



PENNSYLVANIA

PILOT

Winter 2020

www.aeroclubpa.org

Vol 31 No 4

Aero Club planning unique virtual Wright Brothers Dinner

Due to uncertainty with pandemic restrictions and concerns, the Aero Club plans to hold a mostly online Wright Brothers Celebration in December. Though there is some disappointment that we are unable to “show our stripes” with the typical large, in-person event, an online event offers opportunity to invite members and dignitaries that would not typically pay the cost or time to travel to the dinner, including scholarship recipients away at

school, speakers from around the country, members who have moved out of state. A small contingent of officers will meet at the Desmond Hotel where the online event will be broadcast.

Our speaker will be Martha Lunken, contributing editor of Flying Magazine, with over 14,000 flight hours and untold stories of an illustrious aviation career. See details and your invitation on Page 7.



Potential Delaware Valley Presidential TFR

A Biden Administration will bring the potential for a large-scale Presidential TFR (Temporary Flight Restriction) over Greenville, Delaware when Biden visits his home. Wilmington (ILG), New Garden (N57) and Spitfire (7N7) airports may lie in a heavily restricted zone, while nearby airports may incur more modest restrictions. The Aero Club is working with aviation organizations to provide local knowledge and thoughtful proposals to security officials.



New public viewing area at Wings Field

Wings Field has a new public viewing area thanks to Boy Scout Troop 24 of Edgewater Park, NJ. The project to install viewing chairs and picnic tables was part of an Eagle Scout project by scout member Matthew Irwin. In October, the troop installed the seating area near the fence overlooking the runway where the public can comfortably watch planes take off and land. Weather-resistant chairs and picnic tables will provide year-round viewing.

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PRESIDENT'S MESSAGE

by Debbie Harding

"The Wright Brother's created the single greatest cultural force since the invention of writing. The airplane became the first world wide web, bringing people, languages, ideas and values together," - Bill Gates, Microsoft Corp.

My hope is that this newsletter comes at a time when most of you have established some safe standard operating procedures (SOPs) during these uncertain times. I know the pandemic impact is wide-ranging and very personal.

My FAA repair station mechanic met me with an ominous statement this year when I finally brought my hot air balloons to be annualed mid season. He delivered it as a soap opera teaser "...wonder what commercial balloon businesses will survive?"

Many older pilots didn't prepare their balloon rigs for flying at all this year; many businesses sold all their equipment for pennies on the dollar. The Albuquerque Balloon Festival and Chester County Festival were cancelled, as were most balloon festivals. There was a major shift toward smaller operations and smaller balloon gatherings and group launches.

For me personally, the government PPP grants did provide just enough to pull me through to my first big event: a wedding celebration balloon flight in

part due to no wedding venues being open. The weather was literally sparkling, and we greeted landowners mask to mask. The landowners were thrilled to have a balloon land in their yard. Confidence grew. Families were buying private flights in their attempt to salvage summer vacations. And, although we had such a late season start, I am

looking forward to encouraging folks to consider winter flying and giving flight instruction during this less busy time.

Aviation is part of what makes this country great and I am even more inspired to be a part of this club that could ultimately have a large impact in not only protecting and preserving aviation but also in promoting it through our young future aviators. Things might look different than before. Who knows we might bring the blimp back, but one thing is for sure - aviation ain't going away.

I hope to see a lot of participation in support of reasonable restrictions around a potential presidential TFR in this area that might allow all our aviation businesses to survive and prosper.

"I've never known an industry that can get into people's blood the way aviation does," Robert Six, founder of Continental Airlines.

Aviation insurance for our aging members

As our members are getting older, especially those reaching important milestones (70 or 80), we are hearing stories of big aviation insurance increases, and in some cases, inability to get insurance at all. Mike Sehl is a past president of the Pottstown Aircraft Owners & Pilots Association and an

AOPA Airport Support Network volunteer. Mike is trying to bring local aviation organizations and pilots together to brainstorm ideas for pooling resources, including the idea of creating a "mutual" aviation insurance co-operative that could provide coverage to older pilots at cost. If you would like to offer expertise, time or suggestions, contact Mike Sehl at sky-hawk@earthlink.net or 610.996.7345.



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

PENNSYLVANIA PILOT

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2020 has been a unique year in our scholarship program. When COVID hit, we had to change the way we interview applicants, scrambling to set up Zoom meetings. While we enjoy meeting applicants in person, online interviews worked well and will likely remain an option in the future. Frequently, at the time of our interviews in May, candidates are completing in-person semesters at their respective schools, so online sessions will better accommodate their schedules. Still, we will encourage in-person interviews and suggest that ability to make personal connections is an important consideration when we make our award determinations.

It is unclear yet how the upheaval in the airline industry will affect the prospects of our recipients going forward. In the short term, opportunities in the airlines are likely to be limited, but anticipated

wide spread retirements in the airline pilot populations over the next few years suggest that our recipients will be well-positioned to find opportunities. Corporate aviation has been strong, so there may be opportunities in that space, too.

Presently, we are reaching out to recipients to provide updates on their training progress. Sarah Wolfe has provided an exciting update below about her flight training. Expect additional updates in upcoming issues of the newsletter.

Our 2021 Scholarship Program will begin again in January. We hope for an improved outlook so that we can continue to encourage young people to consider careers in aviation. As always, your generous donations will help us find ways to make a positive impact on the aviation community.

Hello Captain John Lewis and the Aero Club!

I hope you and the family are doing well!

I am reaching out to say thank you for offering your tailwheel scholarship through the Aero Club of Pennsylvania. The training I did with you has helped me on more than one occasion. More specifically, just yesterday, I passed my Commercial ASES in a Cub on floats! I was chosen for a scholarship through LLT (Ladies Love Taildraggers) and the Ninety-Nines to earn my seaplane add on.

I started out in a Super Cub Amphib with a very patient and knowledgeable Mr. Daryl Hickman in Florida. We had a rear gear collapse that ended up needing parts, which were going to take weeks to get. So, I finished up my training through Brown's Seaplane Base that flies 95HP J3s. I was concerned about only having a few flights to transition from the amphib (which had a separate set up/cockpit organization, a lot more power, and also had me sit in the front for solo) back into the J3, but even though it's been a while since I've flown your cub - it came back to me right away and felt super natural! After one day of transition training, my checkride yesterday morning was a breeze (pun intended because there was wind shear and gusty winds due to a nearby thunderstorm). So I just wanted to say thanks again! I hope everyone is well!

Blue skies, Sarah Wolfe

Sarah Wolfe received numerous Aero Club and Ninety-Nine training scholarships. She has recently taken a night cargo-flying job with Quest Diagnostics flying PC-12 out of Reading, PA.



With Jon Brown at Jack Brown's Seaplane Base in Winterhaven

For many years, I've had the pleasure of making some great flying adventures with a good friend of mine, a rusty old pilot friend who is old enough to be my father. But, we are really just good friends who love a good aviation adventure. One particular adventure almost resulted in a really bad day and was an example where teamwork didn't work to our advantage.

I met Donald sitting on the airport bench the day of my private pilot check ride in 1998. He was excited for me and wished me luck. I did not see him again for many months when I again saw him sitting on that bench. I offered him a ride.

Never quite able to muster the financial means to get back up in the air himself, I enjoyed sharing my flying excursions with Donald. I supplied the aircraft and some of the destinations. Donald supplied enthusiasm and additional destinations where he had friends or family. Furthermore, he was better at providing the tall stories afterward.

I like to involve others in the flight preparations for our trips, especially other pilots. One weekend, we planned a flight to do some sailing in Cape Cod with his nephew at Harwich Port, Mass. I asked Donald to arrive early at the hangar to preflight the plane and pull it out of the hangar. When I arrived, the aircraft was sitting outside appearing ready to go. After some minor preparations, we boarded and were off into a beautiful blue sky for our flight right over the top of New York City.

The flight en route was pleasant and uneventful until we landed. I

got out of the plane at the fuel pumps and, to my horror, I noticed that the tow bar was still attached to the nose gear! My heart really sank. I shyly approached the front of the aircraft to look for prop damage and found nothing obvious. I quickly disconnected and stowed the tow bar before anyone noticed. Upon further inspection, I found absolutely no evidence of damage from the terrible oversight. It would be my little secret until this moment sharing the story with you now.

I am amazed that the tow bar stayed put and was neither pulled upward by the prop wash in flight nor jarred loose during my landing.



I have heard of no one else who got so lucky having made the same mistake. I doubt I'd be so lucky next time.

I truly did avoid a frightful mistake that could have turned out badly. Looking back, it is clear that I let my guard down when I arrived at

the airport. Seeing the airplane outside, ready to go put my mind at ease. This mistake was squarely on me as PIC. I let the change in my pre-flight process distract me from double-checking the airplane. If we indeed "got away with one," I felt no need to make Donald feel bad for any part of it, but I do give credit to Lady Luck for her part.

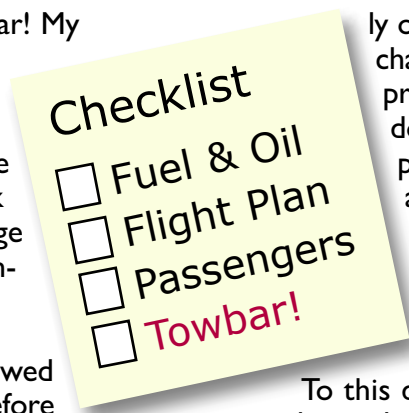
To this day, I make sure to never leave the tow bar attached when the aircraft is outside and in a position to fly. It immediately comes off, even if to just lay it on the ground as a temporary chock.

I don't much ruminate about fate. All is well that ends well. I suspect that we frequently go through life unaware of how close we might have gotten to some sort of calamity. The "Great Tow Bar

Secret" that I've kept for so long would have unlikely resulted in disaster, but it certainly could have made for a very bad day. Instead, I was able to experience one of those times where one can learn a great lesson without having to experience the worst possible outcome

from it. On the contrary, this trip was rewarded with marvelous weather, a great visit with family and friends, and splendid sailing in Nantucket Sound.

Donald Hershey is a longtime Aero Club member, age 91. We still fly together, although not as much due to his mobility issues.



NOVEMBER 2020

PHILADELPHIA INTERNATIONAL [PHL]

The airport is using 6 new electrostatic sprayers to disinfect surfaces more thoroughly in less time. Motor-sensor activated technology has been added throughout areas in order to reduce the number of passengers touching common surfaces. The PHL COVID-19 Recovery Playbook provides an overview of changes PHL and airport partners have implemented to prevent transmission. Beginning June, paid parking via garages resumed with a discount being available to passengers parked 72 or more hours. The economy lot is closed. Liberty USO airport Center has reopened for active members of the military. The Grab Airport app offers travelers a way to have food delivered while waiting to board at their flights' gates.

NORTHEAST PHILADELPHIA [PNE]

The airport was awarded \$9.1 million for Airport Improvement Program (ALP) by the FAA. Phase 3 of runway 6/24 involves rehab of 3,000 ft. pavement at runway 6 end and conversion of existing lights to new LED lights. Taxiway connectors E1 and E2 will be upgraded to meet FAA standards. Construction will begin April 2021 and is expected to be complete October 2021.

BRANDYWINE [OQN]

The next phase of the LPV Approach Feasibility Study is for the development of the Obstruction Mitigation Plan allowing for future nighttime instrument approaches. Construction phase of runway 9/27 will not proceed until adjacent property owners allow access. If access is granted, airport would like to bid runway widening and lighting rehab as one project. Hangar plans including four large box hangars will be submitted for bidding over the winter. FAA advised that a privately-owned airport designated as a reliever must have 90-based aircraft to remain categorized as a regional airport eligible for federal funding. This airport reports over 120. The large maintenance hangar was leased in its entirety to a local aviation group planning to do G.A. maintenance and accelerated flight training in technically advanced aircraft.

DOYLESTOWN [DYL]

PennDOT and FAA must approve the runway 5/23 safety area analysis before the airport can submit rehab projects for bidding. Lighting contract may be bid in late 2020 and paving contract may be bid early 2021. Future development of the airport entails working with PennDOT to show its Airport Layout Plan update.

HERITAGE [PTW]

Taxiway rehab is completed. Design has begun on the hangar development project. It may take a year or so to complete the design. Design for the terminal and based aircraft tiedown apron is starting in November and will be complete in Spring 2021.

NEW GARDEN [N57]

The West Hangar construction will be completed by November 6, 2020. The airport is moving forward with the new waterline extension project (Newark Road to airport buildings) with design expected to begin in 2021. Phase 3 of runway 6/24 reconstruction will include new primary electrical service and other projects. L.R. Kimball is now working on the scope of work and the engineering agreement for the project in order to have bids in by February 2021. The BOA advised that FAA wants the BOA's combined ACIP (Airport Cooperative Research Program) by 12/31/20 to develop its program. BOA is updating its Economic Impact Study.

QUAKERTOWN [UKT]

Easement acquisition is ongoing for properties under runway 11/29 approaches. Design is continuing on phase 4 obstruction removal with construction starting Fall 2020/Winter 2021.

SOUTH JERSEY REGIONAL [VAY]

Obstruction removal of runway 26 end will begin upon DEP permit issuance. Obstructions need to be removed before April 1, 2021. Runway widening and parallel taxiway relocation are in progress. Environmental study and permission for wildlife fence installation are about to commence.

TRENTON MERCER [TTN]

Security fence improvement project is finished. Design for taxiway A is in progress. Taxiway F relocation/construction is completed. Runway 6/24 rehab closeout documents are expected soon.

WINGS [LOM]

BOA accepted closeouts for runway 6/24 approach obstruction as well as for crack seal and remarking. Grant closeout of AWOS equipment is expected. A vehicle of snow removal equipment was delivered in October allowing project closeout this year. Design for the new 12,000 SF pre-manufactured metal building (PEMB) is progressing and project may be submitted for pricing this winter. Construction could start Spring 2021. Surveying and geotechnical investigations for West Itinerant Apron project were done in October. Therefore, design is now in progress and the project will be bid Winter 2020/21.

Airport Flashback: Echelon Field, seen in this colorized photo, sat at the site of Echelon Mall in Voorhees, NJ. Active from 1939 into the 1960's, only the patch of trees where the original farmhouse sat is identifiable today along Somerdale Road.



“To understand where we are going, we should know where we have been.”

- Maya Angelou

Around 1959, I had a student’s pilot license and I had been working late at the airport with an older gentleman, whom I’ll call Fred to protect the innocent. Fred had a Commercial Pilot’s Certificate, but no instrument rating and was not a CFI. But, he offered to teach me how to use VOR navigation.

It was a beautiful, cloudless night. Fred and I took off in the Tri-Pacer from Echelon Field in New Jersey and we tuned in West Chester VOR (now Modena) on the Narco MKII, I flew to West Chester VOR, and Fred says, “Now, let’s go to Woodstown.” While heading back to Echelon, I mentioned that I wanted to try a “range station.” “OK, there is a range station at North Philly.” So, I take a heading to North Philly, or what I thought was North Philly.

Fred tuned in the low frequency radio so we could identify the range station. We hear “di-dah, di-dah,” and we call North Philly and let them know we’d like to practice on the range station. So, we fly right up to the airport, and I expect to hear “dah-dit” or something like that. All the way around the airport and all I hear is the same ID. I’m looking down and trying to identify things on the ground, and we can’t quite figure out what’s going on. “Maybe we’re lost!”

Fred is looking around and says, “Look at those things on the ground. They got things just like that over at Lakehurst.” We finally realize we’re not at North Philly, but we’re not sure where we are. So he says, “Well, the only thing we can do is fly back to Woodstown.” So, I tune in



Woodstown and make the first turn that way, and I say, “I’m not sure I wanna go there. Look how dark it is out there. There are no lights at all. That could be the ocean!” “Look, we went there once. We can get there again.” So, we fly and go over all this blackness, and eventually I see where we are. We land and get out the big chart on the table and draw a line where we were. All this time, we determined that we were talking to North Philly, but we were flying around McGuire! Fred said, “Now I know what it means to be fat, dumb and happy.”

I took three lessons from this early event in my flying career. One, we didn’t get lost on purpose! Two,

sometimes someone tries to teach you something that they really don’t know that well themselves. And three, and most importantly, when things seem to be going wrong, you gotta trust what your instruments are telling you.

From Wikipedia:

Low-frequency radio range, also known as the four-course radio range, was the main navigation system used by aircraft for instrument flying in the 1930s and 1940s, until the advent of the VHF omni-directional range (VOR). Low-frequency radio range was gradually phased out, disappearing by the 1970s.

Pilots navigated by listening to a stream of "A" and "N" Morse codes. They would turn to the right when hearing an "N" stream ("dah-dit, dah-dit, ..."), to the left when hearing an "A" stream ("di-dah, di-dah, ..."), and fly straight when hearing a steady tone.

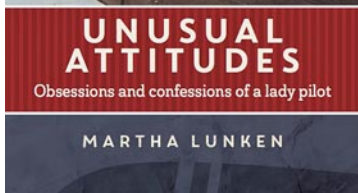
Walt Ellis learned to fly at Echelon Field and became a life-long A&P mechanic and corporate pilot. He served as President of the Aero Club of Pennsylvania from 2005 to 2007 and he lives with his wife Sue in Blackwood, New Jersey.



2020 Wright Brothers Celebration



Speaker: Martha Lunken



Martha Lunken learned to fly an Ercoupe in the early 1960s while attending college in Cincinnati. She became a flight instructor and operated a flying school at Cincinnati's Lunken Airport for seven years. In 1980, she became an Aviation Safety Inspector with FAA's Flight Standards Division at Chicago's DuPage

Airport. Later, she returned home to the Buckeye State to run the FAA's safety program in southern Ohio. She has 14,000+ hours and has her ATP, airplane single and multi-engine land and sea, commercial hot air balloon rating, and all CFI ratings (SEL, MEL, SES, MES, Instrument). Martha is type rated in the Lockheed 18, DC-3 and SA-227 aircraft. She currently owns a 1956 Cessna 180 and is a Contributing Editor at Flying Magazine. Sporty's published a 2016 book, *Unusual Attitudes*, which includes many of her favorite columns from Flying Magazine.

Aero Club Annual Member Meeting

Wright Brothers Celebration

Thursday, December 17, 2020
ZOOM MEETING

7:00PM: Welcome & Presentation

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



REGISTER FOR ZOOM MEETING

**Go to www.aeroclubpa.org
or search for "aeroclubpa" on Facebook.**

Fundraising Auction

We will hold an online auction to raise funds for our scholarship program. Items will include dinner and overnight packages, a hot air balloon flight and many other items. If you would like to donate a service or package, please contact us: mailbox@aeroclubpa.org.

Renew your Aero Club 2021 Membership Online or using this form:

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

- \$30 membership renewal (Payable to Aero Club of PA)
- \$100 scholarship donation, includes membership (Payable to Aero Club PA Scholarship Fund)
- \$1000 donation for a Lifetime Membership (Payable to the Scholarship Fund)

NAME: _____

I am a current member with address on file (or fill out below)

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Organized December 17, 1909; Chartered May 10, 1910

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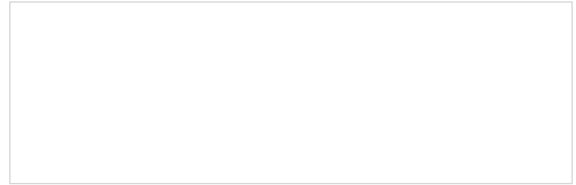
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Aero Club Board hangar meeting

The Aero Club of Pennsylvania held its October board meeting at a board member's private hangar at Cross Keys airport in New Jersey. High winds discouraged fly in participants, but seven members drove in to meet in person. Other board members participated via a Zoom meeting. President Deb Harding presided. After the meeting, in-person members ordered take-out dinner from a local Italian restaurant and socialized for about an hour.



Aero Club October Board Meeting

Board of Directors Report

By Carris Kocher

The Aero Club Board of Directors held a board meeting on October 16. President Deb Harding opened a Zoom video call from a small in-person gathering at Cross Keys airport.

Treasurer John O'Toole presented financial results. Club expenses are flat compared to last year, not including newsletter postage being donated by a benefactor. Scholarship funds have gained but less so than in recent years.

Steve Jordan, Scholarship Chair, noted that most of the 2020 scholarship awards have been utilized by recipients, but \$9,500 is still pending. Recipients still have six more months to use their awards.

Rob Morrow reported on recent efforts to solicit dues from unpaid renewals. Rob Dant reported on details of the newsletter and about a new group messaging feature to announce board meeting details.

The events committee spoke about opportunities for speakers at the Wright Brother's Dinner, given that they could speak from a Zoom meeting. The committee has one particularly exciting speaker in mind.

The board adjourned. The next board meeting is scheduled for January.