



PENNSYLVANIA

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PILOT

www.aeroclubpa.org

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

Aero Club participates in Career Day

In March of this year, Walt Ellis represented the Aero Club at a "Career Day" at Highland Regional High School in Gloucester Township, New Jersey. Joining Walt was Joe Kain, the Manager of FAA FSDO-17 (Philadelphia. FSDO). Joe represented the FAA and also spoke to students about his Air Force career. Walt spoke about his career as a mechanic, inspector, pilot and instructor. They answered the students' questions and talked about how they felt about their time in aviation, the pluses and minuses, etc. In addition to the general questions, Walt also pitched the Aero Club scholarship program to the students.



Walt Ellis and Joe Kain

N57 runway set for major restoration

The runway at New Garden Flying Field will be undergoing major rehabilitation in the fall of this year. The runway will be widened to 60 feet, new drainage areas will be added, and trees removed. Standard pilot-controlled runway lighting will be installed. The project is being funded 90 percent by federal aviation funds, 5% state and 5% local. The total project cost is around \$6 million. The final phase of construction will come in the fall after the major summer events have completed. The runway will be closed to most traffic for about two full weeks, with the exception of some glider operations. Prior to that, the airport will host a number of events, including Ford Tri-Motor rides, the Chester County Balloon Festival, Future Aviators Camps, the annual Festival of Flight Airshow, and a runway 5K race.

Future Aviator Summer Camp signup

New Garden Flying Field is holding a summer aviation camp for the 8th year in a row. This is a unique opportunity for kids between the ages of 7-15. Dates are July 11-15 and August 8-12. This event-filled aviation adventure camp will teach the science behind aviation and explore the thrill of flight. Campers will take part in aviation games, build rockets, design parachutes, fly simulators, learn what makes an airplane fly, and go on a discovery flight with a Certified Flight Instructor. Additionally, there will be presenters, museum tours and a family BBQ. Sign up is at newgardenflyingfield.com.



Member wins warbird ride

As part of our annual membership drive, a 2016 member of the Aero Club of Pennsylvania was chosen to take a B-29 "Fifi" ride at the Reading WWII Weekend in June. This year's randomly selected winner was longtime member Charlie Pydych of Philadelphia.

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PRESIDENT'S MESSAGE

Michael Dunleavy

It has been a busy winter into spring transition for the Aero Club. We began a review of our accounting processes with Mike Little (Membership Chairman), Bob Smith (Vice President), and Rob Dant (Communications Chair and IT Expert), mapping the steps to process new and renewing memberships, update member information, distribute newsletters and acknowledge gifts to the Scholarship Fund. It is currently very labor intensive and involves a number of people to complete the cycle. They are looking to simplify the process for the volunteer staff and make it easier to maintain. We are also studying how to form a new committee that will concentrate on increasing membership and expanding our outreach to other organizations and expanding our scholarship program.

After our April 21st meeting, more than 30 members enjoyed Larry Posey recounting his stories about flying vintage airplanes, mostly bi-planes all over the United States. Larry shared a number of stories and insights about flying historical aircraft and the "interesting experiences" he has enjoyed, leaking tanks, underpowered cranky engines and quirky flying characteristics as he flew them from one side of the USA to the other. Oh, and it is all hand flying, since those planes did not have autopilots and in many cases trim adjustments. He recently delivered the 1929 TravelAir that was part of John Desmond's collection at Heritage (N47) to its new owner in Montana. They were great stories and pictures from low and slow flying over the great plains and through the Rockies.

We are studying ways to expand our outreach to other organizations.

We continue to plan for the Aero Clubs visit to several major air shows in the United Kingdom this coming July. We will be in Hereford for the "Royal Air Tattoo" airshow starting July 8th. It is the largest military air show in Europe, as of this writing 57 countries will have aircraft on exhibit along with a number of exhibition teams and hundreds of aircraft flying each day. Starting July 9th, the Battle of

Britain show at Duxford starts, showcasing the largest flying exhibit of WWII aircraft. There will be several hundred aircraft, from bombers to fighters to observation aircraft, along with special operations planes that carried allied

spies and radio operators in and out of occupied Europe. Along with the WWII aircraft there are a number of aerobatic aircraft and groups that will be doing demonstrations during the show. There is still time to sign up and get tickets. Check out the Aero Club website for suggestions on planning the trip.

Walt Ellis and Jim Kilduff are busy planning more field trips for the Club, including a visit to the historical Floyd Bennett Field near JFK airport in June. We also hope to revisit Eagles Mere Air Museum in the late summer and we are speaking with the new CEO of Philly International Airport, Chellie Cameron, about speaking possibilities and a possible tour.

We are still working on speakers for our upcoming BOD meeting scheduled for July 20th and then October 20. And don't forget to add to your calendar this year's Scholarship Dinner on June 16 and the Wright Brothers Dinner on December 17th.



PO Box 748, Blue Bell, PA 19422
www.aeroclubpa.org
www.facebook.com/AeroClubOfPa
mailbox@aeroclubpa.org

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

PENNSYLVANIA PILOT

Editor/Layout: Robert Dant

Contributors: James Kilduff
Nancy Kyle
Debbie Harding

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SCHOLARSHIP REPORT

Debbie Harding

Many people have an active role in the continuing development of our scholarship program, including the scholarship committee, the review board, the trustees and the treasurer. The trustees unanimously voted to widen our reach to include residents of the Delaware Valley and the Lehigh Valley. The website was updated to announce more types of aviation related training considered eligible for scholarship awards including UAV pilot rating. The online scholarship application was revised to accept "sealed" or private references for each applicant. And, further due diligence in determining awardees will be augmented through social media checks on each applicant.

The majority of contributions still come from individual members.

Our review board consists of Tim Fields and Alicia Sikes, both of whom have taken on additional duties, along with Dan Kurkjian, Bob Smith, John Stubbs and Stacey Culton. Every decision is made with the considerable effort of all!

Of the 23 scholarship applications, three were from the Allentown, Easton, Bethlehem area. There were no UAV pilot training applicants. There was one mechanic and a few for the tail-dragger endorsement. 17 have been invited for personal interviews on May 21 at Brandywine Airport. The difficult process of deciding which applicants move to the round of interviews is heavily based on the quality of their application, whether it was completed on time, all the directions followed, and documents provided and legible.

The number and amount of awards given are driven by applicant qualifications and according to suggested award guidelines. This year, the club will provide \$40,000 for awards, including \$7,000 from a Chester County Airport group for flight training at their facility. That money comes from contributions made by Sikorsky Helicopter and from proceeds raised by the airport group at the Fall Flying

Festival. Boeing has also made contributions from matching gift program started by BOD member Erik Kocher. Both Boeing and Sikorsky have in their employ past scholarship recipients, as does Flight Safety International that supports our Wright Brothers fund raising dinner. Also this year, the Welsh Valley Middle School physics class raised \$500 in a fundraiser sponsored by teacher Michael Sullivan who was a scholarship recipient in 2015.

The majority of contributions still come from individual members, life-time memberships, \$100 membership contributions and in-name scholarships. It is wonderful for me to make these awards while honoring

past members that are paying it forward. These include Terry Hatcher, Bob Shannon, Bob Mills, George Watson and Steve Najarian. Member Carris Kocher, who was the catalyst behind our Peter York Wood Scholarship, just pointed out that Pete was a member of the Balloon Club of America (forerunner of the Current Balloon Federation of America) and was very involved in gas balloons once owned by the Aero Club of Pennsylvania. Lastly, a \$3000 award named for immediate past Aero Club President, Brig. Gen. Bruce Thompson, Retired, will be given at the Annual Scholarship Awards Dinner on June 16.

Our dinner speaker this year is Zach Gerbner, a previous scholarship recipient and now airline pilot. We will have award presentations by the Ninety-Nines and the Chester County Airports Pilots and Tenants Group. If you reserve online on our website, please consider the option of sponsoring a recipient and/or guest at the dinner. This most appreciated gesture reduces expenses and helps maintain the larger mission of the Aero Club to use 100% of contributions for yearly scholarships.

Thank you all, and see you June 16!

Board of Directors Report

Elaine Farashian

The Board of Directors met at the Philadelphia Aviation Country Club at Wings Field on April 21.

President Michael Dunleavy opened the meeting. The group approved the minutes from the January meeting and then discussed financials, newsletter and membership. There are 158 active members, including 24 life members.

A discussion about the 2016 scholarship program

ensued. 17 applicants will be interviewed on May 21. About \$40,000 is available for awards.

The Special Events committee discussed ideas for field trips, including Eagles Mere, Floyd Bennett Field, and a tour of Philadelphia International.

The meeting adjourned for dinner and a presentation by Larry Posey about ferrying antique aircraft across the country.

Alexis “Lex” du Pont, 1928-2016

by *Everitt du Pont*

The aviation bug started early in the du Pont family. Around 1910, E. P. du Pont put the first deposit on the Wright Model B Flyer, the first commercially available aircraft in this country at the time. That was soon relinquished though as the family thought it a fool thing to do in light of his engagement to be married and thought he needed to consider familial responsibility. Four of his five sons, however, became pilots.

Paul Jr. was a noted soaring pilot before the WWII. He was involved in an improbable achievement referred to as the mail train. They towed a glider from south Florida with a load of mail on board. Paul was in the Glider that landed in the main plaza in central Havana to deliver the mail to the mayor. This was likely only done once as a publicity stunt. Next there was George who had a series of aircraft before the war. Stephen learned to fly in the MIT Flying Club in a Primary Glider towed behind an automobile. They are a single seat high-winged aircraft where the pilot sits in front without the benefit of windshield or streamlining. The only fabric on these contraptions is on the wings and empennage. He was employed by Bellanca in New Castle, Delaware before the war as a college age draftsman, and after the war as test pilot, production pilot, Mr Bellanca's personal pilot, service manager and engineer. Next was brother Jack who learned to fly in the mid to late 1950s.



Lex turning final at New Garden

My father, “Pop”, Alexis “Lex” Irénée du Pont was born in 1928. He started his flying lessons in the late 1950’s and soloed in a Tri-Traveler Champ. His first aircraft was a wrecked Stinson L-5 WWII observation airplane that he had repaired. In October 1961, he bought Cessna C-185 N9802X S/N 185-0002, the aircraft that Cessna used to fly the Type Certificate test flights. N9802X is still in the family. His aviation credentials include Airplane Single, Multi Engine Land, Instrument, Glider Aero Tow only, and Certified Flight Instructor.

Around 1965, Pop started acquiring property north of Toughkenamon, PA between Old Route #1 (a.k.a. Baltimore Pike) and the road bed for the new Route 1, Kennett / Oxford bypass destined

to go all the way to the Maryland state line. This would become **New Garden Airport**. I remember one morning at home when Pop was getting ready to take us to school, the phone rang and Mom answered it. She handed the phone to Pop and a short discussion followed. He hung up and asked Mom to take us to school. One of Pop’s friends, a large downstate Delaware highway contractor, had agreed to do the grading for the runway. He finished a project sooner than expected and his crew was on the way to the airport to start. There was no plan or specifications or contract on hand. I am not sure if they even shook hands. They drove up and down the property a couple of times in a pickup truck to find the most likely



Mom and Pop at Telluride, Colorado with the C-185



Three awards made at Aero Club banquet

Lex (far right) receives Aero Club of Chester County award, 1971, from Pres. George Knox. Also awarded, second from left, Bob Mertz receives award from Joe Yarnall, and Tom Keyes receives award from Haig Kurkjian

orientation. And then they started moving earth finished in less than two weeks. I recall the runway being 3400 feet at that point.

The next thing we had to do was to clear all of the smallish rocks that dotted the soon-to-be turf runway. He owned his WWII Grumman Wildcat single seat Naval fighter aircraft at that time that was based at his cousin Kippy du Pont's airport then called Baker's Field and now called Summit. A friend of his had flying privileges. It took a while to adequately clear all of the rocks. I had gone there after school a bunch of times to help clear stones. He even hired a press gang from the Chester County Prison Farm to help out. Pop, being a hands on person, was there picking up rocks as well. He looked up just in time to see most of the prisoners diving to the ground. Then he saw the reason. His friend was doing a very fast low flyby in Pop's Wildcat.

I remember flying into the airport late summer 1967. We landed at the now closed New London Airport to refuel first as we had not installed the fuel farm yet. We celebrated the opening of the airport in June of 1968 with a party, a band, food and cocktails and an impromptu airshow.

In 1970, we paved the northern 50 feet of runway and the southern 75 was left turf for the gliders and the tailwheel aircraft. This was the year where we received an Aero Club award for the most improved facility.

In the 1980's we added a 300-foot extension on the east end of the runway. Later we added two rows of T-hangars on the west side of the airport and a little later another two rows of T-hangars.

Lex du Pont flew west on March 25, 2016. His contribution to local and regional aviation was significant and he will be sorely missed.

Regional Airport Report *Elaine Farashian*

MARCH 2016

PHILADELPHIA INTERNATIONAL
13 boarding bridges are being installed. The first one at gate B-13 is substantially complete. The design for replacing part of runway 9R approach is underway. Installation of fuel lines has begun as part of relocation of existing lines and extension of runway 27L.

PHILLY NORTHEAST [PNE]

There is a review of documents for airport signage. The substation upgrade is expecting arrival of a switch gear.

ESSINGTON SEAPLANE BASE [9N2]

The township is continuing its plans to improve the site, though no major progress is expected before 2017. A summer splash-in is planned for June 18.

BRANDYWINE [OQN]

The flight school has a new owner and manager, Steven Richards. Trees continue to be trimmed. The LPV feasibility report is expected soon. Agape Avionics has closed its facility at the airport. The large maintenance hangar will be advertised for lease.

CHESTER COUNTY [MQS]

Removal of trees has begun for six homeowners who signed a consent form. Three additional consent forms must be secured. The area perimeter fencing repair project has begun.

DOYLESTOWN [DYL]

The tree-clearing project will begin soon. The night approach is back. The next projects involve paving the grass tie downs and constructing bypass taxiways on runway 5 and 23 ends. The Authority is seeking to acquire land for future airport development and is finishing acquisition of easements for remainder of runway 5 approach.

NEW GARDEN AIR FIELD [N57]

The Bureau of Aviation funding to the township will initiate phase 2 of runway 6/24 widening and reconstruction. Airport obstruction removal is also in the plan. A March pre-construction conference should lead to a notice to proceed in mid-April. The multi-modal transportation project for

hangar development is underway and should be completed by the end of May. Ford Tri-Motor rides will be given during an event scheduled for June 9-12. The Chester Balloon Festival is scheduled for June 24-26 and the Festival of Flight Air and Car Show will take place August 20-21. Completion of a new Aviation Education Center is also forthcoming.

QUAKERTOWN [UKT]

The first runway 11 project is complete, but ongoing work consists of acquiring easements for the second runway 11 project and for runway 29 project. The projects expect to be finished in the fall. There is a plan to replace the equipment shed. The pilots continue to hold "Young Eagles Day" on a monthly basis.

SPITFIRE [7N7]

The county and township have joined in a feasibility study to consider public ownership.

TRENTON MERCER [TTN]

Phase III construction of taxiway H, B, and F will start this summer. Security fence improvements will resume March 21. The design phase is to be completed before rehab construction of runway 6/24, lighting and signage are begun. The project should be completed in the next few months.

VAN SANT [9N1]

The airport is cooperating with neighbors to top off or take out trees. There are no night operations.

WINGS FIELD [LOM]

The terminal apron project is going ahead with construction to begin in April. Obstruction removal of trees will continue and installation of obstruction lights on runway 6 to demarcate a potential 15 ft. tall vehicle on Stenton Ave. is anticipated. The airport hopes to regain FAA approval for night IFR approaches. A grant is anticipated for AWOS replacement.



New flight school at Brandywine

A new flight school has opened at the Brandywine Airport in West Chester. Brandywine Flight School (BFS) offers ground school, aircraft rental, as well as primary and advanced flight instruction in Cessna, Piper and Diamond aircraft. Flight training includes private through commercial ratings and CFI instruction.

“Brandywine Flight School, formerly TAS Inc., represents an approach to flight instruction that focuses on efficiency and safety,” says founder and local Stephen Richards, Esq. “We leverage our passion, a structured approach to learning and a high level of engagement to save our students time and money while making them safer pilots.” BFS flight instructors are some of the most experienced in the area, and include former military and airline pilots.

Brandywine Flight School has already launched a new website - BrandywineFlightSchool.com - and will launch a social media presence, an open house, as well as professional and educational community outreach programs.

In addition to operating the flight school, Stephen serves on the Board of the Brandywine Soaring Association. “I love flying with or without a motor” says Richards. “After a couple decades in the Pharmaceutical industry, I decided to focus on my passion for flying. So far, the support has been tremendous, as has been the demand for flight instruction here in the West Chester area.”

Brandywine Flight School is located at 1205 Ward Avenue in the main terminal building on the south side of the Brandywine Airport.

Fly@BrandywineFlightSchool.com
610.696.8664

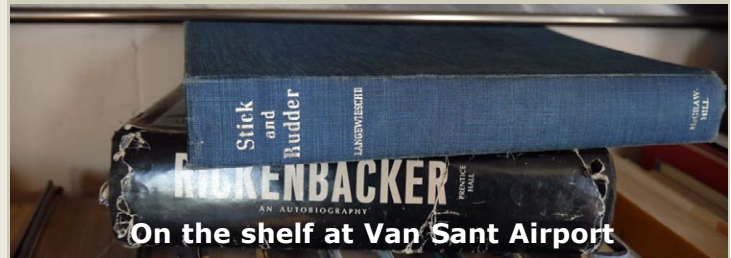


Stick and Rudder, decades later

By Rob Dant

When I first starting flying in the late 1990's, I picked up a copy of Wolfgang Langewiesche's famous 1944 "Stick and Rudder." It was not an easy read for me and I had trouble getting past the first few chapters. So, it sat there collecting dust on my bookshelf for the next two decades.

Fast forward to January 3, 2016, a warm winter, good flying day. On my way back from a nice breakfast at Sky Manor Airport in New Jersey, I dropped into Van Sant Airport, a wonderful little grass strip and home to some real old-time aviation. I sat in the terminal for awhile and looked over the bookshelf and found an original printing of the famous book.



I now have 20 years and 3000 hours of flying under my belt and thought I knew something about how an aircraft flies. I started reading the book once again, expecting to learn little from something I figured to be long outdated seven decades after its printing. But, I quickly found myself engrossed in the important concepts of “angle of attack” and how an aircraft flies and sometimes fails to fly. I asked the nice woman at the desk (that's Dannie Eisenhower) if I could check out this nice book from their informal aviation library. Dannie wrote down my name and I started my mission to finally read one of the most famous aviation books of all time.

It took me a full three months of slow, deliberate reading to get through the book and grasp the concepts that Wolfgang was trying to teach. He provides a unique, but perfectly modern perspective on basic flying concepts, useful to students and instructors alike. This time, I not only got through it, but learned concepts I wish I had learned twenty years ago.

April 17 was another nice flying day and I dropped in again to this nice Bucks County airfield to return the now overdue book. It is back on the shelf, ready for you to pick it up when you next drop into Van Sant (or you can buy on Amazon, but that's way less fun).



Scholarship Awards Dinner

*Presented by the Aero Club of Pennsylvania Memorial Scholarship Fund
and the Eastern Pennsylvania Chapter of the Ninety Nines*

Thursday, June 16, 2016
Philadelphia Aviation Country Club
Wings Field, Blue Bell, PA.

6 PM: Cash Bar, 7 PM: Dinner
\$45.00 per person

Note that a portion of your payment will help provide complimentary dinners for our scholarship recipients.

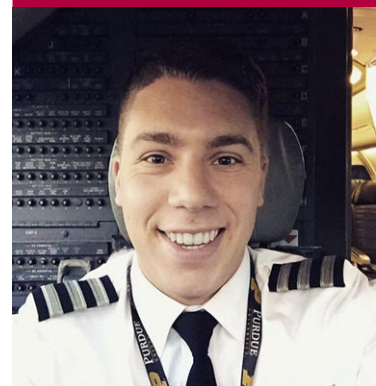
As always, seating is limited at PACC, so get your reservations in early.

Guest Speaker

Zach Gerbner
First Officer
American Eagle Airlines

Zach Gerbner from Havertown, PA, received multiple scholarships from 2008 to 2011 from the Aero Club and Bob Shannon programs. He graduated from the Professional Flight Technology program at Purdue University and is now working at a first officer at Mesa Airlines flying the CRJ700/900 and operating as United Airlines. During his time at Purdue, he instructed private and commercial students. He also gave instrument training at Purdue and at Advanced Wings flight school at Wings Field. Zach will talk about his journey into the airlines.

Zach Gerbner



RESERVE ONLINE

at www.aeroclubpa.org or use form below.

Please send check to arrive by June 10.

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

Reserve ONLINE, or send this form with payment by June 10 to:
Aero Club PA Scholarship Fund, PO Box 748; Blue Bell, PA 19422

NAME: _____ Number Attending: _____ x \$45 = \$ _____
ADDRESS: _____ Sponsor a Recipient: _____ x \$45 = \$ _____
CITY/STATE: _____ Scholarship Contribution: \$ _____
PHONE: _____ Total Enclosed: \$ _____
E-Mail: _____

Please list names of attendees...

ATTENDEES: _____,
_____, _____



Organized December 17, 1909; Chartered May 10, 1910

AERO CLUB OF PENNSYLVANIA

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AVIATION EVENT CALENDAR

MAY

- 21** Angel Flight's 11th Annual FlyBQ, Wings Field (LOM)
- 21-22** Ninety-Nines Pennies-a-Pound, Heritage Field (PTW)
- 14** Chili Fiesta Fly-In, Massey Aerodrome (MD1)
- 14** EAA 240 Pancake Breakfast, New Garden (N57)
- 14** Fly-in and Celebration, Salisbury, MD (SBY)
- 21** EAA 501 Fly-In, Andover, NJ (12N)

JUNE

- 3-5** Reading WWII Weekend, Reading, PA (RDG)
- 4** EAA 216 Pancake Breakfast, Cross Keys (17N)
- 11** EAA 240 Pancake Breakfast, New Garden (N57)
- 10-12** Ford Tri-Motor Rides, New Garden (N57)
- 11** Antique Aeroplane Fly-In, Massey Aerodrome (MD1)
- 16** **Annual Scholarship Dinner**, Thursday, 6PM
- 18** 101st Anniversary, Philly Seaplane Base (9N2)
- 18** Fly-In Breakfast, Deck Airport (9D4)
- 24-26** Chester County Balloon Fest, ccballoonfest.com (N57)

JULY

- 5-10** Ninety-Nines, 2014 Intl. Conference, Ottawa
- 9-10** Wings & Wheels, Big Band Event, Grimes (8N1)
- 8-10** Ford Tri-Motor Rides, Trenton, NJ (TTN)
- 16** EAA 240 Pancake Breakfast, New Garden (N57)
- 16** Smoketown Fly-In, Camp-In, Smoketown (S37)
- 20** **Board of Directors Mtg**, Wednesday, 6PM
- 24-31** EAA AirVenture; Oshkosh, WI

Board Meeting & Member Presentation

Wednesday, July 20, 2016

The Aero Club will hold its next quarterly Board Meeting on July 20 at the Philadelphia Aviation Country Club at Wings Field. Following the board meeting at 6PM, we will have dinner and a presentation to be determined.

Members and guests are welcome to attend our presentations. Dinner (optional) begins at 7PM and the presentation begins around 8PM. A very nice dinner is available at around \$40 per person, not including drinks. Attire at PACC is business casual.

Check the website for updates. Occasionally, we change the venue if interest is high. You can RSVP on the website to let us know if you'd like to have dinner or would prefer to just attend the presentation.

www.aeroclubpa.org/rsvp

