



## Club participates in multiple fall aviation events

### Cape May fly out

Over the Labor Day weekend, the Aero Club of Pennsylvania participated in the NAS Wildwood Aviation Museum's annual open house at Cape May Airport. The Club coordinated a fly-in and general aviation aircraft display for members of the public to see up close. Participating aircraft included a Piper J3 Cub, Piper PA-31-350 Navajo, North American SNJ, Boeing PT-17 Stearman, and a Fairchild PT-23. The museum was excited about our involvement and the possibility of making this an annual participation event. See photo on page 2.

### Splash-in at Philly

The Aero Club sponsored a seaplane splash-in at the historic Essington Seaplane Base at Philadelphia on the Delaware River. This was the first successful such event since 2019. The pandemic nixed 2020 plans, and tropical storm Henry and Hurricane Ida ruined 2021 plans. A local caterer provided lunch. The event was attended by local residents, area pilots, and the Coast Guard Auxillary. See photos and story on page 6.

### Aero Club at Wings & Wheels

The Aero Club of Pennsylvania participated in the annual Wings & Wheels fundraiser at Wings Field. The Aero Club provided a booth to promote our club and our scholarship programs. Members Steve and Juliet Lindrooth arrived in their T-6 Texan and Brunner-Winkle "Bird" biplane. Congratulations go to Walt Ellis and Robert Morrow for their awards in their respective car categories. Jeff Kahn was seen in his snazzy orange vest with wands directing aircraft and we had visits from Paul Heintz, Dave Harnitchek and Mary Wunder to our booth. Mike Dunleavy was finally spotted in the office counting cash for this Angel Flight East fundraiser event. All in all it was a good day, beautiful weather, nice aircraft and lots of cars, even an antique fire engine!

### A Spitfire experience

Aero Club member and Assistant Treasurer, John Stubbs, spoke at our board meeting in October about his trip to England and his experience flying in a Spitfire. See story page 6.



### Go fly a kite!

How I learned aeronautics, mechanics and economics from flying kites.

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### Splash-in at Essington

A seaplane event took place at the seaplane base at Essington, near Philadelphia.

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## President's Message

Fellow aviation enthusiasts... the year is winding down, and Winter will be here in no time. October 18th saw our most recent Board Meeting with a follow-on dinner/presentation at the Philadelphia Aviation Country Club. Joe Case and crew did a wonderful job of catering the approximately 50 attendees. The presentation was from our very own John Stubbs who brought his adventure flying a Spitfire Warbird to life for us. His son did an excellent job videoing the flight from a Harvard. (Personally, I would have had a difficult time concentrating on videoing instead of the aircraft.) This was truly a family affair with John's wife taking pictures from the ground as well.

The Aero Club was involved in numerous events recently. We set up an Aero Club display at the Wings & Wheels fundraiser

*(Continued next page...)*

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December 17, 2022

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# Photo Gallery



Seaplane at Essington



Flight line at Cape May



John Stubbs in back of two-place Spitfire

# Presidents Message

(Continued from page 1...)

for Angel Flight East at Wings Field. Here is a shout-out to Walt Ellis, Rob Morrow, Jeff Kahn and Steve and Juliet Lindrooth for their participation.

**I hope many of you will get "duded" up for an evening of comradery**

It was a beautiful day at the Essington Seaplane Base for a picnic and "Slash-In." Thank you, Rob Dant, once again for coordinating this annual event.

Attendance was good; the food was delicious; and there was an abundance of history on display. The Tinicum Township Historical Society covered the site's history from the early 1600s to the present, and Walt Ellis provided aviation history of the site. Two seaplanes flew in for the event. See page 6.

Regrettably, the Chester County Balloon Festival was cancelled this year due to Township scheduling conflicts. We especially missed all of the visitors to the Aero Club's History Tent. Hopefully, the festival will return next year.

The final event for the year will be our annual Membership Meeting and the Wright Brothers Dinner, which will be held at The Desmond once again. December 17th is a Saturday night; so I hope many of you will get "duded" up for an evening of comradery, fine food, the silent auction, and a special speaker. We will also be electing five new board members for a 3-year term. Keep your eyes out for the 2022 Wright Brothers Day Presidential Proclamation. In 1963 Congress designated December 17th as Wright Brothers Day and "...has authorized and requested the President to issue annually a proclamation inviting the people of the United States to observe that day with appropriate ceremonies and activities." Well, that would be us!

Watch out for ice and stay warm,

*Erik Kocher*



**Aero Club of Pennsylvania**  
Promoting aviation in  
the Greater Delaware Valley

1399 Narcissa Rd, Blue Bell, PA 19422

**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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SPEC PROJECTS: Walt Ellis  
SCHOLARSHIPS: Steve Jordan  
COMMUNICATIONS: Robert Dant  
AIRPORTS: Elaine Farashian  
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Roscoe Draper (Tuskegee)  
R. Anderson "Andy" Pew (1936-2022)



# Scholarship Report

by Steve Jordan

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I hope everyone had a great fall. On the scholarship front, things tend to be quiet this time of year. Committee duties are light, aside from a small amount of paperwork. However, our recipients are hard at work putting their funds to good use. Below is an update from multi-year recipient, Andrew Robinson.

"I have had a busy summer (and Fall) semester in Auburn with flight instruction. The nice part of summer flight semester is that I have the opportunity to fly every day, 5 days a week, weather permitting. My flight training here has progressed to where I have started Commercial Multi-Engine training. In addition to my flight courses, I am also very active

on the War Eagle Flying Team, the competition team for Auburn Aviation. I am looking forward to attending the NIFA Regionals in Lakeland, Florida this November. Part of our duties as members of the Flying Team is that we are responsible for cleaning the planes. Here is a picture of one of our Sundays spent keeping the planes in top condition. (I am on the far right in white t-shirt). Thank you again to you and all the members of the Aero Club of PA for sponsoring programs and scholarships for flight students like myself. The scholarship I received from The Aero Club of Pennsylvania has been crucial for helping me achieve my goal of flying."



wareagleflyingteam  
Auburn University Regional Airport



# Airport Highlights

by Elaine Farashian



## PHILADELPHIA INTL

The airport is preparing to replace over 100 high mast floodlights outside Concourses B, C and D with high-output LED lighting fixtures. These will enhance safety for crews servicing aircraft by significantly improving light quality while reducing energy usage by nearly 55%. Additionally, 200 LED floodlights will be installed on boarding

bridges to improve lighting. On October 14, Mayor Jim Kenney announced that Atif Saeed will become the new CEO of the Division of Aviation for PHL and PNE. His start date is December 1, 2022. Previously, he served as CFO of Metropolitan Airports Commission which operates Minneapolis-St. Paul Airport and 6 general aviation airports. Prior to that, he was Director of Transportation at Atlanta's Hartsfield Jackson.

## NEW CASTLE [ILG]

The airport completed the RGL lighting project for runway 1/19 involving installation at every taxi holding-short on the west side of the runway.

## BRANDYWINE REGIONAL [OQN]

Obstruction removal for night approaches is complete and the airport is trying to get on the FAA schedule to fly the approaches for approval. The airport is working to get runway reconstruction and widening on to the Pennsylvania Bureau of Aviation's plan as soon as practical. Runway lighting is going to bid in the next couple of weeks and commencing work early winter with a completion by spring, weather permitting. East ramp renovation may begin soon. The project will include new paving, new grading and a pad site for four corporate hangars. AWOS replacement is planned. A deer control management program has been underway this year. Numerous aging trees have been removed from around the terminal building.

## CHESTER COUNTY [MQS]

The airport's T-hangar and taxilane rehab projects should be completed by fall's end.

## NEW GARDEN FLYING FIELD [N57]

Phase 3 runway project includes PAPI and REIL lights, new electrical service as well as a house demolition within the Runway Protection Zone (RPZ). The project bid was awarded to Global Electrical Services. PAPI and REILS were not funded as part of this project, but will be reprogrammed into a future grant. Notice to Proceed is scheduled for November 1st. The airport is working with BOA and FAA for its terminal improvement project. The Red Bird full-motion flight simulator is available for training and rental. Several worn Paraport hangar doors are being replaced. LED high bay lights are being installed in the T-hangars resulting in energy consumption. Madison Brown, a former participant in the Future Aviator Program and graduate of Syracuse University, is a new staff member. A bald eagle caused a strike incident to a Cirrus SR-22 in early September.

## WINGS FIELD [LOM]

Construction on the West itinerant apron is expected to begin Spring 2023. Wings N' Wheels was held September 10 with more than 3,000 people in attendance. This event benefits Angel Flight East. Carris and Erik Kocher handed out scholarship information to prospective student pilots. Airport business activity is robust as are flight school operations.

## POTTSTOWN HERITAGE [PTW]

The airport sale to the Pitcairns was finalized in May. Penn Airways Inc. ceased FBO operations at that time and was replaced by Pitcairn Aviation. Work on the corporate hangar project is progressing and land development approval is expected by November. The project will go out for bid early Spring with ground breaking taking place late Spring. A main apron rehab project will begin along with the hangar construction project. Pitcairn Academy is a new flight school and will begin operations using a 152, 172 and a Twin Comanche. These planes are available for rent or instruction.

# Out of the way farmstand

by Robert Dant

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Flying back from a Cape Cod vacation in late August, I noted a public grass field on the chart in the middle of Long Island that I've never visited. Lufken Airport sits half way down the island, just outside of Gabreski Class D airspace. The adjacent Spadaro Airport shares the traffic pattern with Lufker.

Checking comments about the airport on Foreflight, I saw only one. It was warnings about landing any non-taildragger on this short strip with trees at the north end. That seemed odd to me given the 2300 foot length. That's a little short but no issue for a Cessna 172. I checked the satellite view and didn't see anything particularly difficult, despite trees on one end and wires on the other.

Entering the pattern expecting northeast winds that I'd witnessed on the flight so far, I noted a large American flag across the street begging for an opposite direction landing. I reversed course to land to the south instead. The grass was dry but relatively smooth. I parked on the south end near the highway.

I had originally planned to eat lunch across the street at a Mexican restaurant, but weather delays out of Cape Cod prompted an early lunch at the Kream & Cone on Route 28 Chatham. The haddock sandwich was great!

I wanted to explore the adjacent Spadaro field, so I started walking the road toward the east. I quickly discovered a farm stand between the runways and thought it a perfect opportunity to pick up some corn and watermelon for a planned cook out that evening. The selection all looked high quality, so I picked out two nice ears of corn and a small seedless watermelon and took them to the register. I noted some good

looking pies for sale, too, but figured them to be a bit pricey. A Turkish fellow with a strong accent was sitting and talking with a friend. I had figured my 3 items might ring up to about five bucks. I asked him how much and he seemed to arbitrarily blurt out "uh, ten dollars!" A little pricey, but I'm not an international

a cold water. Since I was already in search of a beverage, I accepted it and mentally lowered my cost basis of the watermelon and corn. We chatted for a bit. He's been in the USA for four years and was an auto tire mechanic in Turkey.

I wanted to explore Spadaro Airport, so I left and walked over to the adjacent airport. This place has seen better days. The macadam runway is heavily cracked and sprouting many weeds. The hangars are old. There are a few old cars and a boat peaking out of the high grass between the hangars. I snapped a few photos and then wandered back, passing the farm stand once again. Baha was munching on something. I



negotiator, and I figured he needed the money, so I handed it over, a little bit bugged. An old Turk probably expected a little bit of finagling as

would be the case in his homeland, but we Americans are a bit shy about all that bargaining stuff.

He must have seen me walking up to the stand earlier and asked me curiously where I drove in from. I told him that I flew in to the airstrip. He knew the owner of the field from whom he rented the space for the farm stand. He asked to see my plane, but he needed to bring his pet goat along, otherwise the goat would cry, he said. So, he put a collar around "Jose" the goat and we walked over for a few photos. He posted one on his farm stand Facebook page when we got back.

My new Turkish friend "Baha" offered me

noted that one of the pies was open and half of it shoveled out into his bowl. He insisted that I take the other half of the Strawberry Rhubarb home with me. I graciously accepted and lowered a few more dollars off my cost basis. I wished Baha good luck and departed for home.

In the end, I felt good about stopping along the way. I seem to meet the most interesting people when I land at out of the way airfields. On this occasion, I left with two ears of corn, a nice watermelon, a cold bottle of water, half of a Strawberry Rhubarb pie, interesting conversation with an old Turk and his goat, and a story to tell. All for just ten bucks, U.S. Not a bad deal after all.





# Go fly a kite!

by Tom Barrett

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Reprinted from EAA CHAPTER 769, AUGUST 2022 NEWSLETTER, "THE ISLAND FLYER"

In 1966, Frank Sinatra recorded a song titled "Summer Wind." It's a very pretty song done in Sinatra's inimitable style about a fleeting summer romance. Anyone who was a kid in the '50s and '60s knows that summer winds (and spring winds) meant kite flying. I "recall" that kites cost a dime, box kites a quarter. Only one kid in our neighborhood had box kites (which didn't seem to fly worth a darn) and only because his mother bought them. Why would one be so dumb as to blow a whole quarter on a box kite (which didn't fly worth crap) when ten cents bought a good kite with enough left over to get, well, and truly sick: five cent Coke, nickel candy bar and five cents worth of penny candy.

Every store sold kites in early spring. Little graphics with the display showed what the kites looked like, sort of like buying a rolled-up poster. Kites unfortunately weren't always reusable but string was so most kids usually had kite string on hand and valued it. We all remember the drill; string came on a spool so we'd wrap it around a dowel, starting with a knot to secure it, so as to play out string. There was always that kid who forgot to anchor the string. Goodbye string. Goodbye kite.

**Kites were beautiful in form and function but, like aircraft, delicate, unwieldy, a challenge to store and susceptible to damage when on the ground.**

Likely more kites got broken in sheds, garages and bedroom corners than were lost to trees and power lines. It was satisfying to slide off the rubber

band, unroll the kite and admire its graphics. Jiff peanut butter had a kangaroo logo so a "Jiff" kite featured the kangaroo but one had to buy a jar of Jiff to get it. A Jiff kite was not a foregone conclusion, not a certainty. We had to be out of peanut butter just when Jiff was providing free kites. Mom wasn't buying anything unnecessary just so I could get a free kite.

**Arrange the sticks so the string on each corner of the kite fit the stick's notches and voila a kite!**

Not exactly. All one had was an unstable pane of paper

flatter than Kansas. It was best to tie the sticks together where they crossed with a bit of string and stretch a string across the back of the horizontal stick making a bow transforming the kite into a nice airfoil. A stick on a string made an acceptable kite tail. I had cousins from upstate New York who thought it whimsical to use a brassiere as a kite tail. Three score years ago that was bawdy, mom-annoying hilarity for a ten-year-old.

A little circle on the upper middle of the kite indicated where to poke a hole to tie the kite string to the vertical stick. Ignore that and tie a string end-to-end in front of the vertical stick. To that was tied the kite string in a slip knot to slide up and down to find the sweet spot: Too high and the kite would align parallel to the wind instead of perpendicular and not fly. Too low and it wouldn't fly, or worse, fly well enough to get a hundred feet aloft and, nose heavy, dive into the ground. No amount of pulling recovered the descent and only augmented the destruction when it hit. If room permitted one could play out

string and run toward the kite hoping to slow the descent but room never seemed to permit.

**Kite science was eventually mastered.**

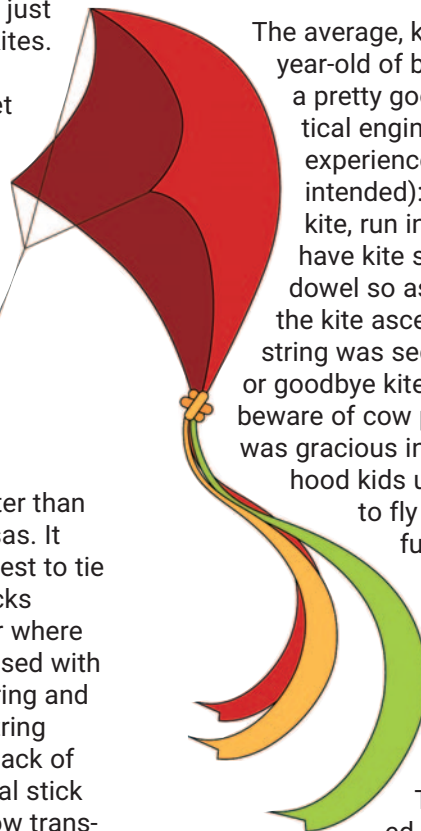
The average, kite-flying, ten-year-old of bygone days was a pretty good little aeronautical engineer with field experience (pun slightly intended): properly rig the kite, run into the wind, have kite string wound on a dowel so as to play out as the kite ascended, be sure string was secured on dowel or goodbye kite as noted. And beware of cow pies. A farmer was gracious in letting neighborhood kids use his meadow to fly kites but it was full of cow patties.

Situational awareness so useful to future pilots was learned flying kites in cow pastures. The farmer rotated crops so we had to rotate fields but I don't recall him spreading manure on the kite-flying fields. Kite flyers did it for him on the soles of their US Keds and PF Flyers.

None other than the Wright brothers began their quest for manned, powered flight experimenting with kites. You don't see kids and kites much anymore. That's a shame.

**Tom Barrett, EAA 769 Sunbury, Penna**

*Chapter 769 of the Experimental Aircraft Association holds monthly lunch fly-ins throughout the spring, summer and fall at Sunbury Airport, a grass airfield on an island in the middle of the Susquehanna River. They also publish a monthly newsletter for members of the chapter.*



# Essington Seaplane Splash-In

by Robert Dant

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**Definition:** splash-in: noun

\ 'splash-ən \

a gathering (as at a body of water or seaplane base) of flying enthusiasts who arrive by private seaplane

Since 1915, the sound of aircraft engines has been heard overhead at the Lazaretto grounds in Essington, PA. It starting as entirely Curtiss flying boats in 1915 to eventually being drowned out by the peculiar sound of big jet engines thrusting passengers from Philadelphia to all parts of the world. On October 22, 2022, it was the unique sound of a little Rotax 100HP engine and of a big Continental 0-470 that caught people's attention.

It was a near perfect day at this little seaplane base. There was a slight breeze, some ripples in the river, and a warm late-October sun. The tide was high, the gravel ramp rolled, the landing lane surveyed by the Coast Guard Auxiliary, Philly ATC alerted of our activities, and the grass nicely mowed by the township. We were lucky, too, that no flight restrictions were in place that regularly happen when the president is at home in Greenville, DE.

We had about a hundred folks in attendance for this late-season splash-in that included a catered lunch by Cipoloni Catering. We even had a wedding party from the neighboring firehouse event hall stop by for wedding photos on the ramp. Even without aircraft, this

would have been a beautiful day by the river. Happily, we had two intrepid seaplane pilots splash in.

Richard Drumheller flies a home-built, two-seat Aventura II flying boat, powered by a Rotax engine. This aircraft is similar to a Searey, another very popular small recreational "flying-hull" style seaplane.

Richard's manual landing gear extension mechanism works well in the air for extending the gear for landing on a regular runway, but in the water, it difficult to extend the gear for a ramp arrival without getting weight on the wheels to lock them down. With the help of two volunteers getting their feet wet, we were able to get the gear down for Richard to taxi onto the grass.

Being the first to arrive, the little Aventura was the star of the show for quite awhile, gawked at by the excited spectators that had been anxiously awaiting the first arrival. Richard answered everyone's questions about the aircraft.

About an hour later, Steve Kent arrived in his beautiful Cessna 182 on amphibious floats. This was a first test of the refreshed gravel ramp by a large amphib. Steve's skill was apparent in navigating the ramp in and out of the water and his arrival gave us more hints about how we might improve the surface even more for future events.

A Cessna on amphib floats is an impressive site sitting up on the beautiful grass here. Those in attendance were impressed by the airplane and were equally impressed with Steve's willingness to answer all their questions about flying seaplanes.

Overall, it was a very pleasant day, despite cancellations by a number of other seaplane pilots. The late season date may have had a depressing

effect on turnout as pilots start moving their seaplanes south for the winter this time of year. Event dates here are dependent on having high tides, no flight restrictions, and good coordination with other township events.



**Aventura II**

Photo Greg Rendell



**Cessna 182**

Photo Rob Dant

## Spitfire Experience

Ever since growing up in England as a young boy near an RAF airfield, I wanted to fly in a Spitfire. The possibility seemed unlikely until only recently with the introduction of modified two-seat Spitfires used for training and sightseeing missions. My flight originated from Goodwood Aerodrome, a large grass RAF airfield on the southern coast of England. My host pilot sat in the front, while I got a near full compliment of instruments and controls in the back. The southern England weather was uncharacteristically perfect the day I flew and our flight lasted over an hour. Within minutes of departure, we were over the English Channel with spectacular views. I spent a lot of the time on the stick and did most of the flying. My instructor provided a wonderful Spitfire flight lesson and talked me through multiple aerobatic maneuvers. My son flew alongside in a Harvard where he captured photos and videos. My logbook now proudly includes 1.5 hours of Spitfire time.

by John Stubbs



**Spitfire over England**



# Smithsonian Museum Curator to speak at our annual dinner

Guest Speaker:

**Dorothy Cochrane**

Curator, General Aviation

Smithsonian National Air  
& Space Museum



**Dorothy Cochrane** is a curator in the Aeronautics Division of the National Air and Space Museum and is responsible for the collections of general aviation aircraft and flight materiel, aerial cameras, and the history of women in aviation. The co-author of *The Aviation Careers of Igor Sikorsky*, she has also written articles and blogs on Amelia Earhart, Anne Morrow Lindbergh, and many other women, and about general aviation. Cochrane is the curator for the Barron Hilton Pioneers of Flight and the Thomas W. Haas We All Fly galleries, as well as exhibits at the Steven F. Udvar Hazy Center. She is a former Board member of Women in Aviation International and is the 2020 recipient of the National Aeronautic Association's Katherine Wright award for contributions to the advancement of the art, sport, and science of aviation and space flight. Dorothy earned her Private Pilot certificate in 1994.

## 2022 Wright Brothers Dinner

Aero Club Annual Member Meeting and

### Wright Brothers Celebration

**Saturday, December 17, 2022**

**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 [sarahwolfe@windstream.net](mailto:sarahwolfe@windstream.net).

**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, 1399 Narcissa Road, 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: \_\_\_\_\_, \_\_\_\_\_

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

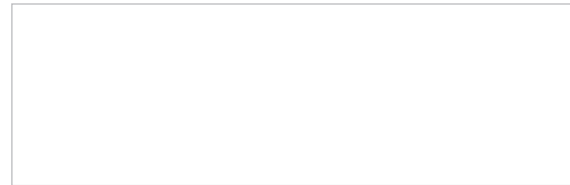


Organized December 17, 1909; Chartered May 10, 1910  
**Aero Club of Pennsylvania**  
1399 Narcissa Road, Blue Bell, PA 19422

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## Aviation Events

### DECEMBER 4, 2022

Massey Aerodrome Open Hangar Fly-In (MD1)

### DECEMBER 17, 2022

Aero Club Wright Brothers Dinner

### 2023 Events

Sun N Fun, Lakeland, FL **March 28 - April 2**

Reading WWII Weekend **June 2-4**

AirVenture, Oshkosh **July 24-30**



## Board of Directors Report

The Board of Directors was held on Tuesday, October 18 at Wings Field. The agenda included reports on financials, membership, newsletter, and events. Early planning is underway for our Saturday, December 17 Wright Brothers Dinner at the Desmond Hotel in Great Valley, PA.

A discussion was held about possible speakers at our annual dinner. As always, the club seeks aviation-related speakers who might appeal to both aviators and their non-aviation spouses and friends. The club is conferring with multiple candidates.

The board meeting was held early to accommodate a presentation on the outdoor enclosed patio at the Philadelphia Aviation Country Club. John Stubbs presented on his trip to England to fly a Spitfire over the English Channel.

## Call for donations for silent auction

Donations are much appreciated for our Wright Brothers Dinner silent auction to raise scholarship funds. Donations do not have to be aviation related. Examples from past auctions included gift baskets, gift certificates, homemade items, wine and spirits, aviation-related mementos, unique books, and aircraft rides.

Contact Sarah at [sarahwolfe@windstream.net](mailto:sarahwolfe@windstream.net)