



WRIGHT BROTHERS CELEBRATION GOES ONLINE

On December 17, 2020, the Aero Club, along with special guest organizations EAA Chapter 240, the Eastern PA Chapter of the Ninety Nines, and Angel Flight East held a celebration of the Wright Brother's first flight. The 90-minute online Zoom meeting attracted 90 online viewers, some from around the country.

The event began with a welcome by our President Deb Harding and greetings from our sponsoring organizations. Participants heard from Robert Dant from the Aero Club, Mike Parry, President of EAA 240, Risa Altman, Chair for the local chapter of the Ninety-Nines, and finally, Jessica Ames, Outreach & Events Director for Angel Flight East.

Walt Ellis then asked members to imagine that we were in person at the airport with Martha's DC-3 on the ramp. He invited everyone into the hangar for some great aviation story-telling by our guest speaker, Martha Lunken, live from her home in Cincinnati, Ohio. Known to most aviators by her stories in Flying Magazine, Martha is a longtime flight instructor, FAA examiner, Aviation Inspector and Safety Program Manager. With 14,000+ hours, she has just about every rating possible and is type rated in the Lockheed 18, DC-3 and SA-227. She currently owns her favorite airplane, a 1956 Cessna 180.

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Online Silent Auction raises \$

The Aero Club continued our tradition of holding a silent auction to raise funds for the scholarship program, this time with a twist. Past recipient Sarah Wolfe set up an online auction site to allow members to bid on aviation-related and non-aviation items. Bids were received from members and non-members from around the country. Items included a hot air balloon ride, dinner packages, private museum passes, art prints and gift baskets. The four-day auction raised just over \$1000 for the scholarship program. Thank you to Sarah for volunteering and for making it a success.



BEATING THE HEAT

Flying into Penns Cave Airport in the summer helps provide cool relief on hot days.

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A NEW, OLD PANEL

Fashioning a new metal panel overlay helps clean up an old panel.

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PRESIDENT'S MESSAGE

Farewell to 2020! What started as the year that would never end, literally and figuratively flew by! What seemed like a dismissal and unproductive beginning ended in the first ever online Wright Brothers Dinner, co-sponsored by Angel Flights East, EAA Chapter 240 and the Ninety-Nines. Our resident FAA Charles Taylor Master mechanic and Wright Brothers Master pilot award winner, Walt Ellis set the scene for a delightful and insightful hangar talk session with Martha Lunken. Thank you, Walt and Martha; it was fun and a genuinely nice way to end the year!

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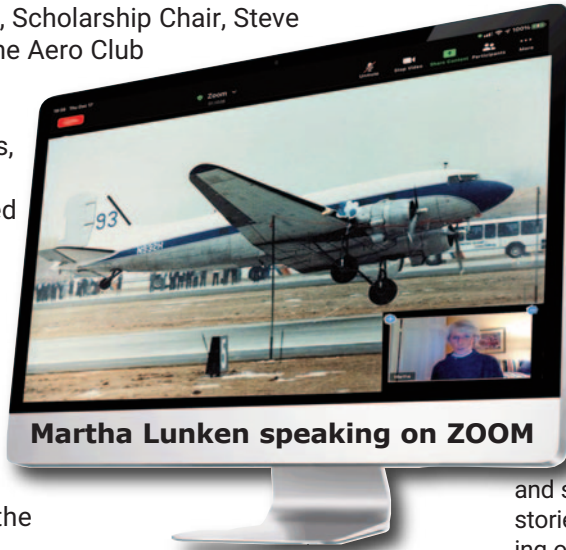
WRIGHT BROTHERS...

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Martha reminded participants of the telegram the Aero Club of Pennsylvania sent to Orville Wright on December 17, 1934, congratulating him on the anniversary of the first flight. She then recalled at age five hearing of Chuck Yeager breaking the sound barrier. She fell in love with aviation, joining the Civil Air Patrol and starting flight lessons at age 18. Her husband's family had donated land to the city of Cincinnati for their first airport. Her wedding present was a Lockheed Lodestar. Among her many aviation adventures, she landed a hot air balloon in prison yard, she flew a replica of the original Wright Brothers Flyer, and she met and became a longtime friend of Neil Armstrong.

Following our speaker, Scholarship Chair, Steve Jordan spoke about the Aero Club Scholarship program and the challenges of Covid-era scholarships, and past recipient Sarah Wolfe introduced participants to our online silent auction. The four-day auction raised \$1000 for the scholarship program.

The club thanks Jessica Ames from Angel Flight for producing and directing the live event.



Martha Lunken speaking on ZOOM

PRESIDENT'S MESSAGE

DEBBIE HARDING

Continued from previous page...

We had our first ever online silent auction, managed by past scholarship recipient and incoming board member Sarah Wolfe. Thank you, Sarah; we could not and would not have done it without you!

Welcome 2021! Thanks to our outgoing board members for volunteering! We welcome and appreciate your continuing support: Rob Dant, Michael Little, Tom Birsch, John Lewis and Steve Jordan. Once a member, always a member.

Special thank you goes to outgoing Alicia Sikes for her 5-year term as scholarship trustee. One board member described this role as an almost "sacred position" with hefty responsibility. I have come to think of the trustees as the heart of the club.

Together with the new board members and incoming trustee, Mike Dunleavy, I am looking forward to some more new firsts. We will have a new social media committee, chaired by incoming board member Emily Daniel, daughter of outgoing board member John Lewis. And, under Steve Jordan's capable direction, scholarship application reviews and interviews will most likely all be virtual. Our June Scholarship Dinner will be virtual, too, in hopes of capitalizing on the virtues of Zoom, allowing for larger and out-of-area attendance by like-minded souls who might join the club. We also welcome John Brennan, Nick Althouse and Jeff Bennett to the board, all who share the passion of aviation and see the value of preserving our local aviation history and hero stories, protecting our local general aviation privileges, and promoting our local aviation future through our scholarship program. It is a real honor to rub elbows with you all - even if it is virtual!

I am looking forward to member presentations at our board meetings, as well, and member stories in upcoming newsletters. And although we have decided to go online for the Scholarship Dinner, we may soon be able to have board meetings again at the prestigious and delicious Philadelphia Aviation County Club. We continue to be welcome there and at the Desmond if state protocols allow.

I heard a great speech the other day, to the point: if we shift from a "you OR me" society to a "you AND me" society, we might all come out better at the other end of this. Looking forward to working together with you all!

"I am looking forward to some more new firsts"

GONE WEST

Doctor Patrick "Joe" Coyle, a longtime medical doctor who did aviation medical exams in this area, passed away at age 92 in Reno, Nevada at his daughter Caroline's home on Christmas Day. Born in Ireland, Dr. Coyle was a great supporter of Delaware Valley aviation and kept his aircraft at Wings Field for many years. A warm and convivial friend, he resided for many years in East Falls, Philadelphia. He will be long and fondly remembered by his fellow pilots.



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

PENNSYLVANIA PILOT

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R. Anderson "Andy" Pew (AOPA)

Although it may feel like we are in the depths of a never-ending winter, spring will soon be upon us. With that comes the opening of our application window for the 2021 scholarship program. Building upon the great success of the program in years past, we are hoping for yet

“we are hoping for yet another record breaking year”

another record breaking year.

Taking into consideration the lessons we learned in 2020, we will be better prepared to tackle the challenges of conducting interviews in the age of the coronavirus. In order to cover our bases, we are planning for virtual interviews to be conducted on May 15th. Although unlikely to come to fruition, I will work with Brandywine Air-

port to secure our normal interview room, just in case we can meet in person.

The success of the scholarship program is dependent on securing donations, as well as spreading the word about scholarships offered to potential recipients. Please keep an eye on your inbox, as a flyer for the program will be sent to Aero Club members shortly. We ask that you post it in any FBO or flight school that you frequent, as well as telling anyone you know who may be interested in our program. Thank you for all you do to make these scholarships possible, and I look forward to reporting on our success!

Important Dates:

Application Deadline: Monday April 12th
Interviews: May 15th (Zoom)
Scholarship Dinner: June 17th

THANK YOU!

We would like to thank some of our most generous scholarship donors for 2020:

- Dr Jack & Joyce Schreffler
- The Louis Fitzpatrick Family
- The Millie Jordan Family
- The Kilduff Family Foundation
- John and Alyse Archer
- Major John Brennan, USMC
- Dunleavy Charitable Foundation
- Erik and Carris Kocher
- The Boeing Aircraft Company
- Brig. Gen. Bruce Thompson, Ret.
- Steven Devine
- Air Ventures, Inc.



AIRPORT HIGHLIGHTS

ELAINE FARASHIAN
ROB DANT

Philadelphia International

The 10-year project to replace and enhance the hundred+ terminal-to-aircraft passenger boarding

bridges (PBBs) is nearly complete. Parking facilities are now capable of charging 14 electric vehicles at a time. The airport will set up its “Snooze Zone” in Terminal A/B connector area in case of extreme weather or mechanical delays or cancellations. Passenger Services can supply cots, blankets, pillows and provide snacks and water to stranded passengers. The Liberty USO is open in Terminal E to military families. Mobile Passport Control (MPC) allows US and Canadian citizens to use a mobile app to submit passport information to CBP.

Brandywine Regional Airport [KOQN]

The airport completed self-financed crack sealing and painting of runway 9-27 as well as line painting of taxiways and main ramp. This should help preserve the runway until resurfacing and widening can be completed sometime in the next few years. The airport switched fuel suppliers and purchased the gas and diesel fuel trucks.

New Garden Flying Field [N57]

The airport is bracing for possible flight restrictions when President Biden visits his Greenville, DE home. The new airport maintenance and restoration facility has seen robust growth since opening just over a year ago. The airport has a new self-service fuel terminal. Construction of six new corpo-

rate box hangars is complete. The FAA is finalizing approval of RNAV approaches to Runway 6 and 24.

Perkiomen Valley [N10]

The airport has been NOTAMed as PRIVATE pending future development. A local group of pilots is looking into possibilities for keeping it as an airport.

New Castle Airport [KILG]

The airport is bracing for significant flight restrictions during Presidential visits to Greenville, DE.

Philadelphia Seaplane Base [9N2]

Due to Covid and ongoing construction at the historic Lazaretto Station, operations were largely halted in 2020. The Lazaretto is now home to the Tinicum Township offices. A 2021 “splash-in” is being considered for August.

Penridge Airport [KCKZ]

All T-Hangars are filled and there is a hangar waiting list. There is one space available in the large hangar for a small to mid-sized business aircraft. 100LL is available after hours with the new self service system. The main taxiway and ramp were recently rebuilt. Stucco repair is planned for the outside of our FBO building this spring. A deal was finalized with Fresco Systems USA, Inc for the first 100,000 square foot building in the new airport business park. Earthwork has started on building #2 for building construction to take place in the spring. Some favorite aircraft on the field include an Oshkosh-winning 1959 Beaver on floats, 1951 Super Cub on bush tires, TBM 930, Cessna Citation CJ4, Cessna Mustang.

BEATING THE HEAT

by "Robs" Morrow & Dant

4

Where can you fly over the mountains to take a scenic underground boat ride?

My son Robby was visiting from South Carolina for two weddings back to back last October. He is a Geologist who works in the field.

I have always wanted to fly out to Penn's Cave to take the underground boat tour through the cave. Weather cooperated, and mid-week we headed to Wings Field to fire up 77U and head to Penns Cave Airport (N74). The airport is on the Sectional Chart about 11 miles east of University Park Airport. The distance from Wings is 116 NM and is a fun ride over the Reading area, Susquehanna River, and the Allegheny Mountains. Penns Cave Airport is in a valley sandwiched between the mountains. Elevation is 1245 feet, and there is 2500 feet of runway.



Son Robby and our Cherokee 140

I called the airport to get some local knowledge. Russell Schleiden, manager and owner of this family owned business answered. The runway 7 – 25 was repaved two years ago. Aircraft parking is at the SE end of the runway 7 threshold. It's just a quarter mile walk from the runway to the cave administration – restaurant - gift shop building. We had packed a lunch and had our picnic in the shade of the plane. The thermometer registered 86 degrees – very warm for an October 1st.

We started our trek to the cave and luckily Russell was headed that way in his gator vehicle so we caught a ride. Tours start on the hour. The free lift got us to the cave just in time.

With tickets in hand, the group of us headed for the entrance to the cave. Down 50 yards of walkway, 50 stairs and 50 steps is the boat landing. It is much cooler at the boat landing and glad we have our jackets. The air temperature is in



Cave entrance

the 50's. Our guide gave us a fun and informative tour with names for many formations. The formations are highlighted by colored lights. There is a surprise at the end of the cave.

If we had more time, we would have taken the wildlife preserve tour. For the next visit we will also take advantage of the restaurant and have a farm to table bison burger.

Rob Morrow

Where can you fly on the hottest day of the summer to beat the heat?

On July 20, 2019, the mercury was forecast to burst through the 100-degree barrier for the first time in recent memory. EAA Chapter 240 had unsuccessfully planned a fly-out to Penn's Cave a couple times, thwarted by weather. This time, the event was on the verge of being cancelled due to the heat when a few bold pilots decided to go for it. The mid-morning temps were well into the 80's, but the skies were clear and beautiful.

Three airplanes staged themselves at New Garden Flying Field, where passengers and pilots gathered at the chapter hangar. Six of us departed for the one-hour flight over Lancaster, Harrisburg, and the ridges of central Pennsylvania. Landings were uneventful at the beautiful valley airport. The convoy consisted of my Cessna 172, a Piper Warrior and Cessna 180.



20-person boat

We parked on the grass at the southwest corner of the airport, allowing for a short walk to the cave visitor center. The center includes a nice café, gift shop and ticket office.



Formations on cave ceiling

Even with 100-degree heat, it does not take long for temps to plummet as we walk down the pathway to the cave entrance. The entrance temperature is right around 50 degrees. Each cavern boat seats about 20 people. The cave measures 1300 feet long and the cave ceiling maxes out at 55 feet.

The guides offer geography and history details of the cave and the limestone formations. Parts of the cave are lighted and parts pitch black. The first part of the fascinating ride through the cave lasts about 20 minutes, including some narrow passages while flanking opposite-direction boat traffic. Then, the tour takes a surprising turn as the cave opens up into an outside cove. The temperature quickly rises up for a pleasant outside portion of the ride. After a short while outside, the tour heads back for the return trip and the natural air-conditioning of the cave.

Rob Dant

A NEW, OLD PANEL

by Rob Dant

5

In our last issue, Walt Ellis charmed us with stories of flying the old AN range stations on a classic Narco Low-Frequency receiver. Now, I am going to perplex you with my pride in my steam gauge panel with VOR and ADF receivers.

As a lifelong computer programmer, one might think that I would covet the new glass-panel gizmos, autopilots and the touch screen magic of a modern aircraft panel. But, after a long

The recent upgrade to the panel wasn't electronic at all. I wanted to replace the ugly old Cessna plastic overlay with something akin to a modern metal panel. Not wanting to do a multi-thousand-dollar panel overhaul, I worked with a local machine shop to cut two panels from .040 aluminum to replace the plastic. Interestingly, to me, anyway, that machine shop is owned by the former owner of my aircraft.



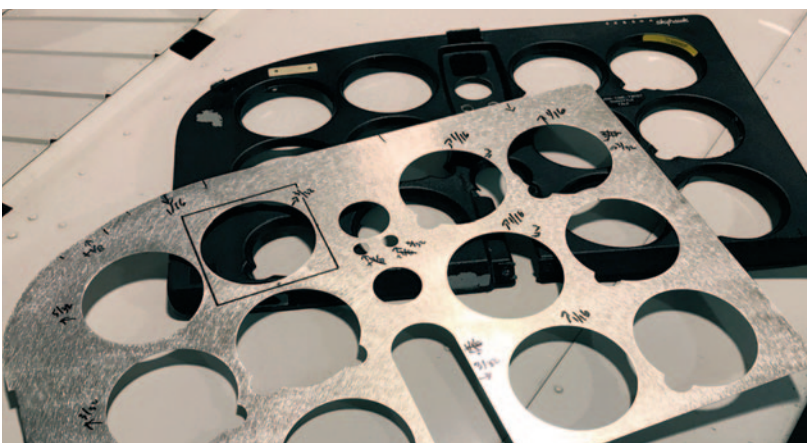
New metal panel overlays

day's work looking at funny pixels on a screen, I prefer the simplicity and tactile feel of real buttons on an old-school panel.

Following the whistle stop tuners of the 1960's and before the glass screens of the 2000's, the 1980's cream-of-the-crop avionics package was the solid-state King Silver Crown series of radios and navigators. There was no better panel for ease of use, reliability and attractiveness. My 1974 Cessna 172 had this panel installed in 1983, and with just a few repairs over the years, it is still working reliably today. Any pilot could familiarize oneself with these radios in just a few minutes of use. I can operate the panel quickly and in turbulence without the need for the engrossing attention often required of a touch screen. I can even tune in a ball game from a distant AM radio station on the scratchy ADF radio (and I often do).

I painted the aluminum panels with textured paint, re-attached the plastic pins that held the original plastic panel in place and even cut and glued fake instrument mounting screws to the overlay to give it an authentic look. It mounts to the panel in a few seconds and can easily be removed for access to the instruments. I find it quite old-school attractive.

I do fly this classic old panel in real weather, too, as in a recent flight around the outer bands of Hurricane Delta. I even flew an actual NDB approach down to 600 feet into Chatham, Cape Cod in August. I like this simple panel. Now, if I can just locate a convenient Victor Airway to get me to my final destination; those are getting harder to find. Granted, I do fly with a backup AHRS and two tablets when I fly IFR, including one I sometimes Velcro to the panel for a cheap glass experience.



.040 metal replaces old Cerssna plastic



\$500 instant glass panel

Noelle Yorgey

In early September 2020, I started CFI ground training and have been thoroughly enjoying it! Developing an advanced understanding of flight theory and fueling my passion for teaching, ground training has matured both my flight knowledge and ground skills. My favorite training experience, to date, was giving my first mock lesson on slow flight. Due to COVID-19, my CFI flight training was postponed until this spring; the Aero Club's scholarship will support this future training. By late spring, I plan to earn my CFI certificate and begin instructing. Many thanks to those of you who have supported my endeavors; I would not be where I am today without the support of the Aero Club!



Jeremy Polk

I'm currently up to 108 hours. My recent flights have all been 50 NM cross-country flights with view-limiting Foggles as I work toward 50 hours of cross-country PIC time and 40 hours of actual or simulated instrument time. Besides flying to Cape May, Allentown and Easton, my instructor and I have discovered interesting airports in North Jersey (Blairstown and Andover-Aeroflex). I've had valuable experiences talking to Potomac and New York approach controllers, and I've been happy to get some time in real IMC with the Foggles off. I'm getting a head start on reading up for the IFR written -- my goal is to finish the certification by the end of summer 2021 at the latest, and to begin commercial training as quickly as possible after that. If it weren't for the Aero Club funding I wouldn't be on track to finish IFR until 2022, a full year later.



Julia Levitina

2020 was an amazing summer of flying, thanks largely to the scholarships I was fortunate enough to receive from the Ninety-Nines and the Aero Club of PA! I followed my first solo in August with an aviation pilgrimage to the wind and sands of Kitty Hawk and Kill Devil Hills. Then it was on to absolutely incredible feeling of having two local solo flights under my belt, totaling a little over two hours: going to neighboring air fields, landing there, then turning around to go back to home base, practicing some maneuvers along the way, or circling to see what a farmer wrote in his corn maze. These were soon followed by my short cross-country flight to Cape May, a gorgeous flight with the sun reflecting off the water of the New Jersey shore. I recently completed my night requirements, and I am looking forward to flying my long cross-country, just as soon as the weather clears, then on to completing my Private Pilot Rating! "Apricot Sky" is a song I wrote about how up high, there are no wars, no boundaries and no walls, and it's as true at 3000 ft as it is at 39000 ft. All the pettiness and politics and artificial divides disappear, and the world is open and astounding, no matter which way you look!



Mathew Moore

The Aero Club of PA scholarships have directly impacted my flight training and aviation experiences. The funds that have been awarded to me will be going towards my instrument rating. My instrument training has been going smoothly, I already feel so much more confident in the airplane. Instrument training has opened up a whole new experience in aviation, which is transforming me into a more well-rounded and safer pilot. I also received a scholarship for a tailwheel endorsement. The tailwheel training I received strengthened my connection to the airplane and improved my stick and rudder skills immensely.

Amy Urbine

After receiving my scholarship funds from the Aero Club I decided to wait a few weeks to see if my flight school would remain open during these times of Covid. Also, both Piper Archers were in and out of maintenance making scheduling difficult. Fortunately they stayed open, and I started flying again with my instructor. We have done some proficiency checks and practice of some things that will most likely be on the check-ride like soft field and short field take-offs and landings. I am studying to retake my written since that expired a while ago, and I am studying for the check-ride. Just a little more studying, and I think I will feel ready!



Andrew Robinson

I am now in my fourth month of flight training at Auburn University. I have been working on my Instrument rating. Also, I have joined the War Eagle Flying Team, a team that competes against other colleges in landing and ground events. I look forward to completing my certificates at Auburn. Attached is a picture in front of the Delta Airlines Aviation Education Center on the Auburn University campus airport.



Malachi Neal

I have begun my instrument training! I have two flight sessions completed and I am currently studying for my instrument written exam. I plan to increase the amount of flying I do toward the end of the semester and continue in the next. This Aero Club scholarship will help me fly lot more without the financial burden, and with this I aim to get my instrument rating done by the end of the school year.



Kyle DeGaetano

So far, I am about a month or 4-5 lessons from my solo flight! This scholarship has allowed me to fly up to twice a week and has greatly sped up the process of making my way through training. With the money saved I am looking to put it towards flight lessons for my PPL. My goal is to get my license on my birthday next year. Overall, I am greatly appreciative towards the Aero Club for giving me this opportunity!



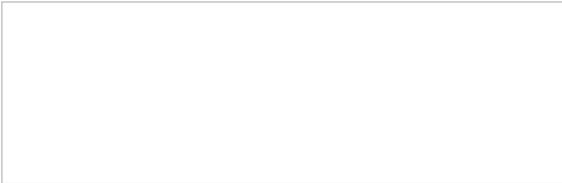


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2021 Aero Club Scholarships

The Aero Club of Pennsylvania Memorial Scholarship Fund is accepting applications for scholarships to be awarded in June. Applications are now available online at www.aeroclubpa.org and are due by April 12.



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.

2021 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 in June. 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.



Board of Directors Report

By Carris Kocher

The Board of Directors met via ZOOM on January 21. A 10-minute official Annual Member Meeting was held beforehand to vote five new board members into the club.

Attendance was around 20 for the board meeting. The first order of business was for the new board to vote in the suite of club officers. No changes were made to the existing officers.

The meeting continued with reports of our finances, scholarship program, membership and communication efforts. Our membership stands around 200 when counting complimentary memberships to scholarship applicants. We are in the process of sending out renewal notices to about 60 unpaid members.

The board discussed the 2021 Scholarship program and 2021 event planning, including the Scholarship dinner, which will likely go virtual.

Interesting discussions ensued about our social media efforts going forward, about seeking a club vice president, around club expenses and how to pay them, and about our modest efforts to minimize the business and aviation impact of the Biden Presidential Delaware Valley TFR.