



Pottstown Heritage holds 2nd annual antique fly-in

Heritage Field Airport in Sanatoga, PA, held its second annual Antique Fly-in/Camp-in on May 5, 6 and 7, 2023. Last year, the area was hit by a nor'easter, and no airplanes were able to come. This year, the weather was "CAVU" and made a remarkable difference. Well over 40 planes paid a visit.

Heritage Field was recently purchased by longtime Aero Club member, David Pitcairn and his wife Rachael. The airport was previously owned by the late John Desmond, also an Aero member. With new ownership, the future of the airport is looking up.

Saturday of the fly-in was the most active day. Both vintage and newer airplanes participated – all of them pristine and gleaming in the warm sunshine of the day. It was such a nice weekend that some pilots chose to airport hop to various fly-in breakfasts around the area. A German food truck provided lunch. Several adventurous pilots camped out overnight.

A highlight during Saturday's festivities was a couple of aircraft flyby's, one by the airport owner, David Pitcairn, in his

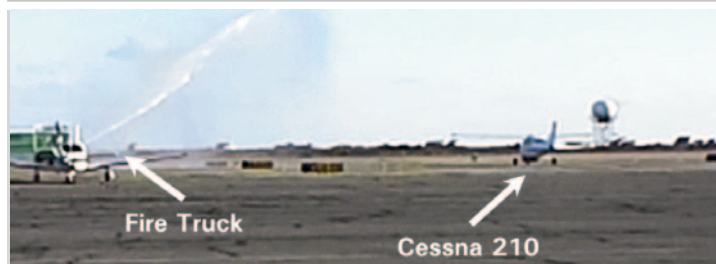


Stearman fly by at the Antique Fly In

T-6, and a second one – just a little bit faster – by a King Air based at the airport.

The Pottstown Aircraft Owners and Pilots Association (PAOP) served warm breakfasts both Saturday and Sunday,

(Continued next page...)



A captain's salute

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For a lifetime of dedication to all things aeronautical, one of our own receives a salute



A new seaworthy toy

7

A longtime craving culminates in a new water toy tucked away in a local hangar

President's Message

Greetings, fellow aviation enthusiasts. Well, here we are, entering the summer flying season. It seems as though this happens every year! There was an early season Antique Airplane Fly-In at Heritage Airfield that took place in early May. David Pitcairn, one of our members, is the proud owner of Heritage Airfield, so stop by the airfield sometime and say hello.

Speaking of every year, the aviation scholarship awards dinner is right around the corner. We will once again meet in person at the Philadelphia Aviation Country Club at Wings Field. I have been informed that we have a good group of applicants, and, in spite of the economic downturn, our scholarship fund should provide substantial scholarships this year.

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Joe Kittinger, 1928-2022

He broke the sound barrier with his own body

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and also held their second annual "Spring Fling" on Saturday evening, which included a bar-b-q dinner and dancing in the north hangar. A "Thank You" hot air balloon paid a visit with balloonist Kelly Hilberth from New Jersey. Aero Club Board member and balloonist, Deb Harding helped organize this evening "balloon glow" and stopped by herself after a day of flying.

Airport manager Chris Jordan, Line Manager Jeff Heacock and their airport staff helped ensure safety and fun. Long hours by his crew made for a well-organized event. All who participated hope that this will become an annual event.



Restored DeHavilland Beaver on floats



Folks looking at a 1933 Waco biplane

Presidents Message

(Continued from page 1...)

A couple of known "save the dates" coming up are the Chester County Balloon Festival, June 16th, 17th and 18th, with the Aero Club hoping to have an information tent available. Volunteers are needed, please contact Debbie at deb@air-ventures.com. Then, the (Cape May) Naval Air Station Wildwood Museum Air Fest Fly-In will take place during the Labor Day weekend. Any and all models and types of aircraft are appreciated. This gives the community and future aviators the opportunity to experience aircraft up close and in person, so please consider flying in and supporting this event. Contact Walt Ellis for information (wellis1903@gmail.com).

Keep the blue side up, and watch out for thunderstorms

We are currently in the early stages of finding a compelling speaker for the annual Wright Brother's Dinner. Your suggestions are welcome! Please email them to mailbox@aeroclubpa.org. The club is also looking for ideas to help fund the club's ongoing operating expenses.

As warmer and longer days approach, opportunities for extracurricular aviation activities abound. Any suggestions for meet ups, fly-ins, or interesting sites to tour and visit are welcomed. The Delaware Valley and Tri-State Area have numerous airports and are rich with museums, all within easy flying (and driving) distance. May this Summer give everyone ample time for family, friends, flying, and gatherings.

Keep the blue side up, and watch out for thunderstorms,

Stay warm,

Erik Kocher



Aero Club of Pennsylvania
Promoting aviation in the Greater Delaware Valley

1399 Narcissa Rd, Blue Bell, PA 19422

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

PENNSYLVANIA PILOT

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R. Anderson "Andy" Pew (1936-2022)

Scholarship Report

by Steve Jordan

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As with every spring, the scholarship committee has been hard at work reviewing applications for the 2023 scholarship program. The application window is now closed, and we are happy to report that we received a large number of excellent candidates. We've all read the news stories about the immense need for new pilots, and it's exciting to see that many will come from our local airports.

This year's scholarship committee

returned all of our 2022 members. Alicia Sikes, Nick Althouse, Sarah Wolfe and myself are happy to take on the task of sorting through our many qualified applicants to make sure scholarship funds are put to good use. Although the job is not easy, it's incredibly rewarding and satisfying to meet the next generation of pilots and help them on their journey.

This year, we received 23 applicants with experience levels from pre-solo to commercial multi engine rated. Every applicant was interested in fixed wing flight training, as opposed to last year

where we had multiple mechanics apply. This is surely an area we can do better with in the future. Our initial online application review is complete, and 15 applicants are slated for in person interviews at the Brandywine Airport. From there, we will be tasked with deciding which lucky candidates receive awards.

As always, many thanks to those who have contributed to the scholarship fund this year. Our goal of giving out meaningful sums of money to multiple recipients is on track again this year, all thanks to your contributions. Thank you!

Scholarship Awards Dinner

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

Thursday, June 15, 2023

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



6PM: Cash Bar, 6:30PM: Dinner, 7:30 Awards
\$49.00 per person



RESERVE online at aeroclubpa.org
We can't accept phone reservations or walk-ins

Reserve ONLINE or send this form with payment by **June 9** to:
Aero Club PA Scholarship Fund, 1399 Narcissa Road, Blue Bell, PA 19422

NAME: _____ Number Attending: ____ x \$49 = \$ _____
 PHONE: _____ Sponsor a Recipient: ____ x \$49 = \$ _____
 E-Mail: _____ Scholarship Contribution: \$ _____
 Total Enclosed: \$ _____

Please list names of attendees...

ATTENDEES: _____,
 _____,

Paul Heintz, our own legend

by Nancy Kyle

4

Pennsylvania has been blessed, since the start of aviation as we know it, with pilots, mechanics, and enthusiasts who have kept general aviation thriving. Perhaps no one has been more of a blessing than Paul Heintz.

While his day job as a lawyer pays the bills, Paul has an extensive bio as a pilot. He soloed in a J-3 Cub in 1958—yes, that adds up to 65 years of flying—and holds ATP/CFII, AGI and glider ratings, logging over 4400 hours. He has owned or co-owned 5 airplanes from an Aeronca Champion 7AC to a Cessna 210.

Paul was recipient in 2008 of the FAA's Wright Brothers Master Pilot Award for over 50 continuous years of safe flying. He served as an FAA Accident Prevention Counselor and FAASTeam member for over 45 years. Paul's name was on the masthead of AOPA Pilot as an AOPA board member for 40 years (1975-2015), serving as Chairman 2002-2005 and was recipient of awards from the Aero Club of PA and Aviation Council of PA for significant contributions to General Aviation.

The old timers reading this will remember a weekly aviation column that Paul wrote in the Philadelphia Bulletin between 1969-1982. I hope he saved those articles. He is a published author, "Flying for Fun" (Bisel 1995). I think I am even mentioned in it!

Mostly unknown to all but a few, he helped, against all odds, to save Wings Field in Blue Bell with two others, forming a partnership that has owned Wings for 25 years. This year is a special anniversary so watch for announcements about a celebration or two. Paul will surely be there.

Paul is a member of the AOPA Legal Services Plan Attorney Panel and a member of the Lawyer-Pilots Bar Association. He still goes into work every day—even though his age has an 8 in front of it—serving as a Partner in the Philadelphia law firm of Obermayer Rebmann Maxwell & Hippel LLP. You will not be surprised to learn that one of his areas of practice is aviation law.

Like most pilots, Paul has some funny stories about his adventures, many of which involved passengers. A passenger he was

to pick up at the Republic Airport on Long Island took a taxi to the FBO at the wrong side of the airport. Her solution was to walk across the tarmac and the runways. Just as she was about to cross the runway, a nice man in a yellow truck picked her up, saying "the tower told him to."

Another passenger, a close friend, was responsible for Paul's only ramp check-



Jane and Paul with their Cessna 210

not by the FAA but by his worried father watching behind the fence. He wanted to see Paul's pilot certificate before his son and grandchildren got in the plane. Yet another, 4-legged passenger, a rather large Labrador Retriever, took exception to the noise and movement upon acceleration. Having quickly identified the culprit, she lunged for Paul's head. If her owners had not properly restrained her, the NTSB accident investigators would have had ample evidence of the accident's cause: Dead pilot's right ear in the mouth of dead dog found beside him.

Then there was the mysterious fresh dog product Paul discovered below the tail of his airplane while preparing for a departure from Nantucket. The line crew produced a photo of a German Shepherd making the deposit. It was clearly one of the dogs either owned by or protecting the then Vice President, Joe Biden, who had just departed in a 757.

How did that dog know the owner of the Cessna was a Republican?

Once, while flying upside down during an aerobatics course, his glasses slipped off onto the headliner. They seemed to slide in the opposite direction of his left hand (of course) as he tried to manage the airplane control stick with his right. The glasses were critical to finding the airport for a landing. A Cessna about 1,000 feet off to the side clearly watching the erratic inverted flight likely was a bit puzzled. He did retrieve the glasses.

While a college student one Sunday morning, Paul flew the Kenyon College 65 horsepower fabric-covered Aeronca Champion in a very slow flight mode into a very high post-frontal wind above the college campus. Many of his fellow students were sunning themselves on the lawn recovering from a college party the night before. Certainly none of them reported seeing an airplane slowly flying backwards above campus.

Age creeps up on all of us. Paul is a card-carrying member of the United Flying Octogenarians (UFO) with a membership that never seems to grow. "Paul are you still flying? Aren't there age limits? Don't you have to have someone with you? You are still flying? Not over my house I hope!"

Paul's wife, Jane, is the perfect foil. Once, on a return flight to Wings Field while entering Philadelphia airspace, he had just told her he could not do anything



Paul in one of last flights in 761KE

wrong because his soft raspy voice is known to all of the air traffic controllers in the northeast corridor. Her response had been "that's your ego talking." Not three minutes later, when he contacted Philadelphia approach, a female controller with a nice lilt, radioed "Hi Paul." Jane's response? "And just WHO was that!?"

The most hysterical incident was during their last flight together in the Cessna

Airport Highlights

by Elaine Farashian

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PHILADELPHIA INTL

The airport received \$30 million in federal infrastructure grants for continuation of the restroom renovation program and phase one of TEOP (Terminal Energy Optimization Program). The project is scheduled to be completed in 2028 and will include private nursing suites, service animal relief areas and adult changing rooms. The TEOP will improve energy efficiency and reduce carbon emissions by replacing preconditioned air units and ground power units at 25 gates, using LED lighting in terminals and on roadways, and upgrading 15 air handling units and the electrical substation and thermal plants in Terminal A-West. PHL welcomed 28.5% more passengers in 2022 over 2021.

NORTHEAST AIRPORT [PNE]

The City of Philadelphia Dept. of Aviation received almost \$2 million in funding from PA Commonwealth Financing Agency to support 2 projects: \$1 million to rehab PNE administration building and \$945,000 for security perimeter enhancements. The 25 year-old perimeter fencing project along Academy Road will include repair of 2 storm water culverts and security infrastructure to wildlife and human access to the airfield. The vinyl coated fence will catch blowing snow that caused winter closures to adjacent Academy Road. The project is to be completed in summer 2023. PNE is PA's 4th busiest airport.

BRANDYWINE [OQN]

The LPV approach feasibility study entails obstruction mitigation for runway 9/27. The airport is in the final stage of obtaining required land for runway widening, but is waiting for FAA to make determination on runway safety area. Runway lighting rehab project is ready for bidding, but a modification to standards will require FAA approval. The hangar infrastructure project will move into construction phase soon.

CHESTER COUNTY [MQS]

The airport perimeter fence project will begin in spring 2023.

DOYLESTOWN [DYL]

Airfield pavement rehab and runway 5/23 rehab are complete. The airport is working to update the Airport Layout Plan.

HERITAGE FIELD [PTW]

The airport is continuing with obstruction removal program south side of runway 10. For hangar development, Limerick Township has requested improvements along West Ridge Pike and Airport Road which requires additional survey and design. Infiltration testing, a traffic study, a wetland investigation study and report, a bog turtle survey, a wetland crossing permit, a conditional use permit and sanitary sewer permitting for a holding tank are required for the proj-

ect. Design for the terminal and the based aircraft tiedown apron will follow the same path as hangar development.

NEW CASTLE [ILG]

Phases 3 and 4 of runway 1/19 rehab will begin summer 2023 and will include perimeter road rehab as well. Avelo Airlines began service to 5 Florida destinations February 1.

NEW GARDEN [N57]

Reconstruction and widening of runway 6/24 including new primary electrical service, removal of existing power lines, removal of obstruction runway 24 approach dwelling, installation of PAPI and REILS are complete. BIL funding is requested for new bathrooms and other terminal improvements.

OLDMANS TOWNSHIP [7N7]

Formerly Spitfire Airport, the airport is working on a runway lighting rehab project; however, rumors are that the airport will close unexpectedly and that tenants have been informed to vacate the facility on short notice.

QUAKERTOWN [UKT]

The airport is working on acquiring easements for the properties under runway 11/29 approaches to allow for obstruction removal projects. Another project is exterior rehab of the terminal building and included are minor interior improvements.

SOUTH JERSEY REGIONAL [VAY]

Obstructions have been removed and cleanup is in progress for runway 26 end. Design for parallel taxiway relocation is completed. Design for runway widening is nearly complete. Required FAA wildlife hazard study was completed and report was sent to Eastern Region for comment. Replacement doors on community hangar 4 are scheduled to arrive soon.

TRENTON-MERCER [TTN]

Runway 6/24 rehab is complete. Grant time extension was requested for taxiway A rehab design. Rehab of taxiway A lighting design must be completed before construction begins in summer. Taxiway D lighting construction has not started. The airport is waiting for closeout docs for construction of taxiway F relocation.

WINGS [LOM]

The construction of a new 12,000 SF pre-manufactured metal building (PEMB) box hangar adjacent to the existing terminal apron and existing hangar 4 is on hold due to escalating steel costs. The airport is considering submitting a PIB (PA Infrastructure Bank) loan application to finance the project. Phase 1 of the west Itinerant apron project will be bid this spring for construction later this year. The flight school is purchasing new aircraft.

210. Departing Nantucket on a Thanksgiving Sunday afternoon was to be the last time he would fly from Nantucket as PIC, having sold the airplane for delivery in a few weeks. Paul had been flying there for over 50 years and many of the tower crew and FBO staff knew the significance of that flight. The tower told him to stop at the taxiway intersection where a large airport fire/rescue truck was pulling to a halt. When cleared to taxi in front of the truck, its water cannon projected a huge arc of water over the plane, the custom-

ary salute reserved for airline captains pulling into the airport terminal after their last flight. Their son, a controller at Boston's Logan airport, had orchestrated the surprise. Paul was completely overwhelmed and teared up. Jane calmly - turned to him and asked "what were they doing? Watering the grass?"

And if that wasn't humbling enough, Paul recently attended an FAA seminar. The host, a long-time friend, saw him in the 40-plus person audience and called him up to

the front for introductions. He asked the group for a show of hands on how many knew a fellow named Paul Heintz. Three hands went up. Well, I guess if you are old enough to have written for the Evening Bulletin, there are many who never even heard of the newspaper, let alone Paul Heintz. That's OK, Paul. Many of us remember you, appreciate all you have done for aviation, and smile fondly upon hearing your raspy voice and quick sense of humor. Here's wishing you (and Jane!) many more years of good health and great flying!

Joe Kittinger (1928-2022)

A call to new beginnings, at an end.

Joe Kittinger never became a household name; however, he held a high place of honor and recognition within the ballooning community. He spoke at many ballooning safety seminars and became friends with many balloon pilots in Orlando. In January, I joined forces with my friend and fellow pilot, Kenny Shumate, to encourage a large representation of balloon pilots at Joe's "Celebration of Life."

As a pre-astronaut, Joe broke the sound barrier with his body by jumping from a gas balloon from 102,000 feet in then the unknown stratosphere. It was a record holding longest free fall of 4 mins and 36 seconds. Later, he shot down a MIG during the Vietnam conflict and survived 13 months at the infamous "Hanoi Hilton."

Recipient of two purple hearts among many other military honors, Joe's passion for aviation began as a 17-year-old boy, soloing in a Piper Cub. It continued with being the first person to solo in a gas balloon across the Atlantic in 1984. Later he towed banners, did sky writing, participated in gas balloon competitions and flew passengers in hot air balloons from the company dubbed Rosie O'Grady's Flying Circus in Orlando. His impact on aviation was all encompassing, through pre-space exploration, by sharing GA by means of fixed wing and lighter-than-air flights, and by encouraging others to join in the great

freedom we have in the USA. He was all too happy to serve as advisor to Baumgartner's 2012 record breaking space jump and later becoming great friends with Alan Eustace who broke Baumgartner's record in 2015. Joe is in the National Aviation Hall of Fame.

A celebration of life for Joe was held in January in Orlando. At Joe's request, ice cream and cake was served. In attendance were Air Force, Navy, Marine, and lighter-than-air pilots, sky divers and SpaceX program leaders, spouses, friends, co-workers, and family. His Grandson, Jack, said it best as he challenged his own kids to continue breaking barriers in the world of aviation; Joe set the stage for new beginnings.

Jack shared a story about a 2001 Explorer's Club event where Joe received honors for having made extraordinary contributions in science and exploration in the 20th century. Neil Armstrong, also an honoree, hugged Jack's Grandfather. He was told that many of the early astronauts conferred with Joe about his experience and his scientific knowledge.

Joe Kittinger achieved what some would say were the exploits of a dare devil, but, he did them methodically, with science "having his back" to push through the barriers of the unknown. Yes, he was one of a kind, but the people he called friends were kindred spirits like our own local heroes, members of this club that have paved the way for the future of aviation by teaching;

by Debbie Harding

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Joe's actual F4 Phantom at Kittinger Park



Joe Kittinger with Kenny Shumate

role models participating in some way for future aviators to pick up where they left off.

My friend and fellow hot air balloon pilot Kenny Shumate of Orlando was good friends with Joe and flew balloons with him (photo above).



Thank you balloon

At the Heritage Airfield Antique Fly-In in May, the Aero Club invited the crowd-funded "Thank You" balloon to do an evening "balloon glow," piloted by New Jersey pilot Kelly Hilberth. Sponsored by a French parachute manufacturer, the balloon was built as thanks to first responders and essential workers during the pandemic. Hot air balloon pilots around the world have applied for the honor of keeping the balloon for a period of time before passing it along to be flown and demonstrated at venues around the world. Kelly applied and got the balloon to the east

by Deb Harding

coast of the USA. The balloon is a light-weight design for easy shipping.

On the bottom half of the envelope, folks are encouraged to write their thanks to any one that they had an impact on them during Covid. The balloon can also be seen at the Chester County Balloon Festival in June. Kelly has a balloon ride business in New Jersey, and does instruction, and classroom presentations about the STEM of ballooning - as do I. She is great with people and very passionate about her new found endeavor.

New seaplane owner

by Robert Dant

5

I have been considering purchasing a seaplane ever since I obtained my SES rating in 2004. Although my nicely equipped 180HP Cessna Skyhawk would make for a good seaplane, it lacks the factory-equipped seaplane attachment hardware, such as beefed-up airframe attach points, windshield braces, stainless steel control cables, and aircraft lifting rings for swapping floats on and off. While it is still possible to have an experienced installer mount floats onto my plane, the installation cost would be high. Therefore, when a small experimental Light Sport amphibious seaplane appeared in the for-sale listings, it piqued my interest.



Remos Light Sport

Remos is a German manufacturer of light sport G3 and GX two-place carbon fiber aircraft, with approximately 400 of these planes flying worldwide. These planes are lightweight and easy to fly, typically featuring a 100HP Rotax engine. Although not many new Remos planes are being built due to competition in the light sport arena, parts are readily available from a Missouri-based parts dealer. Recently, Stemme, the German glider manufacturer, purchased Remos, which could be a positive development in terms of long-term support.

I decided to purchase a 2008 Remos G3 aircraft that was rebuilt from an accident airframe by a reputable rebuilder in Wisconsin. He re-registered it as an Experimental-Light Sport Aircraft (E-LSA) and, as part of a Remos factory-sponsored project, equipped the plane with amphibious fiberglass floats. Although Remos was contemplating the sale of a factory float version of the plane, they abandoned those plans due to cost factors.

The E-LSA category allows the owner-

operator to do regular maintenance while also completing the annual "condition" inspection upon the completion of a two-day training course.

It took three trips to Door County, Wisconsin for me to finally decide to complete the transaction and fly the aircraft home. Still, it took a leap of faith that I'd be able to do the bulk of the maintenance needed to get and keep the aircraft in top working order. It was a hard decision, but I took a chance.

After completing a couple of checkout flights with a reputable light sport instructor in Wisconsin, I planned a two-day flight back to Pennsylvania in early December. I intended to make one water stop in Indiana, where my family owns a modest lake house. Facing winter headwinds and flying at 95 mph indicated airspeed, the flight time totaled approximately 9 hours over the two days. The airplane performed well overall, although the brakes did not function

properly, making it challenging to taxi using differential braking.

The Rotax engine prefers using unleaded fuel, and finding unleaded enroute was an interesting challenge. I found two airports along the way with unleaded and I stopped at another airport to take on small amount of 100LL. The engine can run on up to 30% leaded Avgas without changing the maintenance schedule.

My first three months of ownership have included many maintenance projects, including a wheel and brake system overhaul, a new oil pressure sender and gauge, twin carburetor overhaul, propeller balance and pitch adjustment, some fuel line

replacements, a transponder and static system installation, ADS-B installations, coolant flush, and a basic clean and wax.

The first landing on the east coast was on the Delaware River, near the Commodore Barry Bridge. The Philly Seaplane Base's customary practice lane is between Chester Island and the Jersey Shore, beneath the 600-foot Class-B shelf. During my flyover, I spotted one underwater obstruction to be careful of and quite a few local waterfowl. The river's depth is reportedly 4 to 8 feet at this location. In theory, the aircraft only needs a couple of feet to operate. It lands easily with a bit of power and takes less than 10 seconds for a typical takeoff. That's impressive performance for any seaplane, aided by its light weight at just over 800 pounds empty.

One might be curious about other water destinations near Philadelphia. Despite Pennsylvania being home to the historic Essington Seaplane Base at Philadelphia, the state is not particularly friendly to seaplanes. The only two known freshwater lakes open to seaplanes are Raystown Lake and Youghiogheny River Lake in south-central PA, which are managed by the state of Maryland as Maryland watersheds. However, "federally navigable rivers," such as the Delaware, Schuylkill, and Susquehanna, are generally open to seaplanes. There are many seaplane operations in the Chesapeake watershed, and Maryland has several freshwater options available, as do New York, Connecticut, Virginia, and North Carolina.

As the saying goes, 'be careful what you wish for.' It will take some time for me to determine if my long-standing desire for this plane has led to a wise purchase. I feel uneasy about maintaining a rare aircraft, especially in addition to the other two planes that I fly, a Cessna 172 and a Piper Cub in partnership. Fortunately, the original builder has been a great resource for answering all my questions. Additionally, I recently completed the 'Light Sport Repairman' course, which should help me make progress on my maintenance to-do list



Delaware River, Commodore Barry Bridge

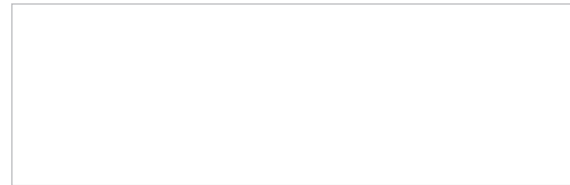


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Organized December 17, 1909; Chartered May 10, 1910
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1399 Narcissa Road, Blue Bell, PA 19422

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AVIATION EVENT CALENDAR

Aero Club

June 15 Annual Aero Club Scholarship Dinner
July 20 Board of Directors Meeting

Local

May 20-21 McGuire AFB Open House & Airshow
May 20-21 Dover AFB Open House & Airshow
June 2-4 MAAM Reading WWII Weekend (RDG)
June 9-11 Greenwood Lake Air Show
June 10 Antique Fly-in, Massey Aerodrome (MD1)
June 10-11 Ocean City Maryland Air Show (T-birds)
June 16-18 Chester County Balloon Festival (Willowdale)
June 17 EAA240 Breakfast Fly-In (N57)
June 17 Lebanon Valley Breakfast Fly-In (9D1)
June 17 Bloomsburg Pancake Breakfast (N13)
June 18 Danville Car Show Fly In (8N8)
July 10-14 Future Aviator Camp, New Garden Airport
Aug 7-11 Future Aviator Camp, New Garden Airport
Aug 16 Atlantic City Airshow (Wednesday T-Birds)
Aug 26-27 Wilkes-Barre Airshow (Thunderbirds)
Oct 9-11 PA Aviation Conference (Bethlehem)

National

July 24-30 Airventure Oshkosh
Sept 2-4 Cleveland National Air Show
Sept 18-21 Triple Tree Aerodrome Fly-in, Woodruff, SC
Sept 7-10 International Seaplane Fly-In Greenville, ME
Oct 7-15 Albuquerque Intl Balloon Fiesta
Oct 27-28 Ninety-Nines Intl Conference (Jordan)



Board of Directors Report

The Aero Club Board of Directors meeting was held on Thursday, April 20 at Wings Field. President Erik Kocher declared a quorum. The agenda included reports on financials, membership, newsletter, and events.

The board discussed current club financials, which, as opposed to the excellent state of our scholarship trust, are arguably not in an ideal state. Without the generous donations of a few members to help defray the costs of running the club, the club would not be able to continue maintaining our online membership list, printing and mailing this newsletter or running our websites. The board plans to continue discussing ideas for future financing.

The Scholarship Committee reporting a high number of quality applications for our scholarships this year. In-person interviews will take place in May and the awards will be given out in June. Because of generous donations and investment income, the trustees have approved \$50,000 to be made available to award this year.

The board meeting was then adjourned for dinner. The next meeting will take place in July.