



PENNSYLVANIA

PILOT

Winter 2019

www.aeroclubpa.org

Vol 30 No 4

Aero Club brings in new members at Wings N' Wheels fundraiser event

The Aero Club of Pennsylvania set up an informational display at the annual Wings N' Wheels event at Wings Field in early September. Wings N' Wheels is an annual fundraiser for Angel Flight East, an organization that facilitates free medical flights for adults and children. The goal of the Aero Club display was to build awareness of the Club and to solicit new members. Aero club members Carris Kocher, Erik Kocher and Rob Morrow manned the booth and encouraged visitors to stop by to speak about aviation in Pennsylvania. President Bob Smith stopped by, as did Debbie Harding with special guest Eleanor Vadala. Participation at the display was very good, and we signed up five new members. Thanks to the Wings N' Wheels event coordinators for accommodating us.



Aero Club display at Wings N' Wheels

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from
Philly**

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**Kate
Macario**

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Long-time Aero Club supporter flies west

Louis Fitzpatrick, 84, passed away on September 7. Lou, a certified public accountant and accomplished developer, was a longtime board member of the Aero Club of Pennsylvania. Lou had his helicopter, seaplane, commercial and CFI certificates. He is survived by his wife of 62 years, Joyce, three children, ten grandchildren, and fourteen great grandchildren.

Former Aero Club President Norm Blanchard remembers Lou fondly. "Lou was a strong supporter of the Aero Club of PA, as well as, Brandywine Airport. Lou, Steve Najarian and I headed up a committee to help reverse financial losses at Brandywine. Lou also served on a committee for the selection of a new manager at Brandywine. Lou always preferred being a

quiet, resourceful contributor to the success of the Aero Club as well as Brandywine Airport."

Good friend Nancy Kyle says "Lou and I took flying lessons at Chester County Aviation at about the same time in the early '90s, and we both became active in the Aero Club. Lou always had a smile on his face and a positive word to say about everything. I will always remember that twinkle in his eye and his big grin, especially when he talked about flying. He convinced me to purchase a condo hangar at Brandywine Airport and what great fun it was to stop by his marvelously-appointed hangar for a visit, interesting conversation, and some refreshments! Lou was a huge fan of the Aero Club and we should all be grateful for his support! God speed, Lou!"



1935-2019

PRESIDENT'S MESSAGE

by Robert Smith

Halloween has just passed here in Woxall as I write this, so it's time for the Winter newsletter. Our weather patterns around the nation continue to find extremes. While fires rage across California it's frigid and snowing in the Midwest. In a stroke of remarkable timing the Aero Club Board of Directors and a good-sized additional audience enjoyed learning about aerial firefighting from local pilot Brian Yates at the October board meeting. Brian learned to fly at Quakertown Airport, picked up tailwheel and seaplane ratings, and moved to Alaska to become a bush pilot. From there he moved to flying amphibious "scooper" aircraft, both radial and turboprop powered, as well as jet powered fire bombers for Aero-Flight, Inc. Brian's slide show was fantastic, and his journey from local firefighter and EMT to Operations Director at Aero-Flight is inspiring and shows there are many different routes to successful aviation careers.

On the sadder side, we note the passing of two great local aviators and Aero Club members

On the sadder side, we note in this issue the passing of two great local aviators and Aero Club members, Louis Fitzpatrick, 84, (page 1) and Kate Macario, 94, (page 6). Lou, a former President and longtime supporter of the Aero Club, was also instrumental in reversing the financial fortunes of the Brandywine Airport. Kate learned to fly as a teenager and continued to fly throughout her life. She was a major force in the local chapter of the Ninety-Nines 99s. Both will be missed.

While many of us slow down our flying during the winter, it can be a wonderful time to fly – low densi-



In December, the Aero Club will highlight another local aviator at our annual dinner. Lieutenant Commander Adam Kerrick from Huntingdon Valley, PA, is in his second season with the US Navy Blue Angels aerial demonstration team and flies as Pilot #8. Adam will be our featured speaker at the annual Wright Brothers Dinner on December 17. See page 7 for details and sign-up instructions.

Belated birthday wishes to local Tuskegee Airman Roscoe Draper, who turned 100 years old on May 14. Roscoe, "Coach", is from Bryn Mawr, PA, and continued his aviation career after the military as a Pilot Examiner and Accident Investigator for the FAA.

ty altitudes, great visibility, and the occasional cross-wind landing opportunity. Warm up your engine before starting, dress in layers, and grab your favorite local CFI for some cold weather fun.

Stay warm and Blue skies - Bob



PO Box 748, Blue Bell, PA 19422
www.aeroclubpa.org
www.facebook.com/AeroClubOfPa
 mailbox@aeroclubpa.org

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.

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Contributors: Carris Kocher
 Eleanor Gordon
Photos: Rob Dant
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SCHOLARSHIP REPORT

It is always wonderful to hear from our past scholarship recipients to know how they are doing and

how their Aero Club award made a difference. In 2013, Eleanor Gordon received a \$2500 Aero Club Bob

Shannon award that helped her get her private certificate at Chester County Aviation. - Steve Jordan

My aviation journey *by Eleanor Gordon*

I still remember the day I interviewed for the Aero Club Scholarship. I was a high schooler, young enough that my mom had to drive me. That version of myself had no idea the path that was in store for me in the next eight years. Since I was awarded the scholarship, I attended the scholarship banquet where I met Jon Martin, the director of the Future Aviators Aviation Camp. He encouraged me to apply to be a camp counselor, to which I did for the next two summers. That role, combined with my flying experience, funded by the Aero Club, paved the path for both my interests and my passions in what would ultimately become my career. After getting accepted by Purdue University for aerospace engineering, I took advantage of every single opportunity put in front of me. To anyone beginning their college career, the best advice I can give is to investigate every opportunity. Put yourself out there and don't say no just because you are scared. That proved to benefit me greatly, as I got an internship after freshman year with Triumph Aerospace, an aerospace supplier where I rotated between manufacturing, design and quality engineering on a manufacturing floor. This experience gave me opportunities that I may never have again in my life, from designing part molds on the shop floor to 3D printing parts for my own experiment in the engineering lab. I was also inspired by a manager I worked for that helped me understand the potential that existed in the aerospace field if I worked hard.

Sophomore year, I continued to try to diversify my network and experiences



and ultimately landed an internship with Northrop Grumman working as a structural engineering intern. I remember so clearly the time and place when I got this phone call, as I could only have dreamed that I would be working for such a big aerospace company. It was a phone call that made all my all-nighters and dedication worth it. This position was much more computer based, i.e. I was working on developing MATLAB code for the team's analysis tools.

Although I missed some of the hands-on elements, I was grateful for the chance to develop my coding and programming skills.

Although I had faced challenges leading up to junior year, that 9-month period pushed me to a point I didn't know humans could be pushed to. The spring semester I was balancing 20 credit hours, two major leadership roles that took up a significant amount of my time as well as serving as a conference planner on a tight schedule. It was for this reason that knowing that I had an internship lined up for the end of the summer was nothing short of a miracle. This internship was with Boeing in an accelerated hiring program and was especially desirable since the participants got to select exactly what group/location they wanted to be in so the summer was more focused on my interests. That summer at Boeing working on SLS, the next

rocket that is going to take astronauts to the moon and beyond brought me full circle from my childhood when I went to Space Camp in Huntsville. The Boeing site was ten minutes from where I went to Space Camp and where I had decided that I wanted to work on rockets someday. When I went to tour the U.S. Space and Rocket Museum that summer, I found myself in deep reflection about the events that had occurred since the last time I was in that building as a 7-year-old. Now, as a 21-year-old working on rockets at Boeing, it was an incredible moment since I could never have imagined being in that position 14 years earlier.

Then, in October of my senior year I received the phone call that cemented my role in the aerospace world: I had a job offer with Boeing. Now, about a month into my role, I cannot begin to express my excitement at not only the work I am doing now but also the work and experiences that I know are yet to come. This is an exciting time in

the aerospace industry, and I am thrilled to see where my generation takes humans to next in space. I cannot thank the Aero Club of PA enough for that scholarship years ago. It not only funded my ability to fly, but it also instilled that someone believed in me and the places I could go in my career. If I hadn't won the scholarship, I never would have worked at an aviation camp and I would not have had the

same resume that I did going into college. I will be sure that as I grow in my career I will not forget to give it forward, and to remember to encourage the next generation of aerospace engineers that I believe in them.



Millie from Philly

by Craig Jordan

Some 35 years ago, I was avidly seeking employment with USAir. Although aware the company had come from Allegheny Airlines, I had no idea of USAir's roots and lineage connected with airmail and airmail pick-ups in Pennsylvania, almost in my backyard.

During my interview with the VP of Flight Operations, William Leefe and Chief Pilot Larry Trapp, the discussion was mostly mundane, focused on what I had flown and how many hours of experience I had. Abruptly, Leefe perked up when he noticed I was from West Chester, Pa. He peered over his spectacles and asked, "Do you know Millie Albertson?" I said I knew of her, and had ridden past her farm many times on the way to my flight school at Shannon Airport. Soon, Leefe and Trapp were engaged in banter and warm recollections of "the air mail days" and how Millie was a beloved part of the historic predecessor of USAir, called All American Airways.

The more serious side of an interview quickly morphed into fond remembrances of how Millie had been an integral part of the airmail pilot lore and history. I heard how Millie loved aviation, and had often gone to a hill near her farm in West Chester to watch the pick-ups of mail pouches by daring pilots flying Stinson Reliants. Millie was known to bake pies, and they were picked up along with the sacks of mail. Soon, Millie's farmhouse was christened Station 13, stations

being airmail pick-up and drop-off points on a line which stretched from Pittsburgh to Philadelphia. The airmail pilots regularly buzzed Millie's house. I was told Millie often lit the light on the porch of her remote farm to help pilots find the station and more importantly, her house. Later, pilots bought her a vacuum tube aviation radio, which they used to exchange greetings with her.

I relaxed a little bit, and just enjoyed listening to these pilots recount a bit of personal history, which I was totally unaware of. I was thanked for coming, and the two pilots dismissed me. Walking out the door, I was amazed at how what I thought might be an extremely formal and possibly rigid experience, had turned into a very interesting opportunity to watch two older pilots recount some of their fond remembrances of a very remarkable woman, one who played an integral part of airmail and airline history.

I knew a friend of mine, Bruce Thompson (we called each other



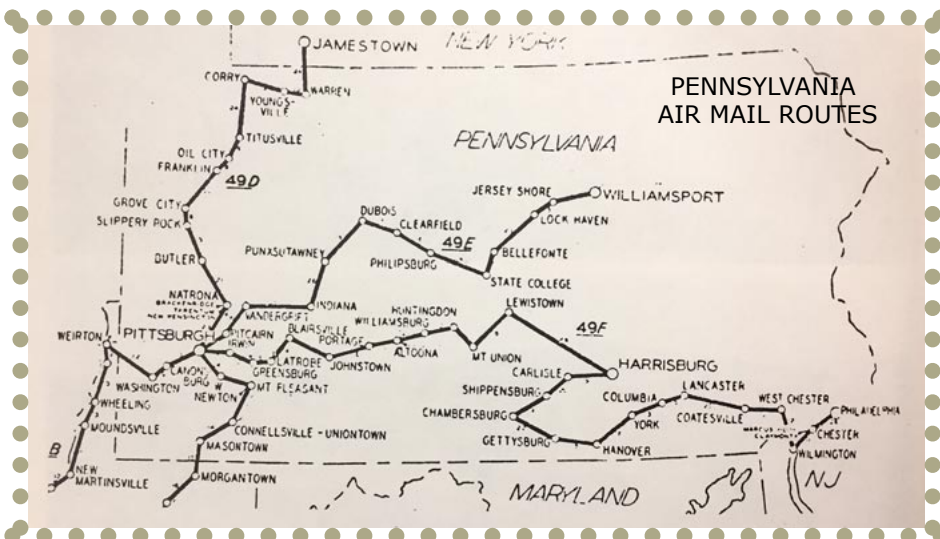
Millie, bottom center, greets an air mail pilot.

Harold), was also pursuing a job with USAir. I immediately phoned him and said "Harold, you better go visit Millie Albertson if you want that job..." Why'd we call each other Harold? I have no idea.

Bruce took my advice, visited Millie, and while there, she picked up the phone and called Larry Trapp. "Larry, you need to hire this guy" were her exact words. Needless to say, USAir soon hired Bruce.

While flying with the more veteran USAir pilots, I would always bring up her name, which resulted in them exclaiming "Millie from Philly!" and their remembrances of the airmail pilots telling them stories when they were young Allegheny pilots. Very often, I started to call Millie on the phone, and tell her I would be flying nearby, and she said she would be listening. Soon, we would fly over and would call "Station 13, Douglas DC-9 934VJ (or some other tail number), flying over." Later, I would call her. Millie invariably would say she heard us, and ran outside and also saw us! I could tell from her voice that she loved it.

These days, Millie is long gone and few of us remember "Millie from Philly" at American Airlines. I hope the next generation of aviators remembers this small but important sliver of theirs and American Airlines history. Personally, I will never forget her.



SEPTEMBER 2019

PHILADELPHIA INTERNATIONAL [PHL]

Renovations including many restrooms are being done in anticipation of the 250th Independence celebration in 2026. Power, air and electric capacity upgrades are underway as new gen aircraft such as the Boeing Dreamliner, Airbus 350 and A321 begin replacing older models. Vulnerability/resiliency assessment as mentioned in a recent Inquirer article is taking place. Forthcoming magazine articles will also address great emphasis on storm events of flooding, drainage and expected sea level rise. Major taxiway K will be reconstructed over several years and is complicated by the need to keep traffic flowing. Consultant selection and contract conformance for the Master Plan is complete. Kickoff is expected by the Fall.

NORTHEAST PHILADELPHIA [PNE]

Runway 6/24 first-year construction is wrapping up through Fall, but 2-3 more years of seasonal construction is expected. The airfield signage project is almost complete. The Airport Layout Plan, now with the FAA, includes recommendations for width reduction to runway 15/33, taxiway improvements, new hangar and major maintenance, repair, overhaul and aircraft manufacturing area. The airport is soliciting development and operation of a solar-power generation facility.

BRANDYWINE [OQN]

The airport is removing tree obstructions from its runway approaches and working with property owners for obstruction removal off airport property. The engineer is working with FAA to restore night-time approaches. The BOA is helping in ongoing negotiations with adjacent property owners to permit construction of runway widening. Phase I design of hangar infrastructure construction is currently underway. The airport is working on a partnership with West Goshen Township for Capital Budget Funding. The annual BOA planning session is scheduled for November 7 at 9:30 AM at the Lancaster Airport.

CHESTER COUNTY [MQS]

Projects include a clear span hangar, new apron, new infrastructure (stormwater management). Funding has been granted by PennDOT and BOA. The terminal building expansion and renovation provides for FBO and new Authority office and meeting room, larger restaurant as well as advertising for new restaurateur. PennDOT and DCED will issue grants.

DOYLESTOWN [DYL]

Paving of grass tiedowns and bypass taxiway construction have been delayed, but Fall start-up is expected. Runway 5/23 rehab design is a current project with construction final in Fall 2020.

HERITAGE FIELD [PTW]

The airport is continuing with obstruction removal on the south side of 10. Taxiway rehab design is finished and will be bid January 2020 for Spring construction. Snow Removal Equipment has been delivered. Governor Wolf announced state funding to design new hangars, taxiway access and access road. That work will begin October 2019.

NEW CASTLE [ILG]

The airport recently completed its Airport Master Plan. Key infrastructure improvements proposed in the plan include expansion of the passenger terminal in order to better support future commercial service.

NEW GARDEN [N57]

The obstruction report is being finalized and will be submitted to the BOA this fall. The township is completing a project to perform the site preparation for the West Hangar Development. The project will include developing the apron and taxilanes for six 60'x60' unit hangars with extension of utilities to the building pads so that hangar owners can prepare hangars themselves. Another project with separate bid schedules deals with access road reconstruction, new primary electrical service, new public water and sewer service. For proper installation of all with efficiency, the Township favors one general contractor.

QUAKERTOWN [UKT]

There is ongoing acquisition of easements for properties under runway 11/29 approaches to allow phases 4&5 obstruction removal. Design work of rehab/expansion project of terminal apron is complete, but has been put on hold until obstruction removal work at airport has ended. A grant is anticipated to purchase property that will help protect runway approaches

SOUTH JERSEY REGIONAL [VAY]

Drainage improvement project around T-Hangar is completed. The airport is waiting for consultant's completion of DEP permits and subsequent DEP approval for obstruction approval. A task order is needed to begin design work of runway 8/26 widening and taxiway relocation.

TRENTON-MERCER [TTN]

Rehab of runway 6/24 is complete except for punch list items. Construction of new Delta Taxiway is 80% complete. Design for new passenger terminal is 30% complete.

VAN SANT [9N1]

The Car Show is planned for October, 2019. Piper Cub and glider ride income has lessened due to the President's golfing at Bedminster.

WINGS [LOM]

Installation of the permanent obstruction light has been done and BOA grant closeout is expected. A grant closeout is due soon for Crack Seal and remarking of runway 6/24. Final installation of the AWOS components and FAA certification inspection were held in May, 2019. Design is underway for the West Itinerant Aircraft Parking Apron. A tentative allocation is due from the BOA for phase 2 of runway 24 obstruction removal. Wings Hangar Nights resumed Sept. 13 with presentation by AOPA Ambassador Norm Isler. The flight school is adding a Cessna 150 and Citabria for upset recovery training. The part 141 flight school is now operational. PA Dept. of ED certification is expected for 2nd semester beginning Jan. 2020 and Liberty University can issue a B.S. degree. VA approval is also expected.



Kate Macario, 1925-2019

by Robert Dant, Mary Ellen Morris, Carole Wyman



Kate and her beloved Cessna 195

Katherine Macario, 94, was a lifelong aviatrix and well-known patron for the local chapter of the Ninety-Nines and a member and supporter of the Aero Club of Pennsylvania. Having learned to fly as a teenager when it was rare for women to fly, aviation was in Kate's blood. Her presence will be missed by so many, but her spirit will remain.

Having caught the aviation bug as a teenager, Kate secretly started taking lessons at New Hanover Airport Montgomery County at age 17. She only told her mother, as her Dad would not have liked it and it was something that a young girl simply didn't do. This was the 1940's. Frequently, Kate would hitchhike from her home in Drexel Hill to get to the airport to rent a Piper Cub for \$9 an hour. She started working as a clerk at the Trolley Company to make money for flying. She got her certificate at age 18. Her father did not find out

until after she passed her checkride.

In 1955, Kate joined the Eastern Pennsylvania Chapter of The Ninety-Nines, the women's pilot association. She encouraged and mentored hundreds of young women and was recruiting new members even

in her last year of life. In 1955, there were only 12 members. Only a few months after joining, Kate became Chairman. She expanded meetings to include educational programs. She



Kate, Mary Wunder, Gayl Henze

was instrumental in growing the annual Pennies-a-Pound charity flights to raise money for scholarships and introduce young people to aviation.

Kate held every office in the local chapter, including membership chair. Kate's approach to recruiting new

members was relentless. Nancy Kyle says, "I took my flying lessons at Chester County Aviation and Kate, who kept her airplane there, was always in the lobby. She was very persistent in recruiting me to join The Ninety-Nines, and despite my resistance, I finally joined so she would stop bugging me! She just wouldn't take no for an answer." Kate was active in national aviation organizations, too and was a longtime member of the Aero Club of Pennsylvania.

Kate's family is involved in aviation, too. Mark is a captain United Airlines. Mike is a commercial pilot and A&P. Kate frequently accompanied Michael and daughter-in-law, Canivet in Kate's Cessna 195.

Kate has meant so much to so many people that it is hard to sum up her impact to local and national aviation. At Kate's 80th birthday celebration, Ginny Fanfera said "to me, Kate represents all that's great about the 99's; warmth, enthusiasm, support, loyalty, tenacity and friendship. She always made me feel welcome, and never gave up on me. Kate is a national treasure."

Another long-time Ninety-Niner, Gayl Henze remembered "I cannot think of another person that personified the mission of The Ninety-Nines as did Kate. For each of us whom she drew into the "fold," our involvement with The Ninety-Nines has changed our lives.

Blast from the past

This photo was published as part of an special interest article, probably in the Philadelphia Evening Bulletin in the 1950's. Depicted here is Kate with her children on the wing of Charlie Sproul's Bonanza, prepping for a trip to the beach. Mike Macario, age about six in the photo, recalls that the kids thought they were really going to the beach that summer day. When the staged photo shoot was over, they had to give back all the beach props and go home! It was a huge disappointment!



2019 Wright Brothers Dinner



Speaker: Ben Hancock

Ben "Lawman" Hancock is a Delta Air Lines Captain on the Airbus A220. He flew the F/A-18 Hornet as Right Wing for the Navy Flight Demonstration Squadron for the 1994 and 1995 air show seasons. Ben has over 30 years of military aviation experience including combat missions flying the Cobra, Huey, CH53D/E, KC130J, and MV-22 Osprey.

Aero Club Annual Member Meeting

Wright Brothers Dinner

Tuesday, December 17, 2019

The Desmond Hotel

1 Liberty Blvd, Malvern, PA

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

6:30PM: Dinner and Presentation

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.

**Filet and Salmon, Salad and Dessert:
\$70 per person**

Warbird Raffle, 1:500 Chance!

Win a seat on a B-25 Warbird Flight for yourself or as a gift. Proceeds for this raffle go directly to support Aero Club operating expenses such as needed for this newsletter. Buy tickets online or as part of your membership or dinner invitation.

Silent Auction

We will hold a silent auction to raise funds for our scholarship program. Items will include dinner and overnight packages, a hot air balloon flight, vintage aviation books, a basket of cheer, and many other items. If you would like to donate a nice item, please contact us: mailbox@aeroclubpa.org, 610-909-4467

Reserve online at 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 \$70 = \$_____
ADDRESS: _____	Addl. Scholarship Contribution: \$_____
CITY/STATE: _____	Renew my Membership (\$30): \$_____
PHONE: _____	Warbird Raffle Tix: 6 for \$25 = \$_____
E-mail: _____	Lifetime Membership (\$1000): \$_____
Special Meal Requirement? _____	Total Enclosed: \$_____
ATTENDEE NAMES: _____, _____	
_____ , _____	



Organized December 17, 1909; Chartered May 10, 1910

AERO CLUB OF PENNSYLVANIA

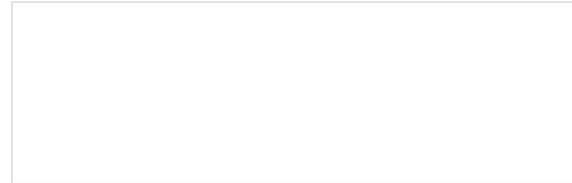
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AVIATION EVENT CALENDAR

NOVEMBER

- 8-10 Waterfowl Festival, Easton, PA (ESN)
- 16-17 EAA Workshops Philly Northeast Airport (PNE)

DECEMBER

- 7 Lancaster Airport Flyin Breakfast & Presentation (LNS)
- 17 Wright Brothers Dinner, Desmond Hotel 5:30PM

JANUARY

- 16 Aero Club Board of Directors Meeting, Wings Field

FUTURE PLANNING:

- SUN-N-FUN: March 30 - April 5
- Aresnal of Democracy Flight over DC, May 8, 2020
- READING WWII Weekend: June 5-7
- NINETY-NINES Intl. Conference: July 8-12, Long Beach
- OSHKOSH: July 20-26
- Thunder over the Boardwalk, Atlantic City, Aug 26

Board of Directors Report

By Carris Kocher

President Bob Smith opened the October 19, 2019 board meeting at the Desmond Hotel. The minutes were approved. Rob Morrow presented a thorough report on membership including five new members from the September Wings and Wheels event.

Rob Dant presented the results of an investigation into various providers of membership software, considering both essential and desirable criteria. Walt Ellis and Mike Dunleavy, special events coordinators, prepared a list of the various places the Aero Club has visited in recent years. Suggestions for future trips included Penn's Cave, the Eagles Mere Museum, the "Spirit of the Aerodrome Gala" at Rhinebeck, NY and the August 2020 New York International Air Show. The Aero Club will make an effort to participate in fly-ins/events within driving and/or flying distance.

The meeting adjourned for dinner and a presentation on aerial firefighting by Brian Yates, the Assistant Director of Flight Operations for AeroFlite, an aerial firefighting company.