



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

Aero Club holds annual Wright Brothers Dinner at Desmond Hotel

On December 17, 2016, the 113th anniversary of the Wright Brothers historic first flight, 70 members and friends of the Aero Club of Pennsylvania met at the Desmond Hotel in Malvern, PA for our anniversary dinner. The night included a welcome reception, silent auction, guest speaker, year-in-review, awards ceremony and a short business meeting to vote in new board members. In addition to celebrating aviation, the event raises money for aviation scholarships.



Aero Club members in the upstairs ballroom at the Desmond

Dr. Richard Porcelli, our guest speaker is author of "Naval Air Station Atlantic City" and the recently released "Floyd Bennett Field." He writes monthly magazine articles on aviation and he routinely lectures on aviation history. Dr. Porcelli brought historical photos and spoke about Atlantic City's rich aviation heritage, including the establishment of Bader Field, the county's first municipal "air port", and also about Naval

Air Station Atlantic City, which eventually became the Atlantic City International Airport.

The silent auction raised \$2,300 for scholarships. Auction items included dinner packages, aircraft models, Flight Safety sim time, a hot air balloon ride, vintage aviation books, jewelry, aircraft and helicopter rides.

After dinner, President Michael Dunleavy honored Carris and Erik Kocher with the annual Wright Brothers Award in recognition of their service to the Aero Club. We concluded by honoring a few Aviators gone west, including John Glenn, Bob Hoover, and our own local aviatrix hero, Anne Shields.



The Kochers with Pres. Michael Dunleavy

Five new board members were voted in for a three-year term, including Carris Kocher, Nancy Rohr, Andrew Siegfried, John Stubbs and Bruce Thompson. The club thanks five outgoing board members for their service: Debbie Harding, Jeff Kahn, Carol

Knight, Erik Kocher, and Jon Martin.

Bob McGonigle from the Air Victory Museum at South Jersey Airport brought along a fascinating exhibit, an original Wright Brothers wind tunnel that they used to test airfoil design.

Attendees at this year's dinner included past Aero Club presidents Dr.

Jack Schreffler, Jeffrey Kahn, Walter Ellis, Robert Dant, James Kilduff, and Bruce Thompson.



Wright Brother's wind tunnel

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PRESIDENT'S MESSAGE

Michael Dunleavy

As we emerge from the cold of winter, I am reminded of my January visit to the Light Sport Aviation Expo in Sebring, Florida, leaving behind the 80-degree weather for the chills of the Northeast: Brrrr. Some interesting air-planes to see at the expo including a newly certified Autogyro from Germany. A number of new and updated LS models, all very attractive and enticing. Now for that lottery ticket!

Back to reality, the Wright Brothers Dinner on December 17 was another successful fundraiser for the Aero Club Scholarship Fund with more than \$3,400 raised. Dr. Richard Porcelli gave a great presentation of the history and important contributions made to aviation in South Jersey from research to military training and civilian aviation. Carris and Erik Kocher received the Wright Brothers Award for their work in furthering the Aero Club mission and scholarship fund.

Congratulations to our warbird raffle winner, Jim Kilduff. The raffle raised nearly \$1500 to help with Aero Club operating expenses. The ride will be in June.

We are already underway planning for the upcoming scholarship awards. Last year, we gave away \$40,000 and we hope to do about the same again this year. Application information is included in this newsletter and can be found online. The application is automated and easy to complete. Please encourage aspiring pilots, mechanics or students looking to upgrade their rating to apply. Plan to join

us for the scholarship dinner on June 15, at the Philadelphia Aviation Country Club at Wings Field.

The big news out of Washington is the passing of 3rd Class Medical Reform (BasicMed) and the new rules promulgated by the FAA that go into effect May 1, 2017. AOPA has set up a special section of their web site to help pilots understand the rules and determine if you qualify. This is a great step forward for general aviation and will enable more pilots to stay in the air by reviewing a basic checklist with their own doctor every four years without the need for bi-annual medical exams with an AME.

The Aero Club is headed to the U.K. again this year to attend the "Battle of Britain" airshow at the Imperial War Museum airfield at Duxford. The show takes place on September 23-24 and will feature all the types of planes that fought in the battle as well as many of the famous aircraft of the era. Additionally, the museums and rebuild shops at Duxford are some of the best in Europe and open to the public. More information is available on the Aero Club web

site. Plan to join us for a great trip and spend some time in the London area to visit some of the great historical sites, see a show, or just tour this amazing city.

After those cold early morning winter pre-flights, I am looking forward to the smell of wildflowers and some great spring flying in the next few months, Still, any time in the air is worth the effort. Go Fly!



Plan to join us for the scholarship dinner on June 15.



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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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Roscoe Draper

2017 Scholarship Program begins

It is statistically proven that everyone has experienced something between the ages of 8-14 that has significantly affected where they are today. For me, it was discovering that my Mom wanted to learn to fly, reinforced by a children's book about Amelia Earhart. During a recent class on social media marketing, I sat with a young woman, age 30 something, who just graduated from Drexel with a new degree. She said she just had no idea what was available to her as a career. I laughed and told her, for me, it was mother, teacher or nurse (all noble professions), but I was surprised in this age of the internet, that still there are little in the way of career influencers for young graduates. Then, I was also reminded of the happenstances that lead me to pursue aviation as a career and also at a similar age.

In 1971, the Bob Shannon Scholarship fund was started specifically targeting the younger pre-solo group between the ages of 14-17. Financial aid was given specifically to encourage and cultivate a career in aviation. The Aero Club of PA took over fund management in 2011, and is still awarding younger applicants demonstrating this desire and drive.

In 1938, the Hollingshead Taylor Scholarship award was established that later developed into our present day Memorial Scholarship Fund in 1993. Candidates for these awards must show committmen to a career in aviation or the aviation industry by documenting a first solo or by enrolling in a specific training program as is the case for aircraft maintenance. Candidates in this group are older - 16-22.

The application process is meant to encourage all applicants.

Recently, the Fund was given monies to award a commercial pilot who can demonstrate the intention of becoming an airline pilot. It will be interesting to see what age group will apply for this award.

The application process is meant to be a platform to cultivate and encourage all applicants, successful and unsuccessful, by providing mentoring, networking and other resources.

Recently, I was asked to give a presentation about some of my Lighter-Than-Air flying experiences and it reminded me why I joined this club in the first place many years ago. It is because of ACPA's mission to insure the future of aviation and the aviation industry in this region by encouraging young men and woman to pursue careers in aviation across the board, any gender, and in any and all type aircraft. Stealing the APOA's tag line, it is about the "the Freedom to Fly." I also said in that presentation that ballooning is about the journey, not the destination. But reading the members articles in this newsletter, I think so too is sport flying. So gee, if the Club fails to get more career aviators, but succeeds in influencing the sport of aviation or in developping a different kind of commercial air travel experience, I think it is a job well done.

We have scholarship bulletin board announcements that can be downloaded and printed from the Aero Club scholarship web page. Please take the time to print and post at your local FBO or flight school. But maybe, too, create that happenstance and hand out the bulletin at other organizations, clubs, workplaces, as well as, to family and friends.

2017 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 15. Last year, the combined organizations awarded over \$47,000. 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.

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.

Board of Directors Report

The Board of Directors met at the Philadelphia Aviation Country Club at Wings Field on January 19.

President Michael Dunleavy opened the meeting and welcomed five new board members to the club. The group approved the minutes from the previous meeting and discussed the financials, the scholarship program, the newsletter and membership. A lively discussion ensued about generating ideas for new membership, including the possibility of using Facebook advertising.

The Special Events committee discussed ideas for upcoming events, including a visit to the Bellanca Museum, the Millville Army Air Museum and a trip to England for the fall airshow in Duxford.

The final business was discussion about the club's warbird raffle to raise money for the operating expenses of the Aero Club, including printing this newsletter and maintaining our website.

The meeting adjourned for dinner and a presentation by Chris Dumont from the FAA Technical Center about the many fascinating projects that they do researching the effects of airframe icing.

Member Story

Nancy Kyle

Anne McCready Shields

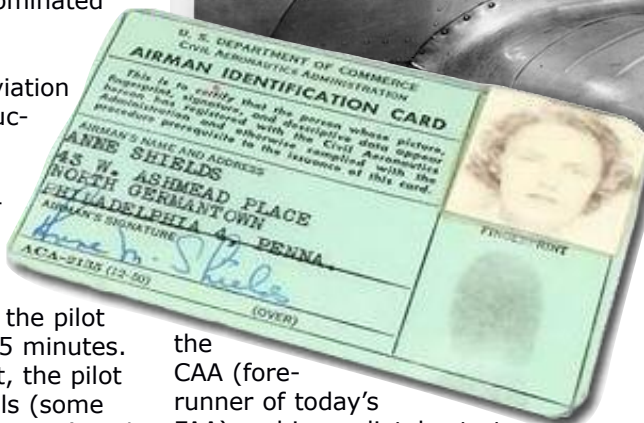
Born on September 10, 1922 to John E. Shields and Helen Marie McCready Shields, Anne passed away on October 20, 2015 at age 93. After first donating her remains for scientific study, her burial took place on September 10, 2016 (her birthday) in New Cathedral Cemetery in North Philadelphia.

Older pilots in the Philadelphia area best remember Anne, and most likely spoke to her, between 1958 and 1988 when she served as an Air Traffic Control Specialist for the Flight Service Station at North Philadelphia Airport. Prior to that career though, she led a most interesting and adventurous life. Aviation clearly dominated everything she did.

Anne's first exposure to aviation was in 1942 when she reluctantly agreed to a 'demo' flight at Ernie Buehl's Somerton Airport in north-east Philadelphia. She took a ride for 15 minutes and was charged \$2.00, which was a bargain since the pilot normally charged that for 5 minutes. Sometime during the flight, the pilot told her to take the controls (some things in aviation never change!) and she was hooked. After several flight lessons, the airport was locked-down due to World War II. She managed to continue her lessons at Lock Haven where Anne worked as the Clearance Officer for the airport--Clearance Officers seeing that all flight plans during the war were filed and closed. Anne received her private pilot certificate by passing the practical test given by



Anne Shields, instructing



instructing at Camden Central Airport, Buehl Field, and Wings Field.

the CAA (forerunner of today's FAA) and immediately started ferrying planes for the military from the Piper Aircraft factory.

The WASP program was starting up and Anne got involved, having logged only 40 hours. She went to Sweetwater, Texas, became a flight instructor and then to Ballinger, Texas where she instructed Army Air Corps Cadets. She accepted a position as a flight instructor with Kurvin Air Service in Daytona Beach in 1947 and then returned to Philadelphia,

While aviation was, by far, Anne's true love, she was also a Life Member of the Girl Scouts and attended reunions over the years with her Scout friends. Anne was very active with the Ninety-Nines, International Organization of Women Pilots, joining on March 20, 1946. She served in many capacities for the Ninety-Nines over the years as her work schedule would permit, including as the International Committee Chair of the Forest of Friendship from 2000-04. She was a loyal advocate for women in aviation, attempting to recruit every woman who came into Flight Service to join the Ninety-Nines. She also served as an FAA →



Recognition, Achievements and Awards

- 1947 - 2nd place - First All Woman Air Show in FL - 65 HP Handicap Race
- 1958 - Amelia Earhart Memorial Scholarship Award
- 1969 - Outstanding Air Traffic Control Specialist
- 1973 - Plaque of Distinction - Negro Airman International Inc.
- 1976 - 1st Place - Garden State 300
- 1976 - Distinguished Aviation Citizen Award, Aviation Council of Pennsylvania
- 1977 - Distinguished Achievement Award, Del Valley Council Aviation Committee
- 1977 - Honorable Discharge, USAF by act of Congress with WWII Victory Medal
- 1984 - Inducted into Forest of Friendship
- 1985 - Woman of the Year Silver Wings Fraternity
- 1987 - Recognition by AOPA for Distinguished Service at Flight Service

Ninety Nines Intl Conference

The Ninety Nines will host their annual international conference in July in San Antonio. The week-long event includes local tours, vendors, hospitality events, seminars, meetings, and an awards banquet. Participants flying themselves will use the historic Stinson Field, six miles south of downtown San Antonio. Stinson Field dates back to 1915, when three Stinson siblings established the Stinson School of Flying. The airport is the second-oldest continuously operated airport in the U.S. The field has served as the primary city airport, an Air Force training base, and now as the general aviation reliever airport for San Antonio International.

SAN ANTONIO
July 11-16, 2017



**DEEP IN THE
HEART OF TEXAS**

→ Safety Counselor/Accident Prevention Counselor for many years.

During her long and full life, Anne remained involved with the WASPs. She was named a Trustee of the International Women's Air and Space Museum at Burke Lakefront Airport in Cleveland after her retirement from the FAA and then became a Life Trustee. She was also quite active with the Aero Club of Pennsylvania, where she was an Honorary Life Member, and the Eastern Pennsylvania Chapter of the Ninety-Nines. Always kind, gracious and helpful, Anne was a true professional who carried over her love of aviation to all aspects of her life. We are thankful for her enthusiasm for all things aviation and for her membership in the Aero Club of Pennsylvania. We remember her fondly, will miss her, and wish her Godspeed.

Her nephew started a Facebook page celebrating Anne's life, which contains many fascinating photos, at

www.facebook.com/AMShields/about

Regional Airport Report

Elaine Farashian

DECEMBER 2016

PHILADELPHIA INTERNATIONAL

The airport worked with PECO on a \$7 million project to replace a five mile section of 13-kV underground electrical cable to enhance the reliability of the local grid. The winter snow removal plan is in place to clear runways, taxiways, aprons, roadways and parking lots. On-hand supplies include 200,000 gallons of aircraft de-icing fluid, 65,000 gallons of liquid runway de-icer, 1,000 tons of rock salt; 300 tons of sand; and 2,000 bags of calcium chloride.

BRANDYWINE [OQN]

The airport is waiting for LPV approach study so that property owners can be informed of tree obstructions located off airport. Approval for construction of four nested box hangars has not been received. Tentative Allocation requirements are being decided so that a grant can be issued for runway widening. The Bureau of Aviation planning session in November dealt with future projects such as AWOS III replacement.

CHESTER COUNTY [MQS]

Terminal parking lot was brought up to ADA standards. PennDOT's new Bureau of Aviation Director visited the airport in November. Airport personnel attended the County Planning Commission "Landscapes 2" meeting to participate in stakeholder groups that will help identify issues and challenges facing the county.

DOYLESTOWN [DYL]

Runway 5/23 obstruction removal project is completed and the airport has formally requested that the FAA reinstate runway 5 night-time approaches. Expected are grants for construction of bypass taxiway ends, paving of grass tie-downs, phase I of runway rehab and land acquisition.

NEW GARDEN [NS7]

Runway 6/24 was totally reconstructed and included installation of new LED pilot controlled lighting. A retaining wall is being built that will enable construction of a standard safety area adjacent to the runway. The project should be finished by 2016 end. A

Holiday Breakfast with Santa was held in December together with New Garden Parks and Recreation to raise funds for a scholarship fund for Future Aviator camp attendance. With PennDOT Multimodal Transportation funding, the airport constructed seven nested T-hangars and two nested box hangars. The November BOA planning session dealt with construction of another set of T-hangars and a need to reconstruct the airport access road.

SOUTH JERSEY REGIONAL [VAY]

Drainage improvement around T-hangars is a project on hold until other priority projects are completed. Main tiedown apron project is completed. Additional work is required to complete permit application for environmental determination of runway widening and taxiway relocation project. Submittal of this work is expected the end of January 2017. The airport is working with utilities to reduce the cost of telephone pole removal and utility line burial.

TRENTON MERCER [TTN]

Phase 3 construction of taxiway H, B & F is expected to start spring of 2017. Phase 2 of that project was completed, but due to soil conservation requirements, the project will not be closed. The security fence improvements project is 95% complete. Runway 6/24 pavement rehab, lighting and signage are scheduled to begin spring 2017. Completion of Master Plan update is due early 2017. Terminal upgrades are anticipated by May 2017.

WINGS FIELD [LOM]

Final inspection and acceptance has been granted for phase 2 terminal apron rehab. Runway 6 night-instrument approaches were reauthorized as a result of tree topping and obstruction lighting. The airport is completing a PennDOT Multimodal Transportation Fund application for T-hangars and a clear span hangar. For flight training, a Redbird full motion simulator has been added. Grants are anticipated for runway crack sealing and remarking, as well as AWOS. The November Bureau of Aviation planning session dealt with AWOS III replacement, acquisition of snow removal equipment and runway 6/24 rehab.

New Runway at New Garden

Runway 24/6 at New Garden Flying Field has reopened after an extensive fall restoration project. The project consisted of a total reconstruction of the hard surface runway and the adjacent grass



Putting finishing touches on runway 24

used by gliders and vintage aircraft. New LED pilot controlled lighting, new signage and a new retaining wall were also part of the project.

In order to expedite the work, the airport was closed for 15 days and nights allowing construction crews to work around the clock. Weather cooperated and the contractor completed all the necessary work within a very short timeframe.

Airport Manger Jon Martin said with pride “with the opening of our new runway, we must say it is maybe the smoothest runway in Chester County.”

New Garden Flying Field was established by Lex duPont in the mid 1960’s as a grass field. The original runway was paved in 1970.

N57 Online Aviation Yard Sale



The New Garden Flying Field has launched an Aviation Yard Sale Facebook Page to help all of us

unload unwanted or un-needed aviation items. These can be ANYTHING AVIATION RELATED: books, headsets, aircraft, parts, etc. Think of this as the new bulletin board in the pilot lounge but with more exposure.

Join the free Facebook group today:

facebook.com/groups/1780870242164947

New Restaurant at Reading

by Robert Morrow

All of us who had been going to Reading Airport for lunch or dinner at Malibooz Bar and Grill were disappointed to hear that it has closed. But, we got a nice surprise just after Thanksgiving when a new restaurant, Klingers Pub opened in the same location. Their web site says they are open for breakfast, lunch and dinner.



On Dec 4, five of our Wings Field Sunday breakfast group, including Tom Russell, Chris Bert, Bill Lentz, Tom Haight and I rendezvoused and grabbed a table for five. The Quakertown Flyers also found out about it and were there with Dave Harnitchek. This was the restaurant’s first Sunday, and we surprised them with a robust crowd. The pancakes, bacon and eggs were all good. Service was a little slow, but we’ll blame it on “unanticipated but welcome demand”. I am very glad to have Klinger’s Pub at RDG back on the dining circuit and especially for Breakfast!

Flying Machine Cafe at CCA

by Robert Dant

The Flying Machine Cafe at Chester County Airport, owned by Aero Club member Mike Bem, his son Mark and brother Auggie, continues to be one of the great local fly in restaurants. The hamburgers are my personal favorite, but the restaurant features a broad menu of breakfast, lunch and dinner items and a free view of the runway. There is a full bar to relieve your passenger’s anxiety over your last landing! Park on the main ramp and let them know you are going to the restaurant. Recent controversy over ramp fees has been resolved as of the new year when Signature Flight Service renewed their pledge to waive ramp fees for restaurant patrons and is even offering patrons a fuel discount! Call Signature at 610-354-9000 or the restaurant at 610-380-7977.



Member Story

Paul C. Heintz

Hanging up the goggles slowly

My last take-off from Wings Field in my beloved six seat Cessna 210 N761KE took place on December 22, 2016. That morning I flew "IKE", as the line crew fondly called it, to the Vineland-Downstown Airport to deliver it to its new owner: one of the largest crop dusting companies in South Jersey. It will be a utility airplane in their fleet.

After residing at Wings Field since 1979, when first brought there by the previous owner, my friend, Bill Buchheit, the 210 now has a new home. Its life won't be bad: exercising regularly mostly in excellent weather, landing on grass and residing in a heated hangar.

In a sense that flight was planned many years ago when I promised myself that I would quit flying when I reached the age of 75. Of course, no one in my family believed me. They knew the grip flying had on me, even before I soloed a Piper Cub as a teenager in 1958. Thereafter, I accumulated 4400 fun-filled hours of flying, and acquired ATP, CFII and glider pilot certificates and aerobatic training.

When I turned 70 in 2010, my wife, Jane and I began taking bucket-list trips. The first was a month-long flight around the US. In succeeding years we flew to Nova Scotia, the Bahamas and toured the Southeast US. In 2014, my two sons and I flew to Dayton to visit the Air Force Museum and then on to Oshkosh. In 2015, the final year, Jane and I flew to Quebec City, Canada and later to Jekyll Island, Georgia. As planned, I put the 210 on the market that fall.

My family asked why? I still have my medical certificate, in fact I have never been on any meds, and I am still practicing law and was flying as much as ever. Those who had flown with me, including Jane, my son, Bob, an air traffic controller, and my instructors, saw no problem with my skills. But all of us begin to deteriorate in mind and body at some point, and at my age things can and do change more rapidly and unpredictably.

The fact is I have been blessed. AOPA reports there were about 13,500 people over 75 with current medical certificates in 2015, according to FAA statistics. They also estimate that no more than 4,000 of them were pilots flying actively in instrument conditions and in busy airspace and into busy airports as I continue to do. Most my age have either stopped flying, although still holding medical certificates, or have cut back to flying simple airplanes in good weather.

Because our four children, seven grandchildren and vacation home are all in the Northeast, the temptation to continue to fly the way I always have would have been unrelenting. I simply did not want that to happen. In short, I decided to make a preemptive move: quit flying on my own terms before I started doing dumb things or was forced to quit. There was another benefit to selling the 210. Doing so would provide the freedom and



impetus to taper off rather than going cold turkey. The urge to slip the "surlly bonds of earth" on a beautiful day can be overwhelming. I could join a flying club or rent the Cessnas that Jane and I have always preferred, then more readily and quietly stop flying when the time to do so actually comes.

My initial asking price for the 210 did not attract many prospects, so I managed to salvage another year of flying in 2016. But a more realistic price set that September changed things. The successful bidder moved quickly: four days after we met, I touched down on the buyer's 2200 foot grass runway and handed them the keys. Following a tour of their operation they flew me back to Wings.

While closing the hangar door at Wings for the last time, I heard the distinctive sound of the departing 210 during its take-off roll. I turned around and watched it lift off with someone else at the controls. Something about that, and my last view of the 210's comically weird gear retraction, really got to me. What I had done finally hit home. My days of airplane ownership had ended. So had the freedom to fly whenever and wherever I wanted that I had enjoyed for over 58 years. I unexpectedly and completely lost it.

Oddly though, I have no regrets: A tough decision but the right one. It was time to enter a new phase of flying . . . before I hang up my goggles.





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

- 4-9** Sun'n Fun Fly-In; Lakeland Florida
- 20** **Board of Directors Mtg**, Bellanca Field, Thurs, 6PM
- 21-22** 99s Mid-Atlantic Section, Spring Meeting, DE

MAY

- 6-7** Ninety-Nines Pennies-a-Pound, Heritage Field (PTW)
- 14** EAA 240 Pancake Breakfast, New Garden (N57)
- 13** Pancake Breakfast, Allen Airstrip, (3NJ9)
- 13** Chili Fiesta Fly In, Massey Airfield (MD1), 12PM-4PM
- 27-28** Millville Army Air Museum Wheels & Wings (MIV)

JUNE

- 2-4** Reading WWII Weekend, Reading, PA (RDG)
- 3** EAA 216 Fly-in & Pancake BFast, Cross Keys (17N)
- 10** Pancake Breakfast, Allen Airstrip, (3NJ9)
- 10** EAA 240 Pancake Breakfast, New Garden (N57)
- 17** Antique Aeroplane Fly-In, Massey (MD1)
- 15** **Annual Scholarship Dinner**, Thursday, 6PM
- 23-25** Chester County Balloon Festival (N57)

Duxford England Visit, September, 2017

Some Aero Club members are planning a trip to England in September. See more details at our website:

www.aeroclubpa.org

Bellanca Airfield Museum Visit and Board Meeting

Thursday, April 20, 2017, 6-9PM

Aero Club members and friends are invited to visit the Bellanca Airfield Museum in the evening of April 20 in concert with our board meeting. You will have the chance to view the museum from 6PM-8PM and then view a presentation by **Frank Ianni** about the history of **Giuseppe Bellanca** and his Bellanca Airfield and factory. Built in 1928 by Bellanca and Henry B. duPont just south of the current New Castle County Airport, the factory produced nearly 3000 aircraft before closing in 1954.



We will collect **\$20** per person for the Aero Club operating fund and for a museum donation. No food will be served, but there are many great restaurants nearby for dining beforehand.

Sign up at www.aeroclubpa.org