



## 250th organizer speaks to Aero Board; Heritage holds fly-in

### 250th Navy/Marines anniversary

George Leone, President and Chair of the "Homecoming 250" organization, spoke to the Aero Club board on April 17 about upcoming events celebrating the 250th birthday of the Navy and Marines, both established in Philadelphia in 1775. Events will include a gala on Independence Mall, Navy and Marine Bands concerts, fireworks, a veterans' picnic, and flyovers by Navy and Marine aircraft. Some members of the Aero Club have offered to coordinate local military aircraft involvement.



Fly in aircraft at Heritage Field on May 3

### Heritage Field holds 4th annual Camp-in, Fly-in

On May 3, the 4th annual vintage/antique/modern fly-in/camp-in took place at Heritage Field Airport in Pottstown, hosted by David and Rachel Pitcairn. Despite an iffy forecast that made for a lower turnout than last year, there was nary a

drop of rain! Regardless, a number of determined pilots with their remarkable airplanes flew in.

Fly-in pilots received a cookie, a bottle of water, and a coupon for \$25 off an oil change by field-based Penn Air Repair, LLC, expertly staffed by David Genn and George Himmelreich.

*(Continued next page...)*



### Recalling aviation column

Recalling over a decade of writing about aviation in a Philadelphia newspaper icon.

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### Retired and honored

Two of our own were celebrated and honored by friends for their life of service

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### President's Message

With summer at our doorsteps, it's the perfect season to celebrate all things aviation. I'm incredibly proud of the energy and commitment our members bring—whether through mentoring, flying, volunteering, or simply sharing your passion for flight. We're always looking for volunteers to help with events, scholarships, outreach, and as board members. No experience required—just a willingness to pitch in and help aviation grow in our region. To get involved, email us at mailbox@aeroclubpa.org or speak to any board member.

The annual scholarship dinner is scheduled for Thursday, June 19th at Wings Field. Our guest speaker will be Cade

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Some planes stayed all day; others dropped in for a shorter visit. All had fun.

The Civil Air Patrol helped with check-in, the Outrunners Car Club helped with parking, and Mary Wunder, retired air traffic controller came out of retirement (temporarily) to serve as Air Boss. Multiple organizations set up display tables, including the Keystone Chapter of the Ninety-Nines who offered arts & crafts to youngsters, our Aero Club of PA with membership information, with Chair Rob Morrow making the rounds for new members, and EAA Chapter 1250 with an aircraft project and a pedal plane for the kids. Mike Gular Racing showed off their NASCAR Modified race car, and Saul Salomon provided live Ranger engine demonstrations. The Bucktown Grille, a top-quality food truck, offered a delicious menu.

Helicopter rides were offered by Chester County Aviation, owned by new Aero Club board member, Ethan Crane, who was in attendance. Airplane rides in a Cessna 172 were provided by Pitcairn Flight Academy for \$40.

The airplane ornament collection of former chief flight instructor at the airport, Ethel Bailey, who passed away in March just shy of her 90th birthday, was offered for sale to raise funds for a Ninety-Nines aviation scholarship. The day concluded with a wonderful Celebration of Life honoring her memory, with lots of reminiscing and humorous anecdotes.

Next year's event is expected to take place in May, 2026



Rob Morrow at Aero Club table at Heritage Field

# Presidents Message

(Continued from page 1...)

Hontañón, a former scholarship recipient currently flying the A-320 for Frontier Airlines. We look forward to awarding scholarships to passionate students pursuing careers in aviation and aerospace. From pre-solo to ATP and A&P certifications, these scholarships help launch future aviators and aviation professionals. Your support makes this possible—thank you for investing in the next generation of flight. We all know that flying isn't the cheapest hobby, or the easiest career to break into. One last thing for the younger (and qualified) portion of our audience, keep in mind that you could have the opportunity to learn to fly, not only for free, but also while being paid a full salary in five of the six Armed Forces!

**We look forward to awarding scholarships to passionate students...**

On Tuesday, June 24th, Aero Club members have the opportunity to tour the FlightSafety International Training Center in Wilmington, DE, gaining firsthand insight into high-level pilot training. The tour will feature a full-motion simulator demo and discussions on aviation safety protocols. Please see our website for further information.

I would be remiss if I didn't mention the state of aviation in our nation. Aviation continues to uphold its reputation as the safest form of transportation. While recent incidents have sparked conversation, data continues to show accident rates remain low. Current DOT safety priorities include runway awareness, pilot wellness, and integrating new airspace users like drones. Just this week, the Secretary of Transportation unveiled a plan to build a brand new, state-of-the-art air traffic control system that will be the envy of the world. By replacing the current, antiquated system, the FAA will enhance safety in the sky, reduce delays, and unlock the future of air travel. As pilots, enthusiasts, and advocates, let's remain vigilant, stay current, and support a strong safety culture throughout the community.

Keep Flying Safely!

*John Brennan*



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

1399 Narcissa Rd, Blue Bell, PA 19422

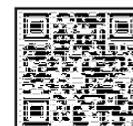
**Organized December 17, 1909** to promote aviation in the Greater Delaware Valley. We are a social and civic organization which awards aviation scholarships, plans field trips, holds an annual dinner, sponsors presentations, and produces this quarterly newsletter.

## PENNSYLVANIA PILOT

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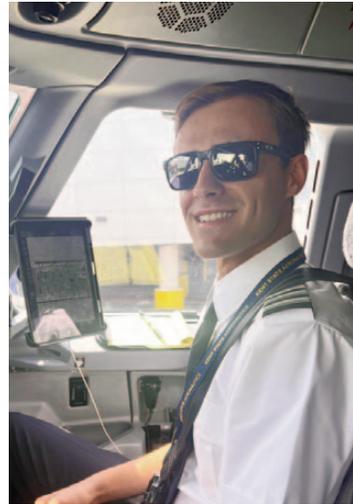
Roscoe Draper - Tuskegee (1919-2024)  
R. Anderson "Andy" Pew (1936-2022)

# 2025 Scholarship Details

Our 2025 scholarship recipients have been chosen, after a 2-month application period. There were 37 applicants, of which 17 were interviewed for possible awards. There were many extremely qualified applicants, making the scholarship committee's job very difficult. Two thirds of applicants mentioned word of mouth and online searches as the primary means of hearing about our program, with a few more hearing about it from past recipients. Below are some statistics about our applicants:

Experience level:	Scholarship interest:
20 Private Pilots	9 Instrument Rating
8 Instrument Rated	8 Post-solo Private
6 Commercial	7 Pre-solo Training
2 CFIs	6 CFI/CFII/Multi
3 Multi Engine	5 Commercial
4 Tailwheel Endorsed	1 Tailwheel Instruction
9 Student Pilots	1 Aviation Maintenance
7 With no certificates	

## Scholarship Dinner Speaker:



**Cade Hontañón**

**Cade Hontañón** is a former Aero Club of PA scholarship recipient who put his scholarship funds to great use. Cade is currently a first officer at Frontier Airlines. He is excited to share his journey from student pilot, to instructor, to airline pilot. Cade attended Kent State University, instructed at New Garden Flying Field, was a first officer at Republic Airlines before moving to Frontier.

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

# Scholarship Awards Dinner

*Presented by the Aero Club of Pennsylvania Memorial Scholarship Fund and the Eastern Pennsylvania Chapter of the Ninety Nines*

**Thursday, June 19, 2025**

Philadelphia Aviation Country Club  
Wings Field, Blue Bell, PA.



6PM: Cash Bar, 6:30PM: Dinner, 7:30PM Awards  
**\$49.00 per person**



**RESERVE online at [aeroclubpa.org](http://aeroclubpa.org)**  
We can't accept phone reservations or walk-ins

**Reserve ONLINE** or send this form with payment by **June 14** to:  
**Aero Club PA Scholarship Fund, 1399 Narcissa Road, Blue Bell, PA 19422**

NAME: \_\_\_\_\_ Number Attending: \_\_\_\_\_ x \$49 = \$ \_\_\_\_\_  
 PHONE: \_\_\_\_\_ Sponsor a Recipient: \_\_\_\_\_ x \$49 = \$ \_\_\_\_\_  
 E-Mail: \_\_\_\_\_ Scholarship Contribution: \$ \_\_\_\_\_  
 Total Enclosed: \$ \_\_\_\_\_

Please list names of attendees...

ATTENDEES: \_\_\_\_\_,  
 \_\_\_\_\_,



The decade of the 1970s was the peak of recreational flying in the United States. No other decade had as many active pilots or larger production of single-engine airplanes. Anxious to capture the growing general aviation advertising market—both Philadelphia newspapers devoted significant space in the sports section of their Sunday editions for display ads for airplanes, fixed-based operators and airports. The Inquirer had their transportation writer, a non-pilot, write a small piece weekly, mostly reprints of company press releases. The Bulletin decided to best them—hire a pilot who could write. Their company pilot was not interested but promised to vet the editor's prospects. The editor next contacted a reader who periodically complained about inaccuracies in their reports of aviation accidents: he agreed to write a 500- word column weekly for a modest \$50/week. The company pilot said the credentials of the 29-year old passed muster: he had 400 hours and an instrument rating.



Bulletin building at 3100 Market St

Thus began the "Sunday Pilot" column which appeared weekly in the sports section of the Sunday Bulletin from the fall of 1969 to February 1982 when the Bulletin folded. It appealed to pilots and non-pilots alike.

They would often feature his flights with his wife and four young children and the fun they had at their destinations. He was blessed with a wife who was never afraid of flying and never got air sick. His co-owned Cessna 205, then a series of well-equipped Cessna 210s,

carried them all over the United States. He wrote about flying to visit various aviation museums.

Old Rhinebeck in New York, the Smithsonian and the USAF Museum in Ohio were among his favorites. He wrote about flying or attempting to fly unique aircraft: hang gliders, man-powered aircraft, the Goodyear Blimp and helicopters. He met and wrote about aviation luminaries including Jimmy Doolittle and Bob Hoover. He received bucket list flights such as the orientation flight with a Blue Angel out of Willow Grove, as a passenger in a jump seat of an American Airlines 747, seated alongside the pilot in the Canadian Snowbirds during an air show at Reading airport, and being a passenger during the inaugural flight of the British Airways Concorde from Dulles Airport to Heathrow in 1976 at Mach 2 at 60,000 feet.

He reported candidly about his check rides including getting his commercial pilot certificate, glider pilot and flight instructor's ratings and airline transport pilot certificate. He revealed his flying weaknesses after each biennial flight review. He took them annually with various instructors, designated pilot examiners and FAA inspectors. His less than subtle hint was how valuable such annual reviews would be for all pilots. He emphasized the value of airplane co-ownership proving its benefits to both the co-owners and their airplanes.

He dispelled many of the misconceptions about aviation. He explained why the well-maintained simple single engines in small planes rarely quit; that U.S. airspace is not at all crammed and why less than 10% of the airports have air traffic control towers. He wrote about the exceptional freedom of flight in the United States: how someone will-

ing to do it could still fly across the country in good weather without ever talking to a controller.

Then there were his annual spoof columns during the holiday season. One claimed the FAA had mandated pilots to wear and consult mood rings as part of their preflight checklist.

**The column had a surprisingly high readership to the astonishment of his editor.**

Another described the brand new craft he purchased for Christmas: a two-seater with a small rudder, very simple controls and a remarkable, easily trimmed airfoil. The last sentence of the column revealed the new craft was a Sunfish sailboat.

An October 1973 column provided various options for how to save our small airports. The models were later used to save Wings Field and other nearby airports.

The column had a surprisingly high readership to the astonishment of his editor. When the Bulletin hinted it desired to end the column for financial reasons, they received an inordinate influx of complaints convincing them to change their decision. It continued until the Bulletin, itself, folded in February 1982.

In a sense, the column lives on in the form of a compilation of his columns in his book "Flying For Fun" published by Bisel exactly 30 years ago. It is still available on the used book market.

But if you ask whatever happened to the columnist, himself, I can assure you he is still around, albeit as a member of the United Flying Octogenarians ("UFO"). Now with over 66 years of flying and 4500 hours, he still rents Cessna 172s in good weather and does at least seven takeoffs and landings and practices the commercial maneuvers for an hour and one-half. If you didn't know before or figure it out by now, the author of that long ago column was yours truly.

PAUL C. HEINTZ - April 2025

# Airport Highlights

by Elaine Farashian

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## PHILADELPHIA INTL

The taxiways Y & U rehab project returned the pavement, markings, signage, lighting and electrical infrastructure to a state of good repair and reconfigured intersections consistent with current FAA standards. Taxiways Y & U are critical to the function of the airport's airline and cargo operations as they provide a key connection between the passenger terminal areas and runway 9R-27L and are the only connections to the UPS cargo apron. This is the 2nd PHL project to receive an Envision Verified Award.

PHL is now in phases 5-8 of restroom renovation, opening restrooms to the public in key areas throughout the airport. The first restroom set in phase 5 in A-East Baggage Claim opened March 3, followed by sets in A-West ticketing lobby March 18 and the end of Terminal C March 25. Five more sets will open in July in ancillary spaces. A new custodial operations center will include restrooms, showers, lockers and work-spaces for custodial team members. The Capital Development team is also working on phase 6 construction which will result in 8 new restroom sets by the end of 2026.

## BRANDYWINE [OQN]

Work has resumed on new corporate hangars and the runway lighting project. The bid for runway widening to 60 ft. has been awarded to a local contractor and is waiting funding. A new airport entrance sign was installed in the fall. Tree removal work continues to keep runway approaches clear. Ongoing deer mitigation has reduced animal sightings significantly. D row T-hangars are undergoing restoration after a non-aviation-related accident resulted in fire and smoke damage.

## CHESTER COUNTY [MQS]

The airport purchased a new AWOS to be installed in the spring. The FAA will be replacing runway I I VASI system with new PAPIs which to be installed in the spring.

## DOYLESTOWN [DYL]

The airport is repaving around the terminal area, resealing the East ramp T-hangar taxiways and providing additional car parking and tie-downs. Future projects include development of new approaches, replacement of PAPIs and REILs, reconstruction of West itinerant apron and a

new fuel farm. Also planned are unit hangars.

## HERITAGE FIELD [PTW]

Projects are Terminal apron rehab and bidding of the hangar development infrastructure.

## NEW GARDEN [N57]

To comply with FAA standards, 800 ft. of the parallel taxiway will be reconstructed and new taxiway edge markings will be implemented. The fuel pumps and dispensers will be relocated outside the new taxiway object free area. The entire project should take about 75 days. Aviation Way, which is the access road extending from Newark Road to Aviation Center parking lot, will undergo rehab. A 16-ft. sliding vehicle gate with a card reader will be installed to the east T-hangar access road. This project is estimated at 30 days. Spring Ground School will begin April 15. High School Learn to Fly Day will start May 17. Future Aviators Summer Camp dates are July 7-11 & August 4-8. Festival of Flight Air, Car & Tractor Show is August 23 & 24. Run the Runway 5K is scheduled for August 23 morning.

## QUAKERTOWN [UKT]

The projects are obstruction removal, repaving around hangars B & C, repaving tie-downs between D hangar and runway, crack-seal and remarking runway and taxiways and additional car parking area. 10 new T-hangars are planned for 2026

## SOUTH JERSEY [VAY]

The state is working on a new beacon. Potholes have been repaired. Phase I of taxiway/runway project is to begin this fall.

## VAN SANT [9N1]

Partial runway re-grading is planned for 2026.

## WINGS [LOM]

The new West itinerant apron is complete with grass seeding done in March. Rehab (mill and overlay) of the parallel taxiway is complete in design, but is being reviewed by BOA. Bid requests will open in April and construction is expected to begin mid to late summer. The topic for April I Aviation Council of PA Round Table is "The History of Wings Field". Planning is underway for the annual Wings N' Wheels Day Sept. 6 which benefits Angel Flight East.



Old Shannon Airport Beacon

## Goodyear blimp pilot to speak to Aero Club

At our December Wright Brother's dinner, our speaker will be Adam Basaran, Goodyear blimp pilot. On May 9, Adam was at the controls of the blimp Wingfoot One on his way to the PGA golf tournament held outside of Philadelphia when he did a low pass over Chester County. The company is celebrating 100 years of their first 'logoed' airship "The Pilgrim" and plans to reveal a new blimp of the same design. Because of the anniversary, Adam's blimp schedule is up by 30 percent, so look up, we might be seeing the blimp more often. They are looking to add a few more pilots into their rotatio. He is training two female pilots from Boca Raton currently. Training usually takes a year or more.



Recent flight over Chester County on the way to the PGA Golf Tournament. Piloted by Adam Basaran, our speaker in December.

## Lindrooth retires; Heintz honored

by Jim Kilduff

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### Steve Lindrooth retires from United Airlines

Steve Lindrooth and Juliet Lindrooth live aviation. Both have been airline captains, United and American, respectively. Steve has been an Aero Club member for a very long time and is again serving on our board. He is an A&P and an IA. He flies a T-6 in formation. Steve does lots of great airplane stuff.

A United Airlines captain high on the seniority list, Steve was expecting to retire this year. Fate intervened. A health issue grounded Steve a few months before his 65th birthday. Steve's wife, Juliet, wanted Steve to have a proper send-off from flying the line. She arranged a party, meant to be a surprise. Quiet invitations were issued to many of Steve's friends and colleagues. In the end it was not a surprise (much hilarity at the event about how the surprise unraveled) but a wonderful send-off for Steve nonetheless.

We have all seen the airplane of the retiring captain taxiing his plane through a shower from the fire trucks. Steve did not have that experience. No water cannons.

But several squirt guns were employed at his party in compensation. Only Steve got soaked in the process, since he was not in a cockpit!

Many Aero Club members participated and probably saw a pilot friend not seen in months or years. There was great comradery typical of gatherings of folks passionate about flying and flight. The location was A.G.A. Farms. It has a paved runway (private) and its own winery where they bottle their own wine under the "AVIATOR" label. It could not have been a more fitting spot. Great fun for all. Thank you, Juliet.

Remarks from Nancy Kyle:

Many thanks to Juliet for planning the festivities at a winery on an airport, two of my favorite places to be! It was also great fun to meet Steve's mom. What a delightful lady whose attributes are evident in her handsome son. Happy retirement, Steve! We are really hoping you will use some of that extra time on your hands for upcoming Aero Club activities!



Juliet & Steve Lindrooth

### Paul Heintz honored at Angel Flight East dinner

At its annual fundraiser, Angel Flight East honored our own Paul Heintz with its annual "Vista Award." A recipient of the Master Pilot award from the FAA, Paul has been flying continuously and safely for 66 years. Author of a newspaper column on aviation early in his flying career, Paul also wrote a book titled "Flying for Fun." Emeritus board member of AOPA, and solicitor for the Aero Club, Paul was one of three men who rescued Wings Field when the then owner wanted to sell.

Aero Club member Nancy Kyle coordinated an Aero Club table with over 10 members in attendance. She noted afterward, "how fitting that Angel Flight East honored our long time friend and solicitor, Paul Heintz. It was also wonderful to see that very special lady, Jane Heintz, who continues to share and support her husband's life adventures. The event gave us all an opportunity to dress up, exchange fun stories, and help a great cause."

Angel Flight East arranges flights for seriously ill patients whose treatment is of necessity in distant medical facilities. These patients cannot easily afford the cost of constant travel for care. Angel Flight pilots volunteer their time and their airplanes to fly patients and family, at no expense to the passengers. These pilots are literally life savers. The headquarters for Angel Flight East is Wings Field.



Receiving award



Jane and Paul Heintz

# Slippin' & Slidin' at Alton Bay

by Robert Dant

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I have landed on the famous ice runway on Lake Winnepesaukee many times. Landing on a frozen lake is always an exhilarating experience. Having completed the five-hour round trip enough times to get over the novelty, I typically only make the journey when I can take someone new to share the unique adventure. This time, a colleague expressed interest.

Last year, the weather was too warm for good ice formation, so the runway never opened. But this season was different. The cold set in early and stayed, allowing the crew that manages this FAA-approved ice runway to prepare it and the parking area by early January. From then on, aircraft from across the country poured in, setting a record of over 750 visits in one season. As it turned out, we would be among the last.

To make the trip more enjoyable, we flew up a day early and stayed overnight in Vermont, taking in the snowy landscapes and crisp winter air on scenic hikes. Our plan was to leave mid-morning for a quick 30-minute flight to Alton Bay. Everything was going as planned—until I checked the NOTAMs before departure. The runway was closed. Oh no!

Why? I immediately called the recorded hotline, but Paul, the runway coordinator, gave no details. I suspected an aircraft incident. There are usually a few each season—use at your own risk!

I hesitated to change our plans just yet.



*Aircraft in the parking area*

Instead, I considered some alternatives for flying back and grabbing lunch along the way. But I had a hunch. Maybe the ice runway would reopen by the time we arrived. So, we took off.

The flight was uneventful, and as we neared Alton Bay, we tuned into the common traffic frequency. Other aircraft were inbound, and one was already circling. "Runway is clear," a pilot reported, "but still closed."



*Landing north at Alton Bay ice runway*

But, as we approached and made a radio call to the ground, Paul's voice crackled through: "Reopening the airport now!"

Woohoo!

I quickly broadcasted the update to the others in the area. A Skyhawk and a Cirrus were inbound.

Many years, the runway has a layer of packed snow that provides decent braking. Not this time. The surface was beach-ball smooth. This would be an interesting landing and taxi.

Winds were gusting around 15 knots from the west at nearby Laconia—challenging for a crosswind landing on the north-facing ice runway. However, the hills around the lake often funnel the wind down the runway. As I turned final, I confirmed it: nearly perfect alignment.

Landing on ice might sound terrifying, but it's usually anti-

climactic. I executed my best short-field landing technique, and everything seemed fine—until it wasn't. Braking was nonexistent. I couldn't make the first exit. "I'll have to taxi to the end," I advised the other pilots in the traffic pattern.

Gingerly, I slowed near the end, ignoring a disabled aircraft just beyond the official runway area. I attempted to turn off but the winds had me locked in place.

In seaplane training, they teach you that turning downwind is the hardest maneuver—sometimes impossible. I gunned the engine. It helped, but as soon as I pulled back the power, the aircraft swung back into the wind. So, I shut down.

A Skyhawk landed and managed to taxi off at midfield but couldn't move any further on his own. The Cirrus behind me had the same issue. For a tense moment, I worried he'd slide right into my tail, but he stopped just short.

We all got out, donned our ice grippers, and pushed our aircraft downwind. The runway crew arrived to assist, guiding us under power as wing walkers. The rest of the taxi was uneventful, but I had never faced conditions quite like this before.

Then came the news: Paul NOTAMed the runway closed again! A Cherokee on final had to abort and divert. We had made it in just in time.

After a celebratory lunch in town and a stroll, I received my official ice runway certificate—proof of my insanity. Then, we planned our departure.

Taking off from ice is much easier. With power, the rudder becomes highly effective, and the aircraft handles like an airboat. The runway crew helped guide us out, but the takeoff itself was smooth.

Two days later, the ice runway shut down for the season. We had just made it. What a blast. I'll be back again in the future.



*Runway 01 at Alton Bay*



FIRST CLASS  
POSTAGE  
REQUIRED

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

[www.aeroclubpa.org](http://www.aeroclubpa.org)  
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## AVIATION EVENT CALENDAR

### Aero Club

**June 19** Annual Aero Club Scholarship Dinner  
**June 24** Tour of Flight Safety International  
**Aug 30** Aero Club Cape May Fly-in

### Local

**May 17-18** McGuire AFB Open House & Airshow  
**May 24-25** Harrisburg Air Show (Blue Angels)  
**June 6-8** MAAM Reading WWII Weekend (RDG)  
**June 13-15** Greenwood Lake Air Show  
**June 13-15** Chester County Balloon Festival (Willowdale)  
**June 14-15** Ocean City Maryland Air Show  
**June 21** Antique Airplane Fly In, Massey (MD1)  
**July 7-11** Future Aviator Camp, New Garden Airport  
**Aug 4-8** Future Aviator Camp, New Garden Airport  
**Aug 16-17** New Garden Air & Car Show  
**Oct 6-8** PA Aviation Conference (Bethlehem)  
**Oct 9-16** Homecoming 250 Navy/Marines fly overs

### National

**July 9-13** Ninety-Nines Intl Conference (Vermont)  
**July 21-27** AirVenture Oshkosh  
**Sept 22-28** Triple Tree Aerodrome Fly-In, Woodruff, SC  
**Sept 4-7** International Seaplane Fly-In Greenville, ME  
**Oct 4-12** Albuquerque Intl Balloon Fiesta



## Board of Directors Report

By Carris Kocher

The Aero Club Board of Directors met at the Philadelphia Aviation Country Club on April 19th, 2025. President John Brennan presided over the proceedings. Following the approval of minutes, the group received reports on our finances, scholarship program, membership, and communication initiatives. The membership renewal efforts are proceeding well.

Planning is in progress for the June Scholarship dinner, including an agreement on our speaker for the event, Cade Hontañón. This event will again take place at Wings Field.

The Events committee discussed plans for a tour of Flight Safety International in Wilmington in June and a golf outing in July. Invitations will be sent to members' email.

Plans were then discussed for the Aero Club to have a presence at local aviation events, including the Chester County Balloon Fest, Heritage Field Fly-In, the Reading WWII Weekend, the New Garden Flying Field Air Show in August, and the Labor Day Fly In at Cape May Airport (Wildwood).

Lastly, the board discussed the possibility of coordinating with local FBOs to offer a fuel discount for Aero Club members.

With the agenda concluded, the meeting adjourned for dinner and our speaker, George Leone, President and Chair of the "Homecoming 250" celebration in Philadelphia.