



PENNSYLVANIA

PILOT

www.aeroclubpa.org

Vol 30 No 2

Summer 2019

Local vet flies animals to rescue; Maintenance facility now at N57



25 members attended presentation at the Desmond Hotel

Rescuing puppies by air

25 members of the Aero Club attended dinner at the Desmond Hotel in Malvern on April 18. Dinner was followed by a presentation by Paul Steklenski on his efforts to rescue animals by flying them from kill-shelters in the south to rescue organizations in this area. Paul started flying with other rescue organizations, but then chose to start his own non-profit in 2015 so that he could afford to fly as many animals as efficiently as possible. Still, he spends quite a bit out-of-pocket each year. A former army vet, Paul has a full time job, but manages to fly twice a month in a V-tail Bonanza, loading up animal crates from floor to ceiling and coordinating with a large network of animal rescue organizations. There is more information on his website: flyingfuranimalrescue.org. Also, a California-based media company is screening nationwide a documentary film about his missions.



Crates ready to load



Woody looks on

Courtesy Path88Productions and Flying Fur Animal Rescue.

FLYING FUR DOCUMENTARY
Free Screenings
www.path88productions.com/event-tickets

New Garden

Flying Field
GENUINE
U.S. GOVERNMENT LICENSED
AIRPLANE MECHANIC ON DUTY
NEW LOCATION WITHIN THE AVIATION CENTER
610-268-2619

New Maintenance at N57

A new maintenance facility has opened at New Garden Flying Field. The facility will work on certified, experimental, antiques, classics and gliders. Says Aviation Director Jon Martin, "Our goal is to create long term relationships with our aviation customers based on trust, reliability, safety and unparalleled customer service." Service requests and billing will be conveniently handled through the front desk at the Aviation Center. Stop by for a tour or call 610-268-2619 for more information.



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PRESIDENT'S MESSAGE

In keeping with my tradition of Woxall weather reports, it's Spring here, so it's time for the Summer newsletter. Hopefully the days of worrying about frosty wings in the morning are behind us for a while.

Board Member Nancy Rohr penned a nice article in the "Aero Club Fleet" segment (p.4) about her Cessna Cardinal. Her comments about learning new things about our country during GA flights squarely hit home. I'm always jotting notes about land and man-made features to look up after getting on the ground. Last week, two of us flew to Fort Lauderdale to attend a conference. Over the Carolinas, I noticed numerous oval shaped land features. They were too regular and numerous to be coincidental. It turned out they are called Carolina Bays (named for the bay trees, not a water feature); they are quite interesting and a bit of unknown origin. Fly low and look out the window!



Kudos to new Board Member Steve Devine for creating the new Aero Club Facebook group. Having a "group", as opposed to a "page", provides a much better means of notification of new content. Check your list of groups on Facebook, and if you're not already a member (I have added several people), join in!

A big shout out to Steve Jordan who has taken on the role of Scholarship Chair, freeing long time chair Deb Harding to devote more time to her upcoming term as club President. Deb has been tireless in chairing this most important committee, and we all look forward to that energy being directed to club leadership. Deb is learning the art of grant proposal writing

with the goal of getting additional funding for the organization.

Upcoming events for the summer include the annual scholarship awards dinner (June 13), a fly/drive Board Meeting at the Millville Army Air Museum, a tour of the Philadelphia Glider Council field, a Splash-in at the Philadelphia Seaplane base, and possibly a trip to the Smithsonian Udvar-Hazy museum.

As you read this newsletter, please be aware of two important facts. First, for the last 20 years it has been skillfully edited, and largely written, by Rob Dant. The high quality of this publication is due to Rob's tireless work (and nagging procrastinators like me to get their copy submitted). Rob rightfully submits that 20 years might be enough, and he would like for someone with new ideas to step forward and take on the job. A 20-year commitment is not required. Please get in touch with Rob or any club officer if you're interested. Second, the printing and distribution (postage) of this newsletter is the club's single largest expense. Our income comes primarily from the \$30 basic dues (\$100 or more memberships go completely to the scholarship fund and don't contribute to the operating budget). To stay solvent, we need to increase basic membership dues, find additional sources of funding, or reduce expenses. One means of reducing expenses is to cease publication of a hard copy newsletter. While this seems simple in the digital world, the newsletter is our primary marketing tool and print copies go to FBOs and other outlets as well as to members. Please let us know your ideas about viable newsletter alternative funding opportunities.

Blue Skies - Bob

by Robert Smith

Board of Directors Report

The Board of Directors met at the Desmond Hotel on April 18. President Robert Smith presided. The group approved minutes and then discussed financials, the scholarship program, the newsletter and membership.

The Scholarship Committee reported that 31 completed applications were submitted and that preparations are underway for interviews on May 18.

The Membership Committee reported on membership and plans to encourage renewals and new members. The Communication Committee reported on the progress of this newsletter. The Special Events Com-

mittee discussed plans for many possible events, including field trips to the Millville Army Air Museum, the Philadelphia Glider Council, and a private tour of the Udvar-Hazy Museum.

The final business concluded with a call for volunteers to help with the Chester County Balloon Festival history display to be sponsored by the Aero Club.

The meeting adjourned for dinner and a presentation by Paul Steklenski about his numerous animal rescue missions, flying a V-tail Bonanza and sometimes driving a large modified passenger bus as backup.

by Carris Kocher



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

PENNSYLVANIA PILOT

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R. Anderson "Andy" Pew (AOPA)

It is shaping up to be another great year for the Aero Club Scholarship Review Board. After learning the ropes last year under the leadership of Debbie Harding, I have taken over as scholarship chair for the 2019 year. As a past scholarship recipient, I have firsthand knowledge of just how meaningful these scholarships and the work of the review board are.

This year, we had 31 completed applications. The applicants range in age from fifteen to fifty and reside all over the greater Delaware Valley. Many are just getting their start in the world of aviation, while others are well on their way to successful careers and lifelong hobbies. Worth noting is that eleven applicants have applied to our scholarship in years past.

This year's review board consists of Steven Devine, Alicia Sikes, John Lewis, Deb Harding, Jeff Bennett, as well as myself. At the time of this writing, we are deep in the throes of deciding who "moves on" to the next round of interviews. While it is often difficult, it is truly indicative of the plethora of qualified applicants who will surely be



contributing members to our local aviation community.

New to this year is an electronic grade sheet. Alongside this, we have developed a guide sheet that is intended to aid in equal and fair grading of applications across the board. By generating a specific score for a particular application, we can more precisely and fairly allocate funds to recipients. Moving forward, this standardized grading will not only make these decisions easier for the review board but will also aid applicants in providing a complete and competitive scholarship application.

None of this would be possible without the generous contributions from many donors both within and outside of our club. With the ever-increasing cost of obtaining mechanic and flight ratings, these scholarships make a world of difference to those who are fortunate enough to receive them. For those of you who have contributed, know that you have made a great impact, and both the club and recipients are very thankful.

Thanks to Aero Club

When I was about 16, my Grandma took me up in a helicopter while we were in Alaska. After the flight I was hooked. I told her I would like to grow up to become a pilot. A year later, for my 17th birthday, she got me flying lessons out of Chester County Airport. Over the next year and a half, I finished up my private pilot's license right before I graduated high school. Over that time period I decided to go to Embry-Riddle to continue my aviation career. The summer of 2007, I was awarded a scholarship from the Aero Club of Pennsylvania. I was very excited to receive this reward to help me continue my career in aviation. I graduated college with all my ratings up to a CFII. For six months after graduation, I flight instructed for the university until I found a job flying air ambulance out of Ft. Lauderdale. I flew for the company for about three years, flying Lear 35s all over North America, South America, Central America and the Caribbean. I flew for the company for about three years, flying out of Miami. I first started off flying a Citation Sovereign for the company and then flew a CRJ200 for the next year. Though out my time in south Florida I was always on the lookout for a job closer to home in Pennsylvania. After talking to a few of my friends, there was a job opening in Wilmington, Delaware for Penske. After many interviews, I accepted a job for Penske flying their CRJ200 and G150. I have been flying for Penske over 3 years now and hope to continue working for them for a long time. We currently fly G550, G280s, G150s for our corporate flying and the CRJ200 for the Nascar team, Indy car team, and sports car teams. I would truly like to thank the Aero Club for helping me start my aviation career. You truly helped me get to where I am now today in my career.

Sincerely, George Seel

George Seel is a 2007 Aero Club Scholarship recipient. He and his wife Natalie live with their son Logan, 5 yrs old and daughter Rylee, 2 years old in Pottstown, PA.



Aero Club Fleet: Cessna Cardinal



N1454C at Cardinal Fly-in

Nancy Rohr: I have a 1978 fixed-gear Cardinal C177, N1454C, which I keep in a hangar at KILG. I use it frequently to commute between KILG and KRDG.

On the Wednesday prior to flying to Florida this April, a friend rode shotgun while I flew approaches at KMIV, KWWD and KILG to get current. Everything went well until we came back to Wilmington, KILG; the tower said that they weren't receiving my Mode C - altitude. We fiddled around with the transponder but no altitude reporting. Stan and I planned to leave for Florida on Friday! On short notice, Fly Advanced was kindly able to get the plane on Thursday to see what the problem was. They replaced the original (1978) barometric altitude encoder with a used digital encoder and we were back in business!

On Friday as planned, Stan and I had a very nice flight to Winter Haven for the Cardinal Flyers Fly-in and Sun 'N Fun. We were in and out of clouds with headwinds the whole way. We took it easy going down, with an overnight stop in Vidalia, GA - home of the Vidalia onion. It did smell like onions; our hotel was right next-door to an onion warehouse! The woman working the front desk at the hotel said that it was big news a few years ago when Bill Gates bought the onion warehouse and a couple hundred acres of onion land. Weird little known facts obtained through flying!

When we got to Winter Haven, we got to meet lots of avid (maybe rabid) Cardinal owners! They are very passionate and knowledgeable about their airplanes! We spent Saturday through Monday hanging out with them and learned a lot about our airplane.

On Tuesday, we drove to Sun 'N Fun and spent the day shopping for parts. We bought a PowerFlow Exhaust to be installed during our scheduled annual in June. We had planned to go back to Sun 'N Fun on Thursday but the forecast for Friday was not good, so we flew home on Thursday. The sky was blue; the weather was good and even had a bit of a tailwind coming home. It doesn't get any better than that!

Chester County Balloon Festival



The Chester County Balloon Festival takes place June 21-23 at New Garden Flying Field. The Aero Club will again sponsor a "pop-up museum" to highlight the history of ballooning in the Delaware Valley region. The Balloon Club of America was established by local "gas bag" balloon pioneers in the 1950s, and the Delaware Valley area was where the only active ballooning was being done in the country. Two of only three licensed women pilots flew here and represented the U.S. in international balloon competitions. They all were advocates of the sciences and engineering of aircraft. They were active members of the Franklin Institute, one of the first museums devoted to science and technology. This year, to commemorate that relationship, as well as renew it, we are proud to be able to display the basket and envelope that Connie Wolf donated to The Franklin Institute some 37 years ago. Jean Marie Laskas, biographer, and research assistant Tim Maddox will be at the festival asking any and all people who knew the Wolfs to come by the museum to share their stories for potential inclusion in a new book that Jean Marie is writing about Connie. We might also have an exciting surprise! Combining forces with the Franklin Institute, we plan to inflate "Blue Bell," the balloon that Connie Wolf had made in 1982 for the 300th anniversary of the creation of Pennsylvania by William Penn.



Balloon pioneers sharing stories

Splash-in scheduled for June



On June 29, the Aero Club will host a seaplane "splash-in" and aviator picnic at the Philadelphia Seaplane base from 9AM-1PM. Rain date June 30.

The seaplane base is located behind the fire department at 99 Wannamaker Avenue (Rt. 420) in Essington, behind the newly renovated 1799 Lazzaretto House. Improvements to the base are planned over the next two years. All seaplane enthusiasts are welcome. See website at www.phillyseaplanebase.com.

MARCH 2019

PHILADELPHIA INTERNATIONAL [PHL]

All activity measures have increased, including operations, cargo, passengers and flights. More gates are needed for the summer. West cargo expansion continues on a new 100+ acre site. Design has begun to relocate Tinicum Island Road allowing airside expansion westward. A new remain-overnight-aircraft ramp at the former postal factory is in design. Significant pavement maintenance will begin on taxiway K near the terminals. The wetland mitigation project near FDR Park that supports their master plan is being finalized. The Airport Master Plan update is scheduled to begin by Summer 2019 and will be continuing for about two years with terminal and landside focus.

NORTHEAST PHILADELPHIA [PNE]

Work is being finalized on vehicle parking lot and fencing as well as airfield signage and lighting. Chubb hangar construction continues, allowing the return of a previous operator. One focus of the ALP is the accommodation for potential Leonardo manufacturing growth. Major work on runway 6/24 reconstruction will begin in the next several weeks starting at the northeast end and will last 3+ years. Leonardo Helicopter anticipates growth in the next 5 years. Working with the FAA, it is developing the first commercial tiltrotor with four on the pre-production line now. Full production is expected in 2020. The company has a new Philadelphia Training Academy with three simulators. It offers summer camp for students and plant tours for visitors.

PHILADELPHIA SEAPLANE BASE [9N2]

The Lazaretto restoration is nearing completion and will house township offices and meeting and museum space. The next phase on the site will include improvements to the grounds, a new marina with boat ramp, and floating docs for seaplanes. A seaplane splash in is planned for June 29.

BRANDYWINE [OQN]

The airport is in the process of cross checking data for obstructions already removed. Property owners will then be apprised of required removals. Negotiations continue with adjacent property owners to obtain temporary construction and permanent maintenance agreements relating to the runway widening project. Concerning hangar infrastructure, there are requirements of the Tentative Allocation that must be satisfied and then submitted to the BOA for funding consideration.

CHESTER COUNTY [MQS]

The state granted \$1.8 million for the terminal expansion project and the airport is trying to combine that project with a corporate hangar plan. A scoping meeting for these matters is scheduled for April 2nd. Chester County and Capital City are currently collaborating to establish a virtual tower at Chester County. The site meeting will take place at the end of April.

DOYLESTOWN [DYL]

Completion of paving for grass tiedowns and construction of bypass taxiways is expected by the end of August. Design for runway 5/23 rehab has begun with construction scheduled for 2020.

HERITAGE FIELD [PTW]

Snow Removal Equipment Acquisition has been ordered and should be received very soon. The taxiway rehab design is started and is followed by bidding in June. Fall 2019 construction is anticipated.

NEW GARDEN [N57]

A self-service fuel terminal is open 24/7 with Visa or MasterCard. May 18 is the grand opening of Future Aviators Jamboree which is designed to be a family-focused event. A 30x40 timber-frame pavilion is being constructed on the hill overlooking runway operations benefitting the Future Aviators Program and the community as an observation site. The Future Aviators After the Bell is now a program in the local school. Site preparation will offer space for (6) 60'x60' box hangars on the west ramp. A new facility for aircraft maintenance and servicing has opened at the Aviation Center. June 1st is the Run the Runway 5K event. June 21-23 is the Chester County Balloon Festival. July 8-12 and August 5-9 are dates for Future Aviators Summer Camp.

PERKIOMEN VALLEY [N10]

The airport remains open for the moment; however it has been sold and its future as an airport is in doubt.

QUAKERTOWN [UKT]

Only the seeding, mulching and planting remain for runway 11/29 approach obstruction removal project. Acquisition of easements for properties under runway 11/29 approaches allowing access for phase 4 and 5 obstruction removal is in progress. Design will start in April and construction will be in 2020. Terminal rehab and expansion is on hold pending completion of obstruction removal work.

SOUTH JERSEY REGIONAL [VAY]

The airport is still contemplating the decision about drainage around the T-hangar. DOT Environmental is reviewing the permit application for obstruction removal. DEP will review it next.

TRENTON MERCER [TTN]

Final inspection for phase 3 taxiway H,B,F rehab/construction is scheduled for March 22, 2019. Final inspection for phase 1 construction/rehab of runway 6/24 pavement, lighting and signage was completed March 20. Final inspection was completed for Taxiways D and G projects.

WINGS [LOM]

Installation of an obstruction light was completed December. The contractor has installed the new maintenance pad and all AWOS components are currently stored on site. Based on coordination with the FCC, the license application process can take 6-8 weeks to complete. The license may be in place in April after which an FAA Licensing Technician will schedule installation and commissioning of the AWOS. The Snow Removal Equipment Plan was approved by the BOA in December. A March meeting was held with the Engineer to finalize the technical specifications for the proposed equipment.

The FAA will be conducting a meeting at Wings Field, sponsored by the Aero Club of Pennsylvania and Advanced Wings (FBO) to discuss the Philadelphia Class B airspace cutout around the field and how it affects operations.



This airplane is all mine!

by Jack Schreffler

I had just sold my airplane when a friend said there was a nice Stinson Gullwing for sale, and “I’ll go in half with you.” The price was around \$9,000. On our way back from picking up the plane he said, “I’ve got no money. It’s all yours!”

The winds at Brandywine that day were heavy out of the north, favoring the short north south grass runway for my first landing of the Gullwing. Now I don’t normally land that way. It’s short and has a big upgrade at the end, but I decided to take advantage of the headwind this day. I had no problem landing before hitting the big upslope.

The fabric on the Stinson was in good shape. It was red. There was one other Stinson at the airport with white fabric, and that owner decided to do new fabric. It was a BIG job, and, frankly, he never flew it much. When Bob Shannon left Brandywine to build Downingtown Airport, I moved the Stinson there for a better runway.

Bill Whitesell (owner of Flying W Airport) heard about my airplane, and he wanted to fly it left seat. I said, “Sure.” We started our takeoff roll with Bill at the controls. The takeoff was slow, and we barely missed the trees. We both looked at each other and said, “I don’t want to do that again.” We flew around a bit, and Bill loved the airplane. Only later did I figure out that the brake lever that was tucked under the panel was still engaged!

After flying the plane for a couple of years, I flew it to Kansas to sell it to a man with whom I had spent many hours on the phone describing the airplane. I waxed part of the tail to show how the paint would shine up for someone willing to put the effort into it. I even left the wax in the airplane for the next owner! The gentleman wanted to take it for a flight, but when we taxied out, the plane just circled around itself. It was getting late, and I needed to get back. So I told him to send a check once he was comfortable with the airplane. I went back on a Lockheed Electra in thunderstorms. It was a wild ride.

The next day he called and said the check was in the mail. It turned out that the boot around the tail wheel was binding. He simply cut it off and everything was fine. He said he’s got a

team of guys waxing the plane, and it’s a lot of work. “But you have a nice airplane don’t you,” I said.

After the Stinson, I owned a Bellanca Crusair for a while. It was a great airplane, “one mile per hour per horsepower” (150mph from 150hp). Then, I started a long love affair with twin Pipers. Starting out with an Apache, a capable airplane, and a good platform to get my instrument rating, I graduated up. I knew a Paoli restaurateur who, frankly, wasn’t a very comfortable flyer, so he didn’t fly his Piper Aztec much. I contacted him about it, and before I could get a word out he asked if I wanted to buy it. I said, “Sure!” And he said, “OK. Let’s fly it to Florida.” We loaded up four guys with golf clubs, and he let me fly it the whole way. I loved it! I kept it a good long time in a hangar at Chester County. \$90 a month rent. Times have changed.



1969 Piper Aztec

I had heard of another Aztec, a long nose for sale at North Philly Airport. The owner wanted to sell it to get a new one. “Let’s go fly,” he said. We loaded six of us, and I shot the approach to ACY and bought it. I put 3000 hours on that one, flying the family all over the country. I eventually sold that one to two airline pilots from Colorado. They were sharp flyers. It was an instrument day the day they bought it, and they wanted to fly it. They took off in a heavy rainstorm to get back to Colorado.

I had no airplane for a while after that, and that was very painful. I was at Lancaster Airport for lunch one day and saw a yellow Aztec in one of the corporate hangars. It looked like a hangar queen. The line boy said that it was owned by a Lancaster building company. The boys had taken over their father’s business and wanted to sell the company airplane. He suggested I talk to the pilot. He was a real history buff, and he talked about old rifles for a while, but finally we got around to talking about the airplane. I asked how much. It was heavy. But I took five guys to islands with bags and clubs and fuel, and it flew. I put 2000 hours on that one before I lost my vision and had to sell it. I sold it to a professional pilot based in California. One look at the logs, and he bought it. He sent a note later that he is still flying it back and forth from California to the Boeing factory in Washington. That was N6843Y, a 1969 with 310 HP each, a beautiful aircraft.

It was a great run of airplanes including a couple not mentioned. I have no regrets about buying any one of them, and, unlike my automobiles, I never lost money on an airplane. I flew them all over the country with friends and family. Aviation was and still is an important element of my life.

Dr. Jack Schreffler is a past Aero Club president, founder and long-time Shannon Scholarship supporter and trustee, a lifelong private pilot and a podiatrist. He lives in Chester County, PA.



Frequently flying the Schreffler family around the country prompted this 1970's article in the Philadelphia Bulletin



Scholarship Awards Dinner

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

Thursday, June 13, 2019

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 *Philadelphia FSDO*

FAA Master Pilot/Master Mechanic Program
Joe Kain, Philadelphia FSDO



The Wright Brothers "Master Pilot" and "Master Mechanic" Awards are prestigious awards that the FAA issues to certified pilots and mechanics with over 50 years of experience who have "exhibited professionalism, skill, and expertise." As a fresh group of aviators and mechanics receive scholarship awards to start them on their aviation careers, Joe Kain will speak about what it means to commit to a lifetime of aviation and some of the aviators who did, from Charles Taylor, who built the engines for the Wright flyers, to Bob Hoover, the famed airshow pilot.

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

P.O. BOX 748, BLUE BELL, PA 19422

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FIRST CLASS
POSTAGE
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AVIATION EVENT CALENDAR

Late MAY

- 18** EAA 240 Pancake Breakfast, New Garden (N57)
- 26** Rotary Breakfast Fly-In, Mount Pocono (MPO)

JUNE

- 1-2** Greenwood Lake Airshow, NJ (4N1)
- 1** EAA 216 Pancake Breakfast, Cross Keys (17N)
- 1** EAA 240 Pancake Breakfast, New Garden (N57)
- 7-9** Reading WWII Weekend, Reading, PA (RDG)
- 8** EAA 501 Fly-In Lunch, Andover, NJ (12N)
- 8** EAA 540 Pancake Breakfast, Smoketown (S37)
- 8** Antique Aeroplane Fly-In, Massey Aerodrome (MD1)
- 9** EAA 839 Grass Field Fly In, Pegasus Airport (50PA)
- 13** **Annual Scholarship Dinner**, Thursday, 6PM
- 15** EAA 390 Fly-In Breakfast, Deck Airport (9D4)
- 21-23** Chester County Balloon Fest, ccbaloontfest.com (N57)
- 29** Splash-in at Philadelphia Seaplane Base, 9AM-1PM

JULY

- 13** Grass & Brass, Big Band Fly-In, Grimes (8N1)
- 13** EAA 240 Pancake Breakfast, New Garden (N57)
- 14** EAA 839 Grass Field Fly In, Pegasus Airport (50PA)
- 18** **Board of Directors Mtg**, Thursday, 6PM
- 16-21** Ninety-Nines, 2018 Intl. Conference, Dayton, OH

AUGUST

- 21** Atlantic City Airshow "Thunder over the Boardwalk"

BOARD OF DIRECTORS MTG, JULY

JULY BOARD MEETING

Location: Millville Army Air Museum



The Aero Club of Pennsylvania intends to hold its July Board Meeting at the **Millville Army Air Museum** at Millville Municipal Airport. The date will be around the third week of July, but the exact date and time have not yet been determined. We will meet at our usual Thursday evening time, or we

will choose a Saturday morning for better turnout. Following the board meeting, we will have a tour of the museum.

Check the website and watch out for email announcements for exact details of this event. Members and guests are welcome to attend.

You can RSVP at www.aeroclubpa.org/rsvp

