



PENNSYLVANIA

www.aeroclubpa.org

Vol 31 No 1

PILOT

Spring 2020

Dinner for 73 includes captivating speaker and Wright Brothers Award

One hundred and sixteen years to the day after the Wright Brothers first successful manned flight, seventy-three members and friends of the Aero Club of Pennsylvania convened for our annual celebratory dinner and fundraiser.

The event began with a reception and silent auction. Then, in the absence of an under-the-weather President Bob Smith, former President Michael Dunleavy welcomed dinner guests and presided over a short, official business meeting to elect five new board members for the year 2020.

The business meeting was followed by a fascinating presentation by former Blue Angel, Colonel USMC (retired) Ben "Lawman" Hancock. Colonel Hancock spoke of the rigor and discipline required to fly for the Navy's prestigious flight demonstration squadron. Details included the challenge of flying up to 7.5G without G-suits and the rigor needed to hold the 30 pounds of pressure to center the specialized, spring-loaded center stick that allows them to fly very precise and close-proximity maneuvers.

After dinner, Mr. Dunleavy provided an Aero Club year-in-review, followed by thank-yous and the presentation of our annual Wright Brothers Award, presented to a person who has had a major impact on aviation in the Delaware Valley. This year's recipient was Dr. Jack Schreffler for his lifetime commitment to local aviation, especially his role in establishing and stewarding the Bob Shannon Memorial Scholarship Fund for over 40 years. The fund is now part of the Aero Club of Pennsylvania Memorial Scholarship Fund (see page 6 for Dr. Schreffler's remarks).



Dinner in the third floor meeting room at the Desmond Hotel



Colonel Hancock holding his Blue Angel helmet

Scholarship Report
Page 3

Airport News
Page 5

Flying in Russia
Page 6

Summer
Vacation

Page 4



Dusty
Airstrips

Page 7



PRESIDENT'S MESSAGE

by Debbie Harding

The purposes of the Aero Club of PA shall be:

Section 2.01. To represent aviation interests in the Commonwealth of Pennsylvania, and to cooperate with similar organizations to further the Club's purposes.

Section 2.02. To encourage and advance the art and science of aviation in every possible way.

Section 2.03. To sanction, encourage, promote, and hold aviation events in the Commonwealth of Pennsylvania and the United States.

Section 2.04. To contribute funds, as financial capabilities permit, to the Club's Memorial Scholarship Fund to support granting scholarships to deserving candidates in the Clubs name.

These are the reasons I joined the Aero Club of PA. During my tenure as a BOD member, and in participating in various roles, I have witnessed collaboration with the AOPA, Ninety-Nines, Flight Safety, the Union League, EAA, BFA, the Franklin Institute, PA Historical Society, Philadelphia Glider Club, all of the local flight schools, Essington Seaplane Base, Boeing, Sikorsky, Dassault Falcon, Augusta, American Helicopter Museum, Bellanca, Eagles Mere, and Millville to name but a few. I have also witnessed annual scholarship awards averaging \$1500 per recipient with 3-4 recipients to, more recently, averaging \$3500 per recipient with 12 recipients. I want to continue nurturing those relationships and more, as well as growing our averages for meaningful scholarship awards to many.

For over 110 years, the Aero Club of PA has stood for pushing aviation forward while honoring its past. It has stood for the business, science, art, sport, passion and adventure of aviation in our local region and beyond. And its purpose has stood the test of time.



For over 110 years, the Aero Club of PA has stood for pushing aviation forward while honoring its past.

New board member Ilya Sabanin's January presentation on aviation in Russia (page 6) was really perfect in reminding me why I joined the Aero Club of PA almost twenty years ago. Whether it is lighter-than-air flight, light sport, off airport or on airport, fixed or rotary wing craft, we citizens of the USA have access to it all. Through our scholarship program and by paying homage to our past heroes and heroines, we have paid it forward, and in doing so, we created the legacy of the Aero Club of Pennsylvania.

I am committed to increasing our reach by both increasing our membership and our scholarship funds. As president, I do need your help, not just with Roberts

Rules of Order, but with the printing and sharing of Scholarship announcements (page 3) and delivering them to your local airports, flight schools, and maybe even a nearby school or university, and by inviting the aviation enthusiasts that you know to join the club or present their aviation stories, contribute to the Newsletter or our Facebook page, serve on the board or a committee, and by contributing to the Memorial Scholarship Fund. Maybe, just as one past president said, "Take a kid for an introductory flight!" Warning though: ask their parents first - I did that once while flying my balloon and found out later I was almost reported for kidnapping. I asked the caretakers, not the parents. Anyway, the way I see it, from Norm Blanchard to Bob Smith and all the Presidents in between, I have some pretty big shoes to try and fill, and as Amelia Earhart said about aviation, I hope you all will join me "For the fun of it!"

Light Crosswinds and Soft Landings, Deb Harding



PO Box 748, Blue Bell, PA 19422

www.aeroclubpa.org

www.facebook.com/AeroClubOfPa

mailbox@eroclubpa.org

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

PENNSYLVANIA PILOT

Editor/Layout: Robert Dant

Contributors: Carris Kocher
Eleanor Gordon

Photos: Rob Dant

Printed by: Graphic Impressions

Editor: rdant@mindspring.com, 610 909 4467

Published Quarterly: February, May, August, November

OFFICERS

President	Debbie Harding
Vice President	Open
Secretary	Carris Kocher
Asst. Secretary	Elaine Farashian
Treasurer	John O'Toole
Asst Treasurer	John Stubbs
Solicitor	Paul Heintz, Esq.

COMMITTEE CHAIRS

Membership	Robert Morrow
Special Projects	Walt Ellis
Scholarships	Steve Jordan
Communications	Robert Dant
Airports	Elaine Farashian
Nominating	James Kilduff

SCHOLARSHIP TRUSTEES

Debbie Harding, ex Officio, Chair
Alicia Sikes, Trustee
Bruce Thompson, Trustee

BOARD of DIRECTORS

3 Year Term:	Michael Dunleavy Jeff Kahn Robert Morrow Erik Kocher Ilya Sabanin
2 Year Term:	Steven Devine Elaine Farashian James Kilduff David Harnitchek Alicia Sikes
1 Year Term:	Tom Birsch Robert Dant Steve Jordan John Lewis Michael Little

Honorary Life Members

Roscoe Draper (Tuskegee)
R. Anderson "Andy" Pew (AOPA)

SCHOLARSHIP REPORT

by Steve Jordan



As a result of the many generous contributions to the Memorial Scholarship Fund, 2020 is shaping up to be another great year for the scholarship committee. At the time of this writing, we have received over ten requests for applications, which puts us on track for our goal of 45 complete applications. As always, the success of the program is wholly dependent on our members getting the word out. If you can think of a place to post a flyer where it would get attention, please do so! See our website for a link to the flyer: aero-clubpa.org/scholarships/.

This year, the scholarship application deadline is April 13th. After a thorough review of digital applications, our review board will invite qualified applicants for in person interviews at the Brandywine Airport on Saturday, May 16th. Award announcements will be made at the Scholarship Award Dinner Thursday, June 18th at the Philadelphia

Aviation Country Club. As with every year, we owe a huge thanks to Joe Case for hosting us yet again. The country club at Wings Field is a great spot to have the awards dinner, and we're grateful to have such a wonderful location to celebrate.

This year, we are pleased to offer several scholarships covering pilots from the pre-solo stages to those prepping for their Airline Transport Pilot certificate. Recognizing that each stage of flight training comes with its own unique challenges, we are happy to continually assist pilots in achieving their goals, regardless of their current experience level. We continue to offer named scholarships such as the Jack and Joyce Schreffler Award, the Millie Jordan Award, and the Bob Shannon Pre-Solo Awards, and we are excited to announce another named award for 2020.

Several weeks ago, we received an email from Captain John

Archer. Captain Archer received an award from the Aero Club in 1995, which he used to complete his training and fulfill his goal of becoming an airline pilot. After reading about our scholarships in a digital safety publication, he decided to give back. We are happy to announce a 2020 scholarship in honor of Captain Archer's late brother in law: The Joshua Shorr Memorial Scholarship. This will not only allow us to make an even bigger impact on the lives of aspiring aviators, but it also embodies everything that the scholarship is about: Giving back and helping those around us achieve their goals.

As always, a huge thanks is owed to everyone who contributes both time and funds to the Aero Club. Without you, none of this would be possible!

Listed in the boxes below are some examples of what your contributions help to do.

Haley O'Donnell

Received her private pilot certificate 9/2019, studying at Beaver County Community College

Abel Leon

Obtained his commercial pilot certificate, building hours towards his ATP

Davey King

Newly certified airline transport pilot, flying the Embraer 145 as a First Officer for Piedmont Airlines

Noelle Yorgey

Completing commercial pilot training at Eastern Mennonite University

2020 Aero Club Scholarships

The Aero Club of Pennsylvania Memorial Scholarship Fund

is accepting applications for scholarships to be awarded on June 18. Applications are now available online at www.aeroclubpa.org and are due by April 13.

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



2020 Ninety-Nines Scholarships

The Eastern PA Chapter of the Ninety-Nines is accepting applications for scholarships from women age 16+ who reside, work, or attend school in the Delaware Valley or who are members of the chapter. Scholarships will be awarded on June 18. Applications must be received by the end of April and are available by contacting EPA99sScholarships@gmail.com. More information is available at www.epa99s.org.



My summer flying vacation

by Nancy Rohr

Stan and I had a great flying adventure in 2019 to Dayton, Ohio, Marquette, Michigan, Appleton and Oshkosh, Wisconsin, and then around the lake to home! The trip began on Wednesday to the Ninety-Nines International Conference in Dayton. We flew our Cardinal N1454C (Ruby) to Dayton Wright Brothers Airport (KMGY) with a fuel stop in Wheeling, Ohio. We had an interesting flight weaving our way around scattered cumulus clouds along the route to MGY, but by the time we arrived, the WX had moved off the airport.

There were two of us representing Delaware at the Ninety-Nines International Conference. The Thursday night banquet was in the Wright Patterson Air Force Museum under the wings of the aircraft! "Dinner Under the Wings" was really awesome! The 99s had the museum exclusively to ourselves during the banquet, so we were free to roam. The place is huge, with an incredible collection of military aircraft.

Following the conference, Stan and I flew to Sawyer Airport at Marquette to visit friends. As we left Dayton, there was weather along the bottom half of Michigan, but by the time we got there, the line had moved east.

So, it was smooth sailing north. We stopped for fuel at Pellston and then had a leisurely flight of sightseeing over Bois Blanc and Mackinac Islands. The Upper Peninsula (UP) of Michigan is almost exclusively forest! Of course, we always keep an eye out for landing places. Stan remarked with chagrin that the only place to land in the UP was the main east / west road along our route.

The weather was beautiful and cool during our stay in Marquette. with evening temp at 55 degrees! Our friends Celeste and Gary had brought their grandson to the airport for our arrival. He loves everything with wheels, so of course he loved the airplane. They drove us all around to see the sights around Marquette and the southside of Lake Superior. Then we headed to Appleton for Oshkosh.

Why is it that there is never a tailwind when you want to get somewhere fast? And when you don't there is! In order to go IFR into Appleton, due to Oshkosh, we had a reservation with a time slot of 1000

+/- 15 minutes. Absolutely bizarre that we had a 54 knot quartering tailwind that morning! It was much stronger than forecast! It was a really good exercise in timing; I had the power pulled back to 20" and 2000 rpm and had 145 knots ground speed. Crazy! We got there early, before the reservation slot, but by the time they sequenced us with other aircraft, we landed at 0947. That just never happens! Did I get a westerly tailwind on the way home from Oshkosh? Nope!

We had a great time and made new friends at both Dayton and Oshkosh! Can't wait to go again!



DECEMBER 2019

PHILADELPHIA INTERNATIONAL [PHL]

Pavement maintenance on taxiways J and K, at terminal edges will continue for several more years. 4 Terminal A-west gates will be Dreamliner-capable with installation of additional power and air before the holidays. Design for replacement of apron lights is current project. Lights will be replaced in phases over 3-5 years. Underway is evaluation of how to replace apron pavement between concourses D and E. Also underway is work on Arrivals Road to improve pedestrian safety. Restroom renovation continues. A climate risk vulnerability assessment is in progress. The Airport Master Plan Update should begin in January and will take about 2 years to complete.

NORTHEAST PHILADELPHIA [PNE]

An assessment of airfield lighting is in progress. The first phase of construction at the northern 2,000 feet of runway 6/24 was completed in October. The runway width is reduced from 150 ft. to 100 ft. Phase 2 of work between taxiways J and C will begin in Spring 2020. Administration Building renovation is in the design phase. The plan is to rework the interior space, complete ADA improvements, update HVAC and other building systems as well as incorporate sustainable enhancements and design features.

BRANDYWINE [OQN]

The BOA is assisting the airport work with adjacent property owners to permit construction of runway widening. The Engineer is working with FAA to restore nighttime approaches. Site work is under design for construction of hangars, but bidding on the construction phase of this project will be conducted in the Spring of 2020. The airport is working on a partnership with West Goshen Township for Capital Budget Funding. FAA advised that as a privately-owned airport designated as a reliever, an airport must have 90-based aircraft to remain categorized as a Regional Airport and therefore remain eligible for federal funding.

CHESTER COUNTY [MQS]

The flight school was sold to a new owner.

DOYLESTOWN [DYL]

Paving of grass tiedowns and construction of bypass taxiways have been delayed due to contractor/township concerns. These projects are being worked out so that construction can begin in the Spring. Runway 5/23 rehab design work is in progress with construction completion anticipated in Fall of 2020. The airport has developed a new plan for its future development and is working with PennDOT to update and show the new Airport Layout Plan. The airport planned a "Visit with Santa Day" on December 14.

HERITAGE FIELD [PTW]

The airport has a plan to build a new terminal building. Obstruction removal continues on the south side of runway 10. Snow removal equipment has been received. Taxiway rehab design is complete and the

project will be bid in January for Spring 2020 construction. Design work for new hangars is to begin very soon.

NEW CASTLE [ILG]

Terminal renovations will begin in 2020 and will be part of continued improvement for the terminal area. Completion of phase 3 of taxiway B creates a full-parallel taxiway for runway 1/19. That runway is scheduled for rehab in 2021.

NEW GARDEN [N57]

The Engineer will submit the finalized Obstruction Report to the BOA in December. The BOA advised adding a project for Block Grant funding for runway 6 protection zone. Access road reconstruction, that will include new primary electrical service and public waterline from Newark Road to the Airport buildings, is close to the design stage. \$100,000 was raised to enlarge and enclose the pavilion. The VOR is currently down, but is being investigated. The manager of the airport has opened a new full-service aircraft maintenance center which can perform annual inspections, ADS-B solutions, fabric restorations and avionics installations.

PENNRIDGE [CKZ]

With the help of a Penn Dot BOA grants, reconstruction of the Terminal Apron was finished in the fall of 2018 and reconstruction of the taxiway, which was finished in the fall of 2019. The FBO has been completely remodeled, adding a conference room and formal pilots' lounge with printers, TV, Wi-Fi, and a coffee machine. In addition, a new self-service Avgas pump has been installed for afterhours refueling. Nine new 80x80 hangars have been approved by East Rockhill Township with the start date to be determined. Runway line repainting is scheduled for the spring of 2020.

QUAKERTOWN [UKT]

Design work is continuing on phase 4 obstruction removal for runway 11/29 approach. Construction should start in Fall 2020. Rehab/expansion of terminal apron project is on hold until obstruction removal work is done. A \$110,000 grant is anticipated that will help protect runway approaches.

TRENTON-MERCER [TTN]

Closeout documents have been received for phase 3 construction of taxiways H, B, F rehab. The airport has received environmental document from FAA and is initiating appraisals for purchase of property or easements concerning runway protection zone obstruction. The airport is also waiting for comments from the FAA on the environmental assessment of the new passenger terminal design.

WINGS [LOM]

Paperwork for closeout of crack seal and remarking of runway 6/24 has been completed. The airport is waiting for Grant Closeout Request from the BOA for its AWOS closeout. A bid opening took place in August for snow removal equipment. The airport would like to acquire a new dump truck and plow and rehab its snowblower. Spring groundbreaking will occur to construct a new 12,000 sq. ft. clear-span hangar. The BOA requested an update to the ALP for the proposed west itinerant area development. It also requested that the access road portion of the project be a separate project to include utilities to the site if required for future hangar development.



Presentation about GA in Russia

New incoming board member Ilya Sabanin presented at the January Board of Directors meeting about the state of private flying in Russia. Ilya is a professional software developer here in the U.S. and is working on obtaining U.S. citizenship. Having learned to fly in Siberia in 2011, he spoke in the shadow of a U. S. Flag in the main dining room at the Philadelphia Aviation County Club about the stark contrast between flying General Aviation in Russia and flying here in the U.S.A. (see photos right).

In 2011, Ilya obtained his Russian Light Sport certificate flying the A-22 Foxbat two-seater equipped with snow skis. Later, he made his way to the USA and acquired his FAA Private, Instrument, Commercial and Ground Instructor certificates and is working toward his CFI. Private flying in Russia is very rare, very expensive and heavily regulated. Recently, the government closed down many flight schools and enacted restrictions to try to ebb the flow of Russian airline pilots defecting overseas for higher paid flying jobs.



Thank you, Aero Club

In the early 1970's, Doctor Terry Wood of Prospect Park informed me about the Aero Club of Pennsylvania. I became president from 1971 to 1974. It became apparent that scholarships were the most important thing that the Aero Club could do.

When Bob Shannon passed away, Haig Kurkjian, Tom Keys and I started a scholarship fund in his name. All of the proceeds from an airshow that we helped organize and related donations amounted to \$5000 that went into the fund. Forty years later, we were still giving two scholarships from between \$500 and \$1500 each year.

In 2010, the Aero Club of Pennsylvania received \$58,000 to manage as part of its scholarship program. So many people were responsible for the success of the Shannon Scholarship Program, including Adelle Bedrossian. And many were involved in helping to merge our funds, including Paul Heintz, Jeff Kahn, Rob Dant, Bruce Thompson and Debbie Harding. Thanks in particular to Rob Dant for his personal support over the years.

Thank you all for this year's Wright Brother's Award.

I love you all.

Sincerely, Dr. Jack Schreffler.

2020 Chester County Balloon Fest

June 26, 27, 28, 2020

After witnessing the first balloon flight in 1783 in France and being asked what good is it, Benjamin Franklin replied "what good is a newborn baby?" He knew he was witnessing the infancy of aviation. In 1793, in Philadelphia, President George Washington gave a letter of safe passage to Blanchard during his first balloon flight in America. We have a long history of lighter-than-air flight in the Delaware Valley region, and the Chester County Balloon Festival is all about celebrating that and encouraging young people to study the science and engineering of this basic and readily accessible form of flying that leads to the sky! In its 14th



year, the festival is at a new location, Willowdale Steeple Chase grounds in Kennett Square. The event will include a balloon history museum, helicopter rides and paraglider demos, as well as mass balloon launches, rides, balloon glows, and fireworks, weather permitting. Everyone loves a balloon; it brings out the little kid in everyone!

ccballoonfest.com



Dusty airstrips

by Robert Dant

General Aviation is on the cusp of a revolution, with electric propulsion, direct navigation, auto land technology, roadable and autonomous vehicles: truly, a flying car in every garage. Alas, I have no interest in such modern advancements!

I have always cherished the rarity of General Aviation, and in a self-defeating way, I don't want to bring it to the masses who will need only to press a button to persuade the machine to do all the skilled work.

Even more rare, are the many aging, out-of-the-way, oft forgotten "dusty" airports that litter the sectional charts. These are the places with cracked runways, broken down beacon towers, rusty hangars, and decayed terminals with cluttered lounges and decades old furniture. These are the places I love to visit. They smell of a simpler time, of aviation's past. They are quiet, with the exception of some old-timers that tell stories of the glory days. Ironically, I am a neat freak and don't much like dust and clutter. But, it seems, I really like visiting other people's dust (OPD).

Recently, a flying friend and I were overflying Beltzville Airport, north of Allentown, when we spotted a BBQ grille and detected the smell of sausage. Deciding to land to check it out, we were greeted by a Polish family having a cookout while their son did some glider flights. They offered us some kielbasa and horseradish. This old grass strip with the side leaning runway has seen better times, but still there is a steady presence of GA and glider operations. I stepped into the old terminal building to find the dust I was looking for (see pic). As if stepping into an abandoned museum that closed decades ago, I spotted long-expired sectionals on the bulletin board, old photos on the walls, and a couch from the 1970's. Somehow, I feel right at home.

One cold, windy Sunday last fall, when the rest of the usual flying contingent smartly abandoned flying for the local breakfast nook, I flew to Slatington Airport, west of Allentown Class C. There is a small cafe

ing of going back in time. Fortunately, there are active nearby strips that although not soooo dusty, hearken back to old times. They are being kept alive by curators who are also nostalgic and who are dedicated

Koons Airstrip, Salem, Ohio (8G8)



within walking distance. Slatington was home to Roger P. Sell's aircraft parts business. Roger is gone now. I don't know if his son is still running that business, but the hulls of old planes still line the east side of the runway as a reminder of better days.

On route to visit family in Indiana last year, I made a pit stop at Koons Airport (8G8) in Salem, Ohio. At this little grass strip southwest of town, there was no one around on that weekday afternoon. The only fuel pump was an old 80 octane pump labeled \$2.43/gallon. Personal facilities amounted to an outhouse behind the broken down terminal building. I saw a few airplanes around, so aviation still happens here, but on a very slow basis. The terminal was a mess, but felt like a place where many aviators hobnobbed over the years.

What is it I like about these old dusty places? I like their vintage nature and the feel-

ing of going back in time. I'm thinking about places like Vansant (9N2), Grimes (8N1), Massey Aerodrome (MD1), Sunbury (71N), Andover (12N), Smoketown (S03), Allen Airstrip (3NJ9) and others. Getting up there in age myself, I sometimes play like Charles Shultz' Pig-Pen and drag a little of my own dust to these great airstrips.



Cozy little terminal at Beltzville



Parts yard at Slatington



Organized December 17, 1909; Chartered May 10, 1910

AERO CLUB OF PENNSYLVANIA

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

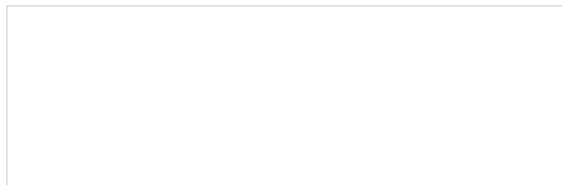
RETURN SERVICE REQUESTED

www.aeroclubpa.org

facebook.com/AeroClubOfPa



FIRST CLASS
POSTAGE
REQUIRED



AVIATION EVENT CALENDAR

MARCH

7 Lancaster Airport Breakfast / Seminar

APRIL

31-5 Sun 'n Fun Fly-In; Lakeland Florida

4 Lancaster Airport Breakfast / Seminar

16 **Board of Directors Mtg, Wings Field**

MAY

2 Lancaster Airport Breakfast / Seminar

9 Pancake Breakfast, Allen Airstrip, (3NJ9)

9 Chili Fiesta Fly In, Massey Airfield (MD1), 12PM-4PM

30 EAA 240 Pancake Breakfast, New Garden (N57)

29-30 AOPA Fly-In, San Marcos, TX (KHYA)

JUNE

5-7 Reading WWII Weekend, Reading, PA (RDG)

6 Pancake Breakfast, Cross Keys (17N)

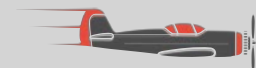
12-14 New Garden Summerfest Airshow (N57)

13 Pancake Breakfast, Allen Airstrip, (3NJ9)

13 Potomac Antique Aero Squadron Fly-in, Massey (MD1)

18 **Annual Scholarship Dinner**, Thursday, 6PM

26-28 Chester County Balloon Festival (Kennett Square)



Board of Directors Report

By Carris Kocher

The Board of Directors met at the Wings Field on January 16. Outgoing President Bob Smith opened the meeting. The first order of business was to welcome new board members and elect new officers, including Debbie Harding as the president for a two-year term.

The group approved minutes from prior meetings. John O'Toole then reported on the available funds for 2020 scholarships. Steve Jordan reported on progress of the 2020 scholarship program. Michael Dunleavy discussed 2020 event planning. Rob Dant reported on newsletter preparation and Rob Morrow reported on membership.

Rob Dant reported progress on the sales of the club's warbird raffle to raise money for the Aero Club. A winner is chosen each January 31.

Some discussion ensued about the location of future board meetings when the presentation attendance exceeds the capacity of PACC.

The board adjourned for dinner and a presentation about private flying in Russia.

The next meeting is scheduled for April 16.