



Nearby eclipse spurs flights; Aero Club views documentary

With the recent total eclipse less than two hours flight time for most GA aircraft in this area, many local pilots made the trek into the area of totality. A group of RV pilots from Brandywine Airport flew to Watertown, New York where an elaborate eclipse event was planned including live music and food trucks. Rob Dant and friends also flew from Brandywine to Lake Placid, N.Y., where fewer clouds were forecast (see story page 4). Octavian Codreanu from EAA Chapter 240 at New Garden flew to Vermont and then drove into Canada with a friend to view the spectacle. Debbie Harding's hot air ballooning friends flew balloons over Letchworth State Park in western New York State during the event (see story page 5).



Tom Marden's Waco at Heritage Field

Aero Club viewing of WWII documentary

The Aero Club was invited to a special viewing of a WWII human-interest documentary at Villanova University on April 17. About ten members attended the one-hour, professionally-produced film featuring the remembrances of Lieutenant Colonel William P. Bonelli, a Pearl Harbor survivor and B-17 pilot. Mr. Bonelli recently died at the age of 100.

Heritage Field Fly-In

Heritage Field Airport held its third annual three-day Fly-in/Camp-in on May 10-12, 2024. After a miserable weather day on Friday, the skies were way more cooperative on Saturday. Well over 50 planes arrived for a fun day of food, fun, crafts for kids, and lots of camaraderie. Aircraft visitors included a

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Chasing the eclipse by air

A flight to Lake Placid, NY to view the total eclipse provided spectacular viewing

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First visit to First Flight

Adoration of the Wright Brothers prompted a first trip to visit the hallowed grounds.

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President's Message

As summer approaches, we hope you have had the opportunity to get out and take advantage of the improving weather and warming temperatures. The local airports are bustling, and there are plenty of student pilots slipping the surly bonds for their first time. As you can see from our Aviation Event Calendar on page 8 of this newsletter, there are a number of events throughout the tri-state area over the summer months, both during the week and on weekends. We hope you're able to make it out and enjoy some time at the airport.

June is a big month for the Aero Club, as we have our annual Scholarship Dinner and award ceremony at Wings Aviation

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restored Waco, a Light Sport Amphib, several T-6's, a Super Bird Dog, a P-40, several Cubs, multiple RVs, an Auto-Gyro, a PA-11, a PA-12, a couple of C-170's, a C-180, and more. Several vintage autos made an appearance, along with East Coast Propeller, the Keystone 99s, the Aero Club of Pennsylvania, McDermott Custom Creations, and EAA Chapter 1250 based at Heritage.

The event also featured helicopter and airplane rides, offered by Mission Destiny Helicopters and Pitcairn Flight Academy, respectively, a nice selection of raffle baskets, the proceeds of which benefited the Pottstown Aircraft Owners and Pilots Scholarship Fund, and a 50-50, the proceeds of which benefited a fellow pilot with cancer. Food was provided by Bucktown Grille. Heritage Field is owned by Aero

Club members David and Rachael Pitcairn.



Toy airplanes at Heritage Fly-In



Amphib at Heritage Fly-In

Presidents Message

(Continued from page 1...)

Country Club on June 20th. The scholarship committee, composed of Alicia Sikes, Nick Althouse, Nicholas McBride, and Steve Jordan, reviewed 41 applications for our 2024 scholarship program. Of the 41, the committee narrowed down the applicant pool to just 17 for in-person interviews. Congratulations to the recipient; we look forward to meeting you at the awards dinner! Most importantly, none of this would have been possible without donations from our membership, this year and years past, thank you for your generosity and steadfast support promoting aviation and making it more attainable in the local area.

We hope you're able to make it out and enjoy some time at the airport

As I mentioned at the beginning, the summer has numerous events at local airports. The Heritage Fly-In earlier this month was a great event, and I want to thank the Aero Club representatives that spoke with attendees. We hope you're able to come join us or stop by our table at some future events in the area. As always, thank you for your time and generous support!

John Brennan



Aero Club of PA booth at Heritage Field



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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Scholarship recipient to speak at ceremony



Erin DeYoung

Erin DeYoung
FAA Foreign Affairs Specialist

In 2014, Erin DeYoung received an Aero Club scholarship that she attributes to changing her career path. She now serves as a foreign affairs specialist with the FAA, overseeing air operator safety across Europe, Africa, and the Middle East. In this role, she collaborates directly with foreign governments to ensure safe operations for U.S. carriers worldwide, navigating through conflict zones. Erin also manages safety standards for foreign carriers operating in or seeking access to the U.S., negotiating treaties and operational protocols. Her responsibilities extend to ensuring the safety of emerging technologies like Advanced Air Mobility, including eVTOLs and air taxis. Previously, Erin

analyzed flight data in the Office of Accident and Investigation, identifying systemic risks in U.S. airspace. Collaborating with Commercial and General Aviation experts, she implemented voluntary strategies to reduce those accidents by over 90%.

Outside of her work, Erin is an instrument rated pilot and ground instructor. She earned her PhD in English Literature from Trinity College, Dublin and was a college professor for over a decade. In that time she designed and taught courses specifically for collegiate professional pilot programs to integrate critical thinking, written communication, and aviation knowledge. When Erin is not flying, she can be found coaching boxing and Brazilian Jiu Jitsu to children and adults. She has also been known to compete in both.

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 20, 2024

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



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



RESERVE online at 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: _____,
_____, _____

Chasing the eclipse by air

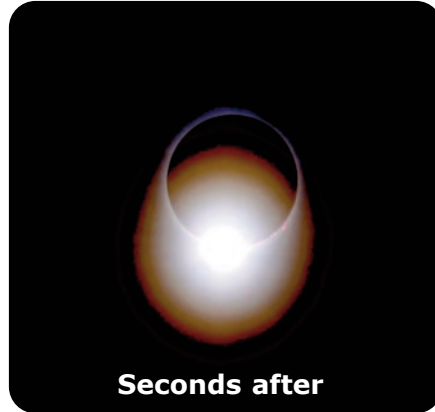
by Robert Dant

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There are many occasions when access to General Aviation aircraft demonstrates incredible flexibility. One such occasion occurred on April 8, 2024. A full solar eclipse over the United States happens rarely, but in this case, it was the second in seven years, the last occurring in 2017. But, the next one is not for 20 years, so many pilots were eager to use their aircraft to witness this rare event.

Authorities warned motorists of the potential for traffic snarls during the event. Air traffic alerts were also published, especially for limitations for IFR clearances, VFR flight following, and parking limits at airports. Most large airports in the northeast required prior registration to gain access to limited ramp space.

Many pilots from the Philadelphia area made the trek to locations ranging from western New York, all the way east to Moosehead Lake in Maine. I personally made parking reservations at two western New York airports and planned to fly myself and three colleagues for a one-day round trip to the center of totality. An excellent online weather site provided



cloud forecasts many days in advance, using varied weather models. As much as three days out, the forecast was iffy for areas west of central New York. I made calls to many airports farther east, including Saranac Lake, Lake Placid, Plattsburg, and Watertown. Only Lake Placid was still open, offering first-come, first serve parking. "The ramp will likely be full by noon," warned the friendly voice on the phone.

On the day of the event, only high cirrus clouds were reported for Lake Placid. I didn't want to go farther east into Vermont, due to the length of the flight for my novice passengers. We arrived around 11:30, just about 30 minutes before the airport was NOTAMed closed. I estimate the ramp had about 100 aircraft. A few stragglers, including a large jet flew in and found room in the little space left. Special event parking cost \$50, well worth the price.

There was still snow on the ground at Lake Placid, but the temps were nice, in the high 50's, and thankfully, the sun was shining, with just a few thin clouds above. I could see thicker clouds to the west.

My friends and I found standing-room-only space for lunch at a local brewery just outside the airport. Afterward, we wandered up the hill to the Olympic Ski Jump where we had hoped to take the elevator to the top to get a good view of the area. However, it was closed for the eclipse.

We headed back to the airport and joined the many others setting up chairs next to their aircraft. The beginning of the partial eclipse began nearly two

hours before totality. The area got somewhat dark as the full event approached, but if you didn't know there was an eclipse, you really would not notice anything was out of sorts.

Within the line of totality, the full eclipse lasted over three and a half minutes. That doesn't sound long until you witness the very strange

site of a black hole in the sky where the sun used to be. Stars and planets appeared as the sky turned dark and the appearance switched to that similar to evening civil twilight. After a spectacular



Snow still, in Lake Placid

three and half minutes, it took only a couple seconds for the night to turn back into full apparent day, even with 99% of the sun's disk covered.

To avoid a mad rush to the runway, I had advised my passengers to make a bee line to the restrooms immediately after daylight returned. I prepped the airplane and we were heading to the runway behind five other aircraft. We had very little delay and were off in just a few minutes.

Rumors were that auto traffic was at a stand still in town and in other cities immediately after the event. We were oblivious to that fact during our smooth ride back to Pennsylvania.

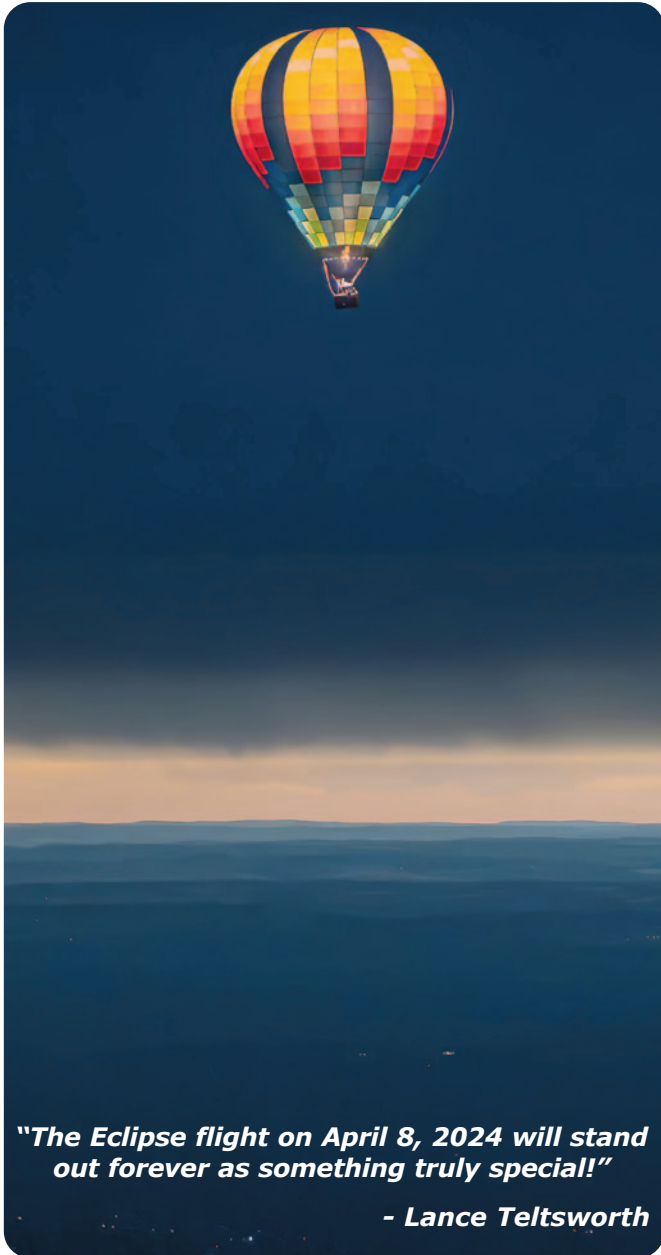


Ballooning under the eclipse

Lance Teltsworth learned ballooning from his dad Carroll who has flown over Niagara Falls, launched from Central Park and dropped hang gliders and skydivers from a balloon. Lance sought his own standout flight.

Living in western New York, the buzz about the eclipse was palpable. But flying a balloon seemed daunting given that the eclipse was in the middle of the day when conditions are rarely conducive to flying balloons. But the day turned out serene and overcast. Lance retells his story:

"The heavy overcast meant that the eclipse was obscured from view, but the experience of being at 7500', able to see for hundreds of miles as the moon's shadow raced across the Great Lakes directly towards us was nothing short of incredible. As the darkness quickly deepened to midnight black, the lights below us all came on and we were alone in the sky, burners breaking the eerie silence as they lit up our balloon. We realized that all those people who had gathered to see the eclipse could see nothing of note in the sky but two flickering hot air balloons!"



"The Eclipse flight on April 8, 2024 will stand out forever as something truly special!"

- Lance Teltsworth

Other balloon piloted by Kevin Raymond. Photo Joe Serio

Airport Highlights

by Elaine Farashian

PHILADELPHIA INTL

Taxiway J rehab project is the first PA airport project and one of only 12 airports nationwide to obtain Envision Verified status for integrating sustainability principles into its construction. Since 2022, the city's stand-alone Dept. of Aviation operates PHL and PNE without local tax dollars. Previously, the aviation division operated under the Dept. of Commerce. Aircraft landing fees, terminal building rentals, concessions revenue and other facility charges provide airport operation income. The Bipartisan Infrastructure Law (bill) is funding \$20.4 million toward upgrading HVAC and electrical systems. Improvements are underway for 2026 when Phila. will host the FIFA World soccer, baseball All-Star Game and the 250th anniversary of the Declaration of Independence. Dept. of Aviation COO, Keith Brune, was named NEC/AAAE Airport Executive of the Year.

BRANDYWINE [OQN]

Work is complete on the east ramp parking area and materials are being procured for four corporate hangars to be construction this summer. Most outside tiedowns now have electric service. Planning is underway for runway resurfacing, widening and new runway lights. The airport will be closed for four weeks during this reconstruction. AWOS replacement is expected in the next year. Future projects also include fuel farm rehab, terminal ramp rehab, and purchasing of snow removal equipment.

CHESTER COUNTY [MQS]

The airport perimeter fence project is just about completed. Saturday, May 4th is the date when the airport will host its Chesco Airfare.

DOYLESTOWN [DYL]

A new fuel farm will be installed probably in the Spring of 2025. Taxiway lighting is being replaced. Projects include pavement refurbishing and obstruction removal on approach to runway 23.

NEW GARDEN [N57]

The terminal building expansion project is proceeding and expected to be complete by late spring. June 25th (Tuesday) is the date for the Evening of Aviation Air & Car Show. Food vendors, family activities, antique cars and a WWII veteran aircraft are planned. A Cessna 172M is being added to the flight school fleet. June 3 will begin a 10-week private pilot program that includes prep for the FAA written exam in a classroom style (June 3-Aug. 5 every Monday 6:30-8:30 PM). Future Aviator Summer Camp is filling up fast with 250 campers expected. The EAA Chapter's first Pancake Breakfast was held April 20.

QUAKERTOWN [UKT]

The airport just received bids for apron rehab which should begin in the next couple of months. Work is ongoing for obtaining easements for obstruction removal on runway 29 and there is some area pavement refurbishing as well. The terminal building has been completely renovated. Monthly Young Eagle flights occur usually the 2nd Saturday of the month from 9:00-11:30.

SOUTH JERSEY REGIONAL [VAY]

Phase I of the new parallel taxiway has been delayed a bit due to permitting. Runway & taxiway potholes are scheduled for repair. A new FBO building A/C system will be installed. Jerry Leipfinger's position has yet to be filled as state representative for NJ DOT which manages the airport.

WINGS [LOM]

Despite many rain events, progress is being made with grading and drainage on the new West itinerant apron.

VAN SANT [9N1]

The airport is operating well under the new management and has scheduled the following: Wings & Wheels event May 26, Dinner & Movie Nights June 29, July 27, August 31. The Betty Boop Grill opens May 5.

First visit to First Flight

By Jim Kilduff

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Memorial Tower at Kill Devil Hill

All pilots know the story of the Wright Brothers work at Kitty Hawk, North Carolina. This pilot had never been there, so a trip was planned.

The Wright Brothers National Memorial is run by the National Park Service and consists of three main attractions. Visitors can explore the field and hangar where the Wrights did their experiments, walking along the very route of the powered flights that occurred here. Second, the Memorial Tower dedicated in the 1930's sits atop the 90-foot Kill Devil Hill. Lastly, the visitor center houses a very nice museum.



The central attraction inside the museum is surely the reproduction of the 1903 Wright Flyer. Around the display is a series of explanations of the Wright Brothers achievements: the wind tunnel, the airfoil research, the propeller design, the moveable rudder and the discovery of 3 axis control, and finally, the engine.

Best of all, the '03 Flyer reproduction in the museum was made by Ken Hyde's Wright Experience shop. Some members know that the Aero Club 100th anniversary featured a Wright Flyer simulator which Ken provided for us.

The famous photo of the first flight

shows the deserted landscape. What a feat of determination. The brothers moved their airplane and equipment from Dayton to Kitty Hawk, by rail and boat. Then built shacks that served as kitchen, sleeping quarters and hangar.

The most prominent part of this place is Kill Devil Hill which was a giant sand dune later preserved from the wind erosion by ground cover. In the photograph, your author seems ant-like walking down from the monument. The early glider flights were launched from this dune into the very 30 mile per hour steady wind that attracted the brothers to Kitty Hawk. The view from the top, with shore houses and trees, looks so

different from the pictures all pilots know, that windswept, sandy backdrop long since gone.

The actual ground where the pow-

My interest in the Wrights

My journey with the Wright Brothers story began with recruiting of Ken Hyde's Wright Flyer simulator to the Aero Club 100th anniversary celebration in 2009.

Then I read multiple biographies and visited with Ken Hyde. This visit to Kitty Hawk powerfully refreshed the story for me.

How did two "Yankee tinkerers" from Middle America have the wherewithal to persist in solving the problems of flight where others tried and failed?

The head of the Smithsonian institution Samuel Langley tried to achieve powered flight before the Wrights. Numerous individuals flew gliders, sufficiently so that a table of lift coefficients existed for the Wright Brothers to correct. The French were the early leaders in aviation. Think of all the aviation words that have French derivation.

At LeMans in France, Wilbur demonstrated what we would now call slow flight before an amazed crowd, flying

ered flight took place has stone markers showing the take off point and the landing of each of the first three short flights made on December 17th. Memorialized is the wood and iron rail which served as the runway. The fourth flight was much longer in duration, nearly a minute, and resulted in a crash in a gust of wind. That was the last flight of the 1903 flyer.

Appropriately, there is an adjacent, active 3000-foot paved general aviation runway for today's aircraft to land for a visit. No airplanes were parked the day of our tour.



Hangar and living quarters

over a closed course, completely under control. Wilbur demonstrated 30-degree banks. Louis Bleriot, who crossed the English Channel a year later is quoted as saying: "Monsieurs Wright have shown us how to fly."

They were able to do so because of 3-axis control, the realization of the importance of controlling yaw. All of us student pilots remember our instructor's admonition to "use the rudder." In 1908, the French still did not understand the principle of yaw and 3-axis control.

They left their comfortable home in Dayton because they were passionate about achieving flight like the birds they studied. They worked and lived in shacks they built themselves with the help of locals, on the barren windswept Carolina shore. Traveling from Dayton by rail and by boat, they imported their machine as well as building supplies every December for four years.

Imagine what it takes to be so confident of success, so little disturbed by self-doubt, that they persisted in their research and built machines based on that research. And they, two modest bicycle mechanics from small-town America, succeeded where many others, with more resources, had failed.

Donald L Hershey, 1929-2024

by Robert Dant

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Donald Lloyd Hershey

Some members of the Aero Club are remembering Donald Hershey, who at age 94, passed away after a brief illness in Spokane, Washington, on February 11, surrounded by family.

I first met Donald, while sitting on the bench at Brandywine Airport in 1998 waiting to begin my Private Pilot check-ride. He was watching airplanes take off and probably, in hindsight, imagining being back in the air himself.

Over the years, Donald was a co-owner in a Tri-Pacer, a Mooney and a Piper Arrow. His first flight lessons were in a Piper Cub as a 15 year-old CAP Cadet, having soloed in 1945! In his later years, he often spoke of once again having his own airplane, but finances were tight and he was relegated to flying with friends.

I met Donald again, unexpectedly on the very same bench a few months later, and I asked him to join me for a flight sometime. That began a long friendship that led to many aviation excursions, with me as the new pilot and him as a connection to many friendly destinations, including New Paltz, NY, where his daughter lived,

Cape Cod, where his nephew has a summer home in Harwich Port, and all the way out in eastern Washington State where his brother lived. We also made a trip to Oshkosh in 2002 and a three-week trip to Nova Scotia and Newfoundland.

Being much older and having learned to fly much earlier, I could have thought of him as an aviation mentor, but it didn't quite feel that way for me. Rather, he was a willing co-pilot who shared a love of the adventurous side of aviation. On many occasions where I would have been reluctant to invite others on one of my dubious missions, Donald was up for anything. That included frequent exploration flights into relatively remote private strips, just to see if we could discover a kindred soul (which we almost always did). In that sense, we were partners in crime.

Donald frequently regaled me (regale being a good word to use for when you aren't quite sure of the accuracy of the tale) with colorful stories of his life, some of great pride and some of great personal tragedy. As a more willing storyteller than myself, I appreciated having him colorfully recount our aviation journeys to friends and family.



Winterhaven, Florida, 2007



With Rob and son Ian, 2019

Donald was born in Harrisburg, PA on Labor Day in 1929. His father Eli Hershey was a founder of Hershey's Ice Cream, not directly associated with Milton Hershey's chocolate empire. But, his father was a distant relative and sold milk to the chocolate factory.

Donald attended Phillips Academy Andover and Yale University. In the

Army after WWII, he served in counterintelligence, and he spent five years in Germany working for Radio Free Europe, where he developed his love for traveling, eventually visiting every continent except Australia.

In 1968, he married Edith Wright in Philadelphia and raised three children in Berwyn, PA while working for SmithKline. One of his tall tales took place in the early 1970's, when as part of his role there, he spoke of chartering complete Boeing 747's from New York to Zurich to ferry surgeons for training there. And, because of his relationship with Swiss Air, he got invited on some interesting flights, including Swiss Air's inaugural flight from Geneva to Accra. That's how he visited the capital of Ghana in Africa for a week, and to his surprise, was offered a mysterious meal that turned out to be "monkey curry."

Donald held various positions after retirement, including school bus driver, where he entertained and educated a decade of children. He volunteered quite a bit for the Aero Club, including frequently helping in the production of this newsletter.

In his final year, Donald resided in Spokane with his daughter Amanda and teenage grandchildren.

His family reported him to be mentally sharp until the end. He enjoyed discussing current events, sight-seeing, and taking short walks. Donald is survived by his three children, three grandchildren, a sister-in-law, and nieces, nephews, and cousins in Texas, Washington, Virginia, and Pennsylvania.

A family celebration in the Philadelphia area is planned for late spring. Write to cahershey@aol.com. Donations in his memory can be made to the Aero Club of Pennsylvania Memorial Scholarship Fund at www.aeroclubpa.org/donate.

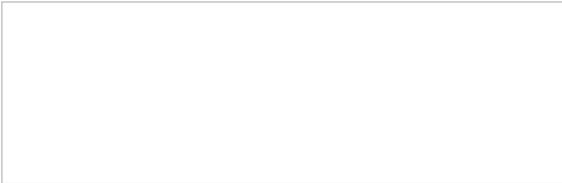


FIRST CLASS
POSTAGE
REQUIRED

Organized December 17, 1909; Chartered May 10, 1910
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AVIATION EVENT CALENDAR

Aero Club

June 20 Annual Aero Club Scholarship Dinner
Aug 31 Aero Club Cape May Fly-in

Local

June 1 Antique Airplane Fly In, Massey (MD1)
June 7-9 MAAM Reading WWII Weekend (RDG)
June 14-16 Greenwood Lake Air Show
June 14-16 Chester County Balloon Festival (Willowdale)
June 22 American Helicopter Museum - Family Fest
June 25 New Garden Air & Car Show (Tuesday)
June 29 Chester County Airport, Air Fest (MQS)
Aug 24-25 Ocean City Maryland Air Show (T-birds)
July 8-12 Future Aviator Camp, New Garden Airport
Aug 5-9 Future Aviator Camp, New Garden Airport
Aug 14 Atlantic City Airshow (Wednesday T-Birds)
Oct 7-9 PA Aviation Conference (Bethlehem)

National

July 3-7 Ninety-Nines Intl Conference (Vancouver)
July 22-28 AirVenture Oshkosh
Sept 18-24 Triple Tree Aerodrome Fly-In, Woodruff, SC
Sept 5-8 International Seaplane Fly-In Greenville, ME
Oct 5-13 Albuquerque Intl Balloon Fiesta



Board of Directors Report

By Carris Kocher

The Aero Club Board of Directors met via ZOOM on April 18th, 2024. Several directors joined the ZOOM call from the Chester County Airport Authority Conference Room at Chester County Airport.

President John Brennan presided over the proceedings. Following the approval of minutes, the group delved into reports covering our finances, scholarship program, membership, and communication initiatives. Our membership currently stands around 150, including complimentary memberships granted to scholarship recipients.

Planning ensued for the June Scholarship dinner, including an agreement on our speaker for the event, Erin DeYoung, as past recipient. This event will take place at Wings Field.

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

With the agenda concluded, the meeting adjourned. Participants at Chester County joined for dinner at the new Hungry Pilot restaurant in the terminal building.