



E.A.A. museum manager speaks about M*A*S*H

Sixty-five members and friends of the Aero Club of Pennsylvania attended the annual Wright Brothers Dinner at the Desmond Hotel, where they enjoyed a reception, silent auction, dinner, and an exciting presentation by Chris Henry, the current museum manager of the E.A.A. Museum at Oshkosh.

All who attended agreed that Mr. Henry's presentation about M*A*S*H units in Korea and Viet Nam was very enjoyable. Mr. Henry spoke for about 40 minutes and took questions afterward. Read more about the presentation on Page 7.

President John Brennan presided over a quick "annual member meeting" to vote in five new Aero Club board members for the next three years. John also provided a 2024 year-in-review of club activities. The club was active with in-person events, including events at Wings Field, Heritage Field, the American Helicopter Museum, the N.A.A. Awards Dinner, and the Chester County Balloon Festival.

Our annual silent auction raised over \$2700 for our scholarship program. Auction items included gift packages, books, a hot



Aero Club Dinner at Desmond Hotel

air balloon flight, and aviation-themed items (story page 2).

Before the evening ended, President Brennan thanked our auction donors and invited members to participate in upcoming events, including our June scholarship dinner.



Who owns Bergdoll's Flyer?

Controversy ensues about the Wright B Flyer at The Franklin Institute.

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Mobile Army Surgical Hospitals

Our dinner speaker recounts the impact of these roaming Army hospitals.

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President's Message

The year 2024 ended on a great note for the Aero Club with a wonderful Wright Brothers Dinner on December 17. We had a very successful silent auction – thank you Nancy Kyle and friends – a really interesting speaker and the usual high quality dinner served by the great staff at the Desmond Hotel. We hope you had a wonderful time and will join us again at our dinners in 2025.

The year 2025 is shaping up to be an active year as the Aero Club seeks to be part of many interesting aeronautical events. On the calendar (see page 8) are some events where we plan to be visible at Pottstown, Reading, Cape May, and Willowdale. Additionally, the club has renewed its

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Silent Auction 2024. A Grand Success

by Nancy Kyle

Each year, the Aero Club has held a silent auction at our Wright Brothers Dinner, to raise funds for scholarships. The excitement begins weeks before the dinner when donors start sending emails about their interesting donations. While we have similar items every year, like George Jenkins' Eagles Mere excursion, rare aviation books and dinner at the Philadelphia Aviation Country Club from John and Wendy O'Toole, we also receive many new items. This year was no exception. There was a glider ride from Steve Devine of the Philadelphia Glider Council, an aircraft oil change and a Discovery flight from David Pitcairn of Pitcairn Aviation at Heritage Field, two aviation Monopoly games (who knew?) from Peter Bruemmer, two exercise machines from Alicia Sikes, a Family four pack entrance to the NAS Wildwood Museum, a Patriotic Tour from Erik and Carris Kocher with American Liberty Tours, and a golf foursome at Liberty Hill from Jeff McFadden at The Union League. But clearly, the item that captured the most interest--and the most bids--was a basket: How To Make the Perfect Manhattan from Dan Sundt. You can guess the contents of that one!

Our Scholarship Committee is so grateful for the support of our donors and bidders. Proceeds ensure their ability to continue the good work they do every year with awarding scholarships to deserving students. Between this effort that raised \$2700 and donations received with dinner reservations, we raised approximately \$6000 this year. Astounding!

A special shout-out to Deb Harding: she not only donated a balloon flight and was the winning bidder on four items, she encouraged several of her friends to donate great items (the fox print, entrance to the Warwick Furnace Lavender Farm, the NAA coin & membership, and a gift certificate to the Inn at Twin Lindens). Other winning bidders included Mike Little who won seven items; Mimi Morrow who snagged the golf foursome at Liberty Hill and Patriotic Tour with Carris; Dan Sundt won four items;

Presidents Message

(Continued from page 1...)

membership in the N.A.A – National Aeronautical Association – thanks to Deb Harding. They, too, have events that the Aero Club will likely take part in. Also, a contingent of members is planning to support Angel Flight East at their annual Gala in March.

"I appreciate... and enjoy a uniquely American freedom"

Up next, our annual scholarship dinner takes place in June. This is a special occasion not just for scholarship recipients, but for their proud families, for donors, and for the Aero Club as a whole. To see the impact that such awards provide on the lives of young aviators is truly heartwarming. I encourage anyone in the club to attend at least one scholarship dinner to see the fruits of our hard work and generous donations.

For me personally, I have a 1-year old that takes up a lot of time in between my flights as a pilot for Delta Airlines. It is a challenge sometimes to find time for general aviation activities. As such, I appreciate it all that much more when I am able to attend local aviation events and Aero Club activities. Fly safe up there and enjoy a uniquely American freedom.

John Brennan



Scott Grillo and Alicia Sikes mulling over a bid

Kim Brennan won three; several bidders took two items home. What a fun evening and all for a great cause.



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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HONORARY LIFE MEMBERS

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

Scholarship Report

by Steve Jordan

3

Spring starts our scholarship application window for 2025. Each year brings surprising submissions from compelling candidates. The process of narrowing down the list is always challenging. We will award deserving candidates, and sadly, omit some deserving candidates.

The success of the scholarship program relies on generous donations and on getting the word out about availability of scholarships. Keep an eye on your inbox for a flyer to post at any FBO or flight school you frequent, and kindly inform anyone you know who might be interested in our program. Thank you for your efforts in making these scholarships possible. I will report back on our success!

Our scholarship awards dinner is scheduled for June 19 at Wings Field, located at the Philadelphia Aviation Country Club. It is a great event and we are grateful to have such a wonderful location to celebrate. See invitation in our next newsletter.

2025 Aero Club Scholarships

The Aero Club of Pennsylvania Memorial Scholarship Fund offers awards to men and women who reside in the Philadelphia, Delaware Valley area. Scholarships are available to pre- and post-solo flight students and to those seeking careers in other aviation-related fields.

Applications are being accepted for scholarships to be awarded in June. Applications will be available soon online at www.aeroclubpa.org and are due April 26.

2025 Ninety-Nines Scholarships

The Eastern PA Chapter of The Ninety-Nines awards scholarships to women from age 16+ who reside, work, or attend school in the Delaware Valley or who are members of our Chapter. Request an application by April 21 at scholarship@epa99s.org. Completed applications and letters of recommendation are due by April 24.

For information about the chapter, contact Paige Scott at info@epa99s.org or visit the website at www.epa99s.org

Teens build airplanes and character

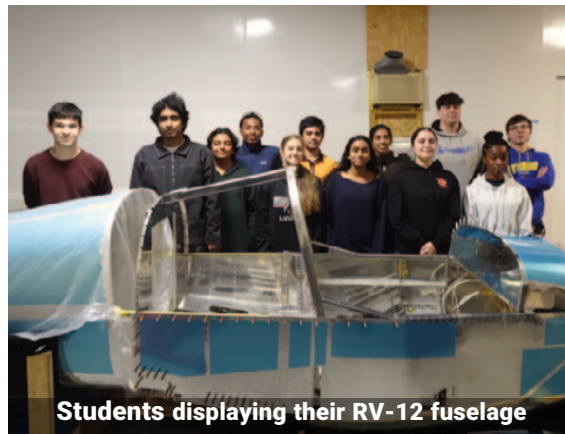
by Walt Ellis

I first learned about a teen group building a kit aircraft at Flying W Airport from an article in the Inquirer sent to me by Elaine Farashian. I liked the article and contacted the reporter that wrote it. She told me a little about the group and gave me contact information that got me to Joe Zoellick. Joe is the program manager of the project and he invited me to visit them at Flying W. I was impressed that the kids are doing everything, under the supervision of mentors. There is one mentor for each two kids. I was surprised that most of the kid's goals are to be engineers or designers. At least one of the kids has soloed, others have just started flying and others plan to start. I didn't get to talk with all the mentors, but I think their experience is varied. There are pilots, mechanics and a news photographer. I got the impression that participation in this group means a lot to these kids, not only in aviation, but in life also.

Joe explained more about the organization, known as Teen Aviation of New Jersey. "We established the Aircraft Build Program in 2021. The project is registered as a youth educational build program with Van's Aircraft. We have 13 students building a Van's RV-12iS experimental light sport aircraft in our hangar

at Flying W Airport. To date, 27 students in total have been or are currently enrolled in the program."

Joe further explained the purpose of the program "to encourage high school students to gain greater knowledge in sci-



Students displaying their RV-12 fuselage

ence, technology, engineering, and math (STEM), and aviation-related career possibilities that may seem beyond their reach. The students do the work with the basic philosophy being that mentors teach, students build. The program is designed to teach skills, reading drawings and manuals, teamwork, hands-on building experience, confidence in themselves and their abilities, pride in their workmanship, and leadership, as they

progress in the program and help new students develop their skills. Beyond that, our students come from a variety of backgrounds, and a key aspect of our program is to provide a comfortable and positive environment where they can work together and learn from us as well as from each other."

After an aircraft is completed, it will be used to provide incentive flights to our students until it must eventually be sold to help provide funds for a subsequent aircraft build. The RV-12iS kit is comprised of six sub-kits, the first four are the airframe and the remaining two are the powerplant and avionics. The group is two and a half years into the construction of the first aircraft, with the airframe about 75% complete, and they expect delivery of the fourth airframe kit in June, 2025. They are raising money now to fund the purchase of the powerplant and avionics sub-kits, which total approximately \$80,000.

The program is funded entirely by charitable donations. All program staff and mentors are volunteers, with all donations going directly to student activities and administrative expenses.

To provide a tax-deductible donation, visit TeenAviationNJ.com.

Airport Highlights

by Elaine Farashian

4

PHILADELPHIA INTL

The Phila. Dept. of Aviation received a \$27.5 million Federal Aviation Administration Airport Terminal Program (ATP) grant for the airport's Terminal Energy Optimization Program to improve energy efficiency, replace aging infrastructure and reduce carbon emissions. ATP funding was created by the Bipartisan Infrastructure Investment and Jobs Act.

NORTHEAST PHILADELPHIA [PNE]

The Phila. Dept. of Aviation received \$1 million from the PA Dept. of Community and Economic Development for the Airport Administration Rehab Project. This is the second \$1 million grant for the project which aims to obtain energy efficiency LEED GOLD certification. Leonardo's PNE assembly plant delivered 2 AW139 helicopters to the National Nuclear Security Administration which monitors public events such as the Super Bowl. It is on call 24/7 to respond to accidents and incidents affecting nuclear facilities. Leonardo is also assembling the MH 139 for the Air Force replacing the Bell Huey UH-1N1. The plant is building TH-73A training aircraft for the Navy.

BRANDYWINE [OQN]

Corporate hangar construction has begun and will be finished by spring. Continuing tree mitigation continued on five adjacent properties, including QVC land and PennDot property along Route 202. Supplies for the runway lighting project have been procured and construction will begin soon.

CHESTER COUNTY [MQS]

Silent Falcon UAS Technologies came to the airport and used their Unmanned Aerial System (UAS) to conduct inspection of the airport operations area pavements. The airport received its annual FAA AWOS inspection.

DOYLESTOWN [DYL]

New projects include crack seal and sealcoat of the east ramp, west apron reconstruction, phase 4 of pavement rehab and new tiedown construction adjacent to parking lot. The taxiway lighting and fuel farm design projects should begin soon.

FLYING W [N14]

The airport is still operating, but working with Medford/Lumberton townships on approvals for affordable housing. The airport will continue operating until the owner sells to developer. Every Saturday, a dozen teens from across the state, ages 13-18, meet to build a two-seat experimental aircraft. Teen Avia-

tion of New Jersey meets for 5 hours along with their mentors, Ted Fox, Joseph Zetkolic with wife Robin, Howard Lewis and Alan Mkitarian who inspire, encourage and train the teens.

HERITAGE FIELD [PTW]

Airport owner and TranSystems meet bi-weekly for several projects: construction of corporate hangars, apron, taxiway & access road. Township meetings are necessary for completion of corporate hangars. Rehab of terminal and based aircraft aprons is also being considered for contract bidding.

NEW CASTLE [ILG]

New luxury motorcoach service through American Airlines partner Landline provides service to PHL from ILG six times every day. A ribbon-cutting took place to celebrate the opening of new parking lot C. In Sept., ground breaking took place to commemorate the Terminal Expansion project adding 6,000 sq. ft space for passengers. 1 of the 10 taxiways will be extended 825 ft. to conform the airport to current standards.

NEW GARDEN [N57]

The taxiway & run-up area/fuel farm revamp project is in the grant approval process. Pictures with Santa happened in December. The 2025 air show dates are August 16 and 17. A 10-week in-person Ground School program started in November. The flight school offered an Instrument Awareness course. CFI presentations occur once a month. Nick, Shane and Todd have joined the Maintenance/Restoration Team.

QUAKERTOWN [UKT]

New projects include rehab of pavement around T-Hangar taxilanes and aprons around B Hangars. T-Hangar taxilanes and aprons around C & D hangars will experience reconstruction. Crack seal and Remark RW 11-29 are planned. Plans and specs for obstruction removal are being finalized.

SOUTH JERSEY [VAY]

Potholes have been filled by the State which is also working on a bid for a new air conditioning/heating system in the FBO building. The 1st phase of runway extension, as well as taxiway extension, will begin this Fall.

WINGS [LOM]

There is West itinerant apron construction and the punch list is being completed as the Board is preparing a ribbon-cutting ceremony to include many dignitaries. A pre-design conference will initiate rehab of a parallel taxiway.

Roscoe Draper (1919-2024)

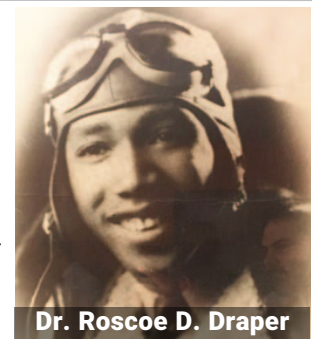
by Jim Kilduff

Honorary Life Member Roscoe Draper passed away 31 October 2024 after 105 years on this earth. In this short space, I cannot give this passing its justice. The longer story of his life is available online. Briefly, Roscoe trained as a pilot in the Civilian Pilot Training Program in the run up to World War II, and was hired as a civilian instructor at Moton Field to teach Tuskegee Airmen how to fly. After the war he worked for the US Postal Service and then the FAA. After retiring from both, Roscoe worked as a flight instructor at Hortman Aviation at Philadelphia Northeast Airport.

Roscoe was one of the instructors who helped me become instrument rated. Notably, we did my 3-legged instrument cross-country together, mostly in IMC and with actual approaches to LOM, ACK and HTO. We flew together many times, in his plane and mine.

Our friend Bruce Thompson interacted with Roscoe as well. They first met at an AOPA refresher course. Later, when Roscoe was with the FAA GADO, Bruce called him about a possible problem, which Roscoe helped solve. Bruce learned of Roscoe's passing and was able to attend his funeral service along with other aviation friends, and fellow members of the several organizations of which he was a member.

Roscoe was a superior pilot, a great human being and a friend to so many over the years. Rest in Peace.



Dr. Roscoe D. Draper

Aero members fly for hurricane relief

Category 4 hurricane Helene devastated Asheville, NC and surrounding areas in October, 2024. Operation Airdrop is a Texas based non-profit created by pilots to provide immediate help before the government responds. They were organizing relief flights into locations only accessible by air. In the first few days after the storm, about 75 volunteer planes flew approximately 700 missions into remote locations.

The impetus

I believe it was AOPA's e-newsletter where I saw a short blurb about operation Airdrop looking for pilots with planes. I was having breakfast and casually mentioned to my wife Eileen that I could do that. I wasn't all that serious since we were at our vacation home in Lake George, NY. Her reply was "why don't you?" So, I completed the online form. Getting no response, I emailed again and got a terse response saying, "just come, pilots with planes needed."

On our own

A daily posting by the airdrop group recommended pilots just fly to any one of five needy airports and drop off whatever supplies you have. Don't bother coming to the supply location in Charlotte first. It explained that communication and transportation was non-existent. They had no electric or water in the disaster areas and you needed to be sure fuel on board was sufficient to get in and out and we were on our own for food and lodging. And, if your plane broke, you would be stuck until other pilots flying supplies could pass the word and eventually help. Since the flying would be challenging, a co-pilot was recommended. Also, if no one was at the airport, just leave the supplies out in the open. Someone will hear the plane and know to come to the airport.

Eileen loaded our plane with supplies and I began the journey that has

become the highlight of my 2024.

Assembling a team

I flew my Cessna 172L, N7524G, from Ticonderoga to West Chester, PA to overnight at our house. I had asked a bunch of pilots to fly along with me, but no one was available. Then, while entering the YMCA, I saw my friend Craig Jordan. I asked if he would like to go with me that day. That was 7AM.

Ten minutes later he said sure and we were on the plane about 2 hours later. I am grateful that he, a retired 33,000 hour American Airlines pilot, made that snap decision to accompany me.

Executing our missions

We arrived first at Ashe County to drop off our supplies.

We then headed to Concord, NC, a supply depot east of Charlotte. We loaded the plane for the next day's flight. The next day, we delivered to Johnson County, TN in IFR conditions. They were very appreciative. Off we went to Statesville, NC for supplies. It was a very efficient operation, with numerous private vehicles, Amazon vans and Penske semi trucks delivering supplies. We made two flights back and forth to Foothills Regional, NC.

Between days, we overnighted in Gastonia, NC with my nephew Derek and his wife Stacey.

On the last day at the staging airport at Statesville, NC, I was one of the first pilots to arrive in the morning and they had "urgent to Banner Elk" on the mission board. I said I could go to Banner Elk (NC06 is a private airport in the mountains). They were surprised because no one had reported weather in the mountains yet. But, we were up for it

by Carl Bangert

Mission board at Statesville, NC

JETA	Piston	Academy	Status	ID	Airport	City	Domestic	Price	Heading	Comments
LL100		by Land								
Y	Y	Y	YES	OPEN	FDQ	Richmond	NC	85	6:00	1000 lbs
Y	Y	Y	YES	OPEN	LAX	Richmond	NC	85	6:00	1000 lbs
Y	Y	Y	YES	OPEN	ZAS	Richmond	NC	85	6:00	1000 lbs
Y	Y	N	Light	OPEN	N06	Elk River	TN	100	6:00	1000 lbs
Y	Y	N	Light	OPEN	CAH	Chattanooga	TN	100	6:00	1000 lbs
Y	Y	Y	YES	OPEN	7A8	Asheville	NC	100	6:00	1000 lbs
Y	Y	Y	YES	OPEN	2A4	Asheville	NC	100	6:00	1000 lbs
Y	Y	Y	YES	OPEN	2A2	Asheville	NC	100	6:00	1000 lbs
Y	N	Y	YES	HOLD	3A7	Transylvania	NC	100	6:00	1000 lbs
					4A9					

BEFORE
 ☆ Can we access by road?
 ☆ Are they distributing elsewhere that we can't?
 ☆ Is an emergency?

and we loaded up and headed out.

Conditions getting in and out were hairy, with weather obscuring the ridges on either side of the airport. We were able to find a small opening over the ridge and get into the airport. We were quickly offloaded and ready to fly away. We departed simultaneously on the runway with two other airplanes to make quick room for more airplanes circling overhead. It was a good feeling to deliver critical supplies to this remote location.

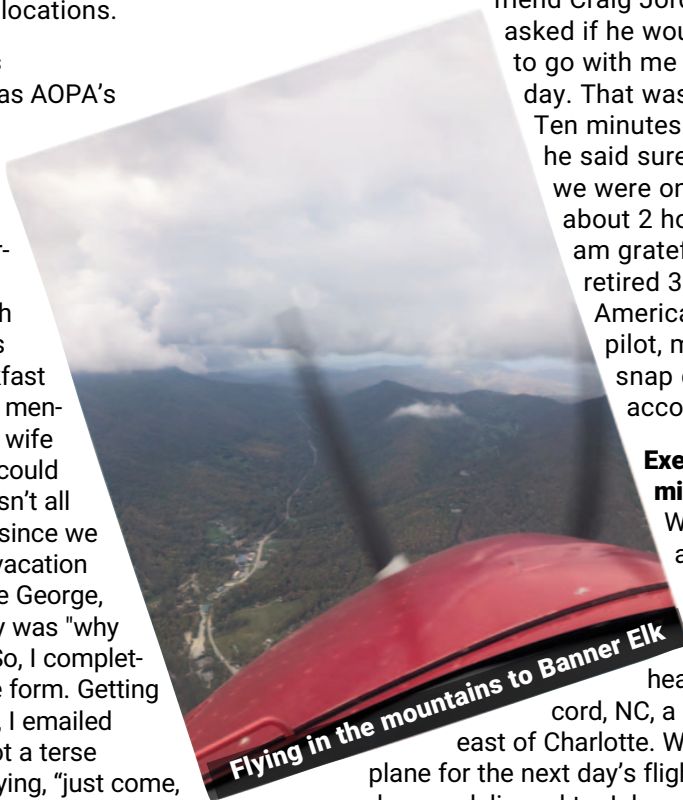
We had a total of five delivery missions over three days and I had a total of 20 flight legs from Ticonderoga and back. It was a total of 23 hours of flight time, including a lot of IFR.

More to come

John Kassab, the airport manager at Brandywine Airport, also an Aero Club member, texted me asking if planes were still needed. I said yes but I recommended against going to Banner Elk.

But, by the time John arrived, weather cleared and he was able to get in NC06 more easily. John recounted a similar sense of accomplishment getting deliveries there. John, a smoker, recounted how he saw a local fellow smoking a cigarette at the airport. John offered him his large carton of homemade cigarettes. It's the little things sometimes.

After about a week, the volunteer General Aviation flights were replaced as FEMA operations ramped up.



Did Franklin Institute steal Bergdoll's Flyer?

by Paul C. Heintz

6

Philadelphia area aviation enthusiasts greeted with mixed emotions the front page article in the Sunday New York Times of December 2, 2024. It was nice to see The Franklin Institute and its 1911 iconic Wright Model B featured, but not pleasant to read the veiled accusation that they had not properly acquired it. The Institute cannot locate anything in writing from the owner, Grover C. Bergdoll, to prove his gift. However, anyone with knowledge of the 1933-1935 era would understand why. The background to the gift of the Model B is fascinating.

Grover inherits fortune

Grover C. Bergdoll was the youngest of five children. He inherited a huge brewery fortune at the age of 3, when his father and his father's parents died in quick succession. He was also his widowed mother's favorite child who regularly indulged him. Bergdoll was a wildly undisciplined teenager, a huge risk taker, and a reckless driver involved in numerous significant auto accidents, injuring himself and others. In a few years he was fined regularly, had his license revoked and was even jailed. His behavior so upset his two oldest brothers, Louis and Charles, they changed their surnames to Bergson and Braun, respectively. Charles even petitioned a court to have him declared insane.

Grover learns to fly

Bergdoll started flight training at the factory in Dayton, Ohio during his spring break while in his first year at Penn Law School. He was clearly bright, took the lessons seriously and mastered the primitive flight simulator the school mandated as part of its program. He was sobered during the early days of his stay by the death of a fellow student with his same reckless tendencies. The student

attempted a solo flight against the rules and promptly killed himself shortly after takeoff. Bergdoll was allowed to continue his lessons in his newly acquired Wright Model B Flyer (#13 off the assembly line) with an authorized instructor at his own 88-acre airport, called Eagle Field, the site of today's Manoa Shopping Center. He obtained his pilot's license at his field through Fédération Aéronautique Internationale, administered by the Aero Club of Pennsylvania, and in two years made 748 flights and flew 313 hours without an accident. He flew to Atlantic City non-stop with a passenger on two occasions. Both Orville Wright and the president of the Aero Club said he was a talented pilot.

Grover stops flying

Bergdoll relished buzzing and racing trains prompting the Aero Club President to threaten to revoke his license. The fact his name appeared in large black letters on the lower wing for all to see did not deter him. He allowed his fellow Aero Club members to use Eagle Field, took many members on short flights and even instructed a few. Inexplicably, he quit flying after just two years, left his beloved plane in a storage area next to his brother Erwin's machine shop, and devoted his time to help his brother build and drive race cars. His primary interest in life was clearly science and mechanics.

A bad year for Grover

1920 was a bad year for Grover. Prohibition shut down the family's brewery and

he refused to respond to the draft for service in World War I. Defying authority once again, he successfully hid in his 30-room mansion at 52nd and Wynnefield Street in Philadelphia for two years thereafter. After being discovered he managed to escape to his forebear's hometown in Germany where, ostensibly, he lived until his voluntary return to the U.S. in 1939. His notoriety as a draft dodger grew rapidly and he became a poster boy for the government. He was the only one of over 300,000 draft dodgers who was hounded in that way.

In the meantime, Bergdoll's assets, including Eagle Field, were seized

by the government. That is, all but his airplane. That was either not found or not desired as collateral because of its condition and obsolescence.

The Franklin Institute acquires airplane

Another important year for Grover was 1933. It was the 30th anniversary of the Wright Brothers' famous flight, Prohibition was repealed and The Franklin Institute was moving its museum to its current location and planned to add a Hall of Aviation. The Director of the Hall was C. Townsend Ludington (who later helped found AOPA and had member #003). He had just sold his highly successful Ludington Airlines to Eastern Airlines and had time to devote to the task. Bill Sheahan, an officer of the Aero Club and its unofficial photographer, had flown with Grover frequently and had soloed a Wright B himself. He agreed to assist Ludington. He was a mutual friend of Grover and Ludington and knew the location of Grover's airplane.

In the meantime, and unknown to the world, Grover had secretly returned to the U.S. in 1929 and hid in his house until the summer of 1933. He would have known of the Aviation Hall activities from the local newspapers and had ample time to communicate, albeit indirectly, with Ludington. Ludington had the desire, stature and the wealth to acquire the airplane



M*A*S*H: Mobile Army Surgical Hospital

by Jim Kilduff and
Elaine Farashian

7

Chris Henry was the speaker at our Wright Brothers dinner. Chris has been the Director of the EAA Museum in Oshkosh, Wisconsin for 12 years. Earlier in life, Chris was an EMT, which no doubt contributed to his interest in MASH units.

Chris' lecture began with an explanation of the golden hour, the period of time immediately after a traumatic injury during which there is the highest likelihood that prompt medical and surgical treatment will prevent death. This principle was probably first understood by French doctors in World War I.

Chris recounted survival rates in the US Civil War, WWI and WWII, Korea and Vietnam. The survival rate in 1865 was single digits and by Vietnam, it had improved to 97% due to the MASH concept!

The helicopter was of course a well-known feature and the subject of the TV show and movie. But the concept of moving medical care closer to the battlefield started in the Civil War. At the start of WWII, Colonel Michael DeBakey (the famous heart surgeon) and his colleagues were asked to give recommendations on how to provide surgical care for the U.S. Army. They recommended a sim-

ilar strategy and the first MASH style units, then known as "Auxiliary Surgical Groups" (ASG) were created. Although the first units were inexperienced, they were very effective and led to formation of five units that moved along with the Army units located in Italy.

The name Mobile Army Surgical Hospital has been replaced by other types of emergency care with other names, but the concept of immediate care remains the same.

The popularity of the TV show was a significant part of

Chris' lecture. He gave a detailed description of the state of development of MASH units in Korea.

There were only seven MASH units in the Korean War. Often the units only had dirt floors and hanging lightbulbs to do the surgery. The doctors and nurses lived in tents. In the past, nurses were volunteers. A shortage of doctors necessitated

recruiting civilian doctors who had achieved residency training. Chris reported and showed video of the 8055th MASH unit since he had met people who had experience in that unit. It turns out that one of the people in the unit wrote a book about it.

"MASH: A Novel About Three Army Doctors" was written by Hiester Richard Hornberger Jr., an American writer and surgeon who wrote under the pseudonym Richard Hooker. The names Hawkeye, Trapper John and Radar referred to actual people in the 8055th MASH unit.

Chris Henry not only met some of the actual people who served in the 8055th, but also the actors who played them in the TV series. Alan Alda said to Chris that MASH was the most significant and fulfilling role in his acting career. And because of our aviation audience, Chris shared a description and photos of the Bell 47 (H-13) helicopter and the out-rigger stretcher platforms. Early on, the wounded were strapped to these skids. This was the air ambulance in the Korean

War and by the Vietnam war, helicopters were much more capable and became flying aid stations.

Chris ended by saying that the final MASH TV episode in 1983 broke viewership records.



from Grover and to assure Grover that he would have it restored, flown once more and made the centerpiece of The Franklin Institute. It was also quite clear why neither party would want to be known to communicate with the other: Ludington, who had a very high profile and was dealing with the government, knew that Grover was toxic. Grover did not want it known that he had ventured back into the U.S.

Family accusations

Now comes Katharina Bergdoll, 77, one of two surviving of Bergdoll's nine children, and an artist. Having learned about the gap in the Institute's records from an author preparing a book about the

Bergdoll brothers, she decided to confront The Franklin Institute with that fact. She has three arguments. First, she claims Bergdoll was not in the U.S. at the time of the gift and could not have made it. That is not true and she knows it. Second, she claims the airplane had been seized and her father could not transfer it. That too is not true. Finally, she claims her father would never have let his airplane go. That is extremely hard to believe particularly if Ludington was willing to pay something. Furthermore, Grover would like nothing more than to have his "Rosebud" restored, flown and made the centerpiece of the new museum. What better way to keep it from being seized and while defying authority

as he was wont to do. Significantly no other member of her family, her grandmother, mother, siblings and even Grover himself, ever claimed the gift was not legitimately made. There is also a helpful article in the December 1960 issue of the AOPA, "Pilot" magazine written by Ludington describing his role in some detail. He wrote "Bergdoll, from Germany, replied to our letter that we would gladly, present this airplane to this institute".

Knowing all the facts, one can easily conclude the story in the New York Times just may have been planted by an author generating interest in his book and a daughter desiring publicity or even hush money.

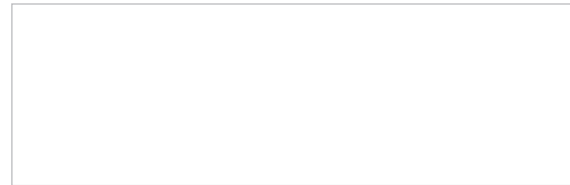


Organized December 17, 1909; Chartered May 10, 1910
Aero Club of Pennsylvania
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AVIATION EVENT CALENDAR

Aero Club

April 17 Board of Directors Meeting
May 2-4 Scholarship interviews (KOQN)
May 10 Annual Aero Club Scholarship Dinner
June 19 Aero Club Cape May Fly-in
Aug 30

Local

March 28 Angel Flight East Gala (angelflighteast.org)
May 2-4 Airplane Fly-In, Camp-In (PTW)
May 10 Chili Fiesta Fly-in, Massey (MD1)
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 (Wednesday)
Oct 6-8 PA Aviation Conference (Bethlehem)
Oct 9-16 Homecoming 250 Navy Marines, Blue Angels

National

April 1-6 Sun 'n Fun Fly-In; Lakeland Florida
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 Board of Directors convened at Wings Field on January 23rd. President John Brennan presided over the initial proceedings. Fourteen were in attendance at Wings and an additional six joined on Zoom. Following the approval of minutes, the nominating committee presented its slate of candidates for board officers. No changes were proposed to the existing committee chairs. The current officers were confirmed. Only the position of vice-president remains vacant.

Subsequently, the meeting delved into various reports covering our finances, scholarship program, membership, and communication initiatives. Our membership chair, Rob Morrow reported on membership status and the upcoming 2025 renewal period. Rob will be contacting members who have not renewed in the last couple years to encourage them to renew.

Further discussions centered around the 2025 Scholarship application period and Scholarship dinner planning. Efforts are underway to secure a captivating speaker for the event. Additionally, plans for future field trips were discussed, including the Labor Day fly-in at Cape May and a speaker for the 2025 Wright Brothers Dinner in December.

With the agenda concluded, the meeting adjourned for dinner. The next meeting is scheduled for April 17.