



PENNSYLVANIA PILOT

Vol 21 No 2, Summer 2010

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 17 at Wings Field. Judy Cadmus, private pilot and engineer at Boeing will try to inspire our awardees at the dinner by talking about setting goals and achieving them. See the Dinner invitation on page 7.

Visit to Bellanca Field...

On May 8, members of the Aero Club visited "Friends of Bellanca" Museum at the 1935 Air Service Hangar on the site of the old Bellanca Field in New Castle, Delaware. See story this page.

Aero Friedrichshafen...

In April, a small delegation of Aero Club members attended Aero Friedrichshafen, a major General Aviation trade show in Germany. Well, actually, just two members attended while on a personal vacation in Germany. See story on this page.

Annual Fly Market...

The Aero Club plans to hold its annual aviation sale on Wings & Wheels Day on September 11. The event is expected to return to Wings Field this year. The sale has raised over \$5000 for the Scholarship Fund since 2003. Donations of aviation-related items are being accepted for the sale. Contact Deb Harding at airvenhab@earthlink.net.

Issue Highlights...

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Aero Club visits the old Bellanca Field

Bellanca Museum visit...

On Saturday, May 8, the Aero Club visited the "Friends of Bellanca" Museum in New Castle, Delaware. Friends of Bellanca is an organization dedicated to preserving the history of Bellanca airfield and the aircraft man-

here in the States. His aircraft achieved endurance and efficiency records and his plane "Columbia" was Charles Lindbergh's first choice for a Trans-Atlantic crossing. Lindbergh was unable to secure the plane, but two weeks after that first Trans-

Atlantic flight, Columbia was flown non-stop from New York to Berlin. In 1931, Bellanca's Miss Veedol was the first plane to fly non-stop across the Pacific (4,500 miles).

Airport History: Bellanca Airfield



Two Stinson Reliants are parked in front of the Air Service Hangar at Bellanca Field in New Castle, Delaware, sometime in the 1940's. The airfield was constructed in 1928 by Henry & Francis du Pont and the first aircraft were produced in 1929 at Giuseppe Bellanca's factory. The airfield briefly closed in the 1940's due to security restrictions during WWII. The factory continued to operate until 1954. The airfield closed around 1960. The Air Service hangar is the only remaining structure on the site. More photos can be seen at www.friendsofbellanca.org. More airport news is available on page 4.

ufacturer that produced about 3000 aircraft before closing in 1954. One of the only recognizable parts of the old airfield is the old Air Service hangar where the museum lives now. The organization is restoring the old hangar and developing the museum. Giuseppe Mario "GM" Bellanca emigrated from Italy in 1911 and continued a passion for aircraft design

has a number of antique aircraft engines including a Gnome and the venerable Curtiss OX-5.

Aero Friedrichshafen

In April, Aero Club President Rob Dant and member Donald Hershey attended Aero Friedrichshafen, one of Europe's foremost General Avia-

Continued on Page 3...

Scholarship Dinner, June 17



ORGANIZED: Dec 17, 1909; CHARTERED: May 10, 1910
 PO Box 748
 Blue Bell, PA 19422
 www.aeroclubpa.org
 AeroClubPA@aol.com

New Member Application \$20:

Includes Qtrly Newsletter. Send to address above.

Membership dues waived for \$100 scholarship donation.

Name _____

Address _____

e-mail* _____

*e-mail to receive Aero Club announcements

\$20 New Member \$100 Scholarship Donation

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1st Vice President	James Kilduff
Secretary	Nancy Kyle
Asst. Secretary	Debbie Harding
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Asst Treasurer	John Stubbs
VP Membership	Mary Wunder
VP Spec Projects	Walt Ellis
VP Scholarships	Debbie Harding
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VP Airports	Elaine Farashian
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1 Year Term:	Tim Boyle James Kilduff John Desmond John Stubbs Mary Wunder

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Aero Club Mem. Scholarship Fund:
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PENNSYLVANIA PILOT

Editor/Layout: Robert Dant
 Associate Editors: James Kilduff
 Nancy Kyle
 Al Beerley
 Photographer: Rick Schimpf

Editor: rdant@mindspring.com
 610-909-4467

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PRESIDENT'S MESSAGE

Robert Dant



State of the Club: Our club continues to maintain a moderate membership level just shy of 200 members. Our bank account and Scholarship Trust Fund are both healthy and our new Board of Directors and Officers are active and committed to improving the Aero Club. With the hard work of the new officers, the club seems poised to continue as a very active organization.

Now, some ideas for goals to pursue over the next couple years:

New Membership: Let's face it, the General Aviation population is aging and it is difficult to attract young people into aviation, let alone to attract them to the Aero Club of Pennsylvania. We should look at new ways to bring in younger members and get them involved.

Membership Renewal: It is always a challenge to get members to renew each year. The renewal is just another bill in the pile of bills to pay. Personally, I expect to remain a member for a long time and I would like a simpler way to renew. We should simplify this process, both to retain members and to reduce the workload of our membership chair. So, we will look for ways to improve this and perhaps introduce new options, like lifetime membership or automatic renewal.

Fundraising: In tough times, donations to any organization tend to wane. In our case, our members have continued to be very generous during a bad economy; however, it can be difficult to continually ask for new donations. There are certainly other ways to raise scholarship funds to augment the generous donations of our members. We should look for creative ways to raise scholarship funds while also having some fun and providing some benefit to our donors.

History: As the Aero Club of Pennsylvania moves into its 2nd century, it is important to look back and to look forward. Over the years, we tend to forget some of the details of our past. We'd like to research and report on our history for posterity. This is a continuation of work that was started in the 1990's by Al Scnur and Nancy Kyle and others to create a "Brief History of the Aero Club." You will see some of that in this issue with a history of our Scholarship program. Additionally, we will gather historical documents that past officers have collected so that important items are not lost to time.

Outreach: The Aero Club was once an aviation "club", with aircraft, a clubhouse and strict member requirements. Over the years, its mission has morphed considerably to that of local aviation advocacy and primarily to promoting scholarships. I believe that having our primary goal be scholarships is wonderful and it grounds us with great purpose. However, there are opportunities for us to once again reach out beyond this simple goal and help the local aviation community to prosper. We should consider some ways to do this.

Boring administrative stuff: In any organization, it is beneficial to document and simplify processes. To improve our efficiency, especially when we transition to new board members and officers, we should document the responsibilities of each office as well as the tasks for preparing for our large events, like our Wright Brothers Dinner. We have already begun this process.

Hopefully, this is a not so modest list of goals that will leave the Aero Club in a position to continue its mission of promoting aviation in the Delaware Valley.

“As the Aero Club moves into its 2nd century, it is important to look back and to look forward”

Continued from Page 1...

tion trade shows. "AERO" attracts thousands of aviation enthusiasts to the exhibition site on the "Bodensee" (Lake Constance) on the border between Germany, Austria and Switzerland. Like Oshkosh, European manufacturers use this show to introduce new products. The 4-day event includes a large exhibition area, demonstrations and weekend airshows.

New Aero Club room at PACC...

Because of the long-standing relationship with the Aero Club of Pennsylvania, the Pennsylvania Aviation Country Club at Wings Field has named a room on the second floor in honor of the Aero Club. Since the beginnings of AOPA in 1939, members of the Aero Club of Pennsylvania have been holding meetings at PACC. We currently hold board meetings and have our scholarship awards dinner there. We have posted several displays in the room. If you attend the awards dinner in June, check out our new room!



Anniversary Dinner CD

A CD containing a PowerPoint presentation and photos from the 100th Anniversary Dinner is available for \$10 payable to the Aero Club of PA Memorial Scholarship Fund. Include name & address and write "CD" on the check and mail to:

Aero Club of Pennsylvania
P.O. Box 748
Blue Bell, PA 19422

AVIATION CALENDAR

May

- 15 Wings Fly-BQ, BBQ for Angel Flight East (LOM)
- 15 EAA Chapter 240 Fly-in Breakfast, New Garden (N57)
- 15-16 99's Pennies-a-Pound Day, Brandywine Airport (OQN)
- 22-23 Wheels & Wings Airshow, Millville, NJ (MIV)

June

- 04-06 Reading WWII Weekend, Reading, PA (RDG)
- 05-06 Doug Macleod Meml Fly-in Breakfast, Cross Keys (17N)
- 12 EAA Chapter 540 Fly-in Breakfast, Smoketown (S37)
- 12-13 New Garden Airshow (N57), newgardenflyingfield.com
- 16-19 Sentimental Journey Cub Fly-in, Lock Haven, PA (LHV)
- 17 Annual Scholarship Dinner, Thursday, 6PM, PACC
- 18-19 Chester County Balloon Festival, www.WBYA.org at Embreeville Sports Complex, Rt 162, Embreeville, PA

July

- 05-09 Ninety-Nines, 2009 Intl. Conference, Hawaii
- 10 EAA Chapter 240 Fly-in Breakfast, New Garden (N57)
- 10 Wings & Wheels, Big Band, Camping, Grimes (8N1)
- 11 EAA Chapter 287 Fly-in Breakfast, Woodbine (N57)
- 26-01 EAA AirVenture; Oshkosh, WI

Aero Club Meetings

- Jun 17 Annual Scholarship Dinner, Thursday, 6PM, PACC
- Jul 22 Board of Directors Mtg, Thursday, 6PM, PACC
- Oct 21 Board of Directors Mtg, Thursday, 6PM, PACC
- Dec 17 Wright Brothers Dinner, Desmond Hotel

Board of Directors Dinner, July 22, 2010

Wings Field, Philadelphia Aviation Country Club

Aero Club President Rob Dant will provide a small presentation on his trip to Aero Friedrichshafen at the Board of Directors meeting at Wings Field. The trip also included time in Bavaria, Switzerland, Liechtenstein, Austria and Italy, including some seaplane flying at Lake Como.

Dinner (optional) begins at 7PM and the presentation begins around 8PM. Contact Rob Dant (rdant@mindspring.com) to announce your intention to attend. Dinner is around \$40 per person, plus drinks. Attire at PACC is business casual.

BOARD OF DIRECTORS REPORT

Nancy Kyle, Secretary

The Aero Club Board of Directors met at Wings Field on April 22. Vice President Jim Kilduff sat in for Rob Dant who missed the meeting due to flight delays in Europe as a result of the Icelandic volcano (likely excuse).

Nancy Kyle presented the minutes from the last meeting. Then the group discussed financials, membership and newsletter details. Mary Wunder reported 171 paid members of the club. Some discussion ensued on ideas for attracting new members to the club.

Deb Harding presented status of the Scholarship applicants for this year so far. She also reported on our discussions with the Bob Shannon Scholarship Trustees

about the future of their scholarship program.

Nancy reported for Walt Ellis on details of upcoming events, including our visit to the Friends of Bellanca Museum and about a possible trip to the Eagles Mere Air Museum in northern Pennsylvania.

The board then spent time discussing ideas for fundraising events. It was agreed to start a Development Committee to pursue the feasibility of the ideas proposed.


The meeting adjourned for dinner and a presentation by Jochen Spengler who participated in Angel Flight East relief flights to Haiti in December.

Delaware Valley Regional Planning Commission Meeting Report

AIRPORT NEWS

March 18, 2010

By Elaine Farashian



PHILADELPHIA INTERNATIONAL [PHL] D and E terminal baggage claim was recently reopened. Three additional gates were created by the hammer-head shaped opening at terminal E. Runway 9R overlay will begin in spring. Terminal F expansion project is in the design phase.

NORTHEAST PHILADELPHIA [PNE] Taxiway E will be repaved in April.

BRANDYWINE [OQN] Kubiak Electric was given ok to proceed with installation of a new rotating beacon. Taxiway safety area improvement project was submitted to the Conservation District and Township for review with bidding and construction due this spring. The apron expansion project is not fiscally reasonable due to storm-water retention requirements. The airport will work with BOA to re-write grant to perform drainage improvements in the T-hangar area.

CAMDEN COUNTY [19N] Apron rehab is 97% complete. All airport pavement has been rejuvenated or overlaid in the last year. The fuel tank is complete and open for self-serve Jet-A. The security fencing needs only a gate at the conclusion of paving. Plans and design for Runway widening will take place next year.

CECIL COUNTY [58M] Taxiway extension is almost complete. Demolition of the existing terminal is scheduled for the spring

after which the new terminal will open. The airport storm-water management project is underway. The proposal for a 1,000 ft. runway extension was submitted for approval. A grant will be requested for land easement acquisition prior to runway construction.

CHESTER COUNTY [MOS] The removal of some trees, as well as the rehab of Aviation Way (main entrance) will begin in spring.

CROSS KEYS [17N] Threshold relocation and lighting design has been submitted to Township and Conservation District for approval. Included in the design are runway lights, taxiway lights and PAPIs. The fuel tank is complete and site work completion is needed before being shipped.

DOYLESTOWN [DYL] Runway 5 has a new approach. Storm-water management is in phase 2 and is 95% complete.

FLYING W [N14] Taxiway is nearly complete. There is a grant for Runway resurfacing and a security camera. The airport is waiting for final paperwork for AWOS.

NEW CASTLE [1LG] Runway 9/27 is open. Runway 19 will close for 2-3 months while EMAS project is being installed. The ALP is being finalized. Taxiway H extension design is complete.

NEW GARDEN [N57] Construction of parallel Taxiway "A" project is 60% complete. Under consideration are paving and lighting projects.

QUAKERTOWN [UKT] Work is 90% complete on hangar door modifications and

trench drain projects. Runway 11/29 was widened, reconstructed and reopened this last December. Obstruction removal of Runway 29 RPZ (runway protection zone) is underway and the PAPIs approaches are being checked.

POTTSTOWN MUNICIPAL [N47] New lighting and electrical volt project is scheduled to begin in April. Plans include construction of 8 new hangars. A hot air balloon company is preparing to set up in order to increase revenues.

VAN SANT [N91] Runway regrading is scheduled for this spring.

WINGS [LOM] Construction of the snow equipment storage building is underway.

Smoketown Airport [S37]



The last of the winter snow melts in this picture of Smoketown Airport in the middle of Pennsylvania Amish country. What started out as a private farm strip in 1952 has become an active public-use airport, home to over 70 aircraft and numerous businesses. There is an active flight school, a charter service, a paint shop, maintenance shop, upholstery shop, and FBO with 24-hour competitive fuel rates. With multiple restaurants, attractions, a motel, and outlet shopping nearby, Smoketown is an interesting destination anytime. Call about courtesy car.

Aviation Council of Pennsylvania turns 50

The Aviation Council of Pennsylvania was formed in 1960 to help promote aviation in Pennsylvania. Members include airports, FBO's, corporate flight departments, air charter operators, and other aviation organizations.

The purpose of the ACP is to represent the Pennsylvania aviation community in matters involving govern-

ment and private sector interests; to improve and promote aviation in partnership with local, state and federal government; and to increase and enhance public awareness of aviation. The organization has recently been involved in the effort to eliminate the Pennsylvania aviation sales tax in order to attract aviation business to the state. They also help protect local

airports and they sponsor an annual aviation conference and provide aviation scholarships.

The Aero Club has tried to maintain connections with the Aviation Council in the past, and some of our members are also members of ACP. For more information about ACP or to join, see their website at www.acpfly.com.

Smoketown Airport, a welcoming place.

Airport Highlight by Judith Roberts

Having just moved from Arizona to Lancaster and hearing all the private planes flying over, I discovered Smoketown Airport. I went to an airshow in August and proceeded to sign up for flying lessons.

On Christmas Eve, while outside my house, I kept seeing this beautiful white shiny plane flying over. I finally got in my car to get a closer look at the plane as it landed at the airport. As I opened the door of the office, there was a lovely little Christmas party in progress. Mel Glick was very warm and invited me to partake of the food and drink. I sat down across from Mel and he just starting talking to me about the history of Smoketown Airport and his grandfather Isaac. Isaac owned and farmed the land that this little private airport is on now.

Isaac Glick started it all with 15 acres that he inherited from his uncle along Philadelphia Pike. He turned these acres into a farm and lived there with his wife and first daughter Malinda. Isaac had a bad knee from a fall he took as a teenager. Years later it got worse and the leg had to be amputated. Isaac was enormously inventive, and because he could not work the farm, he came up with the idea to grow and sell plants, seeds and poultry. He brought the plants to Lancaster for sale. There were now greenhouses all over the farm. Isaac's businesses grew and thrived.

Isaac had a deep survival instinct, a positive grasp of opportunity, and a knack for letting adversity become a stimulus. He eventually got a prosthetic leg and became a postman.

Isaac's son Jacob eventually bought the farm and later purchased 15 more acres. His farmed tobacco and corn, and later started a food canning business. Jacob wrote a wonderful book on Isaac and on what is now Smoketown Airport. The title is "An Amish Matriarch." I have read this beautifully illustrated book and it is charming, whimsical and realistic. It can be purchased at Smoketown Airport and online.

Melvin Glick grew up on his grandfather's, now father's farm. He loved the land and helped with all the chores.

He also loved airplanes. He had many toy planes as a boy, some of which his father made. At age 18, Mel took flying lessons, received his private pilot and commercial licenses. He then wanted to buy a plane for \$800, but his father Jacob suggested he buy a larger one with seats in the back that could be removed to make space for hauling. They bought a Piper Clipper for \$1,800. It was a smart move.

Now, with 30 acres on the farm, there was room to start an airstrip which Mel did in 1952. This was and is still a privately owned airport. Only a small portion of the farm and house were left, but Melvin purchased six more acres. Mel bought the land from his father and became the sole owner of this growing business. In 1982,

he got a public use license and expanded the farm/airport, adding another airport hangar. In 1990, he paved the runway and taxiways and added more hangars. The original farm is gone, but the warmth of the farm and its people is still present around Smoketown Airport.

Today, this inviting airport has a lot to offer, including self-serve fuel pumps, a full service repair shop, a restoration shop, gift shop, and adjacent cottages and restaurants. Aero-Tech Flight School has fine instructors, a study room and a charter service to anywhere in the U.S., Canada, and Mexico.

In 2006, Mel reluctantly sold the airport to Mr. Marlin Horst. Marlin hired Mel as the airport manager and added a few more hangars. Mr. Horst restores old airplanes and is actively restoring one now.

Mel received the FAA's Wright Brothers Master Pilot award for his 50 years of flying and devotion to aviation. So, if you stop by Smoketown Airport in Pennsylvania, I am sure you will find an enchanting place and you might even meet Melvin Glick.

Judith Roberts is a student pilot at Smoketown Airport. She is semi-retired and pursuing one her many life goals. She has lived in seven countries and all over the States. She recently moved from Arizona to Lancaster County to get back to "green country."



Mel "at home" working around the airport.
Photo by Greg Young Photography.

"The warmth of the farm and its people is still present around Smoketown Airport"



Scholarship Dinner

Guest Speaker



Judy Cadmus
Private pilot and
software engineer

Judy Cadmus is a
software engineer
with experience
developing cockpit-
it display panels

for military and corporate aircraft. She is currently employed by Boeing as a Crew Station Designer for Chinook helicopters.

Judy started flying in 1989 and became a member of the 99's soon thereafter. She is the new scholarship committee chair for the Eastern PA Chapter of the 99's.

Judy is an instrument rated commercial pilot and CFII. She lives in Collegeville, PA and flies a A36 Bonanza. She will talk about the importance of setting goals and what it takes to achieve them.

Annual Scholarship Awards Dinner

Presented by the Aero Club of Pennsylvania, the Eastern PA Chapter of the 99's, and The Bob Shannon Memorial Fund

Thursday, June 17, 2010

Pennsylvania Aviation Country Club
Wings Field, Blue Bell, PA.

6 PM: Cash Bar, 7 PM: Dinner

\$39.00 per person

Some of your payment will help pay for dinner for our scholarship recipients.

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

RESERVE ONLINE

at www.aeroclubpa.org or use form below.

Please send check so that it arrives no later than June 7.

We regret that we cannot accept phone reservations, walk-ins, or partial payments.

Reserve ONLINE, or send this form with payment by June 7 to:
Aero Club of Pennsylvania, PO Box 748; Blue Bell, PA 19422

NAME: _____ Number Attending: _____ x \$39 = \$ _____
 ADDRESS: _____ Scholarship Contribution: \$ _____
 CITY/STATE: _____ Total Enclosed: \$ _____
 PHONE: _____ E-Mail: _____

Please list names of attendees...

ATTENDEES: _____, _____
 _____, _____

Aviation Maintenance Technicians have awards program of their own.

Flight Safety by Al Schnur

In 1991, the FAA recognized a need for an incentive program to encourage aviation maintenance employees and employers to participate aggressively in initial and recurrent maintenance training and courses. It was understood that employers bear the cost and the short-term loss of employee productivity when employees engage in training. So, the FAA recognizes employers who take a proactive role in training their technical workforce.

The program has several levels, or phases of recognition for both employees and employers:

For employees:

Bronze Award - Minimum of 12 hours of eligible aviation maintenance knowledge training

Silver Award - Minimum of 40 hours of eligible aviation maintenance knowledge training

Gold Award - Minimum of 80 hours of eligible training plus a career-related college course of 3-credit hours in mathematics, technical writing, aviation safety, human factors, aviation management, or quality control.

For employers:

AMT Employer Gold Award of Excellence. An eligible employer has a minimum of 50% of its eligible employees who receive an individual AMT Certificate of Training for a given calendar year.

AMT Employer Diamond Award of Excellence. An eligible employer has 100% of its eligible employees receiving an individual AMT Certificate of Training for a given calendar year.

Employer eligibility:

1. Must be involved full-time in the business of maintaining or repairing aircraft and/or component parts and appliances, and
2. Employ at least three full-time Aviation Maintenance Technicians.

The complete training and eligibility requirements and other information about this important program is available in Advisory Circular No: 65-25E available on the FAA Safety website at:

<http://www.faasafety.gov/AMT/amtinfo>

Return Service Requested

www.aeroclubpa.org

AERO CLUB OF PENNSYLVANIA

Organized December 17, 1909; Chartered May 10, 1910



FIRST CLASS
POSTAGE REQUIRED