



PENNSYLVANIA PILOT

Vol 19 No 2, Summer 2008

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

Aero Club Highlights

Scholarship Dinner...

The Annual Scholarship Dinner will be held on June 19 at Wings Field. Stacy Culter, a former scholarship recipient and commercial pilot will speak about her career in aviation. See the article and dinner invitation on page 7.

6th annual sale...

The Aero Club plans to hold its sixth annual aviation sale at Wing's Field on Wings & Wheels Day on September 6. The event has raised over \$4500 for the Aero Club Scholarship Fund. Donations of aviation-related items are being accepted for the sale. See page 3 for details.

Meeting presentation...

After the April 24 Aero Club board meeting, Walt Ellis and Rob Dant presented a video about Frank Piasecki.

Safety Seminar...

Over 45 were in attendance as the Aero Club of Pennsylvania co-sponsored an FAA safety seminar on March 26 at Wings Field. Representatives from the



Transportation Security Administration (TSA) spoke and took questions about how the TSA affects General Aviation. Then, Walt Ellis discussed aircraft airworthiness and paperwork.

Three Pennsylvania aviators pass away...

AERO CLUB NEWS

Aviators fly west...

Three important aviation figures from the Philadelphia area passed away this Spring:

C. Robert (Bob) Mills of Essington, longtime operator of the Philadelphia Seaplane Base, passed

known for his pioneering work in the creation of heavy-lift, twin-rotor helicopters for the military. "Pi" had seven children, three of whom are still involved in aviation, two with Piasecki Aviation. His latest project was an advanced ducted-fan helicopter known as the X-49, a modified

Airport Highlight: Perkiomen Valley



Perkiomen Valley Airport turned 70 years old this spring. This quiet airport in the heart of Montgomery County, PA. was once one of the more vibrant airports in the region. It is still home to over 50 aircraft and to Valley Forge Aviation Flight School and a charter service. See story and other airport news on pages 4 and 5. (2008 photo by Rob Dant)

Black Hawk. It has a rear-mounted ducted fan providing additional propulsion while replacing the function of the rear rotor. Mr. Piasecki was President of his own company, Piasecki Aircraft Corporation when he died.

Stephen Pitcairn, 83 of Bryn Athyn, an aviator and retired executive, died of cancer March 30 at Abington Memorial Hospital. Mr. Pitcairn was son of aviation pioneer Harold F. Pitcairn. During WWII,

away in Florida on March 29 at age 87. Bob operated the seaplane base for nearly 60 years, taking over operations from his father in 1940. For awhile, he and his two brothers operated the base together. Bob had over 20,000 hours of flying in all kinds of aircraft, including time flying for the Navy during WWII. He was recipient of the Distinguished Flying Cross. See tribute on Page 6.

Frank Piasecki, helicopter pioneer, died February 16 at his home in Philadelphia. He was 88. He is best

Stephen Pitcairn, unable to fly for the military, flew as a civilian commercial pilot and for the Civil Air Patrol. After the war, he worked for Pittsburgh Plate Glass, his family's company, before joining the Pitcairn Co. Mr. Pitcairn restored several of his father's planes, including a Mailwing and an autogiro and was instrumental in the publication of a biography of his father, "Legacy of Wings". He also restored vintage cars and was co-owner of a Mercedes-Benz dealership.

AERO CLUB OF PENNSYLVANIA A



ORGANIZED: Dec 17, 1909; CHARTERED: May 10, 1910

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PRESIDENT'S MESSAGE

Nancy Kyle

The Aero Club will be celebrating a very significant birthday in 2009 - one hundred years old! The greater Delaware Valley was a major player in the early days of aviation, including ballooning, gyrocopter, helicopter, and fixed wing milestones. We would like to celebrate this event by holding a special celebration, and we need your assistance. For those of you who have given us an email address, we will be sending you a link in the next few weeks to a website called Zoomerang which conducts electronic surveys. You will be asked a series of questions about your preferences for this event, and other Aero Club activities. We promise to keep the survey as short as possible-no more than 30 questions. If you run out of time before you finish it, just submit what you answered. Your volunteer Board wants to hear your opinions so please let us have them.

We will be holding our annual scholarship event on June 19 at the Philadelphia Aviation Country Club. The announcement is included at the back of this newsletter. Each year, the Aero Club of Pennsylvania Memorial Scholarship Fund trustees organize the application materials, decide on a level of funding, and form an interview committee to speak with candidates in May. Recipients are selected based on merit. The Eastern Pennsylvania Chapter of the Ninety-Nines and the Bob Shannon Memorial Fund conduct similar interviews for their funds. The three groups then award the scholarships at the dinner. It is a wonderful gala and a way that those of us who have caught the aviation bug can share the wealth (literally and figuratively) with those who are just getting the malady! And, it's just plain fun to see the recipients knowing that we are passing along a legacy to the next generation of pilots. Please join us for the dinner. And of course, consider donating to the Fund!

Another event that the Aero Club conducts during the year is a Fly Mart at the Wings & Wheels display at Wings Field in conjunction with Angel Flight East. Wings and Wheels has been held for as long as I can remember-under various names like Vintage Aircraft Day-on the first Saturday after Labor Day. Believe it or not, while we've had a little fog once in awhile, I don't ever recall that it got rained out. The Aero Club has a table and sells aviation-related items. Do you have any aviation 'stuff' that you can part with? We've sold everything from old cylinders to stuffed bears, and need donations of your unwanted but desirable memorabilia. Please look through your bookshelves, hangars, basements, and garages and contact Deb Harding at 610-827-7208 or Rob Dant at 610-909-4467, and we will arrange to pick it up. All proceeds benefit the scholarship fund.

So as you see, we are a totally volunteer organization and we can use more volunteers. Can you offer some time to work on the Fly Mart, or the 100th anniversary committee? Do you have an interesting aviation story to tell at one of our quarterly meetings? Do you have any old photos from the early years of aviation that we can use in a display for the 100th anniversary party? Can you write an article and share your memories about a local airport-either still open or now closed? Call me at 610-454-0494 with your thoughts, or give us your input during the survey.

Hope to see you at one of our events this year. In the meantime, fly safe!

BOARD OF DIRECTORS REPORT

Debbie Harding, Secretary

The Aero Club Board of Directors met at PACC at Wings Field on April 24. Debbie Harding presented the minutes from the last meeting and John O'Toole presented the financial report. Additional reports followed on scholarships, membership and newsletter details. The club membership stands at 208.

Walt Ellis presented status on "Special Projects", including a review of the safety seminar on March 26. The scheduled tour of the Boeing factor was cancelled by request of the factory. We might try again in the future. Other ideas for field trips include touring the Sikorsky works in Coatesville, and a repeat tour of the private aircraft collection once at Red Lion, now at Millville.

The group talked about gathering items for the upcoming Fly Market in September, and also about the year 2009 events to celebrate the 100th anniversary of the formation of the Aero Club of Pennsylvania.

Finally, there was discussion about a proposed electronic member survey, and then the meeting adjourned for dinner and a presentation about Frank Piasecki.

Announcement

Annual Fly Market donations

The Aero Club will be accepting donations for the annual Fly-Market in September. This is your excuse to finally clear out your hangar, basement, or bookshelves of aviation-related items. We can send you a receipt of donation for your tax records. We can arrange pick-up. Proceeds benefit the scholarship fund. Contact:

Debbie Harding at airvenhab@earthlink.net
(610-827-7208)

Rob Dant at rdant@mindspring.com
(610-909-4467)



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AVIATION CALENDAR

May

- 25 EAA Chapter 540 Fly-in Breakfast, Lancaster, PA (LNS)
- 31-01 McGuire Air Force Base Airshow, US Air Force Thunderbirds

June

- 06-08 Reading WWII Weekend, Reading, PA (RDG) (maam.org)
- 07 AOPA Fly-In; Frederick, MD (FDK)
- 07 EAA Chapter 643's 3rd Annual Fly In, Sky Manor, NJ (N40)
- 15 Father Fest, American Heli Museum, Brandywine (OQN)
- 17-21 Sentimental Journey Cub Fly-in, Lock Haven, PA (LHV)
- 19 **Annual Scholarship Dinner, Thursday, 6PM, PACC**

July

- 12 EAA Chapter 240 Pancake Breakfast, New Garden (N57)
- 12-13 Fly-In and Vintage Car Show, Grimes, Airfield (8N1)
- July 28-Aug 3 EAA AirVenture; Oshkosh, WI

Aero Club Meetings

- Jun 19 Annual Scholarship Dinner, Thursday, 6PM, PACC
- Jul 24 Board of Directors Mtg, Thursday, 6PM, PACC
- Sep 6 Aviation Sale, Vintage Aircraft Day, Wings Field

Board of Directors Dinner, July 24, 2008, 7PM

Wings Field, Philadelphia Aviation Country Club



We have invited Mary Wunder and Allison Chalker to speak about their participation in the "2008 Air Race Classic" from Montana to Massachusetts. The 2,400 NM race takes place in late June. The race is a transcontinental speed competition for women pilots with

roots dating back to the 1929 Women's Air Derby. The race includes a top-ten purse of \$15,000 and additional awards.

Members may optionally attend the board meeting at 6PM. Dinner begins around 7PM after the meeting. Contact Jeff Kahn, JSKESQ@aol.com to announce your intention to attend dinner. Members and guests are welcome. Dinner is around \$40 per person. Attire at PACC is business casual.

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Perkiomen Valley Airport, 70 year anniversary

AIRPORT HISTORY by Mary Wunder

Wells MacCormick established Perkiomen Valley Airport in 1938. It was one of the earlier airports to be opened in the state. Wells was involved with the airport until the 1960's when the airport was sold to Bill Platen and Karl Schiele.

There are not a lot of details available about the airport in the early days. As with all airports of that era, the airport was grass. One airport neighbor, now 84 years old, remembers cars lining up at the airport to get a \$1 airplane ride in a Stinson tri-engine. Another time, he got a ride from a pilot that was still solo only. He made him get out of the airplane at the opposite end of the runway so that the pilot would not get in trouble.

Lane Jubb bought the airport in July of 1973 when he was just 21 years old. The airport was paved when he bought it but he had it extended to almost 3000

feet. New hangars were added in addition to the new office building. The electric wires were buried but not before and unfortunate accident when a student and instructor were killed when they hit the wires on approach.

Perkiomen Valley Airport was one of the busier, small airports in the late 70's. Operations at the airport included a flight school,

gliders, charter flights, helicopters, an avionics shop, and full time mechanics. Lane had hoped to open a restaurant, too, and attract a good paint shop.

In 2005, Perkiomen Valley Airport lost Lane Jubb to a sudden heart attack. The airport is still owned by the Jubb Estate. Today, airport operations continue, but at a slower pace, and some people wonder about its fate. Mrs. Jubb, Lane's mother has been coming to the airport most days for as long as I can remember, and at 85, she still makes it out most days.

Valley Forge Aviation still operates a flight school, and there is a charter service on the field. The gliders left awhile back when the airport became too



Perkiomen Valley Airport around 1975 after the runway extension, but before the addition of a T-hangar row on the north side of the runway.

busy for everyone to co-exist. The helicopters aren't based here anymore but are known to come to practice auto rotations. There are reportedly about 50 based aircraft, and there are plans to install PAPI's on both runways this year.

Only time will tell. The good news is that the airport received a grant to make the airport safer and is counting on Skippack Township to re-enact the hazard-zoning ordinance. There is also a twelve-year plan for airport improvements and expansion. Remembering a 1977 quote from Lane Jubb, "this is one airport that will stay an airport and will not be sold to an industrial developer." We at Perkiomen Valley are counting on that.

Mary Wunder retired from the FAA as an air traffic controller and the Air Traffic Management Coordinator for the Philadelphia air traffic control facility. She and her husband have lived adjacent to Perkiomen Valley Airport for over 20 years. She has a hangar on her property and flies a Mooney.



1970's photo of the terminal and public hangars. An old pig farm is shown in the foreground. Photo courtesy Perkiomen Valley Airport.



Page 8/Flight Line Times, November 15, 1977

LANE JUBB, energetic young proprietor of Perkiomen (Pa.) Airport, returns from a charter flight. (Times photos by Bill Baker)

"It was a hard struggle for me because no one wants to listen to a 21-year-old when it comes to aviation."

Photo of Lane Jubb from 1977 article in "Flight Line Times".

Photo by Bill Baker.

Delaware Valley Regional Planning Commission Meeting Report

AIRPORT NEWS

March 15, 2008

By Elaine Farashian



PHILADELPHIA INTERNATIONAL [PHL]

2007 passenger traffic increased to over 32 million, of which 4 million was international. Cargo movement also increased year to year. USAirways will offer Vancouver service starting in June. Terminal B is 35% complete, runway 17-35 is 40% complete and the expanded employee parking lot is 40% complete.

PHILLY NORTHEAST [PNE]

The expansion of the parking lot is expected by spring.

CHESTER COUNTY [MOS]

The airport is investigating the feasibility of having a municipally controlled tower.

CAMDEN COUNTY [19N]

The airport is anticipating a final proposal for its fuel farm. The design of

runway and taxiway rejuvenation is well underway, and remarking is 75% complete. However, this last of the seven privately owned Camden County airports is under study to see if it should remain as an airport.

DOYLESTOWN [DYL]

Phase 2 of the storm water runoff project will start soon. May 18 marks the 80th anniversary of this airport.

PERKIOMEN VALLEY [N10]

Bids have been received for obstruction removal.

QUAKERTOWN [UKT]

This facility is preparing for obstruction removal of runway 29. There is hope that the entire runway will be rebuilt in 2010.

SOUTH JERSEY REGIONAL [VAY]

Fencing of the airport is being done at this time.

TRENTON MERCER [TTN]

The taxiway reconstructions project is 80-90% complete. No commercial airlines operate from [TTN].

CROSS KEYS [17N]

A GCO (Ground Communication Outlet) is complete and permits pilots to

connect with PHL. Rehab of runway and taxiway is not yet complete.

NEW GARDEN [N57]

Design phase 1 is active for full length taxiway extension. Funding is programmed, but not guaranteed for the construction phase.

FLYING W [N14]

There will be no runway extension.

SUMMIT [EVY]

This business-oriented reliever wants to pursue its master plan of extending runway 17-35. Relocation of highway 301 will not impact the airport.

POTTSTOWN-LIMERICK [PTW]

The airport, which on May 1st will be 80 yrs. old, is waiting on FAA approval before final sale to the new private owner.

TRENTON-ROBBINSVILLE [N87]

Obstruction removal is in progress.

CECIL COUNTY [58M]

Runway, taxiway and terminal projects are moving ahead.

SPITFIRE [7N7]

The aerodrome has completed the taxiway and apron rehabilitation.

FLIGHT SAFETY By Al Schnur

Synthetic Vision

Another year and another Sun'n Fun has come and gone, but not without fan fare. It started with a 'monsoon' that came through on Sunday, overwhelming the area.

I keep being overwhelmed with the advances and cost effectiveness of new electronic devices. Take the GARMIN 1000. When it first came out, I thought it was the best thing since sliced bread. Then, behind closed doors, GARMIN has developed synthetic vision for this unit that merely requires the pilot to fly in the middle of the magenta rectangles to get to where they want to go. All this on a three dimensional display that shows obstacles, terrain, traffic (that gets larger as it gets closer), and more. What a case of improving situational awareness. I tried it in the sim and I know you will like it. For those current G1000 drivers, a software upgrade is available. To be fair, there

are other players in this game, including Avidyne and Chelton, and others. Some even extol removing your old "six pack" and replacing them partially or completely with "glass" Watch what happens as prices fall.

Instrument Flying Handbook

There is a new addition to an all-time favorite handbook, sporting new and enhanced graphics that will take your breath away. These address the old and the new instrumentation available in today's advance aircraft. There is a chapter on Human Factors, an excellent discussion on Emergency Ops, a thorough discussion of Airplane Attitude Flying using analog and the new Electronic Flight Display, all with those fantastic graphics.

This 2007 Handbook (FAA-H-8083-15A) conforms to pilot training and certification concepts established by the FAA. Though there are different ways of teaching and performing

flight procedures, and there are variations in the explanations of aerodynamic theories and principles, this handbook adapts the most commonly used practices, principles and concepts for instrument flying. Occasionally the word "must" or similar language is used where the desired action is deemed critical. The use of such language is not intended to add to, interpret, or relieve a duty imposed by Title 14 of the CFR.

I was a little disappointed with Appendix B that includes an Instrument Training Lesson Guide. I felt more at home with the previous Instructor Lesson Guide that appeared in the Instrument Flying Handbook, dated 1980. Yes that was a long time ago, but it was a lot more detailed and it could be amended to Instrument Flying.

The handbook is available by searching the keyword "8083-15A" on Amazon, Sporty's or other resource.

C. Robert Mills, 1915-2008

Member Tribute by Walt Ellis

Frank Mills had already been operating the Philadelphia Seaplane base for 5 years when, in 1920, his second son Bobby, was born. If anyone ever grew up in aviation it was Bob Mills. In his early years Bob lived right up the street from the Seaplane base where his father worked. Bob and his two brothers all worked for their father at the base while they were growing up. All of the brothers eventually earned both pilots and mechanics licenses.

Bob tells the story of his first introduction to the Aero Club of Pennsylvania. His father, who was a director and long time member, took Bob to the "Wright Brothers Dinner" in about 1932. Bob remembers the speaker, Dr. Hugo Eckener, the commander of the Graf Zeppelin. Bob later joined the Aero Club himself and is still a member today.

In 1939, Bob went to Miami to work for Pan American Airlines as a mechanics helper on the Sikorsky S-40 and S-42 four engine flying boats that Pan Am was flying to South America. Bob was primarily assigned to work on the S-42 that flew from Miami to Rio de Janeiro. The round trip took 10 days and put 100 hours on the airplane. During his time at Pan Am, Bob had an opportunity to work on a Boeing 314 flying boat that was unable to get into New York for service and had come to Miami. He remembers that he was able to stand up inside the center section of the wing and walk through the wing between #2 and #3 engines. Pan American also had a Boeing 307, which they used to fly from Miami to Mexico City. It was the first pressurized airliner. Bob remembers working on it and installing larger oil coolers to help with oil temperature problems when flying over the mountains.

Bob remembers getting his recom-



Bob, as a WWII Aviator

mendation ride for his commercial license from Ernie Buehl, who Bob had watched solo one of his father's airplanes many years before.

In 1940, Bob's father got sick and Bob returned home to help at the Seaplane base. After his father's death, Bob operated the base until December 8, 1941 when all civilian flying within 50 miles of the coast was curtailed. The propellers were removed from the air-

planes and the hangers locked until further notice. Bob then went to work at the Naval Aircraft Factory at the Philadelphia Naval Base.

In June of 1942, Bob was sworn into the Navy as a Seaman 2nd Class in the Aviation Cadet program and went to Pensacola, Florida.

In July 1943, he graduated as an Ensign and Naval Aviator and received his "Wings". He continued his training to be a Torpedo Bomber Pilot flying the Grumman TBF "Avenger" aircraft.

1944 found Bob aboard the USS Santee in the Pacific as a torpedo bomber pilot. The Santee was an old tanker that was converted to an aircraft carrier. It is during this time that he was awarded the Distinguished Flying Cross for his part in the operation in Leyte Gulf. Bob returned to the United States and went to Night Fighter school in Daytona Beach flying Grumman F6F "Hellcats".

After the war ended in 1945, Bob returned to Philadelphia. His older brother Frank already had the Seaplane base operating. Bob received his Flight Instructor Certificate in 1945. When his younger brother Bill was discharged from the Navy in 1946, all three brothers operated the Seaplane base together. They became dealers for Cessna and the Republic "Seabee" aircraft. They did pilot training, air taxi, and maintenance. Later, brother Frank decided to pursue a career in corporate aviation and Bill decided to concentrate on the boating side of the business. Bob continued to devote his time to the flying part of the business.

During 1945, Bob joined the Naval Reserve and during his career flew Grumman FH-1 Phantoms, F9F6 Cougars and Lockheed TV-2 (T-33B) trainers. He ultimately became Commanding Officer of Jet Fighter Squadron 934 at Willow Grove Naval Air Station.

In 1980, Bob retired from the Naval Reserve after 27 years of service with the rank of Commander.

In 1954, Bob became a Designated Flight Examiner and started giving pilot flight tests.

From 1972 to 1975 while still operating the Seaplane base, Bob also worked with Down-

town Airlines as Chief Pilot. Down-town Airlines flew Piper Aztecs and DeHaviland Twin Otters on straight floats. They operated from the Delaware River at Penns Landing in downtown Philadelphia to the East



Year 2000 photo from article about Bob in the Philadelphia Inquirer Magazine.

Continued on Page 8...

*The Aero Club of Pennsylvania, Eastern Chapter of the 99's,
and The Bob Shannon Memorial Fund present the*

ANNUAL SCHOLARSHIP AWARDS DINNER

Thursday, June 19, 2008, Pennsylvania Aviation Country Club at Wings Field

Guest speaker: Stacy Culton, former scholarship awardee.



Captain in the Delaware Air National Guard as a Communications Officer in the 142nd Aeromedical Evacuation Squadron.

Stacy Culton is currently employed full time with International Jet Management in Dulles, Virginia, as a First Officer on the Hawker 800/A. She also works part time at FlightSafety International, and she is

Stacy won a 99's Scholarship in the year 2000 and an Aero Club Scholarship in 2006, which helped her to complete her flight training. She graduated with honors from Wilmington College's Aviation Management program in 2001, and she was a Distinguished Graduate from the Academy of Military Science - Officer Training Course - UASFR and Air National Guard, 2002.

Stacy will speak about how perseverance, hard work, and keeping her goals in sight, despite setbacks, helped her achieve her aviation goals.

**Cash Bar 6 PM, Dinner 7 PM, \$36.00 per person.
Please send check so that it arrives no later than June 9.**

We regret that we cannot accept phone reservations, walk-ins, or partial payments.
Make checks payable to: **Aero Club of Pennsylvania**

**** As always, seating is limited at PACC, so get your reservations in early. ****

Cost \$36 per person, payable by June 9, 2008 to:
Aero Club of Pennsylvania, PO Box 748; Blue Bell, PA 19422

NAME: _____ Number Attending: _____ x \$36 = \$ _____
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Please list names of attendees...

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Cut out or Copy this reservation and send to the Aero Club

Bob Mills... from page 6.

River at the foot of Wall Street in downtown New York City. They flew five round trips a day. The trip took about 30 minutes which was much faster than even the Metroliner from downtown to downtown.

Over the years Bob continued to add more examiner authorizations and was able to give Private, Commercial and Instrument ratings in single engine land and sea airplanes. He was also authorized to give private and commercial

multi-engine flight tests in Cessna 310 and 320 series, Beech A55 and 95 "Barons and Travel Airs", Trecker "Gull" P-136-L1, DeHavaland DHC-6-300 "Twin Otters", Piper PA-23

"Apache" and PA-30 "Twin Comanche" series, Aero Commander 560 series, Grumman G44 "Widgeons", Douglas "Dolphin" model 9, and Commercial "Type

Ratings" in the Grumman G-73 "Mallard". The Douglas Dolphin is unusual as there is only one left flying and Bob was the only examiner authorized to give flight tests in that airplane.

In 1998 at the age of

78, Bob earned a "Type Rating" in the Grumman G-64 "Albatross", the largest of the Grumman amphibians.

In the almost sixty years that Bob

operated the Philadelphia Seaplane Base he became very well known. Much of his business was giving seaplane ratings to airline pilots that came through PHL on layovers. They would find the seaplane base, come in look around decide to fly with Bob and then go back and tell all their buddies how much fun it was to get a seaplane rating in Philadelphia. This of course created a never-ending supply of customers for seaplane ratings.

Bob Mills passed away from congestive heart failure on March 29, 2008 at Halifax Medical Center in Daytona Beach, Florida. He was 87. Bob reviewed this article for accuracy a few weeks before he passed away. He will be sorely missed. His passing is truly the end of an era for the aviation community in Philadelphia. Seaplane operations at the Philadelphia Seaplane base continue under the direction of Bob's successor and good friend Hank Grenfell. Bob's memory will live on with every seaplane landing on the Delaware River.



Bob on the wing of a TBM at Millville during a ceremony to donate Philadelphia Seaplane Base artifacts to the Millville Army Airfield Museum in 2000. Photo courtesy of Hank Grenfell.

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AERO CLUB OF PENNSYLVANIA

Organized December 17, 1909; Chartered May 10, 1910



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