



Wright Brothers event attracts 50 for in-person dinner

Despite threats from new Covid variants, the Aero Club of Pennsylvania held a successful in-person dinner in the grand ballroom at the Desmond Hotel on December 17, the anniversary of the Wright Brothers first flight. Our guest speaker was Melissa Rudinger from the AOPA who told us of her role and the role of AOPA in the days following the 9/11 attacks (story page 6). Also in attendance were two former Aero Club presidents, past scholarship recipients, and prominent donors.

We once again held a silent auction to raise funds for our Scholarship program. Over \$1500 was raised by auctioning gift packages, books, a hot air balloon flight and other nice items (story page 2).

President Debbie Harding presided over a short, "annual member meeting" to vote for board members for the next three years. Debbie also presented a 2021 year-in-review of the Aero Club activities. Despite the pandemic, the club was active with in-person and online presentations, participation in such events as the Emilio Carranza memorial event in New Jersey, the Chester County Balloon Festival history display,



Aero Club Dinner at Desmond Hotel

the Pottstown Heritage Antique Airplane fly-in, the Philadelphia Seaplane Base annual splash-in, and the annual Holly Run to Tangier Island.

Before the evening ended, President Harding thanked our generous scholarship donors and presented Steve Jordan, our Scholarship Committee Chair, with our annual Wright Brothers Award for outstanding service to the (Continued next page...)



Post 9/11 Advocacy

AOPA's Melissa Rudinger recounts the efforts to get GA flying again after 9/11.

6



Eagles Mere visit

A trip to Eagles Mere Air Museum delights winners of our silent auction gift package

7

President's Message

The start of a new year brings the Aero Club to its first meeting of the year, and the first order of business was to elect new officers. Yours truly is honored to have been selected as the new President of the Club, and I look forward to working with everyone as we face new challenges. It was decided at the annual membership meeting, held during the Wright Brothers Dinner, to extend the terms for the board members for another year.

Here's a shout out to our past President Debbie Harding for seeing us through the difficulties of these last two years. She did a great job of navigating the pandemic restrictions and maintaining the purposes of the Aero Club. Many thanks, Debbie, for your leadership. (Continued next page...)

WHAT'S INSIDE?

Scholarship Message

2022 Scholarship Program is open

3

Airport Report

Airports around the Delaware Valley

4

Airport Highlight

Brandywine Airport in Chester County

5

2022 Aviation Calendar

and Board of Directors Report

8

Aero Club News...

Continued from previous page...

club in the year 2021. Steve presided over the scholarship program during a pandemic year, where our scholarship interviews and the annual scholarship dinner went online.

Ceremonies for the evening ended around 9PM.

Silent Auction by Sarah Wolfe

This year's Wright Brothers Dinner and silent auction was a success! With over thirty items ranging from skydiving tickets, to introductory flights, to baskets, dinners, and unique artwork and antique books, there was certainly something for everyone. While Covid put us in a tough spot with limitations on the number of guests, we still were able to raise over \$1,600 - all of which goes towards our scholarship fund.

As a previous Aero Club scholarship recipient myself, I have first-hand knowledge of the positive impact a scholarship can have on someone working to pursue their aviation dreams. That is why I enjoy organizing the silent auction - it allows me to help give others opportunities - just like the Aero Club did for me. This was my second year running the silent auction, although last year was online so that only half counts. It was so nice to be in person this year and get to put smiling faces with the names that I had been working with. I enjoyed communicating with local businesses; forming new relationships, and getting to interact with our donors. Meeting new people and networking within the aviation community are just some of the many benefits of being a part of the Aero Club. That is clearly the case at the annual Wright Brothers Dinner where there are plenty of airplane enthusiasts eager to spread aviation-themed holiday cheer.

Thank you to everyone who attended this year's dinner, and thank you also to all the local businesses and generous individuals who donated to the silent auction. We couldn't have done it without you! Here's to an amazing 2022, and see you at the next Wright Brothers Dinner!

If you have an item you'd like to donate to a future auction, please reach out to me at sarahwolfe@windstream.net.

PRESIDENT'S MESSAGE

ERIK KOCHER

(Continued prev page...)

We were able to finish the year with an in-person Wright Brothers Dinner held at the Desmond. It was really a joy to see faces again and to realize that, in spite of the restrictions during the year, there were many accomplishments. Hopefully the restrictions will start to lift so that our scholarship interviews can be in-person once again, and we can return to the Philadelphia Aviation Country Club for board meetings. One of my aspirations is to try and develop a better hybrid system for our meetings, allowing a larger participation for the members. If anyone has experience with this technology, please get in touch with me.

Let's continue on in our passion for aviation and preserving local aviation history while protecting our general aviation privileges and supporting the future of aviation through our scholarship program. I look forward to working with you along the way!

Best regards,

Erik Kocher

"However beautiful the strategy, you should occasionally look at the results." - Winston Churchill



Silent Auction Items at Wright Brothers Dinner



Aero Club of Pennsylvania
Promoting aviation in
the Greater Delaware Valley

1399 Narcissa Rd, Blue Bell, PA 19422

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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HONORARY LIFE MEMBERS

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

When preparing to write an article for the newsletter, I often find it useful to pull up an old edition to read what was going on the year prior. Last year, the prominent theme was the difficult hiring environment as a result of the pandemic, and the many challenges facing our scholarship recipients. Despite these challenges, we looked for the positives in order to encourage a new generation to consider jumping into the world of aviation.



Luckily for everyone, many of those challenges we previously wrote about have quelled, and the industry has turned over a new leaf. A year ago today, I have no doubt I was in my basement woodshop turning wooden fishing lures on my lathe. I know I wasn't flying, because I had been furloughed alongside thousands of others in the aviation industry. Aviation jobs were really, really hard to come by. Fast forward to today, where I'm writing this update while on a work trip in South America. Things have

certainly changed for the better.

In 2022 alone, American Airlines has announced plans to hire over 2,100 pilots. Delta, United, and Southwest also need to hire large quantities of pilots just to keep up with forced retirements. The low cost carriers are no different. In other words, the hiring landscape for scholarship recipients looking at a future in the airlines is very bright.

Speaking of future professional pilots - last year's recipients have been busy making good use of their scholarship

funds. **Amy Amorosia**, for example, used her scholarship to complete her training to become a CFI. Last we spoke, she was working on her CFII. **Colton Strock** recently completed his first semester at the University of North Dakota, where he is pursuing a career in the airlines. **Abel Leon** used his funds to complete his multi engine training, and has also become a CFII. He currently runs his own flight school out of PNE, where he is training the next generation of aviators while also building hours for the airlines - I have no doubt he'll achieve that goal in short order.

Looking forward, the 2022 scholarship program is getting ready to kick off. Soon, a flyer promoting the program will be available to print and put on display at your local airport. We'll be using the same software - Submittable - for the application. It will be linked on our website. Thanks again for all you do to support the scholarship program, and we look forward to yet another successful year.

2022 Scholarships



Aero Club Scholarships

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.

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 in April.

Ninety-Nines Scholarships

The Eastern PA Chapter of the Ninety-Nines awards scholarships to women from age 16+ who reside, work, or attend school in the Delaware Valley or who are members of the Ninety-Nines chapter. To join, contact Michelle Held at info@epa99s.org.

Scholarships will be awarded in June. Applications must be received by April 21 and are available by contacting Risa Altman at scholarship@epa99s.org. More information is available at www.epa99s.org.

PHILADELPHIA INTL [PHL]

The Infrastructure and Jobs Act awarded \$30.7 million to PHL and \$763,000 to PNE for fiscal year 2022. In November, the airport received \$1 million for phase 2 of the Baggage Tug Tunnel project. Terminal D/E apron recently underwent pavement repairs. A major upgrade for taxiway J, located between taxiways Z and Y in Cargo City, will include a complete reconstruction beginning Spring 2023. Phase 1 of the Cargo Expansion Program will utilize a portion of the Economy Parking Lot because PHL is one of only 20 accredited airports to reach Level 1 for Airport Carbon Accreditation (ACA). To remedy passenger and employee COVID concerns, air cleaning technology known as Bipolar Ionization (BI) was installed. As of November, fully vaccinated, non-US citizens were permitted to travel.



NORTHEAST PHILADELPHIA [PNE]

Reconstruction of runway 6/24 included pavement strengthening, reconfiguration of runway and taxiways to latest FAA standards as well as lighting conversion to LED lights and signs. The airport is a reliever for PHL. In October, walkers and bikers simulated a 5K race in a "Fund the Mission" event for the March of Dimes. The Leonardo Helicopter facility delivered the first of 130 US Navy Helicopters fabricated there. The facility produces \$500 million income and 3,150 jobs.

BRANDYWINE [OQN]

The construction phase of runway widening requires approval from adjacent property owners in order to obtain required land. The airport wishes to bid both the runway widening and lighting rehab as one project. Coordination continues with property owners to identify tree obstruction making feasible nighttime instrument approach procedures. The hangar infrastructure plans will be submitted to BOA for approval to advertise the project once a permit is received. The airport is attempting to meet with the township engineer to voice concerns about the proposed construction of an elementary school 1.5 miles off runway 27. Federal funding depends on being categorized as a Regional Airport which must have 90-based aircraft. The airport is working on a partnership with West Goshen Township for Capital Budget Funding.

DOYLESTOWN [DYL]

The runway Safety Area Analysis was approved. The lighting contract went out for bid. The paving contract bid is scheduled for February/March 2022 for May 2022 construction. As part of a new plan for future development, the airport is working with PennDOT to update the Airport Layout Plan.

HERITAGE FIELD [PTW]

Runway 10 south side obstruction removal is ongoing. Bidding the site preparation for hangar development is expected Spring 2022 and construction should follow. Terminal and based-aircraft tiedown apron will be on same schedule as hangar project.

NEW CASTLE [ILG]

Phase 1 of runway 1/19 rehab was completed allowing December 2021 reopening. Phases 2 and 3 are expected over the 2023 and 2024 construction seasons. Combining the phases to minimize operational impact, is dependent on FAA funding. The airport continues to be affected by frequent Presidential TFRs. Aircraft operations are permitted during TFR with use of an established Gateway procedure. Inbound aircraft must go

through Gateway screening at Lehigh Valley Airport (ABE) or Dulles (IAD). Departing aircraft must use the established Gateway located at the airport. Gateway hours of operation are typically 8 AM-5 PM daily when the TFR is in effect.

NEW GARDEN [N57]

The airport waterline extension was to be completed by 2021 year end. Installation of electrical service including PAPI and REIL systems are in progress. The airport is affected by the Presidential TFRs. The Future Aviators Program completed its 12th year with 185 campers attending from all areas of the USA.

QUAKERTOWN [UKT]

Phase 4 obstruction removal for runway 11/29 approach was to have begun in October. Easements allowing for Phase 5 obstruction removal is continuing. A new nighttime approach to runway

29 was to be published in December. The terminal building is undergoing exterior and interior rehabilitation.

WINGS [LOM]

The Pre-Manufactured Metal Building (PEMB) is held up due to escalation of steel prices. The West itinerant apron construction project will be bid spring 2022. Construction is scheduled to begin Summer 2022. The BOA is stopping its DBE (Disadvantaged Business Enterprise) program in August 2022; ergo, airport owners will have to develop and submit their programs directly to the FAA for approval. FAA quarterly reports will be required for all design and planning grants.



Infrastructure Funds:

Pennsylvania and New Jersey airports will receive funds from the \$1.2 trillion Infrastructure Investment and Jobs Act to make improvements to airports. Pennsylvania airports will receive \$70 million for 62 airports, while New Jersey will receive \$54 Million. Here are the funds available for some nearby airports:

Philadelphia Intl: \$30.7M	Atlantic City Intl: \$3.8M
Philly Northeast: \$763,000	Trenton Mercer: \$3.5M
Allentown Lehigh Valley: \$3.5M	Millville Municipal: \$295,000
Arner Memorial: \$159,000	Somerset: \$295,000
Brandywine: \$295,000	Cape May County: \$295,000
Chester County: \$763,000	Lakewood: \$159,000
New Garden: \$295,000	South Jersey Regl: \$159,000
Pottstown Heritage: \$295,000	Woodbine Muni: \$159,000
Pottstown Muni: \$159,000	Hammonton Muni: \$110,000
Quakertown: \$159,000	Ocean City Muni: \$110,000
Wings Field: \$295,000	Ocean County: \$295,000



Brandywine Regional Airport



What is now Brandywine Regional Airport started in 1939 as a small sleepy grass field in the Philadelphia suburbs surrounded by cornfields and open space. Today it is in the center of what is known as the 202 corridor, the County Seat of Chester County.

In 1997 the airport was put up for sale, expensive real estate likely to become office buildings. A group of over 70 pilots took a chance, bought the airport, built 60 T-hangars, 10 corporate hangars, extended the runway and taxiway, installed an AWOS and PAPI light system. The airport survived and prospered and now has over 120 aircraft, two maintenance facilities, a helicopter museum, three flight schools offering instruction in Light Sport, Cessnas, Pipers, Technically Advanced Cirrus's and Helicopters. Many students have become military or professional pilots.

The FBO, New Brandywine Aero, provides full-service fuel and a comfortable terminal for transient customers. For charter operators, the FBO offers modest fees, competitive Jet A prices, volume discounts, available after-hours service, nearby Uber, Lyft and rental cars, as well as an accessible ramp for ground transportation.

The airport is home to the American Helicopter Museum and is adjacent to QVC, Ice Line recreational center, Johnson & Johnson, and Mars Candies. Nearby are West Chester University, Immaculata University, the Vanguard Group, King of Prussia Mall, Great Valley Corporate Center, Valley Forge Park, Brandywine Battlefield and the Brandywine River Museum.

The airport is officially a reliever airport for Philadelphia. The airport has served the community as a transportation center, part of the National Transportation Infrastructure, providing charter services, medical helicopter services, police services, homeland security, power and pipeline inspections, search and rescue, disaster relief, urgent manufacturing machinery parts, critical inventory delivery and tourism.

The future of Brandywine Regional Airport looks promising. There are plans for runway widening, new lighting, four new corporate hangars, and snow removal equipment. And in 2023 the mortgage will be paid off, a proud accomplishment for the airport shareholders. Visit www.BrandywineAirport.com.



“Don’t come back until GA is flying again”

by Melissa Rudinger

6



Those were the words of then AOPA President Phil Boyer as he sent me to Washington to embed myself into the discussions at the FAA Air Traffic Control Center.

Even before the FAA officially shut down the National Airspace System (NAS) at 9:40AM on September 1, 2001, AOPA sprang into action to avert restrictions and to communicate clear and concise information to our members. It was unthinkable to any of us that the entire GA community would be grounded, but that is what happened. AOPA began advocating immediately to get GA flying again.

As events were unfolding, AOPA President Phil Boyer called me into his office. Because of my role in government affairs, he knew of my relationship with the FAA. And, I had an official FAA badge that gave me access to FAA facilities, for the time being. With urgency and without a plan, Phil asked me to head to FAA in Washington and embed myself into the discussions, and something to the effect of “get down there and don’t come back.”

The FAA set up an FAA Air Traffic Situation Room where members of the FAA, DOD and other security groups met to discuss strategy. I was the only civilian in that room, and I mean 20 hours a day! Some of the folks there knew me and others probably initially thought I was an FAA employee. When it became clear that I was a civilian, things got dicey. At one point, someone challenged my attendance and insisted that all outsiders should be banned. In an uncharacteristic moment of bravery, or perhaps just craziness, I stood up and stated emphatically, “I am your customer! I am why we are here. I am not leaving this room!” I sat down to a moment of silence, and the room and the meeting continued without objection.

In the weeks following 9/11, there were forces in the government working very hard to ground GA permanently. The



Melissa Rudinger speaking at Wright Brothers Dinner

FAA was balancing security concerns against the devastating damage being done to aviation business and to flight schools that the aviation industry relies upon for pilots. Limited VFR ops resumed on September 19 outside of what was called “enhanced Class B airspace” around 30 major cities. No-fly zones were established around New York and Washington, D.C. Meanwhile, a NOTAM was being crafted to restrict GA access over every major city,

sports stadiums, nuclear power plants, military installations, and every oil refinery and reservoir, and the government was poised to send a registered letter to every pilot in the U.S. But, by then, our hard work was reaping rewards, and the government eventually abandoned its drastic plans.

While additional burdens were placed on GA, we helped preserve our freedom to fly and preserve GA as an industry.

It’s easy to forget all the airspace events following 9/11. Here are some items we had to deal with in the aftermath:

Sept 11, 2001: At 9:40AM, FAA grounds all IFR & VFR traffic.



Sept 14, 2001: GA IFR ops approved. VFR still prohibited

Sept 18, 2001: Crop dusting and aerial photo op permitted. VFR and International ops still prohibited

Sept 19: Limited VFR ops permitted outside Enhanced Class B

Sept 20: Sporting event TFR issued

Sept 22: Flight training ops permitted nationwide, with restrictions around Boston, Washington and NY

Oct 21: VFR Ops permitted in Class B, with Boston, NY and Washington still restricted

Oct 30: FAA issues restrictions within 10NM of nuclear power plants, effectively closing 100 public use airports. Ironically, the NRC would not release the precise location of the plants to allow pilots to accurately avoid prohibited areas.

Nov 6: Nuclear TFR expires

Nov 8: International ops to Bahamas, Canada & Mexico

Nov 26: Waiver issued to allow operations at Republic, Morristown, Caldwell and Lincoln Park.

Dec 19: FAA eliminates “Enhanced Class B”

Feb 14, 2002: The “DC3” airports reopen with restrictions

Sept 27, 2002: Sporting event TFR is relaxed to a more reasonable interpretation

Feb 10, 2003: FAA establishes a large ADIZ around Washington DC.

March 18, 2003: FAA established a large ADIZ around New York City.

April 17, 2003: FAA cancels restrictions around New York and downtown Chicago

When Erik and I bid on the Eagles Mere Overnight Package at the 2020 Wright Brothers Dinner silent auction, we knew we would enjoy a night away, but we had no idea what all was in store!

The lovely drive through the hills and around the numerous curves brought back many fond memories of West Virginia where I grew up “cradled in the hills.”

On our arrival we noted the numerous lovely homes in this unique hilltop community with a fascinating history. We were focused, however, on a tour of the Eagles Mere Air Museum, included in the package and scheduled for the next day.

Meanwhile, we fell in love with Eagles Mere Inn! (www.eaglesmereinn.com)

Its tastefully appointed and comfortable lodging along with a delicious dinner at the onsite restaurant makes the Eagles Mere Inn an enjoyable destination in itself. We were especially delighted with the many ways in which the inn has woven the history of the town from its glory days in the past into the tapestry of the present.

Morning came with the much-anticipated tour of the Eagles Mere Air Museum

(www.eaglesmereairmuseum.org).



Historic Eagles Mere Inn

Based on reports we had heard, our expectations were fairly high already, but the actual tour exceeded them all! What beauty! What well-maintained aircraft! What fresh, attractive surroundings!

The air museum features a “living and flying collection” of airplanes and related artifacts from 1908 to 1940 – the “golden age of flying” – beautifully displayed in pristine condition. Our guide was well-versed in the history and mechanics of each aircraft, and friendly and courte-



ous besides.

To our surprise, two members of the Aero Club of PA are two of the pilots who fly these vintage aircraft, Steve and Juliet Lindrooth!

We also toured a collection of motorcycles displayed by the decade, which makes for an interesting overview of the development of style and capacity.

Along the way, George Jenkins, the founder of the museum, asked if we would be interested in seeing a private boat collection (Gar Wood boats) located on the other side of the runway. Would we?! George escorted us over and introduced us to the owner.



Pitcairn PA-6 Super Mailwing

Once again, what we saw far exceeded our expectations for beauty, quality, and quantity of boats!

We were not able to tour the auto museum next door, due to the current difficulties in hiring. Hopefully, we'll have the pleasure on a future trip.

Tucked in between dining and museum visits, we went exploring. We

walked down the hill where the famous, annual Toboggan Slide takes place and visited The Sweet Shop, a longstanding favorite spot by reputation – and we concur! It is located across the street from the site of the Eagles Mere Chautauqua, founded in 1896. Pennsylvania Governor James Beaver was keynote speaker at the opening ceremonies.

We also found some rare treasures to add to our library at the used bookstore in town.

Our special thanks to Jim Kilduff and George Jenkins who helped make this a memorable weekend. We hope to return again many times!



1917 Polson Special



Organized December 17, 1909; Chartered May 10, 1910
Aero Club of Pennsylvania
 1399 Narcissa Road, Blue Bell, PA 19422

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AVIATION EVENT CALENDAR

Aero Club

April 20 Board of Directors Meeting
June 16 Annual Aero Club Scholarship Dinner

Local

May 7-8 McGuire AFB Open House & Airshow
May 14 Chile Fiesta Fly-in, Massey (MD1) (Tentative)
May 21-22 Dover AFB Open House & Airshow
June 10-12 Greenwood Lake Air Show
June 11 Antique Fly-in, Massey Aerodrome (MD1)
June 11-12 Ocean City Maryland Air Show (T-birds)
June 20-24 Future Aviator Camp, New Garden Airport
July 11-15 Future Aviator Camp, New Garden Airport
Aug 8-12 Future Aviator Camp, New Garden Airport
Aug 24 Atlantic City Airshow (Wednesday T-Birds)
Aug 27-28 Wilkes-Barre Airshow (Thunderbirds)
Sep 9-11 Chester County Balloon Festival (Willowdale)

National

April 5-10 Sun 'n Fun Fly-In; Lakeland Florida
July 6-10 Ninety-Nines Intl Conference (Charleston)
July 25-31 Airventure Oshkosh
Sept 3-5 Cleveland National Air Show
Sept 19-25 Triple Tree Aerodrome Fly-in, Woodruff, SC
Sept 8-11 International Seaplane Fly-In Greenville, ME
Oct 1-9 Albuquerque Intl Balloon Fiesta



Board of Directors Report

By Carris Kocher

The Board of Directors met via ZOOM on January 20. Attendance was around 15. Outgoing President Debbie Harding presided over the start of the meeting. After minutes from previous meetings were approved, the nominating committee presented the list of candidates for officers for the board to vote on. No changes were made to the existing committee chairs. The board elected Erik Kocher as the new president for two years. The office of vice-president remains open.

The meeting continued with reports of our finances, scholarship program, membership and communication efforts. Our membership stands around 150 when counting complimentary memberships to scholarship applicants. The 2022 renewal period is ongoing.

The board discussed the 2022 Scholarship program and 2022 event planning, including the Scholarship dinner, which we hope to be in-person.

Finally, a discussion ensued about future field trips once Covid concerns start to subside. The meeting officially adjourned but was followed by some virtual hangar talk.