction removal project of runway 5/23 will be sought as soon as the state budget is approved. The Authority

also filed a capital budget release request to acquire land for future airport development. Leading Edge Aviation and the Doylestown Pilot Association held a Santa Claus Fly-in December 12, which was very well attended. Grants are anticipated for construction of bypass taxiways on 5 and 23 ends, paving of grass tiedowns and obstruction removal.

NEW CASTLE [ILG]

The airport is assuming a new name "Wilmington Philadelphia Regional Airport." A Master Plan update and parking lot upgrades are expected very soon.

QUAKERTOWN [UKT]

Obstruction removal and lighting project for runway 11/29 is ongoing. The first runway 11 project has been completed and will be closed out. Yet to be acquired are easements for the second runway 11 project and for the runway 29 project. "Young Eagles Day" continues on a monthly basis.

SOUTH JERSEY REGIONAL [VAY]

Main tiedown apron rehab will begin early spring. Environmental determination for obstruction removal is over 95% completed. The drainage improvement around T-hangars project is on hold. Two ongoing projects include securing of an electrician for obstruction light installation and coordination with utility companies for utility pole removal.

SUSSEX COUNTY [GED]

The airport has changed its name to "Delaware Coastal Airport."

TRENTON MERCER [TTN]

Paving rehab will begin soon for runway 6/24, as well as, lighting and signage. The airport requested time extension for security fence improvements although the work has begun.

WINGS [LOM]

At a joint airport planning session held in early November at the PA Board of Aviation flight services center, the following changes were discussed: Replacing AWOS III, acquisition of snow removal equipment and rehab of runway 6/24. Grants are expected for phase 2 and phase 3 construction of GA terminal apron.

Member Story

The Buzz Bomb

Back in the day, my Cherokee partner, **Bill Lentz** and I used to patrol "derelict row" on the grass at Wings Field to see if anything was "improving." There was a Cherokee with no interior that appeared to have someone working under the panel, a Cessna 172 with a squished wingtip and an Arrow with no propeller. Then, there was N1270Q, a 1971 Cessna 150 that had sat for maybe a decade without much activity. It had been flown here from California in the late 1990's by it's previous owner Bill Leibig, who sadly has passed away before he could fly the plane much.

Tom Dougherty ran the FBO at the time and saw us looking and said "hey, you guys, that airplane is for sale, \$1500, and Morrow, if you find me a buyer, I'll pay you \$500!" So I looked at Bill and asked if I find myself as the buyer, the price is only a thousand bucks, right?! It seemed to have all its parts and the paint was good other than the gold stripe that appeared to have been spray painted on and had "alligatored" in the hot California sun. So, inspired a bit by John Desmond's zeal for restoring old aircraft, I decided that he can handle the big projects, but this little one I could handle. The idea was to get it back in the air and get three pilots together to make it a flying club.

I gave Tom the check for \$1000 and he gave me the paperwork to sign. We bought a battery and put six gallons of gas in the aircraft, which promptly ran into the cockpit due to a crack in the fuel line. So, that put a hold on starting it up that day, and as it turned out, for a long time to come.

Not long after sending in paperwork, an FAA letter arrived informing me

that there were unresolved Bills of Sale. I would have to get signed releases of claim from the other parties. As it turned out, both Bill's widow and Bill's sister tried to sell the aircraft to two different buyers at the same time. It was a bit of a family squabble, but Mrs. Leibeg offered me contact information and a cautionary tale about her sister-in-law. I called her and explained what I was doing and offered to send her a letter (to be notarized) and fifty bucks! All was well. After sending in the releases to the FAA, I got a clear title.

We started by getting new tires and propping the aircraft up onto some concrete pads. We solicited help from **Kevin Monahan** and **James Rouiller** at the maintenance shop who helped determine what was needed to bring it back to life. I bought a little composition notebook and preceded to document everything we needed to do and everything we completed. I took a total of 8 weeks vacation and started to work replacing all corroded fasteners. Meanwhile, they did a compression check and found only one cylinder to be healthy, so they said "Morrow, it's new engine time." We loaded up the engine in the jeep and took it up to **Columbia Aircraft** at Bloomsburg, PA.

With the engine off, we had time to clean up the engine compartment. I took the engine mounts off and cleaned and repainted. There was a lot of corrosion on the firewall and Kevin said, "I want you take Scotchbrite pads and Hoppe's Gun Oil and polish the firewall." So, that took a week!

After awhile, 70Q found a temporary home in one of the abandoned hangars at the end of hangar 3, soon to be condemned. This newfound home allowed us to address the interior and exterior plastic. Refer-

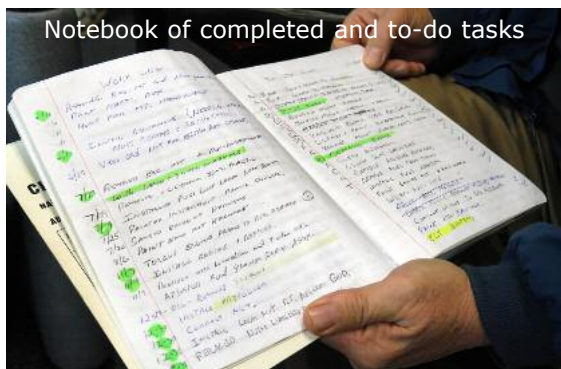
Robert Morrow, Aero Club Board Member



encing the guidebook on Cessna 150's from the Cessna 150 Club, it says "the plastic used by Cessna on their interior and exterior parts are made from the cheapest plastic known to man." Brushing against the elevator tip one day and watching it crack and crumble to the ground seemed to confirm this assertion.

Working back at the house, I successfully refurbished and reinforced one of the interior parts to a beautiful appearance only to have it fall apart when my wife repositioned it. Many of the other panels were covered with a "black gunge" of dirt, oil and some unrecognizable life forms. We attacked what we could with Westley's Bleche-White, and replaced the rest of the parts with new. The carpeting was the most disgusting part. It was shredded and had an aroma of hydraulic oil and four gallons of avgas. The guys at **Airtex** helped us install new carpet and the side panel kit. Finally, the engine came back from Columbia with a bill of eleven thousand, three hundred and nine dollars and eighty-two cents.

Other projects included overhauling the elevators (**Crawleys Av. Service**), repairing the pitot-static, replacing the blind encoder that had apparently been stolen, replacement of the instrument panel rubber mounts, installing a new used radio bought from eBay and replacing the stall warning reeds (the Cessna replacement reeds looked exactly like the ones you find in doggie chew toys... only aviation grade). The finishing touch included exterior touchup using spray paint perfectly matched from **Tower Paints** in Oshkosh. -->



Notebook of completed and to-do tasks

After much work, the calendar reads 2012! **Bob Panebianco** has joined the flying club and is helping out (more recently, **Andrew Waber** has joined as our third partner).

By now, the FBO at Wings had changed hands. So, early in 2012, we got a ferry permit to fly 70Q over to Quakertown for the final inspection. The FSDO asked for a copy of the last logged annual, and despite finding receipts for annuals, the last documented one was dated 1979! So, with some help from **Dave Moore** at the FSDO, who was somewhat familiar with the aircraft, we got everything together and got the permit.

Now, in the original deal to buy the aircraft, Tom Dougherty had agreed to

be the test pilot. That was the contract at the time with my wife who insisted that I would not be the first pilot! But with Tom out of the picture, Bob disclosed "hey, I've got hundreds of hours in 150's, so I'll fly it." But when the time came, Bob said "you know Morrow, you put all this work into it, you really deserve to have the first flight!" So, I said OK, but I just can't tell my wife anything about it.

We did a couple high-speed taxi tests and everything sounded great. So, the plan was to get it off in ground effect and if did not dart left or right, I'd fly it up to Quakertown with Bob and Bill following in the Cherokee. It climbed out great, straight as an arrow, so I made a right turn toward Quakertown. I was

speechless for three hours. After an extensive annual there, the aircraft was deemed good to go.

Many aircraft have nicknames and "November 1270 Quebec" is a mouthful. While visiting the Deutsches Museum in Munich, I noticed that the V1 flying bomb was nearly the same size of a Cessna 150 fuselage. So, I designated the airplane the Buzz Bomb. Since 2012, it has flown about 200 hours, cruising at the top speed of 90 knots, with no major surprises. It stays close to home, but it has been to the AOPA Fly In, the Hudson River corridor, up to Sunbury, PA, down to Ocean City and to the Aero Club visit to Eagles Mere. Of course, it's been to a lot of breakfast flights and fly-ins out of Wings Field.

TIGHAR search continues for Amelia

After our January board meeting, over 35 members were treated to a intriguing presentation by Ric Gillespie of TIGHAR (The International Group for Historic Aircraft Recovery) and Aero Club member Lee Paynter. They spoke of their 3-week expedition last June to the South Pacific in the continued effort to look for evidence of Amelia Earhart's lost aircraft. They started out flying the airlines to Fiji to meet up with the rest of the 14-person crew. There, they boarded the M/S Nai'a, a 120 foot research motor sailer for the 1000 NM voyage to Nikumaroro (Gardner Island). Niku is south of Howland Island, the intended destination of the famous aviatrix on her fateful leg of her around-the-world trip in 1937. More information and photos of the trip can be seen at the TIGHAR website at www.tighar.org.



Lee Paynter working in the radio room

Reede Genzlinger

We pilots accept the notion of risk of flight. It is nonetheless shocking to have to report the death of fellow pilot and aviation enthusiast Reede Genzlinger when his airplane crashed early January in Wyoming while flying his YAK-52 with a young passenger near the Wyoming, Idaho border. He leaves behind his wife Lynn and their five children and their families.



A longtime pilot, Reede owned several airplanes, including YAK 52's, Cessna 210, Aviat Husky and a Piper Super CXub. He was also a member by marriage of an aviation family, the Pitcairns. The family has had members, directors and a president of our Aero Club.

As the combination of tail-dragger airplanes and Wyoming might suggest, Reede was an avid back country flyer and board member of the Recreational Aviation Foundation, which has done so much to open up government back-country land to pilots. Reede was a principal in Cairnwood Cooperative Corporation, a Montgomery County wealth management firm for the Pitcairn family.

Our sympathetic best wishes go to Reede's extended family. For all of us pilots, we can truly say there but for the grace of God, go I.

- James Kilduff



Organized December 17, 1909; Chartered May 10, 1910

AERO CLUB OF PENNSYLVANIA

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

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AVIATION EVENT CALENDAR

APRIL

- 5-10** Sun'n Fun Fly-In; Lakeland Florida
- 21** **Board of Directors Mtg**, Wings Field, Thurs, 6PM

MAY

- 14** EAA 240 Pancake Breakfast, New Garden (N57)
- 14** Chili Fiesta Fly In, Massey Airfield (MD1), 12PM-4PM
- 14-15** Ninety-Nines Pennies-a-Pound, Heritage Airport

JUNE

- 3-5** Reading WWII Weekend, Reading, PA (RDG)
- 4-5** EAA 216 Fly-in & Pancake BFast, Cross Keys (17N)
- 11** EAA 240 Pancake Breakfast, New Garden (N57)
- 11** Essington Seaplane Base, 101st Anniversary (9N2)
- 11** Antique Aeroplane Fly-In, Massey (MD1)
- 16** **Annual Scholarship Dinner**, Thursday, 6PM
- 24-26** Chester County Balloon Festival (N57)

England Air Tour

July 7-18, 2016

Some members of the Aero Club are planning a trip to England in July during the heart of the summer airshow season there. See more details at our website: aeroclubpa.org

Board Meeting & Member Presentation

Thursday, April 21, 2016

The Aero Club will hold its next quarterly Board Meeting on April 21 at the Philadelphia Aviation Country Club at Wings Field. Following the board meeting at 6PM, we will have dinner and a presentation by Larry Posey. Larry has many years experience doing antique aeroplane restoration. Larry and his son flew John Desmond's 1929 Travelair 6000 from VanSant Airport to Montana for the new owner. Larry has a few photos and has agreed to talk about his trip and about flying other Desmond antiques.

Members and guests are welcome to attend our presentations. Dinner (optional) begins at 7PM and the presentation begins around 8PM. A very nice dinner is available at around \$40 per person, not including drinks. Attire at PACC is business casual.

Please RSVP at mailbox@aeroclubpa.org and let us know if you'd like to have dinner or would prefer to just attend the presentation.