Chapter 240 Buys Tri-Pacer for Restoration

Fred Kacena Scholarship Launched
by Mike Parry

At a specially convened Board meeting on April 18th, and following supportive emails from members, the attending Board members discussed and unanimously approved the proposed expenditure of $6,500 as the purchase price of the 1959 PA22 Tri-Pacer, described in my email of April 14th (see photo of aircraft). We believe the aircraft will be an major asset to the Chapter, providing a project opportunity in which members can practice and develop aircraft-building skills, under the guidance of experienced builders and IA's.

John Leslie has agreed to coordinate the efforts and equipment to get the PA22 to the EAA Chapter hangar during the coming weeks. During that period we will form a Project Oversight Group, with nominated leaders who will rotate every three months, with one who will provide the detailed project management (priorities, assignments, expenditures etc) throughout the three month period. All expenditures will be carefully managed and will require Board pre-approval.

(Continued on page 4)

President's Corner—Mike Parry

Momentum is increasing as the Chapter gets into full gear for the spring and summer seasons just ahead. Activity at the Hangar and Clubroom has substantially increased of late with two active aircraft- build projects in full flight (!) and more lined-up, the weekend membership gatherings have grown in attendance and flights are clearly happening more. Great to see all this activity and the spirit and community of the membership in full swing.

The Chapters engagement with the Airport Development Committee continues and has also branched into an Air Show Planning Group, as we look to support the airport management (Everitt du Pont) with the many tasks that make for a successful airshow on June

(Continued on page 4)
I just wanted to let you update the projects list.

NAME: Daniel McCaffrey
EMAIL: dlmccaf@hughes.net
KIT/RESTORATION: neither, some of us still build from plans.
MAKE/MODEL: EAA biplane-slightly modified DATE STARTED: I just bought this already started project early in February, and trucked it home from South Boston, VA.
CURRENT PHASE: It is fairly well along. The wings are nearly ready for cover, the fuselage is ready to be on gear as soon as I buy wheels for it. There is no firewall forward, but I plan on using a Continental O-200 if I can get one fairly reasonably. The modification consists in that the guy widened the fuselage by 6”. I am presently inspecting it before contacting Roger Robinson to give it its first inspection.

Eventually it will go to my oldest son in California to serve as something he can get some time in prior to flying my Pitts. I have enclosed a photo of the parts in my garage. Dan M.

Get your project featured here - see bottom of Page 5

Chuck Gaffeney with his Zenith STOL CH 701

John Leslie lends a hand.

Young Eagles - John Leslie

Our first pancake breakfast and our first Young Eagles flights for the 2008 are scheduled for May 10.

As the new YE coordinator for this year, I’m looking forward to a very active summer.

John Leslie

Young Eagles Rally
Free Rides for youths 8-17 yrs of age
Saturday, May 10, New Garden airport (N57) 9:00-12:30
Chapter 240 membership is strong at just about 100 members in good standing for 2008. Bring along a friend to the upcoming chapter events and let them join in the fun. They will have such a good time they may just decide to join our chapter. We would like to welcome two new members, Gary Kiser and Douglas Ditter, both of which are interested in building a project someday. Don’t forget to get your raffle ticket at the next meeting in May for the beautiful EAA leather jacket.

Dan’s Ride

**This Gift of Time**
**By Stu Simpson, Calgary Alberta**
*(submitted by Linda Berl)*

Time plays a crucial part in nearly everything we do as aviators. Most critically, of course, it tells us when we have to land, because there will come a time when the fuel gauge reads empty and gravity will forcefully remind us of our own mortality. I like the old Transport Canada poster that gravely proclaims “That’s time in your tanks”.

Time is also a way for pilots to keep score, a way of measuring who has the biggest, uh,... log book. It often seems he who dies with the most hours wins. Other things being equal, we seem to naturally respect pilots who have a higher number of flying hours. Of course, it’s important to remember that anyone with 10,000 hours at some point had 10.

Time is important to our airplanes, too. The number of hours an airplane has under its wings tells a lot.

(Continued on page 8)

**Embreeville man makes replica cannons**
**By Art Carey**
**Inquirer Staff Writer**

When Jeff Stafford was 8, he was infatuated with "things that go bang." One day, in his father’s auto body shop, he fashioned a toy cannon from a small piece of pipe and some scrap aluminum. "I used it to shoot firecrackers," he recalls with a chuckle. Someday, the young Stafford resolved, he'd make a real cannon.

He did it, and then some. Over the last 23 years, in his shop atop a woody slope in Embreeville, Chester County, he has built or restored more than 150 cannons and gun carriages. So peerless is the quality of his work that he has earned a national reputation as the go-to guy for aficionados of Civil War-era heavy artillery.

His customers are private collectors, forts, museums and reenactors. One of his cannons is on display on the ninth floor of the Chicago Public Library. For the National Park Service he has built several carriages, including two for 14,800-pound coast artillery pieces on the James River in Virginia. Hank Williams Jr. owns one of his cannons, as do a du Pont and a Procter & Gamble mogul who wanted one to fortify his Block Island, R.I., estate.

"I build them exactly the way they were made," says Stafford, 53, a tall, sturdy man with powerful hands. "You have to be a little bit crazy. But I feel like I'm supposed to do this. This is my destiny."

The other day, Stafford was in the final stages of assembling a three-inch ordnance rifle - a cannon to you and me - that will be installed this summer at the Cyclorama Gallery at the Gettysburg Museum of the American Civil War at Gettysburg National Military Park. It’s a replica of his favorite model, manufactured in the early 1860s by Phoenix Iron Co. in Phoenixville. Accurate in every detail, the cannon will be fully operational, capable of propelling a nine-inch, 11-pound, bullet-shaped projectile two miles.

"This is where the body-shop background comes in," Stafford said, pointing out features of the carriage - the gorgeously crafted chassis of kiln-dried white oak, painted the correct shade of olive drab, that will bear the barrel. "There are lots of parts and pieces, and they all have to be perfect."

The name of his business is Stafford Wheel & Carriage. His specialty is gun carriages and the 210-pound wooden wheels on which they roll. But he’s capable of fabricating a complete cannon in dozens of different styles, ranging in price from $18,000 to $35,000. He works from arsenal specifications, copies of original plans, and drawings.

(Continued on page 5)
Chapter Events

**May 3**—Chapter Flyout—meet at hangar 9:00 am to go to EAA Chapter 216 Pancake Breakfast Fly-in

**May 5**—Membership meeting at hangar— 7:00 pm

**May 8** - Delaware Aviation Hall of Fame Spring Event - 7:00 - 9:30

**May 10**—Pancake Breakfast - 8:00 am - 12:00

**June 15** - New Garden Airshow and Pancake Breakfast

**June 2** - Membership meeting at hangar— 7:00 pm

For Your Aviation Calendar

**May 3** - Tangier, VA. Tangier Island (TGI). Tangier Island Fly-In. Fundraiser for repair of the airstrip and construction of a terminal building. Tickets are $25 per person; proceeds to benefit the project. Event from 9 a.m. to 1 p.m. Contact Neil S. Kaye: nskaye@aol.com

**June 7** - AOPA Fly-In and Open House, Frederick, MD

**July 28 - Aug 3** - AirVenture, Oshkosh

Tri-Pacer / Fred Kacena Scholarship - cont’d

(Continued from page 1)

The Board also approved the final version of the Fred Kacena Scholarship scheme. We will seek nominations via the web site and other channels for the $1,000 annual scholarship intended to identify and nurture young, aviators. The Board will oversee the candidate review and selection, plus the overall and management of the program. My thanks to John Leslie and Lucky Macy for their efforts in establishing the program, details of which will be available on our web site shortly.

These are exciting times for our Chapter and come as our membership count continues to grow, participation levels are high, our hangar/ workshop is busy with members projects and spring is here - at last! I would encourage you to contribute, participate and support the full range of Chapter activities.....Mike Parry, President, EAA Chapter 240

Attending Board Members: Mike Parry, Larry Van Deusen, Bill Kelsall, Harv Martens

Also attending: John Leslie

Delaware Aviation Hall of Fame Spring Event on May 8, from 7 - 9:30 PM.


Press Contact: Hugh Homing, 302 655 6191

President’s Corner - cont’d

(Continued from page 1)

15th.

As our Pancake Breakfasts, Young Eagles flights, hangar projects and support for the Air Show get underway we’ll need your help. This year in particular it will be important that you (yes you!) offer and provide the support necessary to make these events successful. We have a group of members as you know, that can be called on, who always respond and volunteer. This year we need to extend that group to include you (yes you!). Without you (yes you!) we’ll struggle this year. Please don’t rely on your fellow chapter members to provide this effort. It’s your turn.

My ask is - please - contribute, participate, support! - Yes you!

......Mike
retrieved from the National Archives. His work is beautiful, says Sue Boardman, coordinator for the Gettysburg Museum of the American Civil War and a historical consultant on the diorama at the Cyclorama. "In the reenactment community, he's highly respected because of the historical quality and accuracy of the pieces he makes."

While Stafford's cannons are art objects, they are also functional weapons. Three or four times a year, he participates in competitions. His rifled cannons can hit a four-inch-square target repeatedly from 200 yards. "I'm more accurate with a cannon," Stafford says, "than I am with a deer rifle with a scope." When he builds a cannon, he makes all of it, except for the barrel, which is cast at a Poconos foundry. Using huge lathes and milling machines, he finishes the barrel, and bores and rifles it. He constructs the carriage and wheels and makes all the accessories, ironwork and hardware.

Stafford works 12 hours a day, six days a week. It takes him from six to eight weeks to make a complete cannon. He builds eight to 10 pieces a year - cannons, carriages and limbers, two-wheeled vehicles that draw the guns. He also makes wagon wheels and reproduction Civil War ammunition boxes with dovetail joints and copper tops. The Navy commissioned him to build two Civil War coffee wagons.

His orders are backed up four years. "When you're doing it the way I do it, people want your work," he says. "They don't mind waiting, and they don't complain about the price." Paul Barnett, president of South Bend Replicas Inc., also makes antique artillery reproductions for ship and fort restorations. Stafford "is very proud of his work," he says, "and justifiably so."

Were the New Yorker writer John McPhee to meet Stafford, he might describe him as "a man of maximum practical application."

Stafford, who struggled in high school and professes to be lousy with words, notes there's a term for what he does. "I'm an artificer," he says. "I know how to make stuff." He bought his first car at age 11, then fixed it up and sold it. At 15, before he could drive, he built a dune buggy. With no training in carpentry, plumbing or electricity, he built his log home, as well as his shop and garage. "Before I built my house, I'd never built a bird house," he says. A licensed pilot, he taught himself how to restore an airplane.

Nearly as intriguing as his cannons and carriages are the machines he uses to make them. Some date from the 19th century. Others he designed and built himself. They are examples of Stafford's mechanical genius, his versatile engineer's imagination and his protean gift for thinking in three dimensions. "I'm not really a genius," he protests. "It's just common sense."

His ancestors fought on both sides in the Civil War. He became fascinated with that conflict as a boy. In the early 1960s, his parents took him to 100th-anniversary reenactments up and down the East Coast. On his own, he continued to study and read.

Cars and drag-racing monopolized his attention during his teens and 20s. Then, in 1986, while returning from a trip to Pittsburgh with his wife and son, Stafford stopped at Gettysburg. "I started looking at cannons, and it rekindled my interest," he recalls "I wanted one and didn't know where to get one. So I thought, I'll make my own."

It took him a year and a half. In 1988, on the 125th anniversary of the Battle of Gettysburg, he towed his creation - a three-inch ordnance rifle - to the battlefield for a reenactment. "It makes a huge roar," he says. "People couldn't ignore it . . . One thing led to another, and I was in the cannon-building business."

To renew his sense of wonder, he regularly revisits Gettysburg, a place he calls magical. "I sit by myself and just imagine what it was like, the thunder of the gunfire, the smell of black powder," he says. "It's important to know what happened there, but people today . . . don't take the time. They do the bus tour and that's it."

The cannon Stafford was finishing the other day - the one headed to the Cyclorama - is a donation, "kind of my contribution to America," he says. "They need one at Gettysburg, and now's my chance. I know where it's going to be forever."

HELP US COMPILE A LISTING OF CHAPTER MEMBERS PROJECTS

Members are interested in projects underway. If you have a project please tell us about it; please describe your aircraft building or restoration project and return this coupon to: Newsletter Editor, EAA240, PO Box 240, Toughkenamon, PA 19374...or email the details to us: newsletter@eaa240.org. Please provide:

Your name: ______________________________ Email: _________________________

Circle one: Kit / Restoration Make/model: __________________ / ______________________

Date started: __________________ Describe the current phase: ____________________________

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Flying Experiences
By Glenn Long (from Sean Tucker’s Academy)

The Pitts is an incredible performer and cares little about which way the wind is going. I completed two take offs and one landing today. They are definitely improving. Tomorrow I take the back seat which provides better visibility and all the engine controls. I missed the opportunity for the last landing as I was dry heaving from the last maneuver. That spin maneuver started at 6k feet near the runway and is used to loose altitude and drop down to 3k. Yes, a great way to drop into pattern altitude.

Ok, start by doing a power on stall, leave the power in, nose high to reduce speed, push the nose over as the wing drops drive in the left rudder, straight back on the stick and hold the right and don’t look out. Move the aileron all the way to increase the speed of the spin now your in a left spin, to increase from the last maneuver. Ok back on the stick and hold the rudder counter-intuitive). And it works.

We pushed the spin envelope to learn how the forces of power, elevator and aileron affect the spin. We did spin recoveries just by letting go of the pedals and pushing the aileron into the turn (very counter-intuitive). And it works.

My favorite is the harrier stall where you perform a power on stall and just keep it hang’n with the pedals. Add this to your stall exercises. It’s fun. Amazingly you just sit there and just recover sometime before you sink too close to the ground.

We also examined how the secondary stall catches a lot of people. We did this with out using power to recover on the initial stall and only recovering after the second stall. We lost over 500 feet. Near the ground you just broke your neck. My personal notes on spinning...

1. A stall or spin is nothing to fear when done at altitude with a capable aircraft.
2. Spins are so easy to avoid and recover from (if not developed on some planes), you may wonder what all the fuss is about.

3. A spin does not occur without yaw, so stop helping it and you’ll keep your face out of the ground.
4. Pilots who rudder toward the ground on base turn eventually drive into the ground. Many pilots get away with this for years and never know they are doing anything wrong. Left turns and left rudder equal upside down flips. Don’t do it, stay coordinated and go around if you feel like cheat-

4. Pilots who rudder toward the ground.
5. Wing-overs are a riot and recoverable. Stalled loops at 100 mph. Stalled loops at 100 mph. These are great as you fly the entire top end of the loop while stalled. We also did much more aggressive recoveries from extremely unusual attitudes today. Inverted spinning, inverted stalled, nose high, sideways. There was nothing he threw at me I did not easily recover from. The same basic tricks apply at any attitude.

We pushed the spin envelope to learn how the forces of power, elevator and aileron affect the spin. We did spin recoveries just by letting go of the pedals and pushing the aileron into the turn (very counter-intuitive). And it works.

Micro loops at 110 mph
Stalled loops at 100 mph. These are great as you fly the entire top end of the loop while stalled.

Full loops at 120 mph
Micro loops at 110 mph
Stalled loops at 100 mph. These are great as you fly the entire top end of the loop while stalled.

We also did much more aggressive recoveries from extremely unusual attitudes today. Inverted spinning, inverted stalled, nose high, sideways. There was nothing he threw at me I did not easily recover from. The same basic tricks apply at any attitude.

1. A stall or spin is nothing to fear when done at altitude with a capable aircraft.
2. Spins are so easy to avoid and recover from (if not developed on some planes), you may wonder what all the fuss is about.
3. A spin does not occur without yaw, so stop helping it and you’ll keep your face out of the ground.

9. Centrifugal force is a chief enemy in the spin. Sloshing fuel tanks and lots of wing weight equal impossible recoveries.

10. That 30 degree FAA PTS thing is really crap. That’s just a nice number the FAA pulled out that seemed safe. The plane does not care what angle it fly’s at. Now approach base at 40 degrees with the left rudder down and pull the elevator back over the stall switch and you have a problem.

11. Many pilots pull back to until the spin is developed. Ok now your in a left spin, to increase the speed of the spin move the aileron all the way to the right and don’t look out the side because you are really twirling. Now watch your altimeter because your sinking like a rock. Remember you are power on so recovery is as for all aircraft - power back, full and opposite rudder, stick neutral until stopped, power up and recover. Nothing too it. Ok, now throw up on the way home.

In addition to that fun we completed...

Full loops at 120 mph

My favorite is the harrier stall where you perform a power on stall and just keep it hang’n with the pedals. Add this to your stall exercises. It’s fun. Amazingly you just sit there and just recover sometime before you sink too close to the ground.

We also examined how the secondary stall catches a lot of people. We did this with out using power to recover on the initial stall and only recovering after the second stall. We lost over 500 feet. Near the ground you just broke your neck. My personal notes on spinning...

5. Wing-overs are a riot and many production planes may perform them. They are an excellent way to avoid running into buildings in Manhattan and would easily have done the trick for the fated and very capable Cirrus. Check your limitations guide for your own aircraft.

6. There are over 30 types of spins which can be performed. At the end I will have completed at least one of each.

7. A cross controlled aircraft on a strait approach is incredibly stable, even when stalled. Another good stall exercise. reduce speed and mush to the ground. Keep the darn nose down.

12. A stall can be recovered just by setting the elevator back in front of its stall position. It’s just a switch. No need to rush forward and loose all that altitude.

13. Tight patterns are much safer than long low and wide approaches. Learn to execute, stay close and get down with a safety margin. You will never make a glide to the runway running fat patterns at 1000 feet.

This not a guide and you need

(Continued on page 7)
to experience this on your own. I am here to say that every hour is worth the time and cost. What you will save is your own butt. A number of certified aircraft are only certified for one turn spins. You should be familiar with all of these limitation in your own craft.

We explored many myths about stalls, spinning and the sucker base turns that lure many pilots into the ground each year. The idea is not to become a show pilot (unless you want to) but to learn what causes the stall/spin scenario to take place and how to avoid it. Additionally if it happens by accident, you learn how to get out of it, surprisingly easily.

With all of this activity we never passed 4 G’s today. That means that even with the Chevy of the skies (C172) will easily survive a modest 1 turn spin and recover without fear of things falling apart. Don’t panic, learn to do it right.

Don’t expect to get this kind of training from PTS certified pilots. Many of them have never spun a plane. Go to a good school like Sean Tucker’s Academy. There are only a few in the country and I believe this is one of the best.

Last note: After the instructor signed my logbook and got over the initial shock of me being 130 hour pilot he commented that low time pilots normally do better with this exercise than do high time flyers. We have fewer bad habits and there is more blank slate left. Lesson learned: don’t use lack of experience as a guide for training.

Wow, today was another fantastic day in the Pitts. Temperatures at the airport hovered around 90 and made for a picture perfect day. King City sits in the Salinas valley which enjoys a steady breeze right down the runway. They beauty is that whether its 10 knots or 30 its right down the runway......Glen Long

Airport Safety Equipment by Mike Parry

Airport Development

EAA Chapter 240’s operating base, New Garden Airport N57, received a substantial emergency equipment upgrade this month as the Township Public Works Department, following prompting by EAA240 member Jeff Geist, installed an Emergency Equipment facility close the airport apron and fuel pumps.

The facility is equipped Fire Extinguishers plus many tools, cutters, gloves and ropes that may be of use during an incident. (The Fire Chief reminded us all recently that before any equipment is used that 911 should be called).

The Emergency Equipment upgrade demonstrates the commitment the Township has to the airport, it’s pilots and to safety overall. We look forward to the demonstrations and classes on the use of the equipment that the Fire Service are planning, to be coordinated by EAA Chapter 240, for all pilots on the airport, details of which will be available later this month.

.....Mike

It was standing room only in the chapter meeting room for Everitt’s fascinating presentation about “New Garden Flying Field” and his own early years.

A much younger Roger Lenhert - from Everitt’s great photo/news clipping collection

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(Continued from page 6)
is pretty much where I want to be, as long as I flew there. If I have at least some air-
speed I’ll be content.

I miss too much if I go fast. I don’t get time to see the
fields beneath, or the rivers, mountains or clouds. When
I fly Merl I get to really see the
world. I see where people live, what their towns
look like, where they’ve built roads and water towers and
gardens. I see the things I want to see. Going any faster
I might not have the time to
watch and enjoy all that.

Yup, Merl and I cruise along
at about 80 mph, and I do
get to fly a little longer. Oh,
I know it helps to have a
little extra go when the sun’s
getting weak and the wind’s
getting strong. But if I went
any faster I’d lose time and
flying would just be too easy.

I like to truly appreciate each
second I’m aloft, to enjoy
where I’m at, what I’m doing
and the people I’m with. On
each flight I look at the
world in a new light, looking
for things I’ve never seen
before. I take time to enjoy
the subtle shades of sunlight
bouncing off the Rockies
during a winter inversion. I
look for the beauty in the
planes flying off my wing, to
see the sun dazzling off their
fabric, or throwing tiny
shadows past their rivets.
And yes, we really do fly
close enough to see all that.

I also use the time to enjoy
Merl. I try on each flight to
cement in my memory the
feel of the controls, the way I
pull the stick when we climb.
I absorb the gentle bounces
and the minute sensations of
each flight. I take time to
feel what it is to fly, to have
Merl at my whim, to sense
the tilt of the wings – to
really feel it - as we bank into
a turn. Indeed, I try to get
the absolute most out of the
time in my tanks.

You see, I know that some-
day this will all be gone.
There’ll come a time when I
can’t fly, when Merl, whose
engine dates from before the
middle of the last century,
will be no more. I know
there’ll be a day when I look
up at a plane in the sky and
say “I used to do that”. And
young people will stare at me
and wonder what it was
really like to go up in ma-
chines that burned 100LL
and took thrust from propel-
ers, of all things.

Time, in fact, is one of the
main reasons I write of fly-
ing. It’s my feeble attempt to
actually capture some time,
to harness it and hold it back
so that far from now I, or
someone else, can read my
scribbles, return to this time
and know again how it feels
to fly - not merely drive - a
small, simple airplane
around the sky.

And, too, many years from
now, the writing will help me
remember after they’re gone,
the men and the airplanes
with whom I’ve flown. It
gives me a chance to say now
that I’m glad I’ve known
you; glad for all the time I’ve
spent just off your wing; glad
that I’ve shared with you the
wind and known what it
truly means to fly; that I’m
glad for this gift of
time….Stu Simpson (via
Linda Berl)
### The Business End

**Chapter Officers**

<table>
<thead>
<tr>
<th>Role</th>
<th>Name</th>
<th>Email</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>President</td>
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</tr>
</tbody>
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**Join EAA National**

All Chapter members are required to become a member of EAA National during the first year of chapter membership. Upon joining, please submit your EAA National membership number to EAA Chapter 240 Email: membership@eaa240.org; Phone: 484-257-7240; mailing address: P.O. Box 240, 1235 Newark Road, Toughkenamon, PA 19374

You may join EAA National on-line at [www.eaa.org](http://www.eaa.org) or call their membership department at 800.843.3612 or email membership@eaa.org.

If you know someone who would be interesting in joining Chapter 240, the membership form is included on the following page.

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**HELP US COMPILE A LISTING OF CHAPTER MEMBERS PROJECTS** - See Tear-off Form on page 5.
EAA Chapter 240 is a very active group of aviation enthusiasts, based at New Garden Airport (N57) – the perfect community airport. We have constructed our own 3,000 sq ft Hangar, workshop and club-room – each of which are available to members and used for Chapter events. Each year we host aviation seminars and presentations, hold workshops (aircraft construction, welding etc). To raise funds and promote aviation gatherings we have several Pancake Breakfasts and Cookouts, where aviation enthusiasts or those just after good food fly-in or drive-in. To further promote aviation we hold Young Eagles events, giving kids their first experience of flying and aircraft.

About EAA Chapter 240

EAA Chapter 240 is a growing and diverse organization of members with a wide range of aviation interests and backgrounds.