



# PENNSYLVANIA PILOT

Vol 21 No 4, Winter 2010/11

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

## Aero Club Highlights

**Fly Market...** The Aero Club held its annual Fly Market at Wings & Wheels Day on September 11 at Wings Field. The sale raises funds for the Aero Club of PA Memorial Scholarship Fund. This year's sales included aviation books, videos, old radios, models and toys. The club collected over \$600 for the scholarship fund.

## Paul Heintz presents...

On October 21, following our regular Board meeting, member and solicitor Paul Heintz presented on his flying trip around the country with his wife in their Cessna 210. See story on Page 6.



Paul Heintz discussing his trip

## Dinner Invitation...

The Aero Club invites you and your guests to celebrate 101 years of the Aero Club of Pennsylvania. Join us for dinner and presentation, fellowship and good conversation. Proceeds benefit the Aero Club of PA Memorial Scholarship Fund. See page 7.

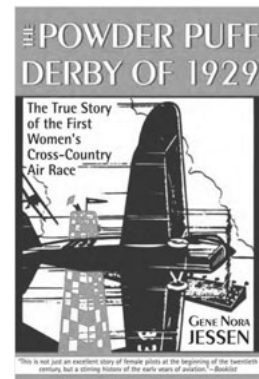
## Issue Highlights...

**Winter Calendar**, pg 3  
**Airport News**, pg 4  
**Reading Aero Club**, pg 5  
**Flight around U.S.A.**, pg 6  
**Dinner Invitation**, pg 7  
**Flight Safety**, pg 8

## Gene Nora Jessen to speak at dinner

### Author and pilot to speak...

For the 2010 Wright Brothers Dinner, we have invited as our guest speaker Gene Nora Jessen, a pilot and author of two aviation books. Her first book, "The Fabulous Flight of the Three Musketeers" is a memoir based on the 48-state introductory tour of the Beech Musketeer in 1962. Always wearing a dress and high heels, Gene Nora was one of the pilots on the 3- airplane, 90-day tour. Her 2009 book "Powder Puff Derby of 1929" is the true story of the women's first cross-country air race. See Page 7 for more details and your invitation to this year's event.



Author's 2009 Book

### Highlight: Reading Aero Club



Early members of the Reading Aero Club stand in front of the club's Travel Air biplane at Madeira Field near Reading, PA in 1935. The Reading Aero Club is the oldest continuously

operating "flying club" in America. Located on the west ramp of the Reading Regional Airports, the Club has 50 pilot members and two aircraft. See full story on page 5.

## Aero and Shannon scholarship funds might merge...

The trustees of the Aero Club of Pennsylvania and the Bob Shannon Memorial Scholarship Funds have been discussing the possibility of combining our scholarship programs. This not-so-easy task has been considered in the past, but without success. The Aero Club has a strong connection to the Shannon Fund, having started the fund to honor Bob Shannon, Sr. who owned and operated then Downingtown Airport. The fund was established by Aero Club presidents Haig Kurkjian,

Thomas Keyes and Jack Schreffler in the early 1970's. Solicitor Paul Heintz set up the Trust. Current trustees include Jack Schreffler, Adelle Bedrossian, and Terry Hatcher. Such a decision is dependent on final agreements of the Aero Club and Shannon Trustees, and review by the solicitor of both programs, still Paul Heintz. One or more scholarships would likely continue to be given in Bob's name and would go to younger, pre-solo candidates to help them start their primary training. Currently, Aero Club scholarships require a student to have already completed their first solo.

Wright Brothers Dinner Invitation, Page 7

## AERO CLUB OF PENNSYLVANIA



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

PO Box 748  
Blue Bell, PA 19422

[www.aeroclubpa.org](http://www.aeroclubpa.org)

[AeroClubPA@aol.com](mailto:AeroClubPA@aol.com)

### New Member Application \$20:

Includes Qtrly Newsletter. Send to address above.

Membership dues waived for \$100 scholarship donation.

Name \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_

e-mail\* \_\_\_\_\_

\*e-mail to receive Aero Club announcements

\$20 New Member  \$100 Scholarship Donation

### OFFICERS

President	Robert Dant
1st Vice President	James Kilduff
Secretary	Nancy Kyle
Asst. Secretary	Debbie Harding
Treasurer	John O'Toole
Asst Treasurer	John Stubbs
VP Membership	Mary Wunder
VP Spec Projects	Walt Ellis
VP Scholarships	Debbie Harding
VP Print & Web	Robert Dant
VP Airports	Elaine Farashian
Solicitor	Paul Heintz, Esq.

### BOARD of DIRECTORS

3 Year Term:	Denise Burke Walt Ellis Jeff Kahn Jeff McFadden Deb Harding
2 Year Term:	Al Beerley Bruce Thompson Tammy Hand Jeff Adelman Ray Noll
1 Year Term:	Tim Boyle James Kilduff John Desmond John Stubbs Mary Wunder

### TRUSTEES

Aero Club Mem. Scholarship Fund:

Jeff Kahn, Chair

Bruce Thompson

Robert Dant, ex Officio

### PENNSYLVANIA PILOT

Editor/Layout:	Robert Dant
Associate Editors:	James Kilduff Nancy Kyle Al Beerley
Photographer:	Rick Schimpf
Printed by:	Bailey Printing

Editor: [rdant@mindspring.com](mailto:rdant@mindspring.com)  
610-909-4467

Published Quarterly: February, May, August, November

## PRESIDENT'S MESSAGE

### Robert Dant

The Aero Club has participated in some exciting events this summer. We hope that if you have not been able to participate, that you can do so in the future, or at least enjoy hearing about our Aero Club events and adventures.

Early in the year, we had a nice visit to the Bellanca Museum in New Castle, Delaware, and recently, we enjoyed an impressive private tour of the Eagle's Mere Aviation Museum in upstate Pennsylvania. It was our first "fly-out" event in quite awhile. We toured the facility, had lunch, and witnessed a flight of a 1928 Waco GXE.

We held our Fly Market at Wings Field on a beautiful September Saturday. During this year's sale, we sold two tables worth of items that were donated over the last couple years. We also received last-minute donations from Montgomery County Aviation at Wings. This year, we experimented with new ways to sell items and raise funds. For items like old books and VHS videos that we might have priced at 50 cents to a dollar in the past, we instead offered for "any donation." In this scenario, people are quite generous, especially when we emphasize that the money goes to a good cause. Some small items were purchased for as high as a \$10 donation. We also provided a large donation jar for ad-hoc donations and for a means for people to make donations for the items they pick up. This new pricing scheme saves time by not having to price small items and promises to raise more funds. The sale raised \$615 this year.

On a Saturday in early October, the Easter PA Chapter of the Ninety-Nines held their first poker run and Aero Club members were invited to participate. It was my first poker run and since I tend not to be too lucky at games of chance (I make my own luck, Gig), I let someone pick cards for me at each stop. I was sure this strategy insured a great hand, but I was sorely mistaken. The result of this technique was a "10 high." Needless to say, one does not win many poker hands with 10 high. But, it was all to help the Ninety-Nines and it was a heck of a nice day to fly.

Although this year's Wright Brothers Dinner plans are not as extravagant as last year's 100th anniversary celebration, we still have great plans and a wonderful speaker. Proceeds from the more modest dinner charge will go to the Aero Club Scholarship Fund. It will be black tie optional, and as last year, we encourage aviation costume or aviation or military uniform. See page 7 for more details and an invitation.

If you have not renewed your membership for 2011, you can do so online at [www.aeroclub.org](http://www.aeroclub.org). Or use the form attached to the last newsletter or just send a check to PO Box 748, Blue Bell, PA 19422. We will also provide an opportunity to renew at the Wright Brothers Dinner. By early January, we will send reminders, something we wish to avoid as much as possible. As always, you have the opportunity to add a donation to the Aero Club Scholarship Fund. Unlike some organizations, the Aero Club takes zero overhead from your donation so that 100% of your contribution goes to our scholarship recipients.

Here is hoping for a short winter and early return to the pleasant flying weather. But not before some hearty winter flying, including my annual trek to Lake Winnepesaukee to land on the ice runway.

## 2010 scholarship recipient passes basic training...

Austin "Jeffrey" Daniel, a recipient of a 2010 Aero Club Scholarship, completed his Air Force basic training this summer at Lackland Air Force Base in Texas. He was also selected as an Honor Graduate by finishing in the top 10 percent of his class of 560.



AUSTIN JEFFREY DANIEL

## 2011 RENEWAL REMINDER

Your \$25.00 membership renewal is due by year end. You may now renew online at [www.aeroclubpa.org](http://www.aeroclubpa.org). This saves postage and time. If you wish to contribute to the Scholarship Fund, your donation will be used to promote aviation. Contributions are tax deductible, and if you contribute \$100 or more to the scholarship fund, your membership dues are waived and 100% of your donation will go to fund scholarships for young men and women.

## AVIATION CALENDAR

### November

12-14 Water Fowl Festival, Easton, MD (KESN)

### December

4 Free BBQ Lunch & Seminar, Morristown, NJ (KMMU)  
 11 Santa Fly-In, Angel Flight East, Wings Field, 11AM-1PM  
 11-12 Christmas in the Air, Santa, Reading, PA 610-372-4666  
 17 **Wright Brothers Dinner; Desmond Hotel**

### Future Planning

Mar 29-Apr 3 Sun'n Fun Fly-In; Lakeland Florida  
 June 3-5 M.A.A.M., WWII Weekend, Reading, PA  
 Jul 25- Aug 31 EAA AirVenture; Oshkosh, WI

### Aero Club Meetings

Dec 17 **Wright Brothers Dinner, Desmond Hotel**  
 Jan 20 6PM: Board of Dirs Mtg, Wings Field, PACC  
 7PM: Dinner and Member Presentation

## Member Presentation, January 20, 2011

Wings Field, Philadelphia Aviation Country Club

Following the board meeting at 6PM, Nancy Kyle will show a video and slides of her helicopter flight into the Grand Canyon in 2010. The flight departed Henderson, NV with 7 passengers and pilot for a low flight over Lake Mead, Hoover Dam, culminating in a landing in the canyon next to Colorado River for a champagne lunch. Dinner (optional) begins at 7PM and the presentation begins around 8PM.



Maverick Tours

Contact Rob Dant [rdant@mind-spring.com](mailto:rdant@mind-spring.com) to announce your intention to attend. Dinner is around \$35 per person. Attire at PACC is business casual.

## Board of Directors Report, Nancy Kyle, Secretary

The Aero Club Board of Directors met at the Pennsylvania Aviation Country Club at Wings Field on October 21. Nancy Kyle presented the previous meeting minutes and Rob Dant presented the financial report on behalf of Treasurer, John O'Toole. Additional reports ensued on scholarships, the current newsletter, and on membership. The club is currently in it's 2011 membership renewal drive.

Debate resumed on the subject of "Lifetime Memberships" in the Aero Club of Pennsylvania. It was agreed that the membership committee would continue to iron out details for allowing for such a possibility, including considering the potential downsides.

The discussion turned to Special Projects. Walt Ellis discussed the success of the recent trip to Eagles Mere and some ideas of future events. Ideas

include a tower tour at Philly International or Philadelphia Northeast Airport, a visit to the Air Mobility Museum at Dover, and a return trip to the Udvar-Hazy Museum in Virginia. Stay tuned for details on our website and email list.

The meeting continued with a call for nominations for new board members for 2011. As is often the case, we may ask some past board members to rejoin us, while also seeking out new members. If you are interested in such, please contact the President.

President Rob Dant began a discussion on the preparations for the Wright Brothers Dinner in December. We are excited about our guest speaker Gene Nora Jessen, author and longtime pilot.

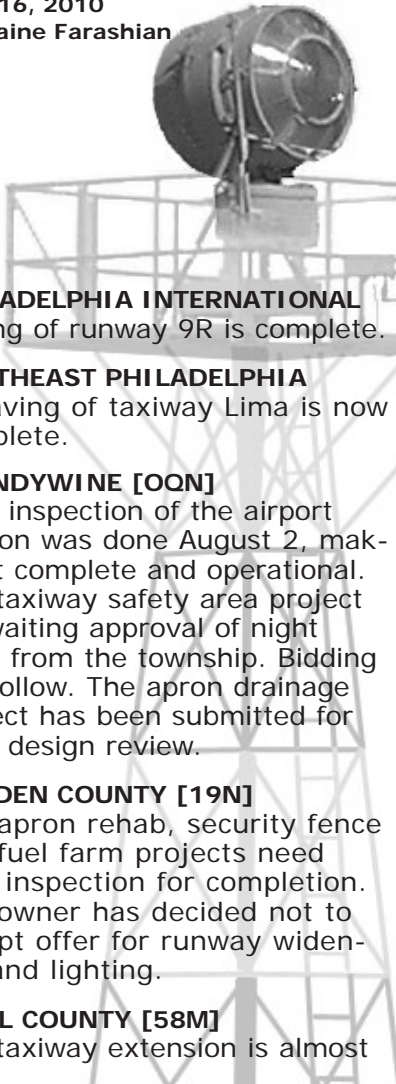
The meeting adjourned for dinner in the main dining room and a presentation by Paul Heintz.

# Delaware Valley Regional Planning Commission Meeting Report

## AIRPORT NEWS

Sept 16, 2010

By Elaine Farashian



### PHILADELPHIA INTERNATIONAL

Paving of runway 9R is complete.

### NORTHEAST PHILADELPHIA

Repaving of taxiway Lima is now complete.

### BRANDYWINE [OQN]

Final inspection of the airport beacon was done August 2, making it complete and operational. The taxiway safety area project is awaiting approval of night work from the township. Bidding will follow. The apron drainage project has been submitted for 30% design review.

### CAMDEN COUNTY [19N]

The apron rehab, security fence and fuel farm projects need final inspection for completion. The owner has decided not to accept offer for runway widening and lighting.

### CECIL COUNTY [58M]

The taxiway extension is almost

complete. Both the demolition of the old terminal and the opening of the new one are scheduled to occur in about 60 days. The storm water management project is completed. The runway extension of 1,000 ft. has been submitted for approval and construction period is estimated at 3 years once permits are received.

### CROSS KEYS [17N]

Threshold relocation and lighting design have been submitted to Township and Conservation District for approval. Runway and taxiway lighting, vault and PAPIs are included in the design. DVRPC is working on ALP (Airport Layout Plan) at the present time.

### DOYLESTOWN [DYL]

Phase 2 of storm water management construction is complete. Pavement rehabilitation project was bid in August. Construction could begin by October's end.

### NEW GARDEN [N57]

Phase 2 site preparation of taxiway A is complete. Phase 3, paving and marking: Design has begun for completing the tie-in extension to the existing apron as well as the design and bidding for the paving and marking of the taxiway extension. The bidding may not be until Jan. 2011.

Future plans include revamping of hangar doors and tree removal south of the airport.

### PERKIOMEN VALLEY [N10]

The airport has received a grant tentative allocation for phase 2 obstruction removal. The airport hazard zoning ordinance passed on Dec. 9, but this approved ordinance does not include changes offered by DVRPC and Kimball Associates. The township has not made the changes.

### QUAKERTOWN [UKT]

Obstruction removal is 99% complete of runway 29 protection zone. There is preparation of navigation easements for eleven parcels around the approach of runway 11.

### SUMMIT [EVY]

The airport is looking to expand the runway and renovate some buildings.

### VAN SANT [9N1]

The regrading of the runway is complete. There is a new FBO.

### WINGS [LOM]

A final inspection was anticipated late September of the snow removal equipment building. It is now erected with its electrical, heating and cooling systems installed.

## Other notable Aero Clubs by Rob Dant

For some time, we had thought that the Aero Club of Pennsylvania might be the oldest aero club in the nation. But that honor probably belongs to either the Aero Club of Buffalo or the Aero Club of New England. Based on the date of first organization, the Aero Club of Buffalo wins the honor, dating back to 1900. Based on charter date, the Aero Club of New England might be the oldest, dating to 1907. Both claim the "first" honor on their web sites. Many of these clubs, including the Aero Club of PA started out as ballooning clubs and were affiliates of the Aero Club of America, today known as the National Aeronautic Association (N.A.A.). Many of the clubs are still quite active, including the Aero Club of Washington, D.C., which hosts its own annual Wright Brothers Memorial Dinner where the N.A.A. presents its Wright Brothers Memorial Trophy. This year's award will be presented to Harrison Ford at the Washington Hilton on December 17, 2010.

### Notable civilian Aero Clubs (organized/chartered dates)

L'AeroClub de France - 1898  
Royal Aéroclub of Belgium - 1901  
Royal Aero Club of United Kingdom - 1901  
Aero Club of Buffalo - 1900/1910  
Aero Club of New England - 1902/1907  
Aero Club of America - 1905 (became N.A.A in 1922)  
Aero Club of Washington, D.C. - 1909/1909  
**Aero Club of Pennsylvania - 1909/1910**  
Wichita Aero Club - 1915  
Aero Club of South Africa - 1920 / 1973  
Aero Club of Southern California - 1925  
Aero Club of East Africa - 1927  
Aero Club of India - 1927  
**Reading Aero Club - 1929 / 1932**  
The Royal Aero Club of Gran Canaria - 1951  
Aero Club of Northern California - 1981  
Aero Club of Metropolitan Atlanta - 1984

## Reading Aero Club has been flying since 1932

Dating back to 1929 and incorporated in 1932, the Reading Aero Club (RAC) is the oldest continuously operating flying club in America.

Located on the west ramp of the Reading Regional Airport (KRDG), the Club has 50 pilot members and two aircraft, an IFR equipped Piper Archer and an IFR Cessna 172SP. RAC members enjoy low-cost flying at less than \$80/hour, with no sales tax required. The club offers flight instruction from three member flight instructors. The club has an charming history.

In 1929, a group of fourteen men contributed equally to fund the purchase of an aircraft. They decided upon the Curtiss Wright Junior, and after noting the "scanty" supply of spare parts, they decided to purchase another Junior as a parts plane. The engine was a 45HP Szekely three cylinder radial engine with a reputation for throwing rods. But the worst never happened to the group's Junior and it gained a reputation as a truly fun short-field airplane. With a price tag of \$1490, the plane was comfortably within the reach of the group. They flew the aircraft out of Whander Field, a 1200 foot grass strip north of Reading, Pennsylvania.

After three years of informal operation, the group decided to incorporate, and in March 1932, the first meeting of the Reading Aero Club was held. They elected officers, and developed bylaws, membership cards, and a club emblem.

The club's meeting room at Whander Field was little more than a shack and even with the oil heater turned up full, members had to bundle up warmly against the cold draft. The field, however, was quite suitable and membership grew steadily.

The group quickly grew too large for the meeting headquarters, so in 1935, the members relocated to the newly opened Madeira Field, opposite the Reading Fairgrounds. Another airplane was purchased – a Travel Air biplane, but soon, that was traded for an Aeronca. The club loved the sporty airplane and owned eight different Aeronca's at one time or another.

As membership in the club approached fifty flyers, Madeira Field also became too small and the club decided to build a nest of its own.

Finding an appropriate field took on an air of excitement as members scoured the Reading area by car and plane for a location close to the city.

In 1937, they found suitable land to lease about a mile north of the present Reading Municipal Airport and by the next spring, the members had begun construction of a 2400 foot airstrip and seven hangars. The official name became Berks Airport and it was one of the prettier fields around after the area was seeded and the ladies auxiliary had established flower beds at several appropriate locations.

The official dedication of Reading Municipal Airport was on October 7, 1939. In spite of the close proximity to each other and the advent of World War II, Berks Airport remained operational, though club membership declined due to the enlistment of many active members.

Except for an occasional cancellation due to a statewide blackout, the club continued with its regular meetings throughout the wartime period. Dues were doubled to two dollars per month to pay the salary of a full-time guard for the aircraft. In 1943, an all-girls flying club based at Madeira field, called the "Flying Ten Club" began negotiating with the officers of the Reading Aero Club for group membership. At first, RAC members were hesitant about accepting the girl's but since the ladies had a Taylorcraft airplane in reasonable good shape, it was decided to accept them since their plane would make a worthy addition to the growing fleet of the club!

After the war, the club quickly regained its membership and by 1946 had 100 members ranging in age from 16 to 60, and it had seven airplanes housed in two hangars. In 1950, the club acquired its first 4-place airplane, a Stinson Station

Wagon for which the rate was set at \$7.50 per hour. It was such a popular plane for family rides that the directors recommended a three hour limit for an individual pilots' use on a Sunday.

Throughout the 1950's and early 1960's, the club maintained and improved its quarters at Berks Airport and the membership hovered around 80 throughout the period. The field was a good place to maintain pilot proficiency in short field take-off and landing techniques. Disadvantages were that the grass had to be kept trimmed in the summer and a lot of the crystal-clear winter flying could not be done when hangar doors were snow-drifted shut.

These factors, combined with the prospect that the field might soon become the site for an industrial development caused the club to seek quarters elsewhere.

The club began occupying space at Reading Municipal Airport and leasing a meeting room from

Reading Aviation Service, Inc. Located at the West Ramp and adjacent to where the club keeps its airplanes, this meeting room is still the location of the Reading Aero Club today. A complete renovation of the clubhouse took place in 1980.

Only recently, one of the original members of the Reading Aero Club passed away at the age of 98.

Grant Brimline soloed while a member of the Club and over the years served in most of the elected positions, including President. He is pictured sixth from the right in the picture taken in front of a Travel Air biplane on page 1.

Now, in the year 2010, President John Toomey proudly shows off the clubhouse, still located on the West Ramp, and recently renovated once again. The clubhouse still provides a place for meetings and social gatherings and includes a rec area, classroom and a flight planning room.

For more information visit the web site at [www.readingaeroclub.org](http://www.readingaeroclub.org).



Clubhouse on the West Ramp



Inside the clubhouse

# A True Cross-Country

**Circumnavigating the U.S.A.** by Paul C. Heintz

Last May I took an unprecedented four week vacation from my law practice and savored the freedom and absolute joy of a special general aviation vacation with my wife, Jane. We lifted off in our Cessna



Cessna 210 in big sky Montana

210 from Wings Field on May 1 for a true "cross-country" around the continental United States. After a weekend in Charlottesville, Virginia, visiting family and Jefferson's Monticello, we ventured westward to Louisville, Kentucky, Kansas City, Missouri, and Albuquerque, New Mexico, with side trips by car to Santa Fe, Taos and Los Alamos. From there, we proceeded to the Grand Canyon, San Diego, Sonoma, Portland, Seattle, Yellowstone, Rapid City, Fargo, Oshkosh, then, Mackinac Island. Enroute home, we stopped at Nemaquin Resort, south of Pittsburgh. We used, almost exclusively, an AAA Road Atlas and the AOPA's Airport Directory for the advance planning. Our main objective was to visit interesting places that one or both of us had never seen and were not likely to see in our more routine travels. I did not load up on charts, over 12 pounds worth, until ten days before our departure.

We chose May for its relatively cool weather. Because there would be fewer tourists in May, we also anticipated less difficulty in getting accommodations easily and inexpensively. It worked. We took off without any reservations and what reservations we made enroute were made the night before our departure for the next leg. That

assured a more relaxing trip and allowed flexibility in the event of weather or mechanical delays.

Typically from 6000 to 7000 AGL, we viewed with awe the varied terrain for which this great country is noted: The Appalachians, the huge flat expanse of our Plains states, the tans and browns of the dry Southwest, and the magnificent gorge that is the Grand Canyon. The leg to San Diego took us over the desert between the dark blue Salton Sea and the irrigated green of Palm Springs, and over the Santa Ana Mountains to the edge of the Pacific. Northbound we flew over sprawling Los Angeles and saw San Francisco from above Oakland. We walked among the magnificent Redwoods in the Muir Woods, toured vineyards in Sonoma and drove up the lush green Columbia River Gorge east of Portland. Snowcapped Mt. Shasta, Mt. Hood, Mt. St. Helen's and Mt. Rainier highlighted the Cascades to our right. Eastbound, we flew over the Rockies into Bozeman to visit Yellowstone and its other worldly geysers and bubbling pools, mud volcanoes and



Old Faithful. From there we flew to Rapid City to visit Mt. Rushmore and drive through the Badlands. After a day each at Fargo and Oshkosh, we flew 60 miles across Lake Michigan northeast to Mackinac Island then

took a curving route southwest to Pennsylvania.

The weather was very cooperative the entire trip. We did fly through the front that had flooded Nashville, descended through a deck of clouds over San Diego and took off twice in the leading edge of a cold front that followed us on our return from Seattle. That was it: less than 5 hours of IMC in 45 hours of flying. The rest was mostly CAVU.



Paul & Jane Heintz at Grand Canyon, Mt. Rushmore Mount Rainier, Ford Tri-Motor at Oshkosh

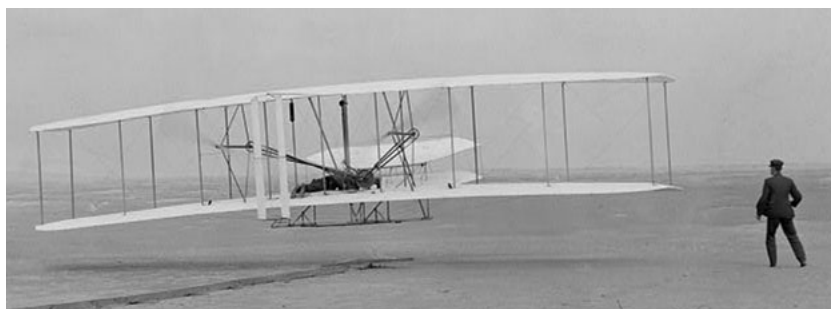
Naturally, an aviation-oriented theme was occasionally apparent. We toured the Airline History Museum in Kansas City, the Aviation Museum in San Diego, the Marine Museum at Miramar and the Aviation Museum at Boeing Field, where two new 787s obligingly made low passes as we stood outside the Museum. We toured Boeing's plant at Paine Field where it assembles 747s, 767s, 777s, and 787s, and we stopped at a small aviation museum in Fargo where I opened the passenger door of a DC-3 on the 75th birthday of that iconic airplane. We also visited the two EAA museums at Oshkosh where Jane and I took a 20 minute flight in EAA's 1929 Ford tri-motor launched from a grass runway.

The Cessna 210 was the perfect airplane for the Odyssey. Its high wings pro-

**Continued on last page...**



# Celebrate with us!



## **Aero Club Wright Brothers Dinner** **Friday, December 17, 2010** **The Desmond Hotel** **1 Liberty Blvd, Malvern, PA**

**6PM: Reception and Cash Bar, 7PM: Dinner**  
**Black tie optional, period dress or aviator uniform.**

An event to benefit the Aero Club of Pennsylvania Memorial Scholarship Fund and to celebrate 101 years of our important organization. Join us for exhibits, dinner, and a presentation. All proceeds go directly to scholarships for local men and women striving for a career in aviation.

**Dinner: \$50 per person**

Dinner, Exhibits, Cash Bar

**RESERVE ONLINE at [www.aeroclubpa.org](http://www.aeroclubpa.org)**

The **Desmond Hotel** is located off Route 202, Great Valley (Malvern) Exit. See their website for directions: [www.desmondgv.com](http://www.desmondgv.com)

### *Special Guest*



1960's Photo

### **Gene Nora Jessen**

Pilot, Historian, Author

Gene Nora, "Jenora" started her love affair with airplanes as a Civil Air Patrol cadet, then continued by working her way through college teaching flying, passing the

astronaut physical exams, flying sales demo for the Beech Aircraft factory, operating her own flight school, competing in transcontinental air races and as International President of The Ninety-Nines, totalling over 50 years of flying.

Along the way she has served her community and, along with her husband Bob, raised two children and owned and operated Boise Air Service. She is a student of aviation history and the author of two aviation books, including the 2009 book about the Powder Puff Derby of 1929. She still lives in Boise, Idaho.



Musketeers in formation

**Reserve ONLINE**, or send this form and payment by December 10 to:  
**Aero Club of PA Meml Scholarship Fund, PO Box 748; Blue Bell, PA 19422**

NAME: \_\_\_\_\_ Number Attending: \_\_\_ x \$50 = \$ \_\_\_\_\_  
 ADDRESS: \_\_\_\_\_ Addl. Scholarship Contribution: \$ \_\_\_\_\_  
 CITY/STATE: \_\_\_\_\_ Renew my Membership (\$25): \$ \_\_\_\_\_  
 PHONE: \_\_\_\_\_ Total Enclosed: \$ \_\_\_\_\_

ATTENDEE NAMES: \_\_\_\_\_,  
 \_\_\_\_\_,  
 \_\_\_\_\_

## A True Cross Country by Paul C. Heintz

vided an unobstructed view of the terrain, and the 155K cruise speed provided ample time to thoroughly enjoy it. The Cessna also provided ample room for luggage and our purchases, and the 210's 800nm+ range was more than adequate for every leg of our flight. Because of the route chosen, the lack of turbo-charging and supplemental oxygen was never a handicap. The 210 took us almost to the doorway of the Hilton Garden Hotel in Oshkosh, handily deposited us at the small airport on Mackinac Island, from which we took a horse and carriage to our hotel, and brought us to the runway right next to the lodge at the Nemaquin Resort. Our flights were rarely more than 3 hours or so and were always in the morning. The mornings are cooler, not as windy and turbulent, and produced fewer view-obstructing clouds. Morning flights also assured a full afternoon of sightseeing at every destination.

We flew the entire trip IFR. IFR is not constraining once you leave the East Coast. I simply filed direct or used a fix or two to align my course with my desired route and views. ATC always cooperated. While I had both IFR and VFR charts on my lap at all times, I spent more time studying the VFR charts. Our four children and many friends followed our progress using FlightAware.com. One of them configured FlightAware to send an email whenever we filed a flight plan, took off and landed. Another recorded the entire trip, including track, altitude and ground speed and presented the

printout to us on our return. We were greeted with unfailing courtesy and customer-oriented service by the FBOs at all 17 airports we used. The rental cars were always ready and we could usually drive them on to the tarmac to load and unload the 210. Of course, Jane and I are always overjoyed by the very pleasant and uncrowded waiting areas at FBOs and the absence of TSA security lines and body searches.

We returned to Wings on Friday morning, May 28th, just as planned. We had been blessed with a trouble-free 6,800 SM (11-1/2 MPG) trip with remarkably good weather, having done even more than we had hoped to do. Like all wonderful vacations, we did not want it to end. Fortunately, we had a busy Memorial Day Weekend, including a catch-up Saturday in the office, to ease us back into reality.

Paul C. Heintz is a longstanding Aero Club member and Solicitor. He is a pilot, an aviation lawyer and long-time AOPA Trustee. In 1995, he wrote the book "Flying for Fun", and in 2008, he received the FAA's Wright Brothers Master Pilot Award for practicing and promoting safe flight for 50 consecutive years.



Check your label, and...  
Renew your membership  
online at [aeroclubpa.org](http://aeroclubpa.org)

[WWW.AEROCCLUBPA.ORG](http://WWW.AEROCCLUBPA.ORG)

Return Service Requested

**AERO CLUB OF PENNSYLVANIA**  
P.O. BOX 748, BLUE BELL, PA 19422

Organized December 17, 1909; Chartered May 10, 1910



FIRST CLASS  
POSTAGE REQUIRED