



Annual Scholarship Dinner takes place at Wings Field

On June 20, the Aero Club of Pennsylvania, in collaboration with the Eastern PA Chapter of the Ninety-Nines, hosted the annual scholarship dinner at the Philadelphia Aviation Country Club (PACC) at Wings Field in Blue Bell, PA. Seventy members, scholarship recipients, and their families gathered for this important event. The evening kicked off with a delightful dinner prepared by PACC, followed by the much-anticipated award presentations.

The Ninety-Nines awarded three scholarships totaling \$13,000 to three remarkable women pursuing careers in aviation (photos on page 7). The Aero Club Memorial Scholarship Fund pre-

sented 13 awards amounting to \$47,500 to deserving young men and women (photos on pages 6,7).

Since 2000, the Aero Club and its associated scholarship programs have proudly supported over 250 recipients, awarding more than \$600,000 in scholarships.

Past recipient speaks at dinner

Erin DeYoung, a past recipient of the Aero Club Memorial Scholarship, now serves as an FAA Foreign Affairs Specialist, overseeing air operator safety across Europe, Africa, and the Middle East. She graciously agreed to speak to our recipients to inspire them on their

aviation journey. Her personal story is one of unexpected life changes that led to unforeseen opportunities in her career path. She began as a professor of English Literature, obtained her pilot's certificate at Dover Air Force Base where her husband served, and fortuitously found work at the FAA after they moved to Washington, D.C. Now, she collaborates directly with foreign governments to ensure safe operations for U.S. carriers worldwide. Erin helps ensure that our airlines operate safely in foreign airspace and manages safety standards for foreign carriers operating in U.S. airspace. She is also involved in the safety of

Continued next page...



Balloon Fest

Former Aero Club Memorial Scholarship recipient volunteers at the Balloon Festival

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Doolittle Raid mystery

New book theorizes about the strange landing in Russia of one of the mission's B-25s.

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President's Message

The Aero Club of Pennsylvania has been actively working to maintain a strong presence within our local aviation community. Club members have volunteered at numerous events, including the Chester County Balloon Festival, the American Helicopter Museum event during Father's Day weekend, and the Heritage Field Fly-In. Additionally, we have been organizing a fly-in to the Cape May NAS Wildwood event over Labor Day (see page 2). The club has participated in events like these for many decades and remains dedicated to supporting aviation in the Delaware Valley.

Our scholarship dinner in June was a huge success. We offered an amazing 13 scholarships to complement the 3 awarded by the Ninety-Nines. Attending the dinner each year is a real inspiration and has

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Aero Club News

emerging technologies such as advanced air mobility, including eVTOLs and air taxis.

Aero Club board OKs a dues increase

It has been over 15 years since the Aero Club raised its dues. We went from \$20 a year to \$30 a year. Since then, as we know, the cost of running any organization has increased. Additionally, our club has purposely dedicated our fundraising toward our ever-important scholarship program, including providing free memberships for certain levels of scholarship donations. This has had the ironic effect of straining our club finances. It has been through generous donations of some members that our club expenses have been paid. Accordingly, the Board of Directors voted in April to allow a dues increase to \$50 for next year. The Board hopes that this will not discourage membership while helping our bottom line a bit. Still, the club frequently discusses creative ways to improve our finances, such as requesting donations for our field trips.

Aero Club coordinating event at Cape May

At about the time of the printing of this newsletter, the Aero Club of PA and EAA Chapter 216 at Cross Keys Airport are coordinating a special fly-in to the annual NAS Wildwood Museum "AirFest" on Sat, August 31. Participating pilots and passengers get special parking privileges and free admission in exchange for displaying their aircraft for public viewing on the museum ramp.

This is the 3rd year that we have coordinated this event that offers aircraft owners a unique opportunity to show off their airplanes to the public, most of whom don't know about general aviation and don't get close to an airplane and talk with owners and pilots.

The event features tours of the Naval Air Station Aviation Museum, live music, beer garden, food trucks, exhibitors, and historic aircraft. For more info, see USNASW.org

Presidents Message

(Continued from page 1...)

a big impact on the lives of aspiring young aviators. It is one of our club's enduring legacies and a joy to be a part.

It may seem early to mention our Wright Brothers Dinner in December, but planning is already underway. This year's event, traditionally held on the anniversary of the first flight, will take place on Tuesday, December 17, at the Desmond Hotel in Malvern. This early week event likely means we will be able to secure the large, elegant conference room on the first floor. We are planning to feature an engaging speaker who will appeal to both aviators and non-aviators alike. It's remarkable to reflect on some of the incredible speakers we've had over the years.

Summer comes to an end too soon each year. Here is hoping for a blue-sky Fall to help encourage folks to get out and enjoy the skies. Happy trails.

John Brennan

"The scholarship dinner has a big impact on the lives of aspiring young aviators"



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)
R. Anderson "Andy" Pew (1936-2022)

Scholarship Report

by Steve Jordan

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With over 40 scholarship applications, the scholarship committee had one of our highest participation rates in recent history. Better yet, the vast majority of these applications were of very high quality. This is obviously exactly the result we are after – even if it makes our jobs more difficult.

This year's scholarship committee was comprised of Alicia Sikes, Nick Althouse, Nicholas McBride and myself. I'd like to dedicate a quick thanks to those three for their hard work in reviewing and scoring applications, as well as, interviewing applicants. It's a lot of work both in

person and online, and they really stepped up to the plate to get it done. It was simply a pleasure working with them, and I hope they had as much fun as I did.

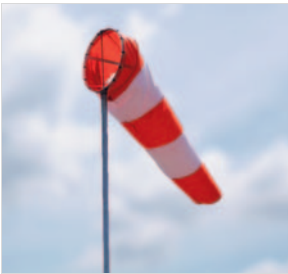
As we all saw at the scholarship dinner, this year's recipients are a talented and hard working group. I think helping these aviators achieve their goals is one of the best things this club does, year in and year out. As a former recipient, I can attest to just how much these scholarships can help, and how much they mean to those receiving them. This is all possible thanks to

our generous donors, as well as the fundraising efforts of our club members. Thank you.

To our recipients – the scholarship committee selected you because it was evident that you will be steadfast in your pursuit of your aviation goals. We recognized your drive and commitment, and are sure you will succeed. Use your scholarships well, and make us all proud. We look forward to hearing about your achievements this year, as well as the fulfillment of your long term goals. Please keep in touch, and provide us with updates!

Airport Highlights

by Elaine Farashian



PHILADELPHIA INTL [PHL]

The latest round of infrastructure grants (\$22.2 million) will be used for taxiway rehab and a runway safety enhancement. The Employee Wage and Benefits Fee approved by the City of Phila. Dept of Aviation in March 2024 allows concessions operators at PHL to charge a fee up to

3% of the transaction. This fee was implemented to mitigate the impact of Philadelphia's Prevailing Wage ordinance and the costs of doing business in a unique environment such as an airport. Currently 128 of the 153 concessions are charging the fee. Signage is posted at those shops and restaurants. All proceeds generated from the charge go directly to the concession operator and PHL does not collect any portion of the charge. The Philadelphia Dept. of Aviation received the FAA's 2024 Civil Rights Advocate and Partner Award for its Title VI program. This award recognizes PHL's commitment to ensuring non-discrimination. American Airlines travelers can clear security at Wilkes-Barr Scranton (AVP) and Wilmington (ILG) and then ride a Landline Company bus to PHL to catch their flight. The 7th PHL 5K on the Runway will be held Sat., Sept. 14.

BRANDYWINE [OQN]

Building material for 4 new corporate hangars has been delivered. Construction of the structures will begin in August as will the runway lighting project. A new wildlife mitigation team from the USDA has begun a program to reduce the possibility of a runway incursion with animals. The terminal parking area has been re-sealed and re-marked. An airport entrance sign is being planned with likely construction in August. Tree mitigation of runway west end will begin early fall. Future plans include AWOS project and runway widening.

CHESTER COUNTY [MQS]

The airport perimeter fence project was completed in June. Also completed then was the terminal road and parking lot crack sealing, resealing and restriping. June 29, Chester County Aviation held a CHESCO event to raise awareness of local businesses and increase community involvement.

DOYLESTOWN [DYL]

The airport will be rehabilitating its apron and repaving around northwest hangars. It has new taxiway lights. 2025 promises a new self-serve fuel system, additional car parking and tie-downs.

HERITAGE FIELD [PTW]

The apron rehab project should be starting soon. The airport is working with its township to finalize land development requirements for the hangar infrastructure project.

LEHIGH VALLEY INTL. [ABE]

The airport has received \$95 million plus since 2021 from the Infrastructure Investment & Jobs Act for tarmac upgrades and additional TSA checkpoint relocation project. TSA has 4 lanes of screening at ground level. The funding will provide a new cargo facility. The runway and runway lighting will also be renovated.

NEW GARDEN [N57]

4,000 spectators attended the Evening of Aviation Air Show. 135 campers took part in the July Future Aviators Summer Program and the August session promises another 135 campers. The terminal building project is completed. Eastern portion of parallel taxiway rehab due soon as is rehab of the airport access road. New gates will be installed.

QUAKERTOWN [UKT]

The airport has a new aircraft apron and paving around the T-Hangars. It expects additional car parking and repaving around B hangar in 2025.

WINGS [LOM]

Paving of the new Itinerant West apron is due late summer. A plan for future access from Stenton Ave is included. Design will begin for rehab of the parallel taxiway. Funding finalization is expected for the 12,000SF clear span hangar. Planning for annual Wings N' Wheels community day for Sept. 7 is underway. Three new Piper 101 trainers to be delivered shortly for the flight school.

Up, up, and away: a surprise adventure

by Chloe DiFilippo

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One place I never imagined myself was in a hot air balloon. I was always in awe of them and thought they were beautiful, but I believed it was too rare and expensive an opportunity to ever come my way. That is, until I was offered the chance to take an untethered ride in one at the annual Chester County Balloon Festival in June.

On June 14th, I decided to volunteer at the table for the Aero Club of Pennsylvania at the 2024 Chester County Balloon Festival. This was set up right next to the hot air balloon ride table, as Debbie Harding runs them both.

I had never been to this event...

I was amazed that I had never thought to attend this before. There were several vendors, food trucks, and live entertainment and — of course — hot air balloons. For most of the day, I helped at the Aero Club table explaining the club to interested people and redirecting others to the hot air balloon rides table. Around 5 o'clock pm, I was told the Aero Club table could be put away and I could leave for the day, but I was so interested in the hot air balloons that I decided to stay and help organize the rides instead. I had always wanted to see the balloons glow at night.

To my surprise...

I was offered the opportunity to take a flight! I was nervous, but I was told that the pilot was very experienced, and I trusted him and knew that this was a once in a lifetime experience. We departed from a church parking lot and planned to make a dramatic landing in the field where the festival was being held. I will never forget the



flight. It was so different than any other type of flying I had done. It was only a few hundred feet off the ground. Sometimes we were so low that we were only a few feet above the trees. We waved back to people who were watching from the ground. There was a beautiful view of the sunset and

the town below. We ended up landing in a field slightly off course in a different field, which was quite thrilling. I really enjoyed the flight.

Afterwards, I went back to the festival and got to see the hot air balloons glowing in the dark. It was stunning to see all the pretty designs lit up. This is really something that I think everyone should see once.

I will definitely be returning...

I will never forget this experience and I would like to thank Debbie Harding for making this truly unforgettable flight possible for me!



I have been flying since March 2021 when after a discovery flight, I began flight training for my private pilot license at the New Garden Flight Connection. I continued training until the summer after I graduated from Saint Mark's High School in 2022. I was unable to finish my training before I left for college, so my only option was to start my training over when I got there.

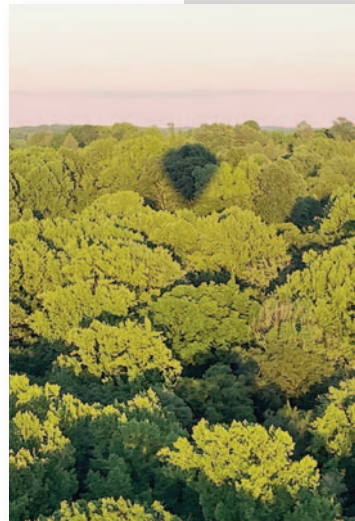
My first start...

At Liberty University in fall of 2022, I started a major in Aviation Technology. That major includes 1 year in an A&P program and 3 years of flight training for private, instrument, and commercial certificates. In the fall semester of my freshman year, I began the flight program to get my private pilot certificate. I was awarded a scholarship from the Ninety-Nines towards my flight training at that time. The ladies in this club are supportive, and I am thankful for the help they have offered me. After overcoming many challenges, including tight deadlines, harsh weather, illnesses, and flight instructors who did not fit my learning style, I finally received my private pilot certificate in August 2023.

Becoming an A&P...

After this, I decided to start the A&P program, to determine if I would like aviation maintenance or flight better. I received my Airframe certificate in spring 2024, and in the upcoming fall semester, I will begin the final semester of the A&P program at Liberty to get my Power Plant certificate. I feel that by becoming both a private pilot and A&P mechanic, I have

gained a much broader understanding and appreciation for aviation. I am still deciding what I want to do with my career, as there are so many options, but I do know that I love this industry, and I am excited to see what the future holds for my career.



Book review: Vanishing Act

by Jim Kilduff

5

Most pilots are aware of Jimmy Doolittle and his famous bombing mission over Japan in April 1942. Doolittle led 80 men in 16 B-25s off the aircraft carrier USS Hornet on a bombing mission over Japan. The raid ultimately led to the decisive Battle of Midway, in which Japan lost 4 of its 6 aircraft carriers.

I was privileged to attend two of the Doolittle Raider reunions in Dayton, Ohio, which were attended by participants in the Raid. The Raider Foundation's official historian, Carroll Glines, author of one of the authoritative books about the Raid, was also present at the reunions. I purchased his book, and the more I learned about the long-term significance of the Raid on the war in the Pacific, the more interested I became. Seeing those crew members in person and watching flyovers of B-25s made the historic mission feel even more real to me.

The story of the crash landings in Japan is well-known from the book and movie "30 Seconds Over Tokyo." Some crews became Japanese prisoners of war, but one plane flew to Russia to avoid capture by the Japanese. That crew was interned in Russia for many months.

The mystery flight

Students of the Raid long have remarked the uniqueness of the flight to Russia. Now there is a new book that examines that crew's likely mission. *VANISHING ACT*, by Dan Hampton posits that the mission of plane 8 was always to land in Russia and report on the Soviet state of readiness. A spy mission to evaluate the strength of an ally.

The author cites numerous sources of information, detailing the selection and preparation of the crew. Only the pilots were aware of the mission's true purpose. The flight path analysis reveals that the actual bombing run of plane 8 differed significantly from what was reported at the time.

And in reviewing all the records,



Flight deck of USS Hornet showing B-25B Mitchell bombers and Douglas SBD Dauntless dive bombers.

there is a wealth of information about the actual details of each plane's journey and the damage inflicted.

The back story

Japan and the Soviet Union were potential enemies. The non-aggression pact between the two nations did not allay the mistrust between the two. Hitler's invasion of Russia in 1941 two months later did not lessen Stalin's fear of Japan. Then a Soviet spy in Japan revealed Japan's plans for invasion in the Pacific. This fact gave Stalin comfort that he need not fear Japanese aggression. Secure in that knowledge he moved troops to the battle with Hitler's forces. However, he had no appetite for a two-front war.

The fact that plane 8 landed in Russia after bombing Japan was not a fact

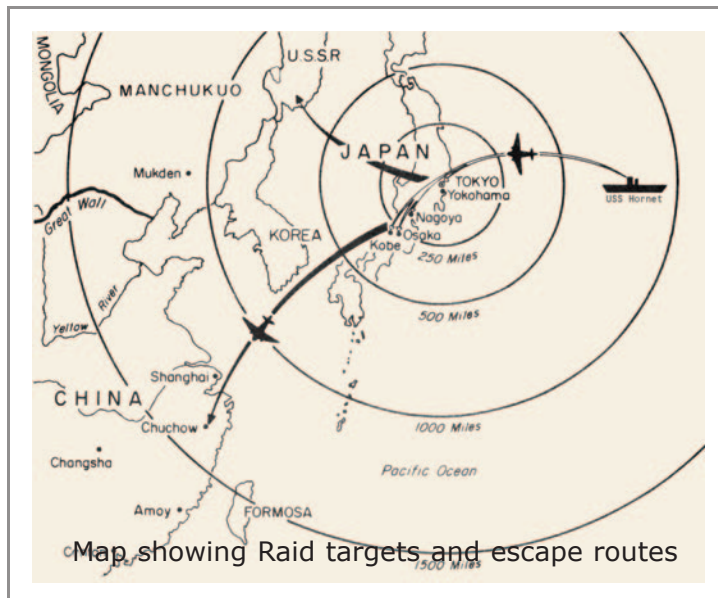
that the Russians wanted known. Russia wanted quiet on the border with Japan, not a provocation. Thus, the crew's presence was not welcome and was to be kept secret.

The theory

Hanson's hypothesis is that Vladivostok would have made a good base for attacking Japan with bombers. The commander of the Air Corps, Hap Arnold ordered "Ski" York, of Polish extraction and the command pilot, to fly to Russia after bombing Japan and reconnoiter its suitability as base for such operations. York was a senior B-25 pilot, part of the planning staff and a logical choice for Arnold's mission.

The circumstantial evidence

- The route actually flown was different from all other B-25 routes. This fact was only uncovered by subsequent research.
- The bombs dropped by plane 8 fell in different locations than was contemporaneously reported, implying a deception.
- The cover story for landing in Russia, (and therefore spying on a nominal ally) was a shortage of fuel. That actual shortage was achieved by using carburetors that burned more fuel than the other 15 B-25's.
- Plane 8 was the only plane that had maps of Russia. No others had them.



Map showing Raid targets and escape routes

It is a very compelling story, even if impossible to prove decisively. And it explains the mystery of this flight.

Once interned in Russia, the crew was shuttled by rail across the breadth of the country. After 13 months - basically in captivity - the crew's escape was arranged, seemingly with the cooperation of their Russian overseers. A smuggler was hired by the crew to lead them to the city of Meshed in Persia. From there, they were eventually repatriated to the US. All of crew 8 survived the war.

2024 Aero Club of Pennsylvania Scholarship Awards

SHANNON AWARD



LINCOLN BRECHBILL

A Civil Air Patrol member and student pilot, Lincoln is an aspiring airline pilot. He has already taken his private pilot written, and is attending a CAP glider course this summer. He will conduct his training at the Pitcairn Flight Academy at Heritage Airfield.

SHANNON AWARD



CONNOR McCAFFERTY

Having recently begun his private pilot training at Freeflight Aviation at the Flying W Airport, Connor is an aspiring airline pilot. He is an active member at his high school's aviation club, and enjoys working alongside his classmates to achieve their goals in aviation.

JORDAN AWARD



ALYSSA MAZZENGA

Completing her CFI this June, Alyssa is an instructor at the Brandywine Airport. She is already busy passing her knowledge along to her students, while gaining hours towards her ATP. She aspires to be an airline pilot, and will use her scholarship for her multi-engine rating.

PETER YORK WOOD AWARD



EVA THIERRY

Eva is a student pilot, working on her Private Pilot Certificate. She completed her first solo past November. Eva is a teacher by trade and is excited about combining her passion for both education and aviation to become a Certified Flight Instructor.

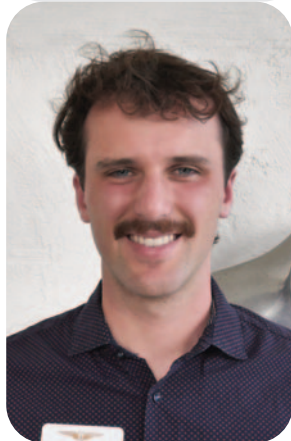
BOB MILLS AWARD



DEREK HUFNAGEL

Derek is a two-time recipient, who will continue his education at Embry Riddle Aeronautical University this fall. He is a Civil Air Patrol member, and has his private pilot's certificate. At ERAU, he will be busy learning to fly while being enrolled in the USAF ROTC program.

AERO CLUB MEML AWARD



WILL MIKULICH

A two-time recipient, Will is a private pilot with over 130 hours. Flying out of the Chester County Airport, he is currently working on his instrument rating. He will use his scholarship to finish his IFR and begin commercial training. He is working towards his goal of flying for the airlines or a corporate flight department.

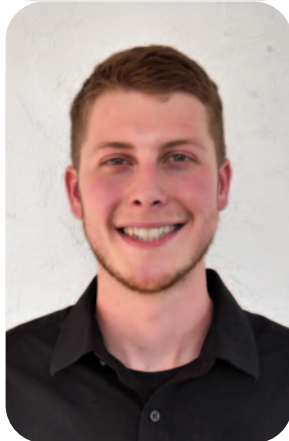
AERO CLUB MEML AWARD



FRANK HAMMIL

A private pilot with over 100 hours, Frank flies out of the Northeast Philadelphia Airport. He works for his father's construction company, and aspires to be an airline pilot. He will use his scholarship to complete his instrument rating.

AERO CLUB MEML AWARD



REYSE TAYLOR

Reyse is a full time machinist at a shop in Smoketown, PA. After seeing planes taking off from the local airport, he decided to pursue his dream of becoming a pilot. Long term, he wants to be an airline pilot and will use his scholarship to finish his private and begin his instrument training.

AERO CLUB MEML AWARD



TYLER KEPLINGER

Catching the flying bug watching his mom leave for trips as a corporate flight attendant, Tyler is pursuing his dream of becoming a professional pilot. He is a line service manager at KMQS and is almost ready for his private pilot checkride. He aspires to fly for a corporate aviation department.

AERO CLUB MEML AWARD



LIAM KNOX

With over 120 hours and his tailwheel endorsement, Liam is a private pilot who has been trained by the Lewis family. This fall, he will attend Purdue University where he will begin his instrument training. Founder of his high school aviation club, longer term, he aspires to fly for the airlines.

2024 Eastern PA Ninety-Nines Awards

AERO CLUB MEML AWARD



KATIA HOLMES

Having just graduated high school, Katia is a student pilot with over 40 hours. She will attend Delval University this fall, where she will major in business while also continuing her flight training. She plans to get her CFI, and instruct to build hours on her journey to become an airline pilot.



LOUDMIA JEAN-BAPTISTE

KATE MACARIO AWARD

Haitian-born Loudmia, an only child having endured many challenges in Haiti, moved to the USA at age 11 to pursue her dreams. She graduated with a Bachelor's in International Business Management. She has worked as a flight attendant with American Airlines for six years which has deepened her love for aviation. She is working on obtaining her private pilot license at Legacy Aviation at PNE, with the goal of becoming a professional airline pilot. Loudmia enjoys

painting, listening to music, and singing.



SHAHD MAJEED

LOUISE SACCHI/CONNIE WOLF AWARD

Shahd Majeed is a flight instructor at Mount Pocono Airport. She grew up in Iraq, amidst war and economic sanctions, battling stringent traditions and religious barriers. After completing her college in Iraq, she immigrated to the United States and obtained a master's degree in business administration and finally earned her wings as a pilot. Shahd is passionate about helping others. Beyond her decade-long career in human resources and recruiting, Shahd's most fervent desire is to serve people through her airplane wings one day. Shahd is working on her Multi Engine rating that will thankfully be made possible due to this scholarship.



MILA EBERLY

THERESA DELLAQUILA AWARD

Mila is from Collegeville, PA, currently attending Embry-Riddle with a bachelor's degree in Aeronautical Science and minors in Airline Ops and Applied Meteorology. She passed her commercial check ride in April and will begin CFI training this fall. Travelling back and forth from PA to South Africa where her mother's family lives piqued her interest in aviation. She began training at Wings Field (LOM) where she works as a part-time line crew technician over school breaks. There, she received her private pilots license before heading off to Embry-Riddle. She is quite musical and plays the viola.

AERO CLUB MEML AWARD



NOLAN LIANG

A private pilot with almost 100 hours, Nolan attends Kent State University where he is enrolled in the professional aviation program. This fall, he will complete his instrument rating. He is working towards his long term goal of flying for the airlines

AERO CLUB MEML AWARD



CHARLOTTE CROQUETTE

A newly minted CFI, Charlotte is an instructor at the Brandywine Airport. A teacher by trade, she recently gave up teaching to pursue her dreams in aviation full time. She aspires to be an airline pilot, and will use her scholarship to get her instrument rating.

Ninety-Nines awards foster women in aviation

2024 Memorial Scholarship Award Honorees

Robert "Bob" Shannon

Operated West Chester Airport (Brandywine) and Downingtown Airport (Shannon) in the 60's and 70's.

C. Robert Mills, Jr

Operated the Philadelphia Seaplane Base for over 50 years. WWII Naval Aviator, awarded the Distinguished Flying Cross for operations in Leyte Gulf.

Peter York Wood

Aviation idealist and visionary, Aero Club officer and longest continuous member of Aero Club. Operated Benedict Airport in Delaware County. Compiled first nationwide Air Travel Guide.

James & Millie Jordan

Millie was an ardent aviation supporter and role model for her son and grandson as they pursued their careers in aviation. Both son and grandson received Aero Club scholarships.

Louise Sacchi

Instructor, pilot, mechanic, and engineer. Taught advanced navigation to the RAF during WWII. Operated ferry service and completed over 300 ocean crossing in single-engine aircraft.

Connie Wolf

Flew hydrogen balloons in the 50's and 60's and set 15 world records. First woman to cross the Alps in a balloon. Had a life-long love of aviation, adventure and public service.

Theresa Dellaquila

Longtime local fixed wing and helicopter pilot and Ninety-Nine. Well known within the local aviation community.

Kate Macario

Learned to fly as a young woman when told that "women don't do that sort of thing." Joined the Ninety-Nines in 1955 and became Chair of the local chapter. Helped grow the Pennies-a-Pound fundraiser event. Aero Club member.

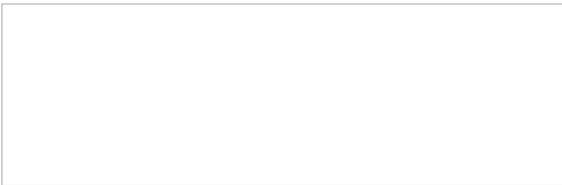


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Organized December 17, 1909; Chartered May 10, 1910
Aero Club of Pennsylvania
1399 Narcissa Road, Blue Bell, PA 19422

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RETURN SERVICE REQUESTED



2024 Fall Calendar

Aero Club

Aug 31 Aero Club Cape May Fly-in
Oct 17 Board of Directors Meeting

Local

Sep 7 Wings N' Wheels, Wings Field (KLOM)
Sep 8 PAOP Heritage Pancake Breakfast (KPTW)
Sept 14 Pancake Breakfast, Bloomsburg (N13)
Sept 29 Wings N' Wheels, Cumberland, WV (KCBE)
Oct 7-9 PA Aviation Conference (Williamsport)

National

Sept 4-7 International Seaplane Fly-In Greenville, ME
Sept 23-29 Triple Tree Aerodrome Fly-In, Woodruff, SC
Oct 5-13 Albuquerque Intl Balloon Fiesta



Board of Directors Report

The Board of Directors took a summer recess and did not hold a board meeting. The board is coordinating a number of projects. The Aero Club is organizing a fly-out to the Wildwood Naval Air Station Air Fest at Cape May Airport over Labor Day weekend. A number of Aero Club and EAA Chapter airplanes will fly in and be available for public viewing on the flight line. Additionally, in an attempt to become more visible, board members set up Aero Club booths at a number of local aviation events, including the Chester County Balloon Festival, The American Helicopter Museum's annual Family Day, and the Heritage Field annual Fly-In. The board is soliciting an exciting speaker for our Wright Brothers Dinner, which will be held on December 17.

The next board meeting is planned for October 17.

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 us at mailbox@aeroclubpa.org