

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

## Photo Album



Curtiss Model E Replica being prepared for launch on Keuka Lake, Hammondspport, NY.



Antique aircraft and antique fuel truck at Eagles Mere Aviation Museum.



Some of the many items for sale at the annual Fly Market at Wings Airfield.

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## Aero Club visits Hammondspport and Eagles Mere

### Glenn Curtiss Museum

Some Aero Club members attended the "Curtiss Centennial Celebration", September 15, 2012 at Hammondspport, New York, on Keuka Lake. The celebration recognized 100 years of the Curtiss Flying Boats from 1912 to 2012. The event included a seaplane fly-in and a celebration flight of the museum's Curtiss Model E flying boat. The annual Seaplane Homecoming is sponsored by the Glenn H. Curtiss Museum. See story on page 5.

### Eagles Mere Air Museum

Twelve members and friends of the Aero Club visited the Eagles Mere Aviation Museum on September 16. Five aircraft flew into the private field located in northern Pennsylvania. The museum is open on Sundays during the warmer months. Museum information is available on their website at [www.eaglesmereairmuseum.org](http://www.eaglesmereairmuseum.org).

### Fly Market sale a success

The Aero Club held its annual Fly Market at Wings 'n Wheels Day at Wings Airfield on September 8. The event benefits Angel Flight East. The Fly Market proceeds go to the Aero Club of PA Memorial Scholarship Fund. This year's sale raised over \$700, thanks in part to a late donation of items by the Steven Najarian estate. The sale has raised \$7500 since 2003.

### Philly Seaplane Base event

The Aero Club set up a display at the annual Friends of Lazaretto History Weekend in Essington, PA. The Lazaretto House was built in 1799 and was a quarantine station. Much

later, the building and land was purchased by the Mills Family and was home to the Philadelphia Seaplane Base. The base is still officially open and is thus the oldest continuously operated seaplane base in the nation.

### Aero Club is on Facebook...

The Aero Club of Pennsylvania now has a Facebook page where you can find information on our latest activities and upcoming events. Even if you don't have a Facebook account, you can see some of the information. If you do have a Facebook account, you can participate in the discussions. Visit the page by clicking on the Facebook icon on the Aero Club website, or go directly to this url: [www.facebook.com/AeroClubOfPa](http://www.facebook.com/AeroClubOfPa)

### Wright Brothers Dinner...

Our annual dinner will be held again on December 17 at the Desmond Hotel. The event is held as a fundraiser for the scholarship fund and we will once again hold a silent auction. See details about our guest speaker and your invitation to the event on page 7.

### Membership Renewal...

Your 2013 Aero Club membership renewal is due at the end of the year using the form on page 6. If you plan to attend the Wright Brothers Dinner, you can combine your payment on one form. As always, renewal and dinner reservations can also be made on our website at [www.aeroclubpa.org](http://www.aeroclubpa.org).





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

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The Aero Club of Pennsylvania was formed in 1909 to encourage and promote aviation in Pennsylvania and the Greater Delaware Valley. We are both a social and civic organization which plans field trips, holds an annual dinner, sponsors presentations, awards aviation scholarships, and produces this quarterly newsletter.

New Membership is only \$20  
Signup at [www.aeroclubpa.org](http://www.aeroclubpa.org)

### OFFICERS

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<b>VP Scholarships</b>	Debbie Harding
<b>VP Print &amp; Web</b>	Robert Dant
<b>VP Airports</b>	Elaine Farashian
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### PENNSYLVANIA PILOT

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## PRESIDENT'S MESSAGE

James Kilduff

On October 6, a few of us participated in an open house at the former Lazaretto property in Tinicum Township, now operated by the non-profit group Friends of the Lazaretto. Like the better known Ellis Island in NYC, it was a quarantine station for immigrants to the US prior to the 20th century. They intend to restore the building. Why do we care?

The property was later home to the Philadelphia Seaplane Base. The amphibious pilots in the club will know that the Mills family for years gave seaplane instruction from the property. But only a few will realize that the base was created by Aero Club members. And that it was taken over during WWI as a training site for pilots to fight in that war. And Bob Mills' father Frank was the manager in those formative years. At least three past presidents of the Aero Club received their seaplane ratings from Bob Mills.

*Much of the hardware  
(to move seaplanes)  
still can be seen on  
the property today.*

Walt Ellis showed us remnants of a railway system, complete with turntables, winches and track used to move seaplanes on wheeled carts from hangars and from open air "tie-downs" via a ramp railway into and out of the water. Although not used for many decades, much of the hardware still can be seen in place today.

There are many museums in the United States that celebrate smaller accomplishments. We wish the Lazaretto Foundation well, and will continue to participate with them. Maybe some of us might dream of a museum which would tell the story of early flight in Philadelphia and how the Aero Club played a part. All members should know the story of what our predecessors in this wonderful organization -- the Aero Club of Pennsylvania -- contributed to the growth of aviation. And we would all benefit from a visit to the Philadelphia Seaplane Base.

## BOARD OF DIRECTORS REPORT

Nancy Kyle, Assistant Secretary

The Aero Club Board of Directors met at Wings Field on October 18.

President James Kilduff welcomed the group, and then Elaine Farashian presented the minutes from the July meeting. The group discussed financials, membership and newsletter details. Paid membership stands at just over 180 members.

Debbie Harding reported on the success of the annual Fly Market which raised over \$700 for the scholarship fund.

The board talked about recent

events, including visits to HammondSport and Eagles Mere. The club also had a presence at the annual history event at the Lazaretto house in Essington. Lazaretto is the location of the Philadelphia Seaplane Base.

Planning ensued for the upcoming Wright Brothers Dinner in December, including the annual silent auction.

The meeting adjourned for dinner and a presentation by Jim Talone from the Stone Harbor Museum, on the flights of Marshall Reid, an Aero Club of PA member circa 1910.

# Aero Club Scholarship Report

By Debbie Harding, VP Scholarships

Most of our fourteen 2012 Scholarships recipients have checked in with reports of completing commercial, instrument, CFI and CFII and private certificates with the money gained through our two funds, the Aero Club of Pennsylvania Memorial Scholarship Fund (MSF) and the Bob Shannon Memorial Scholarship Fund.

Our Backenstose Scholarship recipient is presently at Embry Riddle working on his instrument rating after flying all summer at Chester County Aviation.

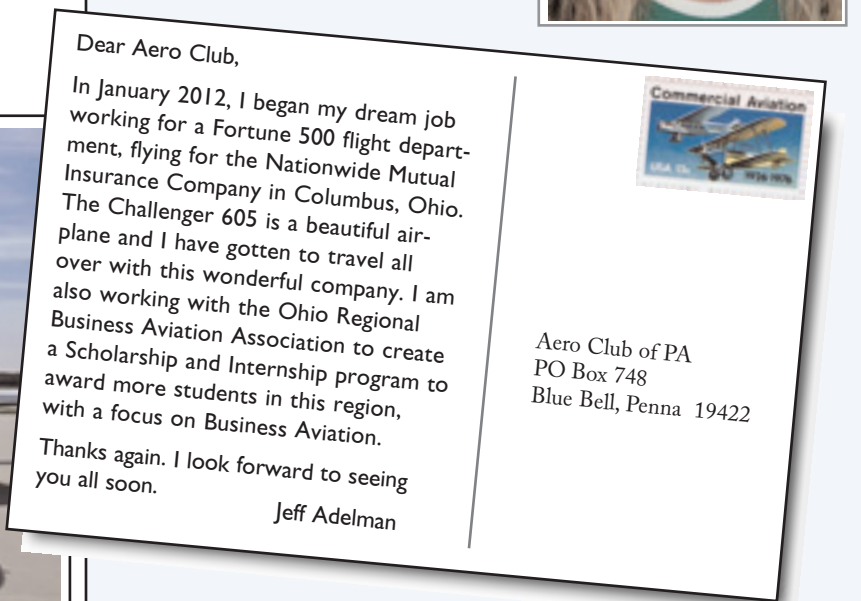
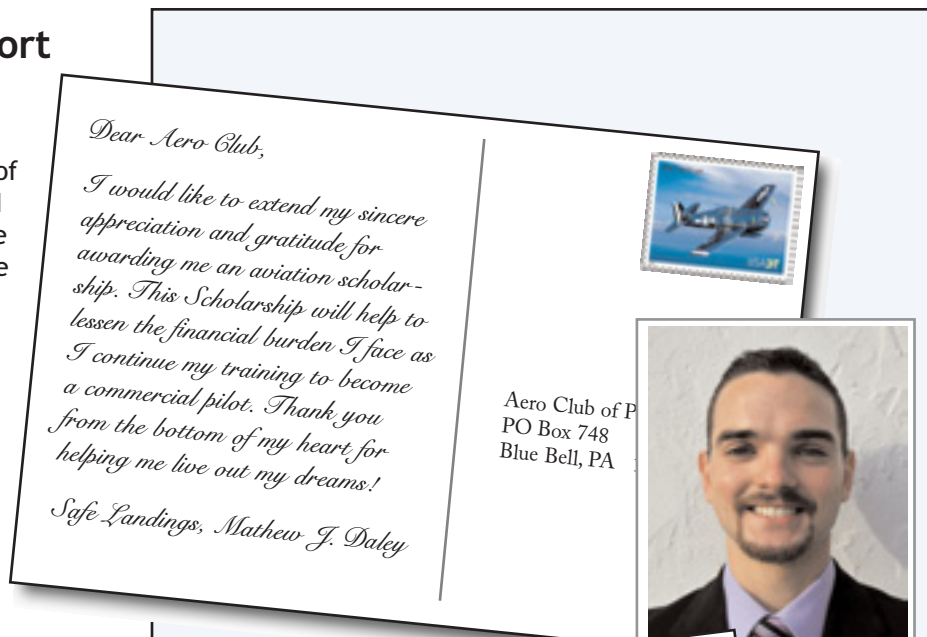
Matt Daley, a 2012 recipient, is taking his training through Hortman Aviation at Philly Northeast Airport. Matt recently took a day off work (and flight training) to help us out at this year's Fly Market at Wings Field.

Clio Massey, one of our 2011 recipients, also took the time to write and say she is in line with her career goal in military aviation. Clio was a recipient of the Cirrus training generously offered by Tom Dougherty and Montgomery County Aviation flight school at Wings Field in 2011.

Jeff Adelman was a three-time scholarship award winner from 2006-2008 and served a 3-year term as an Aero Club board member. Jeff checked in with us to report much success with his chosen career path as a professional pilot. He is enjoying living in his new home of Columbus, Ohio. He is looking to buy a new house, and he is getting involved in the local community.



Jeff Adelman and the Challenger 600



# Delaware Valley Regional Planning Commission Meeting Report

## Airport News

September 20, 2012

By Elaine Farashian

### PHILADELPHIA INTERNATIONAL [PHL]

There is a goal to make signage uniform and to that end, the design package for interior signage is 75% complete. Taxiway K5 reconstruction project was bid Sept. 18. Two of the Terminal B, C renovated restrooms were opened.

### NORTHEAST PHILADELPHIA [PNE]

Runway 6/24 crack repair is now complete.

### BRANDYWINE [OQN]

Permanent taxiway markings have been made and there is new sidewalk and fencing around the terminal building. Future projects include runway widening to 60 feet, taxiway lighting and storm water drainage.

### CAMDEN COUNTY [19N]

Sponsor has been given 45-day notification to make decision regarding grant continuation.

### CECIL COUNTY [58M]

The airport remains as a possible Medevac site. Tree trimming is scheduled this fall.

### CHESTER COUNTY [MQS]

On August 19, the airport was 1 of 11 participants in National Aviation

Day. September 11 marked the pre-bid meeting for phase 5 of the south apron project for which October 2 is the deadline. October 6 celebrates the 50th anniversary of Chester County Area Airport Authority.

### CROSS KEYS [17]

No report this quarter.

### DOYLESTOWN [DYL]

Storm water management concerns were resolved. The airport is working on certifying PAPIs and initial stages of new corporate hangar.

### FLYING W [N14]

No report this quarter.

### HERITAGE FIELD [PTW]

No report this quarter.

### NEW GARDEN [N57]

There were 84 campers this past summer enrolled in Future Aviator Summer Camp now in its 4th year. The airport's first airshow, August 25th, was very successful. The airport received tentative allocation of funds for widening and reconstruction of runway 6/24. Hangars will be developed by private enterprise.

### PERKIOMEN VALLEY [N10]

The airport is looking to celebrate its 75th anniversary on March 1, 2013. Removal of tree obstruction has been completed.

### POTTSTOWN MUNI [N47]

No report this quarter.

### QUAKERTOWN [UKT]

Bids are open for a new fuel system.

There is a new FBO.

### SOUTH JERSEY REGIONAL [VAY]

REIL installation began the 2nd week of September and expected completion is the end of October. First four sections of Master Plan are completed. The second meeting of the Master Plan Advisory Group is scheduled for mid-October. A public comment meeting will be held thereafter.

### SPITFIRE [7N7]

The new owner has been informed of the requirement to submit time modifications for fuel farm, security gate and fencing.

### SUMMIT AIRPORT [EVY]

No report this quarter.

### TRENTON MERCER [TTN]

The EMAS installation for both ends of runway 16/34 is expected to be complete by October. A grant for runway 6/24 construction has FAA approval, but is shy of NJDOT sanction. The grant to replace security fencing with FAA- required 10 ft. fencing has been approved. Terminal relocation is a possibility.

### TRENTON ROBBINSVILLE [N87]

A first meeting with the vendor/installer of security camera took place and the project may begin early October.

### VANSANT AIRPORT [9N1]

No report this quarter.

### WINGS [LOM]

No report this quarter.

## Aero Club History

Pictured here is a meeting of the Board of Directors of the Aero Club of Pennsylvania at the home of Russell Baum in Merion, PA, 1954. The board at the time included many important local leaders in aviation and industry.

Seated left to right, Dr. Ralph McClarren of the Franklin Institute; Burke Wilford, pioneer rotorcraft entrepreneur; Ms. Minnie Baum, Russ' sister; Russell E Baum, owner of Baum Paper Folder Co; Mrs. Beatrice Murray; Col. Leo Niessen, industrialist.

Standing left to right: Philip Putman, industrialist; Percy Pierce, printer and aero historian; Col. J. Victor Dallin, PA Air National Guard and Chief of Airports, City of Philadelphia; Monty Montgomery, Chief Engineer, Philadelphia Division of Airports; Mrs. Dallin; Everett J. Wood, President Aero Club of PA and Major in Civil Air Patrol, Commander Group 100; Norman J. Greene, stockbroker, Major C.A.P. and Board Director Piper Aircraft Corp.; Rose Wood; Jack Barto, inventor and owner Barto Air Beacons, Co.; Lt. Cmdr Joseph A. Simcock, USNR and Commander Civil Air Patrol Group 10; John

W. "Reds" Macfarlane, Director Pennsylvania Aeronautics Commission; Ernest Buehl "The Flying Dutchman", pioneer area airport owner.

The photo and information was supplied by Peter Wood, a 60-year member of the Aero Club and past secretary, who now resides in California.



# Glenn Curtiss Centennial Celebration

Aero Club Event by Walt Ellis

Some Aero Club Members attended the “Curtiss Centennial Celebration”, September 15, 2012 at Hammondsport NY. The celebration recognized 100 years of the Curtiss Flying Boats from 1912 to 2012. The annual Seaplane Homecoming is sponsored by the Glenn H. Curtiss Museum in Hammondsport.

Festivities were held during the day at Depot Park on the south shore of Lake Keuka in the picturesque village of Hammondsport. Some seaplanes flew in and were parked on the beach or tied up in slips at the park. The “Annual Parade of Seaplanes” started at 1:00. Later a replica of a 1913 Curtiss E Flying Boat was flown. The E boat is powered by a 100 hp Curtiss OX engine. For most of us getting to see and hear a 100 year old aircraft engine run is a treat in itself.

After the activities at the lake, we were invited to the airstrip just south of the museum. People were gathered under the “Big Tree” at the airstrip to toast and remember Cliff Van Gelder.

Cliff was an early Hammondsport aviator who operated the Hammondsport Airport for many years. In attendance were people who themselves or their family traced their

introduction into aviation to Cliff Van Gelder. There were toasts to Cliff, remembrances of the old days and a poem “The Willow Tree” presented by Gib Switzer. The gathering was organized by Gretchen Van Gelder Casey, Cliff’s daughter.

We left the activities at the “Big Tree” and went to the museum so we could look around before cocktails and din-



Curtiss Model E flying boat is launched into the water.

ner. Wine was supplied by local wineries. Local craft beers were also available. At our table we met Michael Gough and his wife. Michael is from Maryland and has just published a book, “The Pulitzer Air Races: American Aviation and Speed Supremacy, 1920-1925.” Also, at our table we met some documentary filmmakers from California who are working on a film about early Naval Aviation. They have done other work for the museum and were filming the flight of the E boat. We finished a great dinner with Flying Boat Cake and Blueberry or Apple pies. After dinner our speaker was

Captain Michael Lopez-Alegria USN Retired. Michael was born in Madrid, Spain and grew up in California. He has an impressive resume as a NASA Astronaut. Michael spoke on the history of space

exploration from the beginning to the present and about the future of commercial space flight.

We all enjoyed a great day. Even when there is not a special activity scheduled, a visit to the Glenn H. Curtiss Museum is recommended. One of the exhibits is the “America” a replica of the aircraft built in 1914 for Rodman Wanamaker, an early Aero Club

of Pennsylvania member. The America was built and flown by the museum in 2007. The Museum has many exhibits in addition to those related to aviation. Curtiss was known as “The Fastest Man on Earth”. In 1907, he drove his 8 cylinder motorcycle to a record speed of 136 miles per hour on Ormond Beach, FL. That record stood until 1930.

The area around Hammondsport is home to many wineries. If you are interested in wine, a trip on the “Keuka Lake Wine Trail” will enhance your visit to Keuka Lake.



Aero Club President Jim Kilduff interviewed pilot Rob Kinyoul:

**Jim:** Rob, Curtiss hulls are known for being hard to unstick from the water. How did you manage it?

**Rob:** The hull on the Curtiss E boat does have a step, but the contour is such that upon rotation, the rear part of the hull strikes the water, which creates the porpoising you may have noticed. It does require some effort to control. On landing, the rear part of the hull acts like a brake, and is actually helpful in landing.

**Jim:** This is a reproduction. It is completely faithful to the original?

**Rob:** Yes, when on display in the museum, it is completely accurate. For flying, we add a modern air-speed indicator and the controls are re-rigged. The original controls are changed so the “wheel” controls the ailerons, and the foot pedals control the rudder. In the original, those two controls were reversed. We and our insurance company feel it is safer to use a conventional control arrangement.



Pilot Rob Kinyoul taxiing the Curtiss Model E Flying boat.



## Board of Directors Meeting January 17, 2013

Wings Field, Philadelphia Aviation Country Club

Following the board meeting at 6PM, we will have dinner and a presentation by Paul Heintz and his wife on their recent trip to the Bahamas in his Cessna 210. All members and guests are welcome to attend the presentation.

Dinner (optional) begins at 7PM and the presentation begins around 8PM. Contact Jim Kilduff (jim@kilduffco.com) to announce your intention to attend. Dinner is around \$30 per person, not including drinks. Attire at the country club is business casual.

## Wright Brothers Dinner Silent Auction

The purpose of the Aero Club of Pennsylvania has always been to promote aviation, including the business, the science, and the sport, in the Delaware Valley region. The Scholarship fund aids that mission by helping local individuals with diverse goals in aviation to take their career goals worldwide.

Please join The Aero Club at our third silent action event on December 17th at the Wright Brothers dinner. This is a fun opportunity to contribute directly to next years' Scholarship recipients. Bring your friends to join the fun of getting the winning bid while raising funds for our scholarships. Some items for bid will include simulator time from Flight Safety in Delaware, an overnight dinner, drinks and breakfast donated by the Desmond Hotel, a dinner package from the Philadelphia Aviation Country Club valued at \$150, and a basket of cheer including Champagne and cheeses. If you have an item to auction, please contact Debbie Harding at deb@air-ventures.com.

A E R O C L U B O F P E N N S Y L V A N I A

# 2013 Membership Renewal



Membership is due now using the attached form or at the website at <http://www.aeroclubpa.org>, where you can pay via PayPal or credit card. Check your mailing label for your membership status. Your timely renewal saves us postage. If you plan to attend the Wright Brothers Dinner, you can renew on that form instead.

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.

### Membership-only Form:

Send Renewal or Scholarship Donation to Aero Club of Pennsylvania  
**PO Box 748, Blue Bell, PA 19422**

- Waive my 2013 dues with my \$100 donation (Payable to Aero Club PA Scholarship Fund)
- Renew my \$25 membership (Payable to Aero Club of PA)
- New Membership \$20

NAME: \_\_\_\_\_

I am a current member with address on file

ADDRESS: \_\_\_\_\_

CITY/STATE/ZIP: \_\_\_\_\_

PHONE: \_\_\_\_\_

EMAIL: \_\_\_\_\_



# 2012 Annual Dinner



Monica Hoffman as Amelia Earhart

Aero Club Annual Member Meeting

## Wright Brothers Dinner & Silent Auction

Monday, December 17, 2012

The Desmond Hotel

1 Liberty Blvd, Malvern, PA

5:30PM: Reception, Cash Bar, Silent Auction

6:30PM: Filet and Salmon Dinner

Black tie optional, period dress or aviator uniform.

An event to benefit the Aero Club of Pennsylvania Memorial Scholarship Fund and to celebrate over a century of aviation.

### Special Guest

Monica Hoffman is a professional actress and historian, having studied both privately and at the Walnut Street Theater in Philadelphia. Having grown up with a father who is a pilot, she felt the lure of aviation from her earliest years. In her traveling show, Monica portrays Amelia Earhart.

During her performance, Amelia will recall the events of her life from her earliest years until her infamous final flight. We will meet the aviator and discover a woman of integrity, humor, and inspiring courage.

**Filet and Salmon Dinner: \$59 per person**

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

### Dinner and Membership Form:

**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 \$59 = \$ \_\_\_\_\_

ADDRESS: \_\_\_\_\_ Addl. Scholarship Contribution: \$ \_\_\_\_\_

CITY/STATE: \_\_\_\_\_ Renew my Membership (\$25): \$ \_\_\_\_\_

PHONE: \_\_\_\_\_ Total Enclosed: \$ \_\_\_\_\_

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

\_\_\_\_\_, \_\_\_\_\_



Organized December 17, 1909; Chartered May 10, 1910

## **AERO CLUB OF PENNSYLVANIA**

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

RETURN SERVICE REQUESTED

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

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### **FLIGHT SAFETY BRIEFING**

Excerpts from FAA's Safety Briefing Magazine.

#### **Cleared for the Approach**

Every IFR pilot knows that the system only works as long as everyone follows agreed upon rules. Jason Blair conveys this point in a story on an IFR approach into Bowling Green, Kentucky, a non-towered airport. Weather was a 700-foot ceiling with temps near zero. His Cherokee was cleared for the ILS approach ahead of a friendly Beechjet that offered to hold to allow the Cherokee to get through the layer as quickly as possible to avoid icing.

As they were on the approach, the Beechjet pilot made an attention-getting query: "Memphis approach, Beechjet 1234, we were just wondering if you were working two aircraft toward the final approach fix at Bowling Green." Memphis replied that they were only working the Cherokee and the Beechjet. To this, the Beechjet pilot replied, "Okay, but as we look at our TCAS (traffic collision avoidance system), we are seeing two transponder replies, one at 3,000 and one at 2,400 converging." Jason was at 3,000 MSL, just about to begin his descent toward the final approach fix. He immediately

requested permission to check in on the CTAF frequency and inquire about local traffic. Lo and behold - he heard from a Cessna 172, whose pilot reported that they were on the ILS for Bowling Green." He queried further: "Are you on an IFR clearance and working with an approach controller?" The answer: "Well, um, gee, we are out here shooting the approach ...."

Here he was, in actual IMC, about to descend, and he finds out that there was another aircraft on the approach, in IMC, shooting the approach without any coordination with air traffic. After some convincing, the C172 pilot agreed to break off his approach and the Cherokee landed safely.

There were many lessons learned on this day about following the rules, about situational awareness and about the need to keep track not only of oneself, but of what others are doing too. Jason goes into more detail in his complete story in the September/October issue of FAA Safety Briefing.

Download the entire FAA Safety Briefing magazine at [www.faa.gov/news/safety\\_briefing](http://www.faa.gov/news/safety_briefing)