



PENNSYLVANIA

www.aeroclubpa.org

Vol 29 No 2

PILOT

Summer 2018

FAA Tech Center Tour, Speaker Series, First Air Voyage in America



Tech Center Pavement Test Facility

FAA Tech Center designs the future

Twenty four members of the Aero Club drove and flew to take part in an all-day tour of the FAA Technical Center in Atlantic City. The day started out with an introduction by Chief of Staff, Jon Schleifer who gave an overview of the facility. The group then split into two groups for an extensive tour, including visits to 10 labs around the large facility adjacent to ACY International Airport. Labs included a tower simulator, the fire safety hangar, ADS-B systems, weather research, unmanned aerial systems, and an advanced runway pavement test facility. The facility employs nearly 3,000 direct employees and has a major economic impact for New Jersey. A few members were able to fly in, despite high winds, while most drove to the tour. See additional photo on Page 2.

Aviation accident journalist speaks to club

Forty members and guests attended the Aero Club Speaker Series at Wings Field where aviation investigation journalist Christine Negroni spoke about how high profile accidents are investigated. Author of two books on the subject, Negroni has been writing about accident investigations since she first reported for ABC News on the crash of TWA Flight 800 in 1996. Her latest book, "The Crash Detectives," explores how humans and machines fail, leading to disasters from Amelia Earhart to Malaysia Airlines MH370. The evening started with a buffet dinner and adjourned with sales of her book.



Author speaks at Wings Field

Philadelphia celebrates the first air voyage

For four days in March, the aviation community celebrated the first air voyage in America which took place in Philadelphia in 1793. "FAVIA 225" took place at the Hilton Philadelphia at Penn's Landing on the Delaware River, just six blocks from where French aeronaut Jean-Pierre Blanchard launched his balloon in front of dignitaries and large crowds of citizens. The Aero Club sponsored a history table at the event, highlighting the Aero Club's history and connection to ballooning in the twentieth century. Some members also participated in events and safety seminars.



Aero Club at FAVIA225

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PRESIDENT'S MESSAGE

It was a busy and enjoyable first quarter for the Aero Club, but before reflecting and looking forward to the summer season, I must report the passing of two local aviators. Edward A. Siefken, Sr., was a long time Aero Club board and scholarship committee member. WWII interrupted his flying lessons, but he returned to his love of flying later in life and obtained his pilot certificate in 1974. Please see page 6 for reflections on his life by his son Larry and several Aero Club members. William A. "Bill" Hagan III died suddenly in February at age 63. Bill was a United Airlines Pilot for over 40 years and owner of the Blue Bell Air charter operation based at Wings Field. I worked for Bill during the last three years as First Officer on the Navajo Chieftan, and he will be sorely missed.

The Aero Club got off to a good start this year with a repeat trip to the FAA Tech Center in Atlantic City, NJ. It was a first visit for me, and I was duly impressed. I recommend we don't wait quite so long before our next visit.

After our first board meeting of the year at PACC we were treated to a presentation from author Christine Negroni based on her book "The Crash Detectives." Due to the anticipated large turnout we opted for a buffet dinner instead of the usual sit-down. The evening was a great success.



Tower Simulator at the FAA Tech Center

Thanks go out to Aero Club members Carris and Erik Kocher and Rob Morrow for staffing the Aero Club history table at the FAVIA 225 celebration of the first air voyage in America, which took place in Philadelphia in 1793.

Looking forward to the summer months (and hopefully warmer, better flying weather), be sure to mark your calendars for the Annual Scholarship Awards Dinner, June 14 at the Philadelphia Aviation Country Club. Details for reservations are in this issue. Additionally, the Ninety-Nines International Convention will be in Philly in July with Aero Club opportunities for sponsorship and volunteer activities. See page 4. We are hoping, too, that by the time you read this, we participated in some way in the May 19 Air Mail Celebration at the location of former Bustleton Field (1stairmail.com).

We are working on speakers for the Aero Club Speaker Series (July board meeting) and the Wright Brothers' Dinner (December). Neither are confirmed as of this date, but we have some exciting leads for speakers, so watch your email for announcements. Walt Ellis is working on several possible outings for the rest of the year including possible trips to Wildwood Naval Air Station museum and the Curtiss Museum / Hammond-sport seaplane fly-in in September.

Blue Skies, Bob



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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

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Printed by: Graphic Impressions

Editor: rdant@mindspring.com, 610 909 4467
 Published Quarterly: February, May, August, November

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SCHOLARSHIP REPORT

A picture paints one thousand words! Reviewing applicant statistics is a good barometer of whether the Aero Club Memorial Scholarship Fund is reaching its chosen targets and focus for next year.

The Aero Club received nearly 70 scholarship application requests, the highest in the last decade! Of those 70, 32 of the applications were completed by the April 13th deadline and are eligible for review. As of this writing, the scholarship review board is in session. The board, consisting of Alicia Sikes, Nancy Rohr and Steve Jordan, will hold interviews at Brandywine Airport on May 19th.

Reviewing the statistics (right), the usual majority of applicants were from the targeted Philadelphia and surrounding areas, most heavily in Chester and Montgomery Counties. The geographical charts indicate that over 90% came from ACPA membership and the surrounding Philadelphia flight schools! We had applicants for all the scholarship types, including more than ever for the tail dragger and aircraft mechanic awards. Not shown are how applicants found out about scholarships and the men vs. woman ratio.

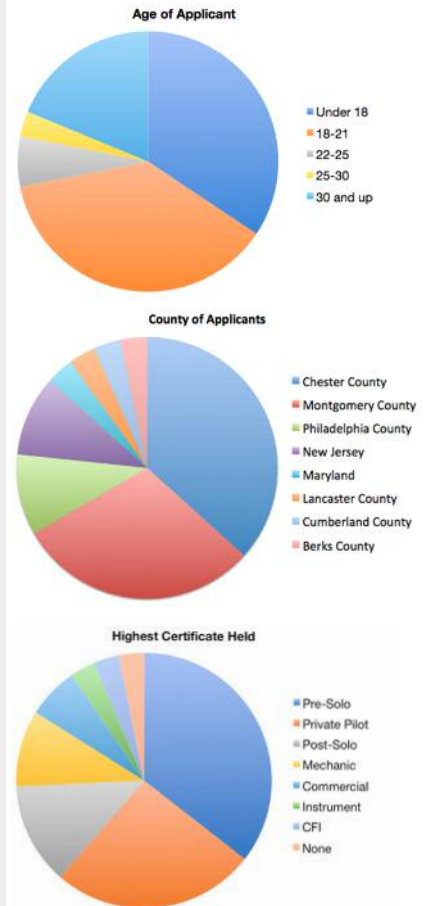
I am happy to report that at least one applicant found out about this opportunity solely from Facebook and the posted ACPA partici-

pation in a recent event. I believe our approximate 80-20% men to woman split is indicative of the lack of “social influencers” when it comes to women. Speaking in an recent interview for the Philadelphia Inquirer about the 117,000 pilots needed over the next 17 years, one local flight school owner is speaking out. Steven Richards, Brandywine Flight School owner, believes that women are the answer to the unprecedented shortage of airline pilots. I can say, Steve is not alone and is representative of local flight schools. And check out the below advertised new American Airlines’ flow-through training program that would surely be an awesome life changing opportunity for both men and women!

We will encourage more female applicants next year, though I am proud to say that our 20% women ratio is higher than the current 7% percent of active women airline pilots.

The ACPA has been promoting all forms of aviation, to local men and women, for over 75 years, by leveling the financial playing field for future career aviators. Please join speakers Captain Sean Neal and Nick Chivari, past Shannon scholarship recipients, at the June 14th Annual celebration Scholarship Award Dinner! Come celebrate the past while meeting the future of aviation!

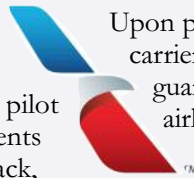
by *Debbie Harding*



Charts compiled by Steve Jordan

American Airlines Cadet Program

American Airlines is offering prospective pilots with little or no flight experience a path to the airlines through the American Airlines Cadet Academy. Eligible candidates who will be age 21 by the completion of the program will train with carefully selected flight schools (in AZ, FL, and TN) and will be paired with an American Airlines pilot mentor to walk with them through the program. Students will follow a carefully choreographed flight training track, where they will learn to become a competent aviator. Every ground and flight course, maps, exams, and all required



materials are accounted for in the tuition cost.

The program offers financing through a dedicated student loan lender, to simplify the financial aspect of training.

Upon program completion, AA's three wholly owned regional carriers (Envoy, PSA, and Piedmont) will offer students a guaranteed interview. If hired by one of these regional airlines, students will be offered a job as First Officer once their company seniority allows them to move up. Applicants can review the process at this website:

www.aacadetacademy.com

Board of Directors Report

The Board of Directors met at the Philadelphia Aviation Country Club on April 4. President Robert Smith opened the meeting. The group approved minutes and discussed financials, the scholarship program, the newsletter and membership.

The Scholarship Committee reported that all 2017 scholarships have been paid out and that the amount available for 2018 awards has been determined. Nearly 60 applications have been requested this year. Interviews are in May and the awards dinner in June.

The Membership Committee reported 175 active members. Life members number 27.

The Communication Committee reported on the progress of this newsletter.

The Special Events Committee discussed the recent trip to the FAA Technical Center in Atlantic City, and future trips opportunities.

The final business included a call for volunteer drivers to help ferry fly-in participants for the upcoming international convention for the Ninety-Nines to be held in Philadelphia in July.

The meeting adjourned for dinner and a presentation by Christine Negroni about her work as an aviation accident investigation journalist.

by *Elaine Farashian*

Aero Club History: A Belgian Connection?

by Robert Dant

A few years ago, the Aero Club received an email from a collector, Bernie Dreher, inquiring about some great historical photos he acquired. The photos were of a Bleriot Aircraft with a prominent Aero Club of Pennsylvania banner on the fuselage, apparently taken at the 1912 Aviation Exposition at Rock Island, Illinois.

At first glance, the thought was that this was Grover Bergdoll, the famous WWI dodger and brother of Aero Club member Louis Bergdoll who had bought a Bleriot XI from the Wanamakers of Philadelphia in 1910. But, recently, Mr Dreher was kind enough to provide an update. He now believes that the pilot's name is **Victor de Jonckheere**. Searching online for de Jonckheere yields interesting results translated from historical Belgian publications.

Victor was born in Belgium in 1868, and learned to fly there. He emigrated to the USA in 1891 and went back and forth for awhile. In 1912 he brought his airplane from Belgium to the USA and he is reported to be one of the first American pilots officially licensed at the Philadelphia Navy Yard.

He is most famously known as the pilot who demonstrated the feasibility of bombing battleships from the air by simulating a night aerial attack on the U.S.S. "Massachusetts" by pelting it with oranges at the Philadelphia Navy Yard on April 22, 1912.

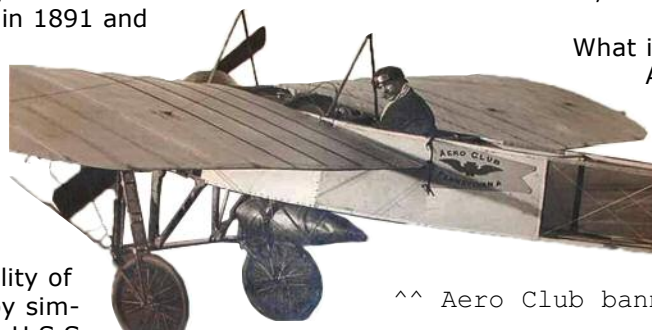
The episode was detailed in the "Conquête de l'Air", issue Number 9, May 1, 1912, the magazine of the

Aéro-Club of Belgium. In his Bleriot, powered by a 50 HP motor, he made a remarkable 45 minute night flight, flying high and low over the "Massachusetts", finally rising to 5,000 feet to escape the searchlights which were shining on him. He turned to the harbor where the battleship lay at anchor. He lighted a small yellow light attached to the front of his monoplane and made wild movements over the big ship.

He landed to great applause by those who witnessed his impressive skills. He then declared: "If I had had bombs on board, I could have sunk the cruiser!" The event

influenced the Navy's perception of air power.

Over the next year, Victor gave flying exhibitions before immense crowds. Late in 1913, his plane crashed at Rock Island, and he was forced by illness to retire. He later moved to Portland, Oregon and died in 1941.



What is the connection to the Aero Club of Pennsylvania? Why did he prominently display an Aero Club of Pennsylvania banner on his aeroplane? These details remain mysteries for now.

^^ Aero Club banner on the fuselage.

Sources:

Bernie Dreher; Ralph Cooper; earlyaviators.com; Biography of Victor de Jonckheere. Documentation Center of the Brussels Air Museum, 1993 (courtesy Mr. Etienne Reunis, translated by Jean-Pierre Lauwers).

Ninety Nines International Conference to be held in Philadelphia



99s International Conference
July 3-7, 2018
Philadelphia, PA

The Ninety-Nines, the international organization of licensed women pilots from 44 countries, will hold their annual international conference here in Philadelphia, over the July 4 week. The conference will be held at the DoubleTree Hilton in Center City Philadelphia in the heart of the theater district on the Avenue of the Arts.

The event, co-chaired by local members Mary Wunder and Barbara Little, will feature seminars, a career expo, and networking with women pilots representing all facets of aviation. Fun activities will include a July 4 dinner cruise on the Delaware River, flights up the famous Hudson River corridor, fly-outs to the Eagles Mere Aviation, tours of Philadelphia, Washington and New York. More info can be found at www.99sConference.org.

VOLUNTEER DRIVERS NEEDED:

The Ninety-Nines are seeking drivers to shuttle conference participants who will be flying in to local airports to the Double Tree Hotel in Philadelphia. If you are interested in helping, contact Nancy Rohr at 302-383-6100 or nancy.freepirit@gmail.com

MARCH 2018

PHILADELPHIA INTERNATIONAL [PHL]

Runway 9R/27L extension is expected to be completed in May (12,000 ft. runway for international cargo). The 136 acre Henderson Tract was recently acquired for future cargo/aviation use. At this year's Philadelphia Flower Show, PHL concepts were exhibited for beautifying the airport entranceways and the I-95 corridor leading to the airport. A consultant selection is expected this spring. The assessment of uninterruptible power supply, communications and information technology systems is ongoing to avoid Atlanta-type shutdowns. There are 30 more scheduled flights this summer over last. April brings a new USO facility and a Quiet Room just past the D-security check. Preparation for B-787 Dreamliner and Airbus 350 continues with additional air handling and electrical capacity being added to several international gates. LED apron lighting is being upgraded and commercial vehicle activity is undergoing consolidation. Challenges are anticipated with PA's smart ID policy.

NORTHEAST PHILADELPHIA [PNE]

Summer projects include new LED signage, new beacon and 15 new REILS, new LAHSO lights on runway 15/33, design for pavement improvements around the terminal, installation of fence in woods near drainage culvert. Beginning late summer, runway 6/24 will undergo reconstruction.

BRANDYWINE [OQN]

The new name of the airport is Brandywine Regional Airport. The airport is waiting for LPV approach study data that will identify all off-airport hazards needing removal. Nighttime approaches are yet to be reestablished. AGIS review and approval are needed for the LPV Approach Feasibility Study. The BOA gave a grant for the final design of runway widening and a grant is anticipated for construction.

CHESTER COUNTY [MQS]

The airport will begin its runway and taxiway rehab after Memorial Day.

DOYLESTOWN [DYL]

The airport completed acquisition of nearby Goff property. Paving of grass tiedowns and bypass taxiway construction will start soon. Runway 5/23 rehab, paving and lighting grant has been awarded and construction should begin 2019. May 19 is the airport open house.

HERITAGE FIELD [PTW]

Obstruction removal is continuing. The snow removal equipment acquisition was rebid due to meeting a "Buy American Requirement" for the loader. The project was redesigned to include a tractor with attachments and bids are due mid March.

NEW GARDEN [N57]

A substantial completion inspection of the runway widening and reconstruction project occurred in

October 2017. The FAA and BOA conducted a compliance inspection and its report identified discrepancies on the Airport Layout Plan. An update of the ALP/Exhibit A shall be submitted within 3 years, land release requests must be submitted for non-aeronautical activities and the house within runway 24 approach must be vacated in the next 2 years. A grant was awarded for aeronautical survey of an LPV approach. Balloon Festival date is June 22-June 24, Aviators Camps dates are July 9-13 and August 6-10. EAA240 Pancake Breakfasts take place Saturdays May 12 and June 9.

QUAKERTOWN [UKT]

Runway 11/29 approach obstruction removal is in its phase 3 with project receiving bids in April and work beginning in May. Equipment Storage Building rehab completion is expected mid-April. Rehab and expansion of the terminal apron is progressing. Bids could be received in May and construction could start in June or July. "Young Eagles Day" continues on a monthly basis.

SOUTH JERSEY REGIONAL [VAY]

Project completion for environmental study for runway widening/taxiway relocation is anticipated before the end of May. A second grant for telephone pole removal and utility line burial will not be requested. The first grant was terminated due to time lapse. Phase 2 of the environmental study for obstruction removal is progressing.

TRENTON-MERCER [TTN]

A new FBO will be arriving which means there will be two FBOs. A new parking lot is in place. Rehab of runway 6/24 is underway. Phase 2 of the Master Plan Study is 50% complete. The airport will celebrate its 90th anniversary October 26, 2019. Vintage and historic aircrafts will visit during the summer. Melinda Montgomery, the Airport Manager, has begun a program whereby autistic children can experience visits to the airport in order to adjust to surroundings and security.

VAN SANT [9N1]

A reminder that Piper Cub and glider rides cannot be operated whenever President Trump is at his Bedminster, NJ Golf Club. A loss of revenue has resulted.

WINGS [LOM]

The Engineering Agreement for AWOS was submitted to BOA for review and approval. Tree removal of runway 6 should be completed in April. The FBO, FlyAdvanced, is in the process of increasing its instructional fleet by adding light sport and complex aircraft to the 12 Cirrus and 2 172s that it already has. The FBO is planning to grant the local Civil Air Patrol unit a place for its meetings and basic operations. It has also started a program, "Hangar Nights", which meets the 1st Thursday of each month to bring pilots and the community together. The first event was very successful. The Stratus Aviation Foundation meets every Saturday to teach youth about aviation. They operate a Red Bird full-motion simulator and a Fly-This-Sim touch trainer. The youth are building a second RV-12 aircraft and soon a Rans 7S kit.



A father's passion for aviation

by Larry Siefken

My father grew up in the Germantown section of Philadelphia. As a young boy, he rode his bike to Wings Field in Blue Bell to enjoy the planes and the airfield environment. His marching orders from his parents were that of being home before dark. Clearly a sign of the times! Can you imagine making that bike ride today?

In 1938, at the age of 16, dad began flying lessons; but, that was halted by WWII as well as the process of establishing a career and raising a family. However, he never lost his passion for flight.

In the 1970's, dad began to take flying lessons again, this time at Quakertown Airport. He would learn to fly and obtain his license in a Piper Cherokee. In 1974, he obtained his license.

In 1975, he bought a Cessna 172 Skyhawk and kept his plane at Penridge Airport. The Skyhawk was a 1964 model year – tail number N5711T. I recently Googled this plane and found that it is still flying and located in Georgia!

After a few years, dad sold his Cessna and purchased an interest in the Warrington Flying Club, which enabled him to have access to several different planes, which were hangered at the Doylestown Airport.

My father retired in 1981 from Sun Oil Company after a 30-year career. His aviation passion continued as, upon retirement, he became the manager of the Doylestown Airport. However, even though associated with aviation, he said it “felt too much like work” and decided full retirement was a better fit, and left that position shortly after taking it.

In 1987, my dad became a QB a/k/a - Quiet Birdman, meeting at the Trenton Airport, Trenton Hanger.

My father loved anything to do aviation, being involved with the Aero Club of Pennsylvania and the Aviation Council of PA. One of his happiest times, however, was his involvement with the Wright Brothers' 75th Anniversary of Flight celebration at the Franklin Institute. My father was involved with planning this event in which Jimmy Doolittle was the guest speaker. My father had Mr. Doolit-

le sign the program booklet for the evening. He cherished this experience and often spoke of such, displaying the document on his bookshelf. I gratefully now display this item on my shelf.



**Late 1970's or early 1980's
Dad doing his thing around planes**

In 1992, the Aero Club of Pennsylvania presented my father with the Wright Brothers Award in recognition of his service to the organization.

Sadly, in the end, dad suffered from dementia and had little recall of aviation. When visiting John Desmond's restoration shop, his only comment about the bright colored Vega restoration was that the color was sure yellow! That was in 2016.



man in the Aero Club, frequently trying advertising techniques to improve our recruitment.

**Al Schnur,
Past President**

Ed is the reason that I joined the Aero Club. He handed me an application at a Trenton QB meeting. I filled it out and handed him a 20-dollar bill. Ed invited me to participate in the interviews for Aero Club scholarships in the early 90's. We did them in the old office attached to Hangar 4 at Wings. Some interviewees flew in. He was a great guy who will be sorely missed.

**Tim Boyle,
Past Scholarship Chair**

Ed was a retired board member when I came on, and had done work as scholarship committee member. He invited me to his new home where he gave me his rough drafts and notes from his time on the scholarship committee. I didn't have the heart to dispense with them. I still have it all. He was to me a most kind and gentle man. And his influence made me want even more to participate in the club.

**Debbie Harding,
Scholarship Chair**



**Edward A. Siefken Sr.
1922 to 2018**

Ed Siefken was a WWII Army veteran, entering at age 20 and attaining rank of Sergeant in the 9th Armored Division, 52nd Armored Infantry Battalion. He served in the Battle of the Bulge and Remagen Bridge conflict. After the war, he attended the Charles Morris Price School of Advertising in Philadelphia, which led to a long career in advertising with the Sun Oil Company.



Scholarship Awards Dinner

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

Thursday, June 14, 2018

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 Speakers **Sean Neal, Nick Chiavari**

Captain Sean Neal

Sean Neal is a new Boeing 737 Captain for American Airlines and Lieutenant Colonel and Director of Safety for New York Wing Civil Air Patrol. He completed his private, commercial, instrument and CFI by age 18 and attended Embry Riddle University. He went on to fly for Bar Harbor Airlines and then American/American Eagle flying the MD-80, 757/767 and now captain on the 737. He is also an A&P, a glider pilot and has 25,000+ flying hours.

Special Guest, Nick Chiavari

Nick Chiavari is an avid private pilot with an aircraft based at Brandywine Airport. Nick is one of our past Shannon Scholarship Recipients.

RESERVE ONLINE

at www.aeroclubpa.org or use form below.

Please send check to arrive by June 9.

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

Reserve ONLINE, or send this form with payment by June 9 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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FIRST CLASS
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AVIATION EVENT CALENDAR

Late MAY

- 19 Air Mail Celebration, (<http://www.1stairmail.com>)
- 19 EAA 501 Fly-In, Andover, NJ (12N)
- 19 Angel Flight East Annual FlyBQ, Wings Field (LOM)
- 27 Rotary Breakfast Fly-In, Mount Pocono (MPO)

JUNE

- 1-3 Reading WWII Weekend, Reading, PA (RDG)
- 2 EAA 216 Pancake Breakfast, Cross Keys (17N)
- 3 EAA 240 Pancake Breakfast, New Garden (N57)
- 9 EAA 540 Pancake Breakfast, Smoketown (S37)
- 9 Antique Aeroplane Fly-In, Massey Aerodrome (MD1)
- 8-10 Greenwood Lake Airshow, NJ (4N1)
- 10 Grass Field Fly In, Pegasus Airport (50PA)
- 14 **Annual Scholarship Dinner**, Thursday, 6PM
- 16 Fly-In Breakfast, Deck Airport (9D4)
- 22-24 Chester County Balloon Fest, ccbloonfest.com (N57)

JULY

- 3-7 Ninety-Nines, 2018 Intl. Conference, Philadelphia
- 8 Grass Field Fly In, Pegasus Airport (50PA)
- 14 Grass & Brass, Big Band Fly-In, Grimes (8N1)
- 14 EAA 240 Pancake Breakfast, New Garden (N57)
- 19 **Board of Directors Mtg**, Thursday, 6PM

AUGUST

- 22 Atlantic City Airshow "Thunder over the Boardwalk"

BOARD OF DIRECTORS MTG, JULY 19

JULY BOARD MEETING

Thursday, July 19, 6PM

Philadelphia Aviation Country Club
Wings Field, Blue Bell, PA

The Aero Club of Pennsylvania will hold its next quarterly Board Meeting on July 19 at the Philadelphia Aviation Country Club at Wings Field. Following the board meeting at 6PM, we will have dinner and a presentation. 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 \$45 per person, not including drinks. Attire at PACC is business casual.

Please RSVP at www.aeroclubpa.org/rsvp

See you there!

