



Board meets in person; Aero sponsors balloon display

Board meets and learns about Carranza

The Aero Club of Pennsylvania Board of Directors met at the Desmond Hotel on October 21, in person, for a meeting and presentation by members of the American Legion Post 11 of Mount Holly, New Jersey (photo page 2). 14 attendees, including a 1-year old future aviator, watched a 45-minute video during dinner, highlighting the aviation achievements of Captain Emilio Carranza, a famed Mexican pilot who crashed and perished on a fateful 1928 flight over the New Jersey Pine Barrens. Afterwards, Bob Barney and Mark Murdy from Post 11 took questions about Carranza and about the annual memorial event held by the post each year at the site of the crash.



Montgolfier replica at balloon history Tent

Aero Club Board Meeting

Balloon Fest and History Tent held at Willowdale

The Chester County Balloon Festival, established and directed by Aero Club President Deb Harding, was held in a new location in an large equestrian steeplechase course at Willowdale Steeplechase Grounds in Kennett Square, PA. Carved out of a

former 160 acre dairy farm, the hilly grounds create a natural amphitheater, great for viewing horse jumping as well as hot air balloon launches! Once again, the Aero Club hosted a ballooning history pop-up museum, "A Brief History of Ballooning" conveniently located near the entrance of the balloon festival. Initially started in 2017 to commemorate the 225th anniversary of the First Air Voyage (Continued next page...)



Seaplane event goes on

A "Splash In" at Essington took place but without the company of seaplanes.

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A new toy for playtime

Two Aero Club members responded to Covid blues by purchasing a new airplane

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President's Message

Wow, these two years as President went fast; and how different 2020 was from 2021! My 30-year-old hot air balloon ride business was abruptly stopped, zip, ZERO mph in early 2020, then slowly, one special occasion at a time came back to business is booming 120 mph in 2021.

The hurdles of running a balloon festival in the face of uncertainty tripled with a new, untried venue and TFR restrictions. The festival was a success, despite employee issues (or the lack there of) the scarcity and rising costs of necessities (porta-potties for one) and vendor and spectator fears of participating in large outdoor events. It was great to see the tremendous success of the Balloon History Pop-up Museum and seeing people happy to learn of our rich aviation history in the area starting with balloons and the Aero Club of PA. (Continued next page)

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in America in Philadelphia, it has been a great hit! The display has been graciously coordinated each year by Erik and Carris Kocher.

The star of the show was **Bob Sparks'** replica of the Montgolfier balloon that flew in Paris in 1783. Many wanted their picture taken in front of the Montgolfier. And, once again, **Mike Fairbanks** loaned us his pictorial exhibits archiving the history of ballooning, particularly in Southeast Pennsylvania. You can visit Mike's history of ballooning and his father's career at <http://www.tonyfairbanks.org>.



Balloon Festival

Eleanor Vadala, an early pioneer balloonist, now 98, arrived as our guest on Saturday. There were many, young and old, who enjoyed her conversation and were impressed by this most extraordinary, ordinary woman! Meanwhile, a PowerPoint history of ballooning was shown. Part One covered the early history of ballooning, and Part Two covered the technical, scientific, engineering aspects.

Sponsoring this exhibit provides an excellent opportunity for the Aero Club to introduce others to its Aviation Scholarship Program as well as to the club itself. The Kochers wish to thank Rob Dant and Elaine Farashian for their help setting up and manning the tent. They also want to thank Bob Sparks and Michael Fairbanks for loaning their valuable contributions to the exhibit, and to Debbie Harding, director of the festival, for rolling out the welcome mat!



Bob Sparks & Eleanor Vadala

PRESIDENT'S MESSAGE

DEBBIE HARDING

Thank you to Carris, Erik and Rob on the balloon history tent and to long-time balloonists Bobbie Sparks and 98 year young Eleanor Vadala!

Besides the opportunity that the balloon festival provides us to share the wonder of ballooning to the larger community, my company, Air Ventures, LLC was awarded a partnership with T-Mobile's Tribute to Teachers campaign. We are offering complimentary STEM education presentations on ballooning. I am grateful to them for allowing me to further my commitment to open the world of aviation to young people. The principles of ballooning is basic science in action. And just as ballooning was essential to the development of aviation, so it is perfect for introducing young minds to the science, technology, engineering, and math involved in the different fields of aviation. Our first presentation was to the curious and outspoken eighth graders at 220 Boyertown Middle School West! I truly have a new respect for those in the teaching profession. It ain't as easy as it may look! Lol!

On a personal note, I lost my Dad this year, someone very special to me, who supported me through both my successes and failures. It will be strange not to have him at this year's Wright Brothers Dinner, always looking quite dapper, in his black suit and white shirt. He will be with me in spirit though and share in my excitement to introduce this year's guest speaker from the AOPA, Melissa Rudinger, also a balloon pilot and fixed wing pilot. Her topic is very timely to me and represents coming full circle within the club. In the aftermath of 9/11, Melissa will share her role in protecting our general aviation privileges and what differentiates us from the rest of the world, the land of the free. I came to the club shortly after a successful balloon flight over the North Pole via Russian military resources. One thing very evident to me while staying a brief time in Moscow was the silence in the skies. I joined this club to be a part of the continued preservation of GA and the science, business, art, and adventure that is aviation in this country. I am honored to have served as President of the Aero Club of PA and to have had one small role in that mission as well. Thank you all for your support! Hope to see everyone in person, particularly our scholarship recipients, to celebrate our wins together! Happy Holidays! And let's keep on flying!



Aero Club of Pennsylvania
Promoting aviation in
the Greater Delaware Valley
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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 aviation scholarships, plans field trips, holds an annual dinner, sponsors presentations, and produces this quarterly newsletter.

PENNSYLVANIA PILOT

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From Jeremy Polk, 2021 Scholarship Recipient:

After a long scheduling delay, I've just passed my IFR checkride on October 25. I'm writing to say thanks again for the \$2500 scholarship you awarded me last year. I'm looking forward to some time in complex/multi-engine aircraft this spring, and I wouldn't be this far along without your support.

From Colton Strook, 2021 Scholarship Recipient:

I would like to say how thankful I am for being awarded the ACPA scholarship funds and how it has helped me on the path to achieving my goal of flying for an airline. I received my private pilot license on August 10th of this year and couldn't be happier. The award helped and continues to help me extensively during my training.

Currently, I am a freshman at the University of North Dakota pursuing a commercial aviation degree to achieve my restricted-ATP Certificate. I will begin instrument training in the spring. I look forward to flying in PA again soon and intend on staying involved and relevant at Chester County Airport where I've made lifelong memories and friends. I have found that with hard work, perseverance and dedication, anything is possible.

Here is a photo of my CFI, Nicholas McBride (Past ACPA scholarship recipient) and myself, shortly after I passed my PPL check ride.



Airport Highlights



PHILADELPHIA INTL

Realignment of taxiway P will increase runway-taxiway separation during low vis ops. Groundbreaking occurred for the new Remain Overnight (RON) parking apron. Replacement of older baggage scanning explosive detection systems has begun. A grant will improve baggage roadways and tunnels under the terminals. New emissions reducing pre-conditioned air units will be installed in terminals D and E.

TSA will extend its mask requirement until January 18, 2022. The Delta Sky Club in D/E link reopened in July. A new exhibit celebrates the 10th anniversary of Philadelphia's BlackStar Film Festival. Taxiway K rehab begins in 2022. Atlantic Aviation finished a major renovation of its lobby, offices and amenities. This FBO accommodates 30-40 flights daily and serves all of the city's professional sports teams, and supports Angel Flight missions.

NORTHEAST PHILADELPHIA [PNE]

Runway 6/24 has been completely rehabbed over last few years. Final phase is to be completed next month.

BRANDYWINE [OQN]

The next phase of LPV approach study is the obstruction mitigation plan. The airport is close to obtaining required land to advance the runway rehab project. New corporate hangar infrastructure project might be bid this winter. Nighttime instrument approach recovery depends on clearing more trees. A concern is the construction of an elementary school 1.5 miles off of runway 27. To remain eligible for regional airport federal funding, the airport must have 90-based aircraft. TFRs force flight training ops to fly a long distance to practice areas.

CHESTER COUNTY [MQS]

Within next 2 weeks, the contractor will return to sealcoat far west side of the apron and apply striping to certain sections.

DOYLESTOWN [DYL]

Bids for lighting contract are expected soon. Runway 5/23 rehab involves paving which could be bid Feb/March allowing May 2022 construction. Airfield pavement rehab taking place now will include taxiway crack seal and east ramp pavement. The airport is working with PennDOT in updating the Airport Layout Plan.

by Elaine Farashian

HERITAGE FIELD [PTW]

The south side of runway 10 is still undergoing obstruction removal. Hangar design is completed and bidding the site preparation is scheduled for Spring 2022. Construction should start thereafter. Design for the terminal and based aircraft tie down apron will follow a similar schedule as the hangar development.

NEW GARDEN [N57]

The west hangar construction is complete with all hangars now occupied. The airport waterline extension project will be completed by year end. New primary electrical service will be installed. The PAPI, REILS and removal of obstruction to runway 24 approach are part of the bid alternates. The Presidential TFRs are having a big impact on the airport. The maintenance shop is performing annual inspections and other services.

QUAKERTOWN [UKT]

Easements are being sought for properties under the runway approaches to allow for phase 5 obstruction removal projects. Phase 4 of obstruction removal is underway. A request was made for a new runway 29 nighttime approach. The airport is working on a project to rehab the exterior of the terminal building and make minor improvements to the building interior.

SOUTH JERSEY REGIONAL [VAY]

Design work is in progress for runway 8/26 widening and parallel taxiway relocation. FAA wants a wildlife hazard study before proceeding with wildlife fence installation project. A consultant is preparing a study. Hangar door replacement project is closed.

TRENTON-MERCER [TTN]

Closeout documentation is received for rehab of runway 6/24 and closeout documents are expected for taxiway F relocation/construction. Signed agreement is being circulated within DOT for approval of taxiway A lighting rehab.

WINGS [LOM]

The 12,000 sq. ft Pre-Manufactured Meta Building (PEMB) project is on hold due to rising steel costs. West itinerant apron construct is progressing. The BOA advised that there was no emergency funding for recent storm damage. Also, the Disadvantaged Business Assistance Program will end in 2022. Airports will have to submit projects directly to the FAA. The flight school has purchased two new airplanes but has difficulty finding instructors.

A successful splash-in without the “splash”



Seaplane flying can be full of challenges. A series of unpredictable weather and airspace restrictions resulted in multiple postponements of our Splash-in at the Philadelphia/Essington Seaplane Base in August, but each setback seemed to bring unexpected opportunity.

Local pilots, town officials, and friends of the Essington Seaplane Base (a.k.a. Philadelphia Seaplane Base) have hosted a series of splash-ins since 2015, the 100th anniversary of the establishment of this seaplane base. In early August, we were excited to schedule another one on the first summer weekend where the six foot tide on the Delaware River would be at or near high tide at midday for optimum use of our gravel ramp. Plans were finalized, and the event was widely marketed. However, our efforts were thwarted and delayed.

First, an unexpected last-minute presidential flight restriction (TFR) was announced that we were unprepared for. Most TFRs are written with generic language prohibiting seaplane operations. That, along with weather south of Philadelphia and pilot scheduling conflicts, prompted us to delay the event for two weeks. The two-week delay, however, was advantageous.

This first postponement gave us time to find a pilot friend with a roller to compact the fresh gravel on the ramp. We spent three hours rolling in all directions. The results were very encouraging. Meanwhile, a friendly local FAA/ATC representative unexpectedly reached out to us to help devise TFR flight procedures and an exemption with Secret Service for seaplane operations for our event. He was very encouraging and supportive. Unfortunately, a couple days before our new Saturday date, the weather forecast was not promising due to effects of tropical storm Henri offshore. So we advised our caterer and others to postpone to our Sunday rain date. When Saturday arrived, the weather turned out embarrassingly nice, with the exception of easterly winds from the storm that make seaplane landings a little iffy dealing with wake turbulence from aircraft landing on runway 27 Right at Philly International. By then, the Sunday

forecast was severely downgraded by the tropical storm. Saturday would have been the better choice after all. We postponed indefinitely, waiting another opportunity. At least, a few of us were invited to the Coast Guard Auxiliary lunch in the adjacent park on Saturday, and we made some new contacts familiar with the river.

Fast forward to Labor Day week, when many folks already had holiday plans and official township resources were limited. But, it looked as though weather would be nice after Hurricane Ida passed through in the middle of the week. So, we planned a downsized event on Sunday, and we asked our new Coast Guard Auxiliary friends to keep an eye on the river conditions for us. And, this time, when a last-minute TFR did indeed arrive, we were ready for it!

On Saturday, I personally took a break, along with one of our fellow volunteers, and we flew to Sunbury, Pennsylvania for an EAA Chapter picnic on a grass strip in the middle of the Susquehanna River that happens to also be home to another not-oft used seaplane base. The river at Sunbury was high after the rains, but there was no extra debris to be seen. We returned back to Essington that day to attempt to install a new windsock onto the 12-foot high mast.

I was disappointed that my ladder was not tall enough to reach the out leaning pole to install the windsock. We would have to do that on Sunday. However, that was nothing compared to my disappointment at seeing debris from the remnants of Hurricane Ida starting to appear three days after the storm passage. It must have taken that long to traverse the few miles from Philadelphia to make it to Essington. The sea-lane would not be safe for seaplanes to use. Our Coast Guard Auxiliary friends confirmed to me in an email that the river was in bad shape. We advised pilots not to land, but we proceeded with our plans for a picnic, without the friendly company of seaplanes.



Rolling the ramp

The day of the event was cloudy and cool with a spit of rain. I was anxious about it staying dry and being able to entertain the folks that decided to attend. We set up chairs, tables, and tents under the big Sycamore tree. Friends from the adjacent firehouse supplied ice for our drinks. Other volunteers brought what seemed to be too much food for our diminished attendees. And the Aero Club of Pennsylvania and the Tinicum Township Historical Society set up history displays for visitors to look at. Attendance was around 30 and included six seaplane pilots, some who had trained there, some who had worked with Bob Mills there over the years, and a seaplane pilot who had driven up from Maryland to see the historical base. Others in attendance included our local township volunteers and friends. One friend brought what at first seemed like a silly toy.

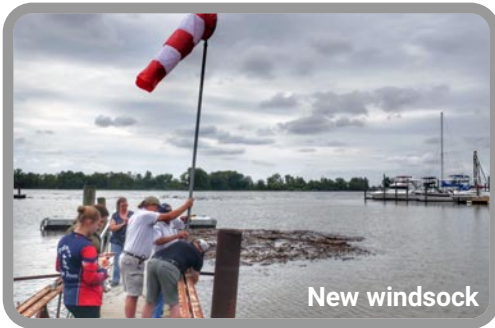
After a hearty lunch, accompanied by a swarm of bees seek-

ing nourishment, I thought we should have a bit of seaplane ceremony. First up, we couldn't have a splash-in without some sort of official seaplane activity. That silly child's seaplane toy turned star of the show as we officially launched the only seaplane activity for the day into the sea of debris.



Lone seaplane in hurricane debris

Then, my previous day's disappointment on the ladder turned into another opportunity for a worthwhile seaplane base assignment: raising a new windsock. I asked pilots to gather on the rickety gangway, nearly submerged by the overflowing river, and detach and lower the windsock pole. Five bolts and a few screws later, they were able to cut off the old windsock, now two years weathered, and install the shiny new "international orange and white" sock.



New windsock

In closing the event, we sent leftover hoagies and desserts to the guys at the firehouse. Then, the Coast Guard Auxiliary flotilla arrived to give quick hellos and officially sanction our event before returning to the river to seek opportunities to provide boater assistance. Rain began to fall just minutes after the last tables and chairs were put away.

It's not always easy to make lemonade from lemons. For me, it takes time and reflection to acknowledge the opportunities that sometimes come from life's disappointments. I think it was a Dilbert cartoon strip where the resident skeptic said, "They say the glass is half full, I just don't know with what." But, out of what seemed like a series of debacles came good fortune. We have a shiny new windsock. We have a ramp that appears in better shape than it has been in years. We have some new friends on the river keeping an eye out for us. And we have expectations for

more improvements and future operations at this historical seaplane base.

Robert Dant is an advocate for seaplane operations at Essington, having received his seaplane rating there in 2004. He owns a Cessna 172 and Piper Cub, both on wheels and has about 100 hours of single-engine sea time.



Debris from hurricane Ida

History of Essington Seaplane Base

by Nancy Kyle

The unique property where the Essington Seaplane Base resides dates back to 1799 when it was acquired to build a quarantine facility for Philadelphia during the yellow fever outbreak. 100 years later, it became a destination for leisure activities for wealthy Philadelphians.

In 1915, seaplanes arrived. A year earlier, Frank Mills acquired his FAI Hydroplane License #60 from the Curtiss Flying School in San Diego and was hired by Glenn Curtiss as a flight instructor, pilot, and mechanic. Frank delivered a Curtiss flying boat to Philadelphia businessman Robert Glendenning, and Frank was hired to service flying boats based at Essington. The seaplane base lasted through a series of events, including two wars. The property was leased and then purchased by the Mills family, with son Bob Mills raising his family and operating the base here for 55 years. Many local pilots and airline pilots from Philly International remember Bob well, having received their seaplane rating from him. Much of this is described on the website at philly-seaplanebase.com and worth spending time reading about. We now respectfully refer to the base by its original Essington name to acknowledge its location outside the Philadelphia city limits and to recognize the community where it truly resides. The township has refurbished the Lazaretto hospital building for township offices and museum space and has plans to revitalize the riverfront with a marina, a new seawall, river walk, and seaplane facilities.

Please do splash in sometime, and, with a little notice, we'll arrange a welcoming party to join you for a world-famous stromboli or cheesesteak at Romanos up the street.



Picnic under the big sycamore at the Lazaretto Station

In trying to find something fun to do on vacation in 2020 in the middle of Covid lockdowns, Steve and Juliet Lindrooth discovered that Warbird Adventures in Kissimmee Florida was open. They are one of the premier North American T-6 Texan schools in the country.

"Since, we were already toying with the idea of buying something big, radial, WWII era, this would be good training. We were thinking T-28, but they are big and a bit expensive to operate and maintain. And after going through the training, it didn't take us long to think, 'Hey, you know what, we need to own one of these!'" Now, how to find one?

How does one find a good warbird like this? It's hard. Mostly, with old airplanes like these, the best ones exchange hands by word of mouth. But, we found a nice one on "Barnstormers" in Chino, California in March 2021. It's a 1943 T6-G, converted from a T6-C and rebuilt in 2001. We needed a pre-purchase inspection, and Chino is a good place for that because it's sort of the warbird capital of the world and easy to find somebody to look at a T-6.

What kind of checkout does one need? Since this airplane is less than 800HP, no type rating is required. So all one needs is the usual, tailwheel, high performance, complex checkouts. The insurance company is the real arbiter in this case, and we talked to insurance company before we went to Kissimmee to be sure we were getting the right training in Florida, given our existing tailwheel experience.

How did you get it back from California? Getting it back to Pennsylvania was a bit of an ordeal. We went out first to get it and had a mechanical issue that delayed things. On the second attempt, we

had a bit of a family emergency (false alarm) that forced us to turn back and head home. Finally, we hired a ferry pilot to go get it.

What are the good and bad for this airplane? Well the bad is 30GPH cruise at 145HP, which isn't terrible,



1943 North American T-6 with nose art "Playtime"

really. And it's hard to find a hangar for a 42 ft wingspan, which is why it is up at Bradford County Airport right now.

The good is that it is a blast to fly, has delightful handling characteristics, and, of course, it's cool. And, Juliet's dad learned to fly in one, which is neat. It's not a museum piece, but parts are widely available for the engine and airframe, lots of people work on them, and they don't require any particular knowledge to repair. I have my A&P and IA, so I will do most of the work, but I have Mike Posey at Van Sant to help when I need it.

How easy is it to fly? It's easy to fly, but it was designed in WWII with characteristics to help train cadets to transition to single-seat fighters like the P-47, P-51, Corsair. So, it has fighter-like stall and approach characteristics. As a tailwheel, though, it seems an easier tailwheel to land than say a Stearman.

What is the engine and how much does the plane weigh? It has the Pratt & Whitney 1340, 9-cylinder, 600HP. The airplane weighs 4500lbs empty.

What will you use the airplane for? We want to take the airplane to airshows, fly-ins and similar events. We did take it to Reading WWII Weekend this year and also to the big grass field fly-in at Geneseo, New York for a day.

Juliet Lindrooth has been flying for 42 years and is a Captain for American Airlines, flying Airbus. **Steve Lindrooth** has been flying for 47 years and is a Captain for United Airlines, flying Boeing 777 on domestic and international passenger and cargo flights. Together, they own three aircraft. They have a Grumman Tiger at Doylestown, a 1930 Brunner-Winkle Bird BK at Van Sant, and now a 1943 T6 Texan at Bradford County Airport. They also fly antique airplanes at the Eagles Mere Air Museum in northern Pennsylvania. They live in Bedminster Township, north of Doylestown, PA.



Juliet and Steve



9/11: How the FAA cleared the skies

AERO CLUB OF PENNSYLVANIA

2021 Wright Brothers Dinner

Aero Club Annual Member Meeting and

Wright Brothers Dinner

Friday, December 17, 2021

The Desmond Hotel

1 Liberty Blvd, Malvern, PA

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

6:30PM: Presentation and 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.

Filet and Salmon, Salad and Dessert: \$75 per person

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, contact us at mailbox@aeroclubpa.org.

COVID Guidelines: Hotel staff will wear masks and request unvaccinated guests to do so. CDC guidelines state that if you are not fully vaccinated, you should wear a mask in indoor public places.



Speaker: Melissa Rudinger

Within hours of the attack on the Trade Towers, and for weeks thereafter, the skies over much of the US were as quiet as the morning the Wright Brothers first flew. In one of the most dramatic actions it had ever taken, the FAA immediately grounded all civilian aircraft throughout the United States.

Melissa Rudinger, then liaison with the FAA for AOPA, was firsthand witness to what transpired. AOPA, justifiably concerned about the impact on its 400,000 members, immediately embedded Rudinger into the FAA Air Traffic Control Command Center.

Melissa recalled, "the FAA, DOD and security agencies sought to impose significant restrictions on airspace. Had it not been for AOPA's and other aviation advocates, GA might never have recovered the freedom to fly that we enjoy today."

Rudinger will provide members of the Aero Club a personal recalling of the events that transpired in those days and weeks after 9/11.

Melissa Rudinger is now the Executive Director of AOPA's charitable arm, the AOPA Foundation.

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: _____	Attending in-person: ___ x \$75 = \$ _____
ADDRESS: _____	
CITY/STATE: _____	Addl. Scholarship Contribution: \$ _____
PHONE: _____	Renew my Membership (\$30): \$ _____
E-mail: _____	Lifetime Membership (\$1000): \$ _____
Special Meal Requirement? _____	Total Enclosed: \$ _____
ATTENDEE NAMES: _____,	_____
_____,	_____

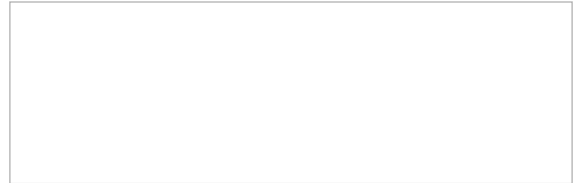


Organized December 17, 1909; Chartered May 10, 1910
Aero Club of Pennsylvania
PO Box 748, Blue Bell, PA 19422

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Aviation Announcements

Local Space Flight Study

The University of Texas Medical Branch is hosting a study on simulated spaceflight at the National Aerospace Training and Research (NASTAR) Center in Southampton, PA (www.nastarcenter.com). They are looking for people in February and March interested in centrifuge-simulated space launch and landings. They are looking for individuals with certain health issues, as well as control subjects. If you've ever wanted to experience what spaceflight training was like, this is a great opportunity!

To volunteer, email Rebecca Blue at rsblue@utmb.edu

DECEMBER 17, 2021

Aero Club Wright Brothers Dinner

2022 Events

Sun N Fun, Lakeland, FL **April 5-10**
Reading WWII Weekend **June 3-5**
AirVenture, Oshkosh **July 25-31**



Board of Directors Report

By Carris Kocher

The Board of Directors met on October 21 at the Desmond hotel. A few board members also called in via Zoom. 14 members and guests met in person.

President Deb Harding opened the meeting and requested reports from the treasurer, Scholarship Committee, Membership Committee, Communications Committee, and the Nominating Committee.

The treasurer reported on donations to help pay for membership software that the club uses. Discussions ensued about this newsletter, preparations for the upcoming Wright Brothers Dinner and about nominations for board members in the new year. The Nominating Committee recommended that given Covid interruptions, we nominate the same 15 board members for another term. A discussion took place about the success of the Balloon Festival History Tent.

The board took suggestions for a speaker for our dinner. Solicitor Paul Heintz, with his connections to AOPA, suggested AOPA's Melissa Rudinger.

The next board meeting will be in January.