



# PENNSYLVANIA PILOT

Vol 21 No 1, Spring 2010

Published quarterly by the Aero Club of Pennsylvania for those interested in aviation in the Greater Delaware Valley

## Aero Club Highlights

### AOPA recognized ACPA

Craig Fuller, President of the Aircraft Owners and Pilot's Association congratulated and recognized the Aero Club of Pennsyl-



Nancy Kyle accepts a certificate of recognition from AOPA President Craig Fuller

vania for its success in its first one hundred years. The plaque will be displayed permanently in the new Aero Club Room on the second floor of the Pennsylvania Aviation County Club.

### Person of the year

Incoming President Robert Dant presented Jim Kilduff with the Aero Club Person-of-the-Year Award in appreciation for his dedication to the Aero Club and in the planning for the 100th Anniversary Dinner.

### Scholarships available

The Aero Club is accepting applications for scholarships to be given out in June. The Bob Shannon Memorial Scholarship Fund and the Eastern Chapter of the 99's also have scholarships available. For details, see page 8.

### Issue Highlights...

**Spring Calendar**, pg 3

**Airport News**, pg 4

**Balloon Connections**, pg 5

**Seeking Candidates**, pg 6

**New Jersey Stunt Pilot**, pg 7

## Aero Club celebrates its 100th year

### 135 in attendance

The 100th Anniversary Celebration of the Aero Club of Pennsylvania was held on December 15, 2009. 135 members and friends were in attendance, and over \$5,000 was raised for the Aero Club Memorial Scholarship Fund. While past annual meetings were held on the anniver-

video presentation ran which included aviation quotations and vintage photographs.

Groups represented at the dinner include the Aircraft Owners and Pilots Association, the Eastern Pennsylvania Chapter of the Ninety-Nines, Brandywine,



Doylestown and Wings Airport, Angel Flight East, and members and friends of the Delaware Air National Guard.

After dinner, Mary Wunder introduced our speaker, Connie Tobias, the only woman (and one of only five pilots) to have successfully flown an exact replica of the 1903 Wright Flyer. Connie's aviation career has spanned over 34 years. She has flown more than 60 different kinds of aircraft from a 1902 Wright glider to heavy jets and helicopters. She is a USAirways

pilot with more than 21,000 hours.

### New board members

During the 100th Anniversary Dinner, the club held its official annual business meeting. This included the election of five new board members. New board members for a 3-year term are Denise Burke, Jeff McFadden, Walt Ellis, Jeff Kahn,

Continued on Page 3...

### Highlight: 100th Anniversary Dinner



Out came the best china for the 100th Anniversary celebration of the formation of the Aero Club of Pennsylvania at the Desmond Hotel in Malvern, PA. In the main ballroom, 14 tables were arranged around the dance floor, enough to accommodate 140 guests. At the front of the room was the podium and multimedia screen for an evening-long presentation of historical aviation photos and quotes. Lastly, Connie Tobias displayed a series of large photos of her flight of the 1903 Wright Flyer. See special color insert at the center of this newsletter.

sary of the Wright Brothers First Flight on December 17, the date was changed this year in order to have Ken Hyde's "The Wright Experience" 1909 Wright Flyer simulator at the event. The black tie event began with a VIP reception and simulator time for the VIPs at 5 PM, followed by a general reception at 6 PM, and dinner at 7 PM. During dinner, a

## AERO CLUB OF PENNSYLVANIA



ORGANIZED: Dec 17, 1909; CHARTERED: May 10, 1910

PO Box 748  
Blue Bell, PA 19422

[www.aeroclubpa.org](http://www.aeroclubpa.org)  
AeroClubPA@aol.com

### New Member Application \$20:

Includes Qtrly Newsletter. Send to address above.

Membership dues waived for \$100 scholarship donation.

Name \_\_\_\_\_

Address \_\_\_\_\_

e-mail\* \_\_\_\_\_

\*e-mail to receive Aero Club announcements

\$20 New Member OR  \$100 Scholarship Donation

### OFFICERS

<b>President</b>	Robert Dant
<b>1st Vice President</b>	Jim Kilduff
<b>Secretary</b>	Nancy Kyle
<b>Asst. Secretary</b>	Debbie Harding
<b>Treasurer</b>	John O'Toole
<b>Asst Treasurer</b>	John Stubbs
<b>VP Membership</b>	Mary Wunder
<b>Asst VP Membership</b>	Lou Fitzpatrick
<b>VP Spec Projects</b>	Walt Ellis
<b>VP Scholarships</b>	Debbie Harding
<b>VP Print &amp; Web</b>	Robert Dant
<b>VP Airports</b>	Elaine Farashian
<b>Solicitor</b>	Paul Heintz, Esq.
<b>Historian</b>	Ed Seifken

### BOARD of DIRECTORS

<b>3 Year Term:</b>	Denise Burke Walt Ellis Jeff Kahn Jeff McFadden Deb Harding
<b>2 Year Term:</b>	Al Beerley Bruce Thompson Tammy Hand Jeff Adelman Ray Noll
<b>1 Year Term:</b>	Tim Boyle Jim Kilduff John Desmond John Stubbs Mary Wunder

### TRUSTEES

**Aero Club Mem. Scholarship Fund:**  
**Jeff Kahn**, Chair  
**Bruce Thompson**  
**Robert Dant**, ex Officio

### PENNSYLVANIA PILOT

**Editor/Layout:** Robert Dant  
**Contributing Editor:** Al Beerley  
**Photographer:** Rick Schimpf

Editor: [rdant@mindspring.com](mailto:rdant@mindspring.com)  
610-909-4467

Published Quarterly: February, May, August, November

## PRESIDENT'S MESSAGE

### Robert Dant

I feel honored to follow in the footsteps of the 38 past presidents of the Aero Club of Pennsylvania. We've had an impressive list of officers over the years, not the least of which was our first president, Authur. T. Atherholt. So, when I thought I'd like to attend our Anniversary Dinner in period attire, I was equally honored at the suggestion of my colleagues that I come dressed as our first president. So, I started scrounging around to find the clothing I would need to resemble an aviator from 1909.

In most period pictures, the typical aviator was dressed in his (or her's) Sunday best. So, I ventured out to find the right look, first on the Internet, and then to the Army-Navy stores. Eventually, the best selection I found was in the basement of 1300 Chestnut Street in Philadelphia. There at I. Goldberg, I found lots of old army wool pants and outfits. I chose to purchase a pair of French wool knickers, circa 1950's. I added to that a pair of knee-length socks, and some surplus leather boots, two-sizes too small.

Since I did not plan to wear a coat, I did want to jazz up the shirt. For that, I ordered some old-style button suspenders and scrounged up a tie. I doubled up the tie to create the short style of the times. To top it off, I ordered a custom "newsboy" button-top cap made in the mountains of southern Oregon of all places. To that, I adorned a master balloon pilot pin, since Arthur was a gas balloon pilot.

About this time, I started growing out my beard so that I could have a mustache typical of the aviators of the time. I would wait until the day before, shave off all but the mustache, and voila!

Now, a typical balloon pilot would not wear goggles, but I wanted more. I figure you never know when a goose might fly into the gondola and hit you in the face. It's easy to find imitation RAF goggles on the web, but much harder to find the American-style goggles and the originals can be pricey. Most aviators of the 1909-era would have worn motorcycle goggles anyway. I found a pair of reportedly Swiss goggles fairly cheap. They look more like welder's glass than moto goggles, but the effect worked ok.

All-in-all, I thought the look fit the occasion quite well. The mustache is gone now, but I now have a unique outfit to wear to special aviation events like all those pancake fly-in breakfasts I like to travel to.

*"The typical early 20th century aviator was dressed in his Sunday best"*



Ben Franklin (Richard Fox) and Arthur Atherholt (Robert Dant). By the way, Ben is available for events: [rfoxfire1745@verizon.net](mailto:rfoxfire1745@verizon.net)

Continued from Page 1...

and Deb Harding. Rotating off were Ed Siefken, Don Hershey, Lou Fitzpatrick, Elaine Farashian, and Jerry Burdulis.

### Some came in period dress

At the 100th Anniversary Dinner, some guests came in early period dress. David Pitcairn and George Jenkins both wore typical aviator leather helmet and goggles. Incoming President Rob Dant came officially as Arthur T. Atherholt, the first president of the Aero Club of Pennsylvania. Joan Laubmeier was our music DJ and was dressed as Amelia Earhart. Nick Engler was attired in long tails, impersonating Professor Simon Newcomb, a 19th century scientist who was a vocal skeptic of the usefulness of "flying machines." And we had Richard Fox as Ben Franklin, an witness to early balloon flights in France.

### Tax exempt status for dinner

For this year's 100th Anniversary Dinner, the Aero Club transferred the official ownership of the event to the Aero Club Memorial Scholarship Fund. With this strategy, the event became entirely a fundraising event for the fund. The dinner raised about \$5000 for scholarships. This strategy might be used for future events.

### Annual Sale: call for aviation "stuff"

The Aero Club Memorial Scholarship Fund holds a yearly sale of aviation memorabilia at the annual Wings and Wheels Day at Wings Field in September. If you needed an excuse to clear out your garage, hangar, basement, or bookshelves, we would appreciate your donations of aviation-related items. Donations are tax-deductible. We can arrange pick-up. Contact us at AeroClubPA@aol.com.

## BOARD OF DIRECTORS REPORT

### Nancy Kyle, Secretary

The Aero Club Board of Directors met at PACC at Wings Field on January 21. Incoming President Rob Dant welcomed the new board members to the meeting.

Nancy Kyle presented the minutes from the business meeting held at the anniversary dinner. Then the group discussed financials, membership and newsletter details. Mary Wunder reported 137 paid members of the club as of the new year. Additional renewal letters are being sent.

Deb Harding presented status of the Scholarship awards program. New applications will be available this month on the Aero Club website.

The board talked about the success of the anniversary dinner which raised over \$5,000 for the Scholarship Fund.

Discussion ensued on Special Events. Rob Dant reported for Walt Ellis and David Pitcairn who offered a number of ideas for the new year. Announcements will be made via the Aero Club e-mail list. The board then spent additional time discussing ideas for fundraising events.

The meeting adjourned for dinner and a presentation by Mary Wunder on the history of 80 years of women's air racing in America and about her participation in the 2009 Air Race Classic.

## AVIATION CALENDAR

### May

- 01** Last day to submit scholarship applications
- 10** EAA Chapter 287 Pancake Breakfast, Woodbine, NJ (1N4)
- 15** Scholarship interviews, Brandywine Airport (OQN)
- 15** EAA 240 Pancake Bfast & RV Fly-In, New Garden (N57)
- 22-23** Wheels & Wings Airshow, Millville, NJ (MIV)

### June

- 04-06** Reading WWII Weekend, Reading, PA (RDG)
- 12-13** New Garden Airshow (N57), newgardenflyingfield.com
- 16-19** Sentimental Journey Cub Fly-in, Lock Haven, PA (LHV)
- 17** Annual Scholarship Dinner, Thursday, 6PM, PACC
- 18-19** Chester County Balloon Festival, www.WBYA.org at Embreeville Sports Complex, Rt 162, Embreeville, PA

### Major Events

- April 08-11 Aero Friedrichshafen, GA Trade Show, Germany
- April 13-18 Sun'n Fun Fly-In; Lakeland Florida
- July 05-09 Ninety-Nines, 2009 Intl. Conference, Hawaii
- July 26-Aug 1 EAA AirVenture; Oshkosh, WI

### Aero Club Meetings

- Apr 22** Board of Directors Mtg, Thursday, 6PM, PACC
- May 15** Scholarship Candidate Interviews, Brandywine Airport
- Jun 17** Annual Scholarship Dinner, Thursday, 6PM, PACC
- Jul 22** Board of Directors Mtg, Thursday, 6PM, PACC

### Board of Directors Dinner, April 22, 2009

Wings Field, Philadelphia Aviation Country Club

The Aero Club is still planning for a guest speaker for our April 22, Board of Directors meeting at Wings Field. Our plans are to invite a pilot or two that were involved in Haiti relief efforts to talk about their experience during the crisis. We will announce the official speaker via our Aero Club e-mail list.

Dinner (optional) begins at 7PM and the presentation begins around 8PM. Contact Rob Dant (rdant@mindspring.com) to announce your intention to attend. Dinner is around \$40 per person, plus drinks. Attire at PACC is business casual.

# Delaware Valley Regional Planning Commission Meeting Report

## AIRPORT NEWS

December 17, 2009

By Elaine Farashian



### PHILADELPHIA INTERNATIONAL [PHL]

The cell-phone lot has opened and is situated opposite A Terminal East and West parking garage along Industrial Highway (Rte. 291).

### NORTHEAST PHILADELPHIA [PNE]

A taxiway project will begin in April.

### BRANDYWINE [OQN]

Bids for a new airport beacon are due Jan. 6. TSA improvements project was submitted to Township and Conservation District for review. Bidding and construction are scheduled for spring. 30% apron expansion design will be submitted soon for review.

### CAMDEN COUNTY [19N]

Apron rehab is 97% complete. All airport pavement has been either rejuvenated or overlaid. The fuel tank is completed and open for self-serve Jet A. The security fence will be com-

plete with the addition of a gate.

### CECIL COUNTY [58M]

The brand-new terminal building will open in about 60 days. Taxiway extension is almost complete and the 1,000 ft. runway extension proposal has been submitted for approval.

### CROSS KEYS [17N]

Threshold relocation and lighting design has been submitted to Township and Conservation District for approval. The request for approval includes runway and taxiway lighting, vault and PAPIs. Jet A fuel tank installation is scheduled for early spring.

### DOYLESTOWN [DYL]

Phase 2 of storm water management project is 95% complete. Demolition of Hughes/Overholt properties was completed Nov. 18.

### NEW CASTLE [ILG]

Runway 9/27 rehab is complete. The design of taxiway H is in progress. An upcoming project includes installation of EMAS (runway arrestor system).

### POTTSTOWN MUNICIPAL [N47]

The design phase of a hangar project is in progress with construction expected in the summer. A flight

simulator is operating now.

### POTTSTOWN LIMERICK [PTW]

The airport name has been changed to Heritage Field.

### QUAKERTOWN [UKT]

Runway 11/29 reopened December 5 after reconstruction and widening. Work has begun on hangar door modification and trench drain. PAPIs and REILs were installed.

### SOUTH JERSEY REGIONAL [VAY]

New apron lighting as well as apron overlay projects are underway. The fuel farm will also be initiated.

### SPITFIRE [7N7]

The security camera project and the fencing project will begin soon.

### TRENTON MERCER [TTN]

The state has offered \$250,000 for installation of a security camera.

### TRENTON-ROBBINSVILLE [N87]

The fuel tank project is in progress. Runway 11/29 crack is being repaired.

### WINGS FIELD [LOM]

Bids have just been received for construction of the snow removal equipment storage building. The project will be awarded soon.

## A witness to the relief effort by Al Beerley

On Sunday, January 17th, 2010, I anticipated spending a quiet day free of duty from my responsibilities at US Airways. The serenity of that rainy morning was soon disturbed when Crew Scheduling contacted me at ten o'clock A.M. and asked me to fly a trip to the Dominican Republic.

We departed Philadelphia at 17:55 and ascended above the clouds into a dark and moonless sky, estimating our flight time from takeoff to landing to be three hours and thirty minutes. Two hours into the trip I decided to take a short rest break. After securing the flight deck, I stepped into the cabin and met a group of people who were flying to Santo Domingo in order to support rescue efforts in the earthquake affected zone in Haiti.

Volunteers from Italy, Spain, North America and other European countries were traveling aboard our scheduled flight. They intended to donate

their time and skills toward making a difference in the lives of those people most adversely affected by the horrific damage to that country.

Upon arrival, we landed on runway 17, and were directed by the controller to proceed south on taxiway Juliet in order and find our way to the International Terminal. The ramp was crowded with corporate aircraft and transport aircraft from places such as Canada, Chile and Europe, as well as aircraft from the US Air Force, the US Navy, the US Coast Guard and the US Army. The presence of these various aircraft underscored the enormity of the task at hand.

At the hotel, we saw domestic news reports in Spanish and English that presented a first hand picture of the devastation and destruction that the volunteers on our flight would confront. A checkpoint had been established three miles from the border

between the Dominican Republic and Haiti to allow access to only those individuals who are part of the relief effort. The bus ride from Santo Domingo to Port Au Prince was reported to be as long as 10 hours due to border delays and the lack of paved roads and services in Haiti.

The following morning we made preparations to return to Philly. A corporate aircraft arrived on the ramp and we observed a French dignitary step down from the Hawker and on to the tarmac. She was welcomed by an Honor Guard provided by the Government of the Dominican Republic and we saw her whisked away by a cadre of ground transport vehicles.

Although we did not specifically observe an aerial view of the earthquake damage, we did see the mammoth effort being taken by people trying to make a positive difference in the lives of those less fortunate.

# Aero Club ballooning connections...

## **Aero Club History** by Debbie Harding

Unbeknownst to many, probably because one doesn't stop to think about it, "modern" hot air ballooning is a relatively young sport, getting its start in the 1960's.

The Montgolfier Brothers started with hot air / smoke balloons in 1783, but the first air voyage in America happened in a gas (hydrogen) balloon in 1793 with Jean Pierre Blanchard's launch from Philadelphia. Gas lighter-than-air then dominated ballooning for the next 170 years.

Modern hot air balloons were developed in the early 1960's by Ed Yost and Raven Industries, hired by the military to experiment with the development of weather balloons. Raven came up with the fabric; Ed Yost came up with the idea of an "air borne heater," burners that would allow easily the heating of cold air captured in the envelope while on board the balloon's carriage. By the mid-sixties, ballooning became accessible to the common man. No longer was there the expense of lighter-than-air gas like helium in order to fly. Inexpensive propane could be used to give lift.

Living in Chester County all my life, I was well aware of the history of ballooning at Wings Field, as well as early hot air balloon flights in Delaware and Chester Counties. My knowledge of the ballooning legacy started in the early 1950's and 60's, with Tony Fairbanks, a Swarthmore resident who started the Balloon Club of America with the acquisition of several gas balloons. He was quick to pick up on the discovery of the hot air balloons and was one of the first to have one in the U.S. However, hot air ballooning would be inextricably linked to those earlier gas lighter-than-air flights.

It wasn't until I was given the "Solving the Problem of Air" pamphlet about the historical roots of the Aero Club that I was made aware of our club's involvement in gas ballooning. I did not know that our first three presidents, Arthur T. Atherholt, C.P. Wynne, and Joseph Steinmetz were all involved in gas ballooning, as were other early members. With the Aero Club, I discovered a whole new group of heroes starting in the early 1900s!

Being on the 100th Anniversary Committee allowed me to make time to find out more about these fellows. Early members like Joseph Steinmetz and Robert Glendinning were relatively easy to find on the internet,

but I came up with nothing on Arthur Atherholt. I think it was happenstance that I discovered online that there were two boxes held with material about Arthur in the archives of the National Air and Space Museum! With the help of Dr. Couch, Senior Curator of the Division of Aeronautics at the Smithsonian Institute and author of several books on aviation history, I was permitted admittance into the Smithsonian's Archives, an old military installation of hangar like buildings in Suitland, Md.

I didn't know what I would find. It could have been nothing. But much to my surprise I found Arthur T. Atherholt's pilot's license, his Aero Club membership card and many Philadelphia Inquirer Newspaper articles heralding his local flying exploits. But the absolute best prize was small stack of parchment like paper, yellow with age, breaking with my gentle touch in gloved hands, a copy of an actual lecture by Arthur T. and his experiences flying in two Gordon Bennett races and his brush with wolves, being held captive in Russia, getting broken limbs - the whole bit. We have a copy of this intriguing story and will make it available to anyone interested in a good read. Arthur T. Atherholt was the adventurer of this early assembly of



Early gas balloon owned by the Aero Club in the 1910's.



First Aero Club President Arthur T. Atherholt in one of his gas balloons

industry leaders, inventors and businessmen that united to become the Aero Club of PA.

*Debbie Harding is an Aero Club board member and long time hot air balloon pilot. She is the first woman to have flown a hot air balloon over the North Pole. She owns Air Ventures Hot Air Balloon Flights of Chester County. [www.air-ventures.com](http://www.air-ventures.com).*

# Scholarship Committee seeks qualified candidates

***Our mission continues...*** by Debbie Harding

In 1938, the Aero Club began awarding scholarships under the auspices of the Hollinshead N. Taylor Memorial Scholarship Fund. Its mission was to award scholarships to “deserving young men who live within a fifty mile radius of the Philadelphia City Hall, to further their careers in aviation.” Over 70 years later, on June 17, 2010, the Aero Club will continue that mission.

Beginning in January of each year, we start a campaign to attract qualified candidates, a task that has not always been easy. In one recent year, we had only seven applicants. But, in our best year, with the help of board members seeking out prospective candidates, we had nineteen applicants. A particularly successful campaign was President Walt Ellis’ Career Day at Mercer County Community College where we found exceptional candidates. We welcome such ideas from all Aero Club members and emphasize that it is acceptable to encourage eligible relatives and acquaintances to apply. Who better to give than to our own membership!

Unlike other scholarships that consider only financial need or scholastic achievement, the Memorial Scholarship Trust agreement affords eligibility to anyone in the Greater Delaware Valley that demonstrates the intent of receiving training in the pursuit of an aviation career. Financial need and academic accomplishment are weighted secondarily.

On May 15th, 2010, the current Scholarship Committee, Deb Harding, Bruce Thompson, John Stubbs and Jim McSherry will hold scholarship interviews at Brandywine Airport. They will review the applica-

tions and letters of recommendations for each candidate, each of whom is required to be interviewed in person. Each committee member will use a number system adopted by Tim Boyle, Past VP of Scholarships, to assess the attributes of each candidate. Combining the results, the candidates that rank highest by the majority are chosen. The committee then provides a recommended list of recipients and award values to the trustees who use their judgment and assessment of available funds to approve or disapprove the recommendations.

On the subject of award amounts, in the 1990’s, the board made a decision to invest a portion of our money in the stock market. The intent was to grow the fund to help increase our yearly scholarship payouts by providing permanent investment income to augment our yearly donations. In 1997, then trustee Lou Fitzpatrick recommended a guideline

to determine the amounts of scholarship awards for each year. He determined that by adding together all our annual donations, plus the fund’s interest and dividends, plus one half of any investment gains (or losses), we could give out fairly aggressive payouts without jeopardizing the fund balance. This allowed our fund to grow while still providing the satisfaction that all current donations would go to actual scholarships. This formula is still in use today and has allowed our awards to mature from just \$500 a year to as much as \$3000.00 per recipient. It is however a guideline that the committee and trustees can choose to follow or not. In some cases, they

might decide to give out less due to a lack of qualified applicants. Or, in the case of strong capital gains, they may choose to preserve some funds



Our 2009 Aero Club, Bob Shannon, and 99’s Scholarship recipients.

to buffer future market declines. In the case of the 2008 market decline, we chose to give away more than the formula allowed in order to provide assistance in a down year in which we still had a lot of good candidates.

With proceeds from the fund and generous donations, the scholarship program awarded an impressive 50 scholarships since the year 2000, for a total award just shy of \$100,000! Recipients have included aircraft mechanics, an aeronautical science major and many studying to become corporate and airlines pilots. Some recipients have returned to speak at our Scholarship Dinner and to serve as Aero Club board members.

This year due in part to the first ever use of the 100th Anniversary Wright Dinner/Gala as a fundraising event, and with the rising stock market and generous donations throughout the year, the formula provides the committee with as much as \$20,000 in scholarship money. This would be our largest amount to date.

So, we urge all members of the club to forward suggestions to the Aero Club and to distribute application forms to qualified applicants and schools. See more details on page 8.

# Frank G. Tallman, Master of Flight

**Member Story** by Walter Ribeiro, United Flying Octogenarians (UFO)

Frank Gifford Tallman was born at the end of WW-1 in Orange, New Jersey. His father was a Naval Aviator.

Like many older pilots, Frank was flying at age 10 (in his father's Jenny), and soloed at age 16; however, this is where the similarity with his peers ends.

Frank held the record of having flown over 500 different type of airplanes from a replica of the Wright Brothers plane, the planes of WW-1 and WW-2, and modern jets. He has flown every single category of aircraft invented, except spacecraft. In 1961, he duplicated Louis Bleriot's 1909 history-making flight across the English Channel. He built a duplicate of Lindbergh's "Spirit of St. Louis" airplane, and on May 21, 1967, he duplicated Lindbergh's landing at Le Bourget Airport after circling the Eiffel Tower several times. He did not fly across the Atlantic as Lindy did... the plane got there in the belly of a cargoliner.

Frank Tallman was one of only 20 pilots in the world to hold all FAA pilot certificates and ratings and the only amputee so rated. His ratings included ATP, Commercial Single and Multi-engine aircraft; Seaplane, Helicopter, Lighter-than-air, Instructor, Instrument and Turbojet.

By trade, Frank was a stunt pilot, having performed more death-defying stunts for the movie industry than any other pilot. His collection of vintage aircraft was one of the world's largest. He scouted the world for planes he wanted, many of which were restored from mere skeletons. These included a Bleriot, a Farman, Sopwith Camel, Canuck, Nieuport, Pfalz, Fokker, and many others. In 1961, he joined with a fellow stunt-pilot, Paul Mantz and moved the collections to the Orange County, California, Airport, where the "Movieland of the Air" Museum was established. Together, they formed "Tallmantz," a company to provide aviation services to the movie industry.

In the early 1960's, Tallman was involved in many major movie projects, including flying a B-25 camera airplane in "How The West Was Won" and flying stunts in a Twin Beach in "It's a Mad Mad World."



Amazingly, Frank lost a leg in a freak Go-Kart accident, rather than in an airplane as one might expect. His only serious injury prior to that was a broken ankle from a sky-diving accident. It was in May, 1965, while Frank was helping his son operate a new Go-Kart, that he fell and shattered his tibia bone. Infection set in and his leg had to be amputated just above the knee.

At about the same time, long-time friend and partner Paul Mantz was killed while piloting a plane over the Cali-



Frank Tallman in one of his vintage aviator poses.  
Photo Credit: NASM, Smithsonian Institution

fornia desert while filming "The Flight of the Phoenix."

Tallman didn't want any self-pity and was determined to walk again and to fly again. Within a year, he was able to walk and run with his new artificial limb. Not long after, he made aviation history by re-qualifying for every single FAA license that he held before the accident. In 1967, Tallmantz provided a B-17 and B-25 camera-ship for the movie "1000 Plane Raid." Tallman also signed with Paramount to provide eighteen B-25s with flight crews for the aerial filming for "Catch-22." All-in-all, from 1957 to 1978, Tallman was involved in over 60 movies and TV shows in the roles of stunt pilot, camera-ship pilot and aerial supervisor.

On April 15, 1978, while flying from his airport to his home island, Frank flew into stormy weather and hit a mountain. It was ironic, after all the crazy stunt flying and daring things he did, he died in a routine flight over familiar territory.

The death of Paul Mantz in 1965 forced Frank to sell many of the aircraft and displays in their combined collection. But, the museum continued to operate into the early 1980's, after his death. Much of the museum collection was sold to Kermit Weeks in Florida, where it remains on display at his Fantasy of Flight Museum.

Source: "Flying the Old Airplanes" by Frank Tallman

# Aviation scholarships available this spring:

## **2010 Aero Club Scholarships**

The Aero Club of Pennsylvania is awarding scholarships to men and women interested in pursuing careers in aviation. Applicants must reside in the Greater Philadelphia, Delaware Valley region and have completed their first solo flight or made an equivalent training commitment to an aviation study program. Requirements include a short essay, letters of recommendation, and copies of pilot or maintenance records. Applications are due by May 1. Application forms and complete requirements are available at [www.aeroclubpa.org](http://www.aeroclubpa.org).

Applicants must be available for a personal interview with the Scholarship Review Board on **May 15** at Brandywine Airport, and winners are expected to attend the Scholarship Awards Dinner on June 17 at Wings Field in Blue Bell, PA. The winners will be announced on or before May 31. Successful candidates will be notified by mail. All applicants will receive a free one year membership in the Aero Club of Pennsylvania, and are encouraged to reapply. Send scholarship application forms by mail to the return address below or via email at: [AeroClubPA@aol.com](mailto:AeroClubPA@aol.com).

## **Bob Shannon Scholarships**

The Bob Shannon Memorial Scholarship Fund provides \$1500 scholarships to young men and women between the ages of 16 and 19 interested in learning to fly. This award is for primary flight training and no previous flight experience is required. Applicants must reside in the Greater Delaware Valley and be available for a personal interview on June 6. Applications are due by May 15 and application forms are available at [www.aeroclubpa.org](http://www.aeroclubpa.org) or by writing to this address:

Bob Shannon Scholarship Trustees  
c/o Mrs. Adelle M. Bedrossian  
810 Crum Creek Road  
Springfield, PA 19064

## **99's Scholarships**

\$1,000 and \$2,000 Eastern PA Chapter Scholarships are open to women who reside, attend school or are employed in the Greater Delaware Valley, OR who are members of the Eastern Pennsylvania Chapter of the 99s. Applicants must be at least 16 years of age at the time of application. Applications need to be sent before the end of April and the scholarships are awarded in June. Application and contact information is available on the Eastern PA Chapter web site: <http://sites.google.com/site/easternpa99s>

Return Service Requested

[www.aeroclubpa.org](http://www.aeroclubpa.org)

**AERO CLUB OF PENNSYLVANIA**  
P.O. BOX 748, BLUE BELL, PA 19422

Organized December 17, 1909; Chartered May 10, 1910



FIRST CLASS  
POSTAGE REQUIRED