

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 Aero Club Scholarship Dinner will be held on June 16 at Wings Field in Blue Bell. See the details and your dinner invitation on page 7.

Astronaut Event...

On January 29, 2011, Aero Club board members Al Beerly and Denise Burke attended the Apollo 14, 40th Anniversary Soiree at the Apollo Saturn 5 Center at the Kennedy Space Center. This was an exclusive event to raise funds for the Astronaut Scholarship Program. See story on Page 5.



Saturn 5 Center at Kennedy

Annual Fly Market...

The Aero Club plans to hold its annual aviation sale on Wings & Wheels Day on September 10 at Wings Field. The sale has raised over \$5500 for the Scholarship Fund since 2003. Donations of aviation-related items are being accepted for the sale. Contact Rob (rdant@mindspring.com) or Debbie (airvenhab@earthlink.net).

Issue Highlights...

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Aero Club visits Air Mobility Museum

On Saturday, the 9th of April, seven Aero Club museum visitors descended upon the Air Mobility Command Museum at Dover Air Force Base at

Dover, Delaware. President Rob Dant and Tim Boyle flew their planes to near-by Chandelle Air-

park and others drove. The museum has an extensive collection of large cargo aircraft parked on the ramp outside the museum. Usually, one or more aircraft are open to visitors. Our visit lasted a few hours and then the group ate lunch together at a diner in the city of Dover.

Bill Maroon, a Vietnam Air Force veteran of three tours, told us many stories passed along from past visitors to the museum and about the history of the exhibits. Dover Air Force Base was opened as "Dover Municipal Airport" ten days after the Japanese attack on Pearl Harbor, and was almost immediately commandeered as an Air Corps base. During the war, it fulfilled a variety of roles, submarine patrol, home fighter wings, and a test base for wing mounted rockets.

During most of its life, it has been a transport aircraft base. It is home to the 512th and Air Mobility wings, which fly C-5's and C-17's. Dover is

"The biggest news for some of us was the discovery of a little known plane, the Douglas C-133"

also the receiving AFB for soldiers killed in combat. Its mortuary has also received the bodies of shuttle astronauts killed in the two accidents.

The biggest news for some of us was the discovery of a little known plane, the Douglas C-133. This was the first heavy lift strategic turbo-prop transport, successor to the piston-engined C-124 Globemaster. The C-133 was limited to a fleet of 50 and was operated from 1956 to 1971, some flying from Dover. The C-133 set many distance and weightlifting records of the time, and it could carry more cargo than the C-124. The cargo bay of the C-133 here at Dover sheltered an old fire engine and a Ford Galaxy, with room for much more.

The AMC website shows examples of the more familiar C-47 and C-54; the C-130, and C-141 aircraft: www.amcmuseum.org. Also see the story on the Berlin Airlift on Page 6.

Museum Highlight: Air Mobility Command Museum, Dover, DE.



C-131 Samaritan (Convair) at Dover

The Air Mobility Command Museum at Dover Air Force Base is celebrating its 25th anniversary. Housed in the historic Hangar 1301 on the southeast part of the base, the museum is dedicated to airlift and air refueling history. The museum features a number of aircraft and exhibits inside the hangar and over 20 aircraft outside on the ramp, including behemoths like the C-133, C7A Caribou, C-121 Constellation, KC-97L and KC-13E Stratotankers, and the C-124 Globemaster. See the website at www.amcmuseum.org.



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

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

New Membership is only \$20
Signup at www.aeroclubpa.org

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PRESIDENT'S MESSAGE

Robert Dant

Back to aviation's roots.

In 2005, I was privileged to join a group of Chester County aeronauts on a hot air ballooning adventure in the Loire Valley of France. A week of launching balloons amidst the morning fog from the grounds of a different chateau each morning has an impact on a person. And so, a new aviation bug was born in me.

The bug took awhile to grow, but this year, I have begun training toward a goal of getting my lighter-than-air rating. I completed my first dual lessons during a long vacation in Florida in late March. I now have 5 hours or so of training and will continue my lessons with the help of our own Debbie Harding, longtime commercial balloon operator.

As with most pilots, I relish the control I have over my machine and I get great pleasure out of navigating my ship to a new destination and landing on short, remote strips. The biggest impression I have so far of hot air ballooning is that as a pilot, I cannot anticipate and plan for my landing with the same level of pre-planning skills as with fixed-wing. I simply do not know where I will land and what the conditions will be when I get there.

On the other hand, a master balloon pilot has more control than one might think. The wind direction and speed almost always vary with altitude and are affected by the contours of the terrain. With acute knowledge of the winds, an experienced aeronaut can control the path of the ship with surprising skill, and can land in very limited space. Short-field operations takes on a whole new meaning with a hot air balloon.

I do not know where this fascinating hobby will take me, but given the exploits of early Aero Club Presidents like Arthur Atherholt and C.P. Wynne (story next page), I feel as if I am resurrecting an important bit of Aero Club tradition. And, well, who doesn't love a hot air balloon?

BOARD OF DIRECTORS REPORT

Nancy Kyle, Secretary

The Aero Club Board of Directors met at PACC at Wings Field on April 21. President Rob Dant welcomed the group.

Nancy Kyle presented the minutes from the January meeting. Nancy will likely resign as Secretary to pursue new work opportunities out of state. We thanked her for her many years of service to the club. The group went on to discuss financials, membership and newsletter details. Mary Wunder reported about 145 paid members of the Aero Club.

Deb Harding presented status of the Scholarship awards program. Appli-



Early morning launch in Florida

cants will be interviewed on May 14. The board talked about our tour of the Air Mobility Museum in Dover. It is a museum worth visiting. Ideas for future trips include a possible tower tour at PNE or PHL and a repeat visit to the Eagles Mere Air Museum.

The meeting adjourned for dinner and a DVD provided by Al Beerley and Denise Burke on their trip to the exclusive Apollo 14, 40th Anniversary Soirée at the Kennedy Space Center in January 2011. The event was attended by Neil Armstrong, Gene Cernan, Fred Haise, Jim Lovell, Edgar Mitchell and others.

Clarence P. Wynne

Aero Club History by Debbie Harding

From 1912 to 1915, Clarence Pryor Wynne was the Aero Clubs' second President. Until recently, he was listed on our website, with no description following his name. In my quest to rectify that, I found quite a story.

C.P. Wynne, (1876 -1951) was the son of Thomas Wynne, descendant of Dr. Thomas Wynne, a Quaker, who immigrated to Philadelphia with William Penn, as his physician. At one time, Dr. Wynne owned 2500 acres in Philadelphia and surrounding area, including land in Great Valley that was later divided among his many heirs. Clarence's great grandfather, Thomas Wynne was a Lieutenant in the Revolutionary War and a prisoner of war for a time. His family home was called Wynnestay near Fairmont Park, where in his absence his wife and slaves fought off British invaders. The Wynne family is one of the oldest in Pennsylvania and they left their mark on communities like Wynnewood and Wynnefield. Chestnut Street in Philadelphia was once Wynne Street.

Clarence's main occupation was dealing in real estate, with his cousin Joseph Prince. He also had several other businesses including the manufacturing of "remedies." He lived in Scranton but maintained property in Philadelphia. He was the first member of the Aero Club of PA under Arthur Atherholt (the Aero Club's first President). Under his direction as Aero Club President the focus of the club evolved from one of gas ballooning

to more emphasis on heavier-than-air flight. And he got to experience firsthand several gas balloon flights with Atherholt flying from Point Breeze, NJ to Pipersville, PA reaching an altitude 9,000 ft. in one reported excursion.

He served as an official judge when Lincoln Beachey (the first aviator to loop an aeroplane in the US) won the intercity race for Gimbel's \$5000 prize. It was reported in "Flying" a magazine designed to report the progress of aviation throughout the states that due to Wynne's influence, Marshall E. Reid did the first airmail route from Ocean City to Stone Harbor. This was the same year that Atherholt took part in the Gordon Bennett Race in Stuttgart. The next year, Wynne with Reid as PIC experienced an unintended landing in a flying boat in a marsh off the coast of Wildwood, NJ.

As Aero Club President in 1913, Wynne had jurisdiction over all flights in Pennsylvania and New Jersey. As such, he considered the possibility of revoking Louis Bergdoll

pilot's license for a low flight over Philadelphia in August of that year. Wynne also headed discussions on whether to ban night balloon flights for safety reasons.

Clarence himself was never a pilot, but he was instrumental in establishing Eagle Air Field, the Club's official air field on West Chester Pike, and by the end of his tenure as President, the Aero Club of PA was known throughout the aeronautical world.



Jerome Kingsbury and Clarence Wynne, in front of gas balloon, July 1, 1914
Copyright Bettmann/Corbis.

AVIATION CALENDAR

MAY

28-29 Wheels & Wings Airshow, Millville, NJ (MIV)

JUNE

03-05 Reading WWII Weekend, Reading, PA (RDG)
11-12 New Garden Airshow (N57), newgardenflyingfield.com
22-25 Sentimental Journey Cub Fly-in, Lock Haven, PA (LHV)
16 **Annual Scholarship Dinner**, Thursday, 6PM, PACC
17-18 Chester County Balloon Festival, www.WBYA.org

JULY

9 EAA Chapter 240 Fly-in Breakfast, New Garden (N57)
9-10 Wings & Wheels, Big Band, Camping, Grimes (8N1)
10 EAA Chapter 287 Fly-in Breakfast, Woodbine (N57)
13-17 Ninety-Nines, 2011 Intl. Conference, Oklahoma City
21 **Board of Directors Mtg**, Thursday, 6PM, PACC
26-01 EAA AirVenture; Oshkosh, WI

Board of Directors Mtg, July 21

Wings Field, Philadelphia Aviation Country Club

The Aero Club will hold its next Board Meeting on July 21 at Wings Field. Following the board meeting at 6PM, some members of the 99's will present on their participation in the "2011 Air Race Classic" from Iowa City to Mobile, Alabama. The 2,365 NM race takes place in late June. The race is a speed competition for women pilots with roots dating back to the 1929 Women's Air Derby.

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 \$35 per person, not including drinks. Attire at PACC is business casual.

Delaware Valley Regional Planning Commission Meeting Report

Airport News

March 17, 2011

By Elaine Farashian



PHILADELPHIA INTERNATIONAL [PHL]

Runway 9R/27L rehab project is on winter shutdown and should be restarting soon. Runway 9R safety area project has been bid and should be starting soon. Runway 9L/27R rehab is under design. Taxiway K extension project is under design.

NORTHEAST PHILADELPHIA [PNE]

Taxiway F,G, H rehab project is bid and a spring start-up is expected.

BRANDYWINE [OQN]

The airport beacon is complete and operational. The apron drainage project has been submitted to the PA Bureau of Aviation for 30% design review.

CAMDEN COUNTY [19N]

The apron rehab, security fence and fuel farm require final inspections in order to deem projects complete. The owner has turned down the grant offer for runway widening and lighting. The state's allocation for widening was withdrawn.

CECIL COUNTY [58M]

Completed are the new 10 unit T hangars, the terminal building and the airport wide storm-water management project. The taxiway extension is almost complete. Demolition of the old terminal will allow opening

the rest of the taxiway. The 1,000 ft. runway extension design and supportive documentation has been submitted to Maryland Aviation Administration for acceptance. The airport's advisory board continues on a path toward county formation of an airport authority. With an authority in place, an independent re-evaluation of the original federally funded Site Selection Study can be performed for FAA designation of the Cecil County Airport as the official NPIAS site.

Accomplishing this process enables the authority to be an eligible sponsor and the airport to be an eligible acquisition. NPIAS is National Plan of Integrated Airport Systems which identifies airports in the US that are considered components of the national aviation infrastructure network.

CHESTER COUNTY [MQS]

The south apron project, begun in September 2010, will resume in early May. The airport also hopes to finish the storm-water and asphalt projects.

CROSS KEYS [17]

Threshold relocation and lighting design has been submitted to the Township and Conservation District for approval. The design includes runway and taxiway lighting, vault and PAPIs.

DOYLESTOWN [DYL]

Pavement rehab, including airfield crack sealing and apron rejuvenation, will resume mid April. The airport is seeking several easements in the approach of runway 5/23 as well as the removal of previously identified obstructions.

NEW CASTLE [ILG]

The airport will be hosting Aviation Career Day in October.

NEW GARDEN [N57]

Phase 3 of the parallel taxiway is underway. Reflectors have been approved and the project bid is expected in April. The township invested \$80K to patch the runway.

PERKIOMEN VALLEY [N10]

The township has not made the changes to the airport hazard zoning ordinance offered by DVRPC and Kimball. The airport has received a grant tentative allocation for phase 2 obstruction removal.

QUAKERTOWN [UKT]

The airport is seeking easements for the approach of runway 11. Plans are developing to remove an old underground fuel tank and install a new above ground tank.

SUMMIT [EVY]

Greenwich Arrow is the new management company and will keep the airport active. DVRPC will do an operation count there. Boeing is expanding in the area.

WILLOW GROVE [NXX]

Two groups looking for GA use have offered Notice of Interest. Other GA groups are expected to offer plans. The Navy, which is scheduled to leave by September, is removing many items. In the area, only Northeast Phila. and Chester County have runways of more than 5,000 ft.

WINGS [LOM]

Final inspection of the Snow Removal Equipment building is expected the end of March. Bids for the itinerant apron are due to begin early April. The township and Wings Field Preservation Associates have reached an agreement about the public trail along Narcissa Rd.

The next stage for Willow Grove Airfield

The future of Willow Grove Airfield and the surrounding land is still being planned. The Horsham Land Reuse Authority (HLRA) is considering all possibilities for the 892 acre parcel, 542 acres of which include the runway, taxiways and buildings on the base itself. HLRA is accepting proposals for redevelopment that might include an airport, park space, low-income housing, schools and other uses. The final plan will be submitted to DOD before the end of the year.

Two proposals, one from Bucks County Airport Authority and one from Montgomery County, include keeping the runway open for general aviation, private and business use. One proposal supports the development of a large business park. Neither proposal suggests use for passenger or freight service.

Despite the promise of attracting aviation businesses

and aviation-related jobs, the Horsham Township Council voted recently on a resolution to oppose any plan that included aviation use of the runway. In response, AOPA has sent a letter to the township expressing disappointment and citing many beneficial examples of military airport reuse around the country.

Also, the Aviation Council of Pennsylvania (acpfly.com) has been encouraging the aviation community to attend HLRA (hlra.org) and Horsham Township Council meetings, not to exhibit an overly passionate voice for aviation, but rather to help educate people about general aviation and its benefits to the community. To stay abreast of Council activities related to Willow Grove, email a request to info@acpfly.com. Also, for more grassroots activity, visit www.savewillowgrove.org and email David Pitcairn (dtpitcairn@aol.com) to join their email list.

You never know who you're going to meet

Member Story by Al Beerley

On May 1, 2005, on board a US Airways Airbus 321, while preparing for a flight from PHL to LAX, my lead flight attendant stepped into the cockpit and told me that there was a passenger on board who would like to see the Flight Deck.

I told her to bring the passenger forward and a short while later, a well-dressed man stepped into the cockpit and proceeded to seat himself in the right seat. At first I was a bit taken back at his action and

boldness but something about him was familiar. I asked him if perhaps we hadn't met before and he replied, "Hi, I'm Buzz Aldrin!"

He offered his hand to me and there I sat shaking hands with the second human being in history to set foot on the Moon. He could not have been more affable.

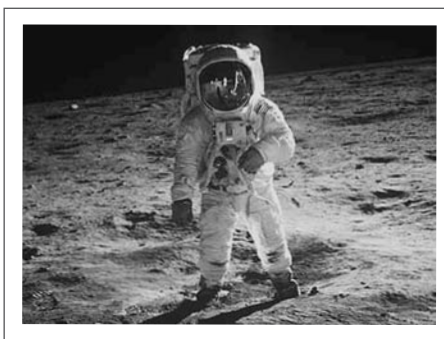
Predictably, I asked him what it was like to stand on the lunar surface. He told me that the extra-terrestrial surface he encountered consisted of a powdery material very much like gypsum or sawdust but he also remarked that the ground was exceedingly hard due to the lack of atmosphere amid his surroundings.

We then discussed the technology of the Airbus and he noted that my aircraft contained far more computer power than his beloved Apollo 11 spacecraft. I could not help but appreciate the fact that his support team was, in many ways, responsible for the technology that I currently flew.

He again shook my hand, signed my flight release and proceeded to

return to his seat in the cabin. I stared at his signature and marveled at what had just transpired between us.

After completing my preflight duties and accomplishing our required checklists, we departed Philadelphia and landed in Los Angeles almost six hours later.



Buzz Aldrin, Apollo 11

"My aircraft contained far more computer power than his beloved Apollo spacecraft"

On July 20, 1969 I, along with many other interested parties, watched and listened in awe as Neil Armstrong and Buzz Aldrin descended the ladder of the lunar lander on the Sea of Tranquility, all from the warmth and safety of the Franklin Institute in center city Philadelphia.

On that historic day, how could I have imagined that thirty-six years into the future I, US Airways Cap-



Al Beerley with Neil Armstrong

tain Al Beerley, would be granted the trust, the honor and the privilege of transporting the second man who walked on the Moon to his destination in California.

On January 29, 2011, Denise Burke and I took advantage of a unique invitation to attend the Apollo 14, 40th Anniversary Astronaut Scholarship Foundation Dinner at the Kennedy Space Center at Cape Canaveral.

After travelling to Orlando from Philadelphia on a sun drenched winter morning, we settled into the Radisson Resort at the Port Hotel in preparation for our meeting with some of the Mercury, Gemini and Apollo astronauts.

When the appointed hour arrived, we enjoyed a reception with several of the astronauts and then, we were taken to the Apollo Saturn V Center (ASVC) where we were photographed and dined with Edgar Mitchell (Alan Shepard's space partner), Bruce McCandless (of Hubble telescope fame), Alan Bean, Al Worden, Fred Haise, Gene Cernan, Walt Cunningham, Rusty Schweickart, Dave Scott and Tom Stafford.

Laura Shepard and Rosemary Roosa led a toast honoring their respective fathers along with an individual toast to Edgar Mitchell. The highlight of the evening's festivities included a discussion by the panel of Apollo astronauts, including Neil Armstrong, as they gathered around the spacecraft "Kittyhawk" to relive the triumph of the Apollo 14 lunar landing, one of the smoothest of all the Apollo missions.

After the program, we were free to wander among the artifacts in the Apollo Treasures Gallery at the ASVC, closing out a truly memorable evening!

The Berlin Airlift

Aviation History by Jim Kilduff

The Dover AMC museum features a presentation of the history of the C-54M Skymaster. The museum airplane was one of those that flew the Berlin Airlift. Coal dust is still coming out of its crevasses, 60 years on.

When Germany surrendered, the Russian forces had occupied much of Germany, including the capital city of Berlin. An agreement with the Russian government divided the city into four zones, Russian, American, French and English. The eastern part of Germany occupied by Russia produced most of the food. Naturally, the city of Berlin imported almost all its food from the surrounding countryside.

Stalin had designs for controlling the entire city and used the ploy of limiting shipments by truck or rail into the city to starve the inhabitants and force the Allies to ask for Russian assistance, effectively giving Russia control of the entire city.

General Lucius Clay, military commander of the allied sectors of Berlin, requested that an airborne supply channel be put in place, and this was approved by President Truman. It began in June, 1948. At

first, it was supplied by C-47 aircraft. These taildraggers could carry 3.5 tons of supplies compared to 10 tons for the C-54. Because of the C-47's sloping floor when on the ground, the unloading time was the same for each. Gen Tunner, by this time in charge of the airlift, retired the C-47's from the operation. In all, 225 C-54's, 40% of the fleet, were put in service of the airlift.



C54M Skymaster at Dover AMC Museum

The cargo was food, at a 2000 calorie level, which put all Berliners on a diet, medicine, and

other supplies. Most amazingly, the cargo also consisted of coal to power the electric generating plants, and gasoline to run the cars and trucks.

The coal was put in small bags, so as to enable rapid hand unloading of the planes. Berlin civilians, enemies of the U.S. just 3 short years before, were paid to unload the planes, thus releasing military personnel for other jobs. The record for unloading 10 tons of coal from a C-54 was 5 minutes, 30 seconds.

During the airlift, 2.3 million tons of supplies were delivered to Berlin

on over 275,000 flights.

The operational tempo of the airlift is probably unmatched even by Oshkosh. All flights were conducted under instrument flight rules. Routes were strictly organized. Only one approach was permitted. If an airplane missed, it immediately turned back home so the timing of the following aircraft would not be affected. At its peak, the airlift landed an airplane in Berlin every 30 seconds.

The C-54 was a Douglas Aircraft, four-engined transport, known in civilian life as the DC-4. It was powered by Pratt and Whitney 2000 Twin Wasp 14 cylinder, two-row radial engines producing 1300 horsepower per engine. Maximum speed was 275 mph, cruise speed was 190 mph. The C-54 was modified as a presidential transport and was the progenitor of Air Force One, nicknamed by FDR as the Sacred Cow.

The citizens of Berlin endured hardship, but morale was high as the Airlift became a success and thwarted Stalin's plans. The blockade was withdrawn and the airlift ended 12 May, 1949.

This author passed his fifth birthday in Berlin during the airlift. I recall twilight beginning early at around 4PM, but electricity was rationed and the lights did not come on until 6PM, by which time it was completely dark.

Stunned at Sun 'n Fun

Member Story by Mary Wunder

For whatever reason - the week of Sun and Fun always has interesting weather phenomena. Kate Macario and her family didn't make it down because of the low pressure system between Pennsylvania and Florida. You have to know a blessing in disguise and for Kate and her beautiful,

antique Cessna 195 - there is something to be said about being safely tucked away in a hanger in Chester County. For owners of reportedly 69 airplanes - they weren't as lucky.

I, on the other hand spent the week volunteering in the Ninety Nines house - you know - brick and mortar

- very sturdy - WITH, the exception of going to the WASP luncheon. We all left the Ninety Nines house for the (hurricane proof) tent where the luncheon was being held and the caterer was just questioning whether or not to serve the food. At this point the sky turned black, the wind

Continued on Page 8...



Scholarship Dinner

Annual Scholarship Awards Dinner

Guest Speaker

Jeff Adelman

Commercial Pilot and Challenger 300 simulator specialist

Jeff Adelman was a three-time recipient of an Aero Club Scholarship. He completed an aviation and business degree at Kent State University in Ohio. He graduated last year and is now working at Flight Safety at New Castle County Airport in Delaware.



Jeff will speak to our recipients about his experience in completing his aviation education and on his outlook on the current job market.

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

Thursday, June 16, 2011

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

6 PM: Cash Bar, 7 PM: Dinner

\$39.00 per person

A portion 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 13.

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

Reserve ONLINE, or send this form with payment by June 13 to:
Aero Club PA Scholarship Fund, 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: _____,



Organized December 17, 1909; Chartered May 10, 1910

AERO CLUB OF PENNSYLVANIA

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Sun 'n Fun, continued from page 6...

picked up, people were trying to hold the tent down when they all went flying. People were saying to get under the table. The tent was lifted off the ground and then it was flat as a pancake with a lot of people under the tables. I watched surreally as the tent was coming apart in slow motion and the metal poles at the top were broken with jagged edges. At this point the thought crossed my mind that someone could die - namely me. I was standing up just inches from an opening and decided now would be the time to get out of there. There was more wind and water than I have seen in my whole life and I was soaked to the bone. I thought that I probably should have paid more attention to the tornado briefings from when I was in Air Traffic School in Oklahoma.

I made a run to the Museum that was not far from the tent. Inside the museum people were trying to call 911, but having a difficult time because all circuits were busy. Outside, the caterer, who was a pretty big guy, held up the tent while some younger people rescued the WASPs and other people from under the tables. We all reconvened inside and everyone was accounted for without serious injuries. One of the WASPs declared that that was the most fun that she had in a long time. I hope to be that feisty in my 90s.

We waited hours in the dark, warm, dry museum as the power was out and the field was in a state of chaos. The amazing part was that by the next morning, there was hardly any evidence of all the damage that was done. Volunteers had worked all through the night cleaning up and moving the damaged aircraft to one section of the airport. My blessings were that my airplane was in Titusville, my motor home was in a campground off field, my husband was in a sturdy hangar - safe and sound - and I was safe on the ground to fly another day.



Demolished WASP tent at Sun 'n Fun