



PENNSYLVANIA PILOT

Vol 14 No 2, Summer 2003

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

Miegs Field abruptly closed; Flight restrictions eased after war

AVIATION NEWS

Outrage in Chicago

It could have been Beirut, Kabul, or Tikrit, but was not any of the above. It was right in the heartland of America. And it wasn't due to a terrorist attack, but rather a midnight assault on Chicago's Meigs Field by bulldozers operating by order of Mayor Richard Daley. Under the cover of darkness, large segments of the tarmac were gouged into large "X" shaped mounds, rendering the runway useless to all aviation activity. This was in defiance of FAA directives and rational appeals from the AOPA. This action has deprived Chicago of needed revenue from aircraft flying in and out of Meigs Field and has created unnecessary hassle for Chicago air traffic controllers. Pilots and citizens of Chicago lashed out at the news. All involved are hoping that legal action will require Mayor Daley to restore Meigs Field as soon as possible.

TSA lifts New York ADIZ, Chicago TFR

The TSA rescinded the New York Area ADIZ and the downtown Chicago temporary flight restriction (TFR) immediately after the end of major hostilities in Iraq. The Washington ADIZ remains in effect. To operate there, pilots

must file a flight plan, obtain a discrete transponder code, and be in two-way radio communication with air traffic control. The TSA did ease the burden on pilots operating from the "DC-3" airports (College Park, Washington Execu-

tion banning them from receiving stadium waivers for one year.

The fight to save Chambersburg Airport

Supporters are trying to save the Chambersburg Municipal Airport in Pennsylvania. Borough council members seem intent on selling the 93-acre airport this year to land developers. Airport supporters are considering several options to keep the airport open for the foreseeable future. One option is to educate the local government on the field's economic value and its ability to run profitably, like Chambersburg's electric and gas utilities. Other ideas include the possibility of creating a municipal authority to buy the airport or finding a group of investors

who might be willing to purchase the facility from the borough.

Southwest flies alone

While other U.S. airlines bemoan falling revenues, empty seats, crotchety unions, and bad management, Southwest Airlines posted its 48th

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Airport Flashback



Photo by D. Hershey

Bridgeport, NJ airport, seen in this recent photo, was closed in the late 1980's, but the two 2200' runways remain intact. It is located immediately south of the Commodore Barry Bridge and underneath traffic departing 27L from Philly International six miles to the east. Bridgeport was a fairly active airport in the early 1980's, home to an FBO, a flight school, an active crop dusting business, and as many as 100 aircraft. The airport buildings were torn down in the 90's. The runways are still used by locals to run radio-controlled cars and airplanes. More Airport News is available on page 4.

tive/Hyde Field, and Potomac Airport), where based pilots no longer need to use gateway airports or screening procedures. In addition, TSA will reinstate waivers to the National Capital Region and to the sporting events NOTAM, although this will provide no relief for banner towers due to federal legisla-

AERO CLUB OF PENNSYLVANIA



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

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PUBLISHED QUARTERLY

All Copy for the Pennsylvania Pilot should be submitted via e-mail or floppy disc one month prior to publishing date.
Please submit copy to either:
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PRESIDENT'S MESSAGE

Norm Blanchard

Due to economic uncertainty, most pilots have postponed plans to purchase new aircraft or upgrade their current "jennies." Although this has impacted the traditional "big 3" general aviation manufacturers, it has not deterred the impressive growth of Cirrus or Robinson. In the small jet arena, Eclipse has opted for the Pratt & Whitney PW610F engine, setting back their delivery schedule by a year and a half. This means that they will have compete head on with the Adams 700, the ATG Javeline, and Cessna's Mustang by 2007. And Safire Aircraft has announced a switch from composite to all metal manufacture. Not to be outdone, Honda may enter the personal jet market and may be developing a more efficient gas engine based on its experience in the small car and motorcycle markets. And diesel engines will soon be available on Diamond's DA42 Twin Star. Lastly, for the princely sum of \$400,000, you can convert your A36 to a turbine air Bonanza. The next ten years will be truly revolutionary for aircraft, engines, and avionics manufacturers. This bodes well for the future of the GA market. Also, there should continue to be an impressive used market in general aviation aircraft for those of us considering an upgrade.

If you have not made a contribution yet to the Aero Club Memorial Scholarship Fund, now as a good time to write that check for a good cause. It will help young aviators to continue training, and help assure the future of general aviation. The Scholarship Awards Dinner is scheduled for Thursday, June 18th at the Philadelphia Aviation Country Club at 7PM. We hope to see you there.

And, don't forget to mark your calendars the big 100th Anniversary Celebration of the Wright Brother's First Flight on Wednesday, December 17th. Astronaut Joe Allen will be the feature speaker and will have some interesting comments on the past and future history of space flight. Don't miss it!

Blue Skies,

Norm Blanchard

BOARD OF DIRECTORS REPORT

Jeff Kahn, Secretary

April 24, 2003

Lee Paynter reported that efforts are still underway to get a speaker for the Scholarship Dinner. Lou Fitzpatrick reported on membership, which stands at 230 members. We may send invitations to some known local aviators to join the Aero Club. Treasurer Tim Boyle reported on first quarter financials. Dues income was down, but printing expenses were down and Scholarship contributions were up.

Special guest, Art Brownell, assistant manager of the Philadelphia FSDO office gave a report on activity at the FSDO. Of particular concern are ADIZ violations. Details are on page 4. On a sad note, distinguished aviator and long-time FSDO Operations Supervisor Les Jiggins passed away on March 7.

Rob Dant provided progress on the current issue of PA Pilot, Nancy Kyle reported status of the Rusty Russell collection of aviation memorabilia, and Norm Blanchard reported that preparations are beginning for the Wright Brother's Dinner on December 17.

AVIATION NEWS
Continued from Page 1...

consecutive quarterly profit and said it is ready to buy 25 more Boeing 737s. CEO James Parker said "Although our revenue outlook remains uncertain, our costs remain under control. As a consequence, we expect to be profitable in the second quarter." The firm recently exercised options to acquire four more 737-700s in 2004, bringing their total firm orders to 25. Parker credited Southwest's employees for the airline's success. "We have the most dedicated, resilient, and finest group of employees in the airline industry. Their unity and long-term vision allows us to produce great results in good times so that we can survive even in the worst of times."

Trouble with MANPADS

Man Portable Air Defense System (MANPADS) are portable missiles, capable of shooting down commercial or military aircraft. They weigh as little as 35 pounds, travel at more than 600 mph and home in on the heat emitted from an aircraft engine. According to USA Today, MANPADS have been used in 35 attacks against civilian airplanes in Africa, Asia, Afghanistan and Central America. Of those, 24 were shot down, killing more than 500 people. All but one of the planes shot down were prop-driven. A Congo Airlines Boeing 727, shot down in 1998, was the only jet.

"To invent an airplane is nothing. To build one is something. To fly one is everything."

Otto Lilienthal, the world's first glider pilot.

AERO CLUB CALENDAR

May

- 17-18 Eastern PA 99s, Pennies a Pound, Brandywine Airport
- 17-18 Wheels & Wings, Blue Angels, Millville, NJ
- 25 EAA Chapter 540 Fly-in Breakfast, Smoketown, PA
- 30-June 1 Seaplane Seminar; Speculator, NY

June

- 7 AOPA Fly-in, Frederick, MD
- 5-8 WWII Weekend Airshow; Reading, PA
- 15 American Helicopter Museum Father's Day Celebration, Classic cars and motorcycles, helicopter rides
- 18-21 Sentimental Journey '03, Lock Haven, PA
- 19 Aero Club Scholarship Dinner

July

- 3-5 Balloon Ralley, 6:30 each evening, Pottstown Memorial Park
- 5-6 Battle of Gettysburg Pancake Breakfast, W05
- 12 Fly-In Pancake Breakfast & Lunch, Toughkenamon, PA
- 29-Aug 4 EAA AirVenture, Oshkosh, WI

Anniversary of Flight Events

- May 16-26 Festival of Flight Fayetteville, N.C
<http://www.festivalofflight.org/>
- July 3-20 Inventing Flight Dayton, Ohio
<http://www.inventingflight.com/>
- Sept 18 Wright Brothers Lecture Franklin Inst, Philadelphia
<http://www.fi.edu>
- September National Air Tour of 25 cities
<http://www.nationalairtour.org/>
- October Wright Brothers Exhibit Washington, DC
<http://www.nasm.si.edu/nasm/pa/nasmnews>
- Dec 12-17 First Flight Centennial Celebration Kill Devil Hills, NC
<http://www.firstflightcentennial.org>
- Dec 17 Wright Brothers Dinner Great Valley, PA
Aero Club of Pennsylvania

Pilot courtesy is never out of style by Norm Blanchard

Spring is well underway, but you wouldn't have known it from the snow and sleet storms that pelted the Delaware Valley in early April. Not long after the now fell, hordes of weekend warriors took to the air to shake off the winter blues.

Local general aviation airports experience a surge of activity on weekends with the arrival of warmer temperatures. It is not sufficient to simply "see and avoid" other aircraft, but to dust off our pilot manners while in the air as well as on the ground. Small courtesies will be greatly appreciated by local FBO's, most of which have been financially stressed by the temporary flight restrictions imposed since the events of 9/11. Here are a few suggestions to keep you on the good side of your local ground crews:

Try to top off your aircraft the day before an early morning departure and don't wait until 10 minutes before closing time before making needless demands on a stressed staff. They want to get home to the family as much as you do. And if you take your favorite "Jenny" out for a couple of touch and go's, nothing infuriates the local FBO more than having to top it off with only 3 or 4 gallons of avgas while a heavy burner is waiting to take on a hundred gallons or more of Jet A. And, it doesn't hurt to exhibit a little patience if you are fourth or fifth in line for fuel on a busy weekend.

Enjoy your spring and summer flying, but a little courtesy and respect for your fellow pilots and ground crew will help make life more pleasurable for everyone.

Delaware Valley Regional Planning Commission Meeting Report

AIRPORT NEWS

March 20, 2003
By Steve Najarian



PHILADELPHIA INTERNATIONAL [PHL]

Runway 17/35 will be resurfaced in the spring. Terminal A West will open April 30th. First flight is scheduled May 1st. The new de-icing facility is operational with a chemical recovery system installed. Additional security fencing and closed circuit TV is being installed.

PHILADELPHIA NORTHEAST [PNE]

Resurfacing of Runway 15/33 is complete. Eighth hangars will be built. No timetable given.

CAMDEN COUNTY [19N]

Airport is for sale. Owners are continuing discussions with N.J. DOT to purchase airport.

QUAKERTOWN [UKT]

AWOS III is installed and operational. Twenty more hangars will be added. Their goal is to ultimately have 100 hangars on site.

CHESTER COUNTY [40N]

Master Plan studies calls for runway extension from 5400 to 7000 feet.

POTTSTOWN MUNICIPAL [N47]

Construction of 14 to 20 hangars will be completed by July 1st. Phase 2 of their airport improvement plan includes obstruction removal around the airport. Rental of the new hangars is reported to be \$275 per month.

SOUTH JERSEY REGIONAL [VAY]

Parcel of airport land is for sale. NJ DOT solicited appraisal of the site for possible acquisition, which yielded a \$13 million estimate. Building permits for new hangars are pending. TV Channel 6 helicopter is now based there. AOPA supports state acquisition of development rights at the airport.

POTTSTOWN LIMERICK [PTW]

Airport has received a block grant. Master plan for runway extension is unresolved. Aircraft weight limit of 13,500 pounds is a factor weighing against runway extension. Exelon is encouraging the county to purchase the airport. Even with the high insurance premiums the airport is operating at breakeven financially. EMS helicopter service is now based at the airport. Acceptance of FAA funding obligates the owners to maintain the property as an airport.

SUMMIT [EVY]

With a 4487 x 65 foot paved runway 17/35 and a 3600 x 200-turf strip 11/29, 87 aircraft are now based on this airport site. The taxi-

way will be reconstructed to meet Federal airport standards.

WINGS [LOM]

LOM is the new identifier for this privately owned public use airport. A new AWOS with a frequency 118.925 is now operational. FAA grant of \$100,000 has been awarded to study noise abatement. Pilot education to be sensitive to noise abatement is in progress. Construction of new corporate type hangars is planned. New snow removal equipment has been purchased and is in place.

BRANDYWINE [N99]

The Airport Layout Plan has been presented to Penn Dot for funding extension of the taxiway to runway 9 and other runway improvements. 120 aircraft are now based on the airport with 80 housed in hangars. Penn Star EMS Helicopter Service based at Brandywine has agreed to a "no fly zone" procedure for departure and arrivals for noise abatement. This has been helpful in reducing complaints from residents east of the airport.

CECIL COUNTY [58M]

Plan for acquisition of additional property for runway extension is underway. There are concerns about enlargement of the ADIZ of Washington DC air space to 55-70 miles and the potential imposition of flight restrictions on general aviation aircraft based there.

PHILADELPHIA FSDO REPORT

Manpower is down at the FSDO as a result of some maintenance inspectors being called up for active duty.

Domestic RVSM (Reduced Vertical Separation) is coming to flight levels 290 to 410.

Washington ADIZ violations are a major concern. Pilots must get NOTAMS and must receive and maintain a dis-

crete transponder code while in the ADIZ. Many violations occur as IFR pilots erroneously squawk 1200 in the air, incorrectly thinking that their IFR has been cancelled.

Joe Kain is the new airworthiness supervisor.

Aug 27 is the date for the Part 135 workshop. Details are available at the FSDO website at www.faa.gov/fsdo/phl.

Featured Aero Club Discount Merchant Airways - East Pilot Shop [LNS]

Airways Pilot Shop on the east ramp at Lancaster has always had a reputation for price and selection. A particular specialty is a very large selection of detailed airplane models. And price and selection on GPS, hand-helds and headsets are always top notch.

Stop by and see Ms. Shelby Keller, manager at the pilot shop, or visit the always-packed Airways booth at the

annual AOPA fly-in at Frederick on June 7. Airways is open until 7PM Weekdays, 5PM on Weekends. Call 1-800-247-8294 or visit in the website. Orders can be placed online anytime at www.flyairways.com.

Landing at LNS, just tell ground control you want to go to the pilot shop. They know the way. Though the shop provides no additional discount for Aero Club members, all pilot supplies are marked with attractive low prices.

103 year-old pilot dies; Energy minded aircraft designer honored

PILOT NEWS

103 Years - A lifetime and an era in flight

Ralph Charles, one of the country's oldest pilots, died Feb. 2 at age 103, in Somerset, Ohio. In his youth he worked with the Wright brothers as a welder. He later ran his own airport, and in the 1930s he flew Stinsons and Ford Tri-Motors for TWA and other airlines. During World War II, Charles flew as a test pilot for Curtiss-Wright. After the war, he gave up flying for many years, but never lost his passion for it. "Sometimes when I would mow, I would imagine my tractor was a plane and I was rising up into the sky." He took up flying again in 1995, and owned an Aeronca Defender. He last flew in the summer of 2001.

Man-powered plane designer honored

Paul B. MacCready's accomplishments around aviation with energy conservation have earned him the \$250,000 Heinz Award. The award honors the memory of Sen. John Heinz, heir to the food company fortune. MacCready designed the Gossamer Albatross, the first human-powered aircraft to cross the English Channel, and MacCready's company, AeroVironment Inc., has developed various alternative-energy aircraft and vehicles including Pathfinder and Helios.

Find your local nuke plants and stay away

Flying around nuclear power plants has always been a bad idea but the Transportation Security Administration just made it more perilous. At the TSA's prompting, the FAA has issued an advisory NOTAM notifying pilots that if they are seen flying "suspiciously" around nukes, they can expect to be tracked down by police or FBI. Pilots who can't satisfy the cops that their actions were innocent could end up on the TSA's incident reporting system database. The advisory appears to be a compromise to closing the airspace within 10 NM of nuclear plants, as proposed by some security officials.

British monument to honor WWII pilots

We've all heard Winston Churchill's memorable tribute to the airmen who fought in the Battle of Britain: "Never in the field of human conflict was so much owed by so many to so few." Now, 63 years after the Royal Air Force warded off that German invasion of Britain, plans are laid for a monument to be erected on the Victoria Embankment above the Thames River. Part of the monument will include a sculpture showing pilots scrambling to their planes. In the summer of 1940, Germany's forces had

more than 2,000 aircraft. To stop them, Britain had only 531 Hurricane and Spitfire fighters.

Boom goes bust

The last chance for most of us to break the sound barrier voluntarily will be sometime in October. That is when British Airways will stop flying Concorde from London to New York. Air France will stop its Paris-to-New York service May 31. AVweb reported that rumors of the demise of Concorde began surfacing shortly after an Air France flight was diverted to Halifax, Nova Scotia in February. Both airlines announced the end of the supersonic era, citing the same reasons: not profitable.

Pilots packin' now

There could be an armed pilot locked behind a reinforced cockpit door at the controls of your next airline flight. The TSA authorized the first class of 48 "federal flight deck officers" to carry a .40-caliber semiautomatic pistols into the cockpit to defend against would-be hijackers, terrorists and other pernicious ne'er-do-wells. During a week of training, pilots learned how to use the gun and also studied defensive tactics to foil anyone intent on taking over the plane. Graduates will need annual recertification of those skills.

Runway Restaurants, Inc.



Now exclusively at Chester County, Coatesville (40N)

Enjoy good food and fellowship, free popcorn, and a runway view.

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Timothy P. Boyle

Certified Public Accountant
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Member Stories

Memories of gas balloons at Wings Field by Michael Fairbanks, Swarthmore, PA.

The Balloon Club of America was incorporated in the year 1952. Donald Piccard had obtained several old Goodyear built gas balloons from the U.S. Navy. These balloons were used to train blimp pilots. Don Piccard along with Anthony Fairbanks (my father), and Peter Pellegrino formed the BCA. Connie Wolf donated five hundred dollars to start the BCA and participated in many of our activities. In 1952 the BCA was the only balloon club in the United States. We had five of old rubberized cotton gas balloons ready to fly. The smaller balloons would fly with hydrogen, while the large 80,000 cu. ft. balloons used cooking gas, and would carry five persons inside a small wicker basket.

Our first three balloon flights were from Brookhaven, Pa. Then we established a launch site at Valley Forge Airport. When the airport was demolished to become a golf course, the BCA began flying from Doylestown, Pa. But most of my memories of gas ballooning are of Wings Field in Ambler, Pa.

The BCA had a contract with the Philadelphia Electric Company to tap into the gas line from a manhole on the far side of Wings Field. A valve was turned and cooking gas flowed through a long plastic pipe to inflate our two large balloons. It required four hours of hard work to inflate a gas balloon. A cotton net had to be positioned to cover the top of the balloon's envelope and eighty sand bags had to be filled to hold the envelope in place. These bags would then be moved down the "diamonds" of the net as the envelope filled with gas. The charge for the gas was \$185.00 per inflation.

The first inflation of a gas balloon on Wings Field was on October 25, 1964. Our records show twenty flights of the large 80,000 cu.ft. balloons from Wings Field through the years. On occasion we also flew the smaller gas balloons from Wings.

On May 8, 1965 the BCA invited the Wingfoot Lighter Than Air Society of Akron, Ohio, to bring their 35,000 cu.ft. gas balloon and join the BCA for a flight from Wings Field. Club records refer to this event as an AIR FAIR. The BCA flew both 80,000 cu.ft. balloons along side the Akron balloon. Out of such gatherings of the BCA and the Akron Group, the Balloon Federation of America was created, recognized as the official organization representing gas and hot air ballooning in the United States.

My fondest balloon memories include the inflation of the gas balloons in the early morning while watching the sun rise over Wings Field. I can still hear the sharp sound of the cooking gas pushing through the inflation sleeve as we lowered the sand bags down the diamonds formed by the cotton net. The slow inflation allowed for drinking coffee and telling stories. I had as teachers and mentors such giants of lighter than air as Connie Wolf, Francis Shield, and Peter Pellegrino. It was a special time.

The two 80,000 cu.ft. balloons were referred to as "The New 80" having been constructed in 1937 and "The Old 80" having been constructed in 1926. In 1969 and 1972 respectively, the final flights of these tremendous balloons launched from Wings Field:

On a windy inflation from Wings Field on April 26, 1969, my dad, Tony Fairbanks, flew with his brother, Edmund Fairbanks in the "New 80". Strong winds pushed the massive envelope toward the ground in a moment of excitement

as the lift off was attempted. The balloon bounced through a row of tall tree; she needed a full thirty-pound bag of sand to be dropped from the basket to allow the balloon to rise into the air. Four hours later the balloon was flying over the Pine Barrens of New Jersey. Having exhausted all ballast and sinking swiftly toward the ground, the balloon pushed through the trees. Sharp branches cut the cotton net around the envelope as the basket with pilot and four passengers settled nicely into



Gas Balloon over Wings Field

Photo by ...



Filling a balloon with cooking gas

Continued on Page 8...

More on Slow Flight

FLIGHT SAFETY

By Al Schnur

The student pilot must demonstrate slow flight at minimum controllable airspeeds in straight and level, turns, climbs and descents, with flaps and landing gear configurations. It is performed at airspeed just above the stall, sufficient to permit maneuvering, but close enough to the stall to give the sensation of sloppy controls and ragged response to control pressures. In order to accomplish the objectives of the maneuver the airspeed used must be sufficiently slow so that any additional reduction in speed would result in immediate indications of a stall.

The operation of airplanes, including light twins, at near stalling speed is not in itself hazardous. Neither is performing power-on in twin engine airplanes. However each airplane is different in some way. The Practical Test Standards (PTS) require that the examiner determine that the applicant has adequate knowledge of the elements related to maneuvering during slow flight in general, and as

they apply to the particular airplane used for the practical test. This is an important part of the evaluation process. For instance, with flaps and/or landing gear extended, a climb at minimum controllable speed may not be possible.



Procedures to be followed in the event of an engine power loss during a slow flight demonstration in a twin engine airplane should be thoroughly reviewed before the flight. Generally, the power required to demonstrate flight at minimum controllable airspeeds is well below the maximum available, and V_{mc} speed, being a function of power on the operating engines, should not be a concern.

So, to the pilot of an airplane, especially an unfamiliar one, the best evidence of the approach of the stall is the rapidity with which the response to movement of the flight controls decreases; hence, the continuing requirement for a slow flight demonstration on practical tests. And although the operation of an airplane near stall speed is not, in itself, hazardous, it can become dangerous unless the pilot is aware of it, is familiar with this flight regime, and is alert and able to devote full attention to flying the airplane.

The Aero Club of Pennsylvania, Eastern Chapter of the 99's,
and The Bob Shannon Memorial Fund present the

ANNUAL SCHOLARSHIP AWARDS DINNER

Thursday, June 19, 2003, Pennsylvania Aviation Country Club at Wings Field

Cash Bar 6 PM, Dinner 7 PM, \$30.00 per person

Please send check so that it arrives no later than June 9

We prefer not to get phone reservations, walk-ins, or partial payments.

Please cancel at least 24 hours in advance. Without cancellation, no refund can be given.

Make checks are payable to: **Aero Club of Pennsylvania**

Cost \$30 per person, payable by June 9, 2003 to:
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CITY/STATE: _____ Total Enclosed: \$ _____
PHONE: _____

Please list name of attendees so we can make name badges:

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Continued from Page 6...

a tree branch about twelve feet off the ground. The 80,000 cu.ft. envelope, net, and wooden gas valve located on the top of the balloon detached from the basket and continued its flight. A state police officer reported the balloon as having flown out over the Atlantic Ocean.

The final flight of the older 80,000 cu.ft. balloon was on a day of light winds at Wings Field Airport on November 12, 1972. Anthony Fairbanks was the pilot. I was aboard as the copilot. During the inflation we patched the old envelope in several places with glue and material. We flew with two passengers who had won the gas balloon flight as first prize in a contest. After a very slow flight over the city of Philadelphia at 3500 feet above the ground, we found ourselves without ballast drifting slowly over the rooftops of Pennsauken, New Jersey. Our final landing was on the roof of a Church Rectory. The balloon bounced onto the roof and back into the air three times before the basket came to rest on the roof. A rope was thrown to the neighbors who had gathered in the rear yard. The neighbors pulled our old and tired balloon off the roof and willingly assisted in the deflation. We were greeted with coffee and pastry as we retold the story of our exciting and special gas balloon flight.

The era of old time ballooning was coming to an end.

About the writer: Michael Fairbanks is the author of "Down one Diamond" (1979), a book about his flight experiences with his father, Anthony Fairbanks. He has held a gas balloon pilot certificate since 1971 and has been an FAA designated lighter-than-air Free Balloon pilot examiner for the Philadelphia region since 1982.

La Coquette, before painted for the movie



Photo by Thomas Skilton

About the Balloon Club of America:

Anthony Fairbanks was one the founders of the Balloon Club of America and was designated by the Civil Aeronautics Administration as the first lighter-than-air Free Balloon Designated Pilot Examiner on August 12,

1956. The Balloon Club of America flew balloons in the United States from California to New Jersey in the years of 1952 through 1972. One of the balloons was used in the movie, "Around the World in 80 Days". Members of the Balloon Club of America competed in over thirty international balloon races including flights over some of the highest mountain peaks in the Alps.

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