



PENNSYLVANIA PILOT

Vol 18 No 4, Winter 2007/8

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

AERO CLUB NEWS...

Warbirds of Delaware...

Members of the Aero Club visited Warbirds of Delaware on October 21 at the New Castle County Airport in Wilmington, Delaware. We watched owner and operator Joe Gano takeoff in his MiG-21 and L-39. Then we got a close up look at the MiG-21, the MiG-23 and the L-39 "Pipsqueak". See photos on page 6.

Fly Market... The Aero Club held its fifth annual sale at Wing's Field on Vintage Aircraft Day in September. The sale of books,



Aero Club sale at Wings

instruments, pins, models, balloon rides, and other items raised \$800 for the Aero Club Scholarship Fund. The sales and silent auctions have raised nearly \$5,600 over the last 5 years.

Aero Club Dinner... The Aero Club will hold its annual Wright Brothers Dinner at the Desmond Hotel on December 17. Speaking at the dinner will be Ben Sliney, FAA Director of Operations on Sept 11, 2001.

Issue Highlights...

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- Airport News**, pg 4
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Premier balloon builder speaks to Aero Club

AVIATION NEWS

Balloonist Bert Padelt speaks at BOD meeting...

Bert Padelt, championship balloonist and balloon builder from Chester County spoke at the Aero Club Board Meeting on October 25. Bert has

"Spirit of Freedom" flight around the world in 2002. Bert was involved in Steve's early gas balloon training and the flights leading up to the record-breaking trip, and he headed up the ground team for "Spirit of Freedom".

Airport History: Main Line Airport



Photo courtesy of Robert Devaney

For over 50 years, the land that is now the Great Valley Corporate Center, was a significant Chester County airport. What started out as a farm strip in 1920's, became a thriving center for flight training in the 1930's and 1940's. The field was home to major distributorships for Ryan, Taylorcraft and Piper aircraft. Later, the field was home to autogyro and helicopter development. The 70-year old photo above is looking southwest toward Swedesford Road. The large hangar for the Demorr Aeronautical Corporation is under construction and adds substance to the airport during the busy summer of 1940. Read about the Main Line story and other airport news on pages 4 and 5.

been involved in ballooning since age 12 and is one of the few people in America who builds high-tech gas racing balloons. His balloons have claimed world records. His company, Best Aviation Services, in Bally, PA., builds, repairs and inspects both hot-air and gas balloons. Bert talked about the constructions of various types of balloons, and then he discussed the events leading up to Steve Fossett's

and autogyros. Also present was the U.S. Army Special Ops Command Parachute Demonstration Team.

On October 12, 2007, the Helicopter Museum also held its first annual fund-raising event at Longwood Gardens. The event celebrated the accomplishments of Jennifer Murray, who this year, circumnavigated the globe in a helicopter, breaking a

Continued on Page 3...

AERO CLUB OF PENNSYLVANIA



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

PO Box 748
Blue Bell, PA 19422
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AeroClubPA@aol.com

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PRESIDENT'S MESSAGE

Walt Ellis

My first close up experience with aviation was on January 6, 1958 when I took my first flying lesson. I was always interested in things that go: cars, bicycles, trucks, boats; and I was curious about airplanes. One day I visited Echelon Airfield in Voorhees, NJ. I wandered around the field and looked at the airplanes and was fascinated. So I made arrangements to take a lesson. After one lesson I was hooked.

I continued my lessons and soloed on April 16th, after about eight hours of dual. I continued flying through the summer and decided that playing with airplanes might be better than working. In September, I started school at The Quaker City School of Aeronautics in Philadelphia to get an A&P license. I also took a job at Echelon Airfield. I was a mechanic's helper and airport kid. From that time on, I haven't had a real job; I just played with airplanes. Sometimes I fixed things that didn't work; sometimes I did troubleshooting, inspecting or modifying aircraft. It was always fun!

Of course, when I finished my work, I had to fly them to make sure everything was ok. I played with little airplanes at small airfields and with somewhat larger airplanes at a large repair station. Later, I got to play with corporate jets and fly them around the country.

As I look back, it is interesting to see how things have changed. While I was attending Quaker City School of Aeronautics in 1958 and 1959, I had an opportunity to see the first 707 to come into PHL, painted in Pan Am colors and operated by National Airlines. Up to that point, most airliners were piston powered with the exception of the Electras and Viscounts but the jet age was starting.

When I first started flying, you were able to take a private flight test without a radio. When I finally took my test in February 1960, I had to demonstrate that I could communicate with a tower and use a VOR. Corporate aircraft of that time were Twin Beeches, DC-3s, Lodestars and old military airplanes. Many of the airplanes at Echelon had no radios. Of the ones that did, most had only a few frequencies to transmit on. The really good radios had 27 transmitting frequencies and "whistle stop" tuning, a big deal. If you want-

ed to do air taxi work, all you needed was a commercial pilot's license a 2ndclass medical certificate and an airplane that had a current 100 hour inspection. There was no FAR 135.

In 1961 or 1962, I remember working with people from RCA who were testing some type of new electronic unit for aircraft. They had a bunch of electronic components mounted on a piece of plywood about 2'x3'. We mounted the plywood in the back of an Apache, gave them power and installed an antenna. Then, they flew it around doing test work. I did not really know what they were testing., but a few years later I was working at Atlantic Aviation in Philadelphia and we were installing a new type of equipment called a "transponder". I was told it lit up the radar controller's screen so he knew what airplane a particular blip was. I finally understood what they had been working on. I asked how they could tell who was who if more than one aircraft had transponders. No problem; each transponder had 64 codes so every aircraft could use a different code. Today we have 4096 codes, and that's often not enough.

In the almost half a century that I have been involved in aviation, many things have changed, some for the better and in my opinion some for the worse. I have had the opportunity to operate and work on many different types of aircraft. I have met many people and observed that as a group the people in aviation seem to be nicer and have a much higher integrity level than the general population. As a rule, those that work in aviation insist on doing things right. Sometimes that attitude gets people in trouble with supervisors whose main concern is the bottom line, but "the right way is the only way" attitude is what keeps aviation safe and operating the way we all expect it to.

All my years in aviation as a mechanic, inspector, pilot, aviation safety counselor and most importantly the last two years as President of the Aero Club Of Pennsylvania have been a great joy for me.

I would like to thank the Aero Club of Pennsylvania members and Board of Directors for allowing me to serve as President and participate in the operation of this historic club.

Blue Skies. Walt Ellis, President

Continued from Page 1...

world record by touching down at both the north and south poles. The event, hosted by Ernest and Tova Borgnine, attracted over 200 people contributing significantly towards the museum's plans to grow its current facility.



CH-46 in a touch and go at RotorFest. Photo Rick Schimpf

Aviation Council proposes tax relief...

The Aviation Council of Pennsylvania is pushing a plan to eliminate the Pennsylvania sales taxes on aircraft, repairs, services and parts. The goal is to promote the growth of the aviation industry in Pennsylvania. They cite numerous cases where companies have chosen to purchase and house corporate aircraft outside the state, and in some cases, chose not to expand their business in Pennsylvania. Revenue from aviation taxes has actually decreased over 70% since 2000, presumably as aviation business has moved to nearby states that have already offer such tax relief. Actual revenue from these taxes is minor compared to the economic cost. The proposal was discussed in hearings by the PA Senate Transportation Committee in October. Testimonies from hearings can be seen at the Council web site at <http://www.acpfly.com>.

BOARD OF DIRECTORS REPORT

Debbie Harding, Secretary

The Aero Club Board of Directors met at PACC at Wings Field on October 25. Deb Harding presented the minutes from the last meeting, and then the group discussed financials, scholarships, current membership and newsletter details. Next, Rob Dant and Deb Harding presented results of the Fly Market in September.

Discussion ensued on the upcoming Wright Brothers Dinner to be held again at the Desmond Hotel. Accommodations are in place for our guest speaker, Ben Sliney. Walt Ellis then solicited ideas for future speakers for BOD meetings and possible seminars. Also, ideas were considered for future field trips in the wake of our recent visit to Warbirds of Delaware.

The group concluded with talk about candidates for Vice President when Nancy Kyle becomes President in December. The meeting was then adjourned for dinner and a presentation by Bert Padelt.

AVIATION CALENDAR

Dec

Dec 17 Wright Brothers Dinner; Desmond Hotel

Future Planning

April 8-13 Sun'n Fun Fly-In; Lakeland Florida
Late May Speculator Seaplane Fly-In; Speculator, NY
June AOPA Fly-In; Frederick, MD
July 28- Aug 3 EAA AirVenture; Oshkosh, WI

Aero Club Meetings

Dec 17 Wright Brothers Dinner, Desmond Hotel
Jan 24 6PM: Board of Dirs Mtg, Wings Field, PACC
7PM: Dinner and Member Presentation: Rob Dant

Member Presentation, January 24, 2008

Wings Field, Philadelphia Aviation Country Club

Following the board meeting at 6PM, Rob Dant will provide a presentation of his 11-day trip to the Canadian Maritimes and Newfoundland with fellow pilots Donald Hershey, Ken Nelson, and Michael Hershey. Stops included Grand Manan Island, Prince Edward Island, Cape Breton, Gros Morne National Park, Historic Harbour Grace Airstrip, and the French Islands of Sainte-Pierre and Miquelon. Dinner (optional) begins at 7PM and the presentation begins around 8PM. Contact Jeff Kahn, JSKESQ@aol.com to announce your intention to attend. Dinner is \$40 per person. Attire at PACC is business casual.

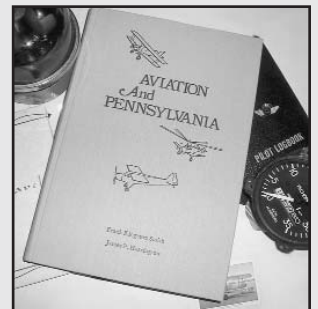


On the ground in Cape Breton, Nova Scotia

"Aviation and Pennsylvania" Book for Sale

The Aero Club of Pennsylvania still has copies of the now rare book "Aviation and Pennsylvania", published in 1981 by the Franklin Institute Press. The book, written by Frank Kingston Smith and James P.

Harrington documents the incredible role that Pennsylvania natives played in the development of aviation in the United States. We will be offering the book for sale at the Wright Brothers Dinner for a price of \$30, payable by check or cash.



Delaware Valley Regional Planning Commission Meeting Report

AIRPORT NEWS

September 13, 2007
By Elaine Farashian



PHILADELPHIA INTERNATIONAL [PHL]

The extension of runway 17-35 is 25% complete. Although passenger traffic has increased, there has been a drop in operations due to aircraft being more full. The environmental impact study for the Capacity Enhancement Program is delayed one year because of airspace redesign deliberations.

PHILADELPHIA NORTHEAST [PNE]

Air operations have increased 14%. Phase 3 of the perimeter sidewalk has begun.

CHESTER COUNTY [MQS]

KMQS is now the identifier of the airport. The runway extension will increase 700 ft. from 5400 to 6100.

CAMDEN COUNTY [19N]

The state has provided 4 grants for fencing, apron rehabilitation and an airport feasibility study which focuses on public ownership.

CROSS KEYS [17N]

Obstruction removal has allowed good approach to both ends of the runway.

CECIL COUNTY [58M]

A parallel taxiway is under construc-

tion, a new terminal building is being designed and the runway will be lengthened from 3,000 to 4,000 ft. Additional hangars are in the plans.

NEW CASTLE [1LG]

Delta has discontinued its Atlanta service. The runways 1-19 and 9-27 safety area projects are continuing. Taxiways M & K as well as MALSR installation have been completed. The MLS on runway 9 is decommissioned.

NEW GARDEN [N57]

The township is planning to release RFPs for improvements.

PERKIOMEN VALLEY [N10]

A recent state court decision provided allocation for obstruction removal and installation of PAPI at both ends.

PENNRIDGE [N70]

The jet pod is complete, but there is about an 8 month delay on the larger hangars. All available land on this airport has been utilized.

POTTSTOWN MUNI [N47]

The runway rehabilitation project is complete. In place is a plan to build 10 corporate hangars and 40 regular hangars. Airport growth is attributed to fuel price breaks by the new FBO and opening of Jet Air.

POTTSTOWN LIMERICK [PTW]

The airport and associated parcels are under agreement of sale, but the FAA approval is pending. Fuel sales are up 10% and tree removal has begun. There is a new heliport at Pottstown Hospital.

QUAKERTOWN [UKT]

The taxiway paving project is complete and line painting is nearly done.

SOUTH JERSEY REGIONAL [VAY]

The FAA has granted the airport funds for snow removal equipment. This state-owned airport is home to the Air Victory Museum. Ownership of the Museum is up in the air.

SPITFIRE [7N7]

The airport does not have title for a parcel of its property; this prevents the purchase of development rights. It now has funding for the parcel and the development rights purchase can be restarted. Plans include repaving of taxiways and ramps as well as building new hangars.

TRENTON-ROBBINSVILLE [N87]

There are federal projects going on and obstruction removal has yielded good approaches to both ends of RWY.

TRENTON MERCER [TTN]

ComAir service has been discontinued and replaced by Big Sky Airline. Rehab of Alpha and Charlie taxiways is underway. A new access and camera system have been installed.

WINGS [LOM]

A court decision is expected soon regarding the suit against the township for not opposing expansion and air emissions. Montgomery County Flight Academy claims to be the busiest flight school in Southeast PA.

Main Line Airport, then and now...



Main Line Airport in 1939, looking north along Swedesford Road near Paoli, Chester County. The three grass runways and several airport buildings are clearly visible. The long intersecting driveway led to the farm of rotary-wing legend Arthur Young. Photograph by Thomas Skilton provided by Orville Jenkins.



A 2007 view of the Great Valley Corporate Center, looking north. Swedesford Road bisects the image from left to right. The same tree-lined lane at the bottom right of the photo connecting to Swedesford is the former driveway of inventor Arthur Young. Photograph by Robert Dant.

Paoli's Main Line Airport launched aviation in Chester County

AIRPORT HISTORY by Roger D. Thorne, president of the Tredyffrin Easttown Historical Society

Each day 20,000 employees and students pour into the 5 million square feet of work and university space known as the Great Valley Corporate Center in Malvern (photo page 4). With some 80 buildings, the Center comprises over 700 acres in East Whiteland Township, Chester County. But few within this seemingly endless array of offices, hotels and shops know that this land marks the birthplace of flying in Chester County, and was a prominent site for eastern Pennsylvania aviation for almost half a century.

About 1922, a young mechanic and auto racer named Charles Devaney (father of current Aero Club member Richard Devaney) borrowed money from his father William, who owned a farm that would become the

Main Line Airport, to purchase a war-surplus Curtiss JN-4 Jenny. Self taught, Charlie became the earliest pilot within Chester County. The pastures of that dairy farm served as runways for Charlie and several other young pilots for the remainder of the decade.

In 1929, Devaney sold his farm to rotating-wing innovator E. Burke Wilford (Aero Club Board Member in 1929), who wanted to use the property to develop his adaptation of an autogyro. Unlike Harold Pitcairn's Cierva-designed gyroplane, Wilford's version was based upon the design of German engineers Reiseler and Kreiser, and used a rigid rotor with a cyclic pitch variation. The first flight of Wilford's ship, called the WRK, was conducted at the former Great Valley farm in 1931, and became the first autogyro in the United States to successfully fly with a rigid rotor.

Wilford left the Valley late in 1932. But the name which he had given the property, the Philadelphia-Main

Line Airport, would remain ("Philadelphia" was dropped in 1935). Locals would also refer to the field as the Paoli Airport.

The Curtiss-Wright Corporation acquired the field in 1936, and during the remainder of the '30's the Main

Line Airport evolved into a fixed-wing field of significant reputation. Flight training to scores of student pilots was offered by well-known local instructors like Nick Morris, A.L. Schacterle, and Malcolm Ashby. The field also acquired regional recognition due to the success of its Ryan, Taylorcraft and Piper distributorships.

Charles Devaney and his partner Nick Morris formed a corporation called Demorr Aeronautical which purchased the Main

Line Airport from Curtiss-Wright in 1940 - as the world prepared for war. Beginning in that year, under the auspices of the Civilian Pilot Training Program, thousands of flight instruction hours were provided to young college men from Villanova University and West Chester State Teachers College, a program that would continue at the Airport into 1943.

With America's entry into World War II, civilian aviation at the Main Line Airport quickly ended. However, an active Civil Air Patrol support squadron was based at the field through mid-1943. Demorr Aeronautical secured a sub-contracting agreement to produce PBN ailerons for the Naval Aircraft Factory in Philadelphia, and used the airport's hangars as fabrication facilities.

The end of the war brought a brief surge in civilian aviation, but by 1948 an economic slump made it difficult to "make ends meet" at the field. In 1950, Bethlehem Steel Corporation confirmed the presence of

high quality limestone, a component in iron and steelmaking, beneath the field. Bethlehem desired the land as a future quarry. Accepting a record-breaking offer, Demorr sold the airport to Bethlehem and regular fixed-wing flying ceased early in 1952.

Rotary-wing engineer Haig Kurkjian (past Aero Club President) had a dream that he could develop and market a small, personal helicopter that would make "...private transportation faster and safer than automobile travel." He leased the hangars and buildings of the old airport from Bethlehem, and by 1957 had created the HK-1, the world's first helicopter to utilize multi-Vee belt drives for both main and tail rotors. Disappointingly, while the prototype flew well, and extensively, the investment capital which Haig-K, Kurkjian's company, required to introduce the ship never materialized. However, through the assistance of legendary helicopter pioneer - and Paoli Airport neighbor - Arthur Young, Haig-K became an authorized full-service Bell Helicopter repair station for Bell's Model 47, which continued at the old airport through 1973.

Recognizing that the land had greater value for commercial development than as a limestone quarry, it was sold to Liberty Property in 1974, becoming the foundation for the Corporate Center. A fire in 1977 completely destroyed the large hangar and its contents, ending Kurkjian's business forever. In 1978, the Center's first occupant, Shared Medical Systems, broke ground for their corporate headquarters. Today, the campus of successor Siemans sits at the spot where the three fixed wing grass runways of the old Main Line Airport converged.

Dan Kurkjian, son of Haig Kurkjian, became the last person to fly an aircraft at the Main Line Airport in 1976, when he piloted an "Air and Space" Model 18A autogyro from Paoli to Willow Grove and back as part of the Bicentennial celebration.

Roger D. Thorne has written two articles about the Main Line Airport which appear in the Historical Society's publication The History Quarterly. See the website: <http://www.tehistory.org>.



After nine years of development, Haig Kurkjian demonstrates his HK-1 at the Main Line Airport in January, 1957. Photo courtesy of Dan Kurkjian.

GA - A New Era

FLIGHT SAFETY By Al Schnur

Rather than address safety issues in this issue of Flight Safety, I thought that it would be prudent to discuss the new and exciting changes that are impacting General Aviation.

Most of us have been aware of the remarkable changes in GPS Navigation equipment. Just one visit to Sun'n Fun, AirVenture, NBAA, or AOPA EXPO, would be an enlightening experience. The current navigation equipment from GARMIN, Avidyne, Chelton and others changes almost on a daily basis, with new competition and mergers happening almost as fast. I managed to attend some of those recent events and found developments that are so exciting and affordable that one can only feel that aviation is at a threshold that will reinvent the glory days of past that some of us may recall. I'm talking about the late 70s through the mid to late 80s when GA achieved unprecedented growth.

Another example is the "Glass Cockpit." Whether you believe it or not, glass cockpits are in their third decade. Glass is available for almost anyone. Earlier this year

GARMIN announced a G-600 for those owners of GNS430/530 units. Measuring 6.7x 10, the unit is designed to replace your standard "six pack" steam gages with glass as a Primary Flight Display (PFD) side by side with a Multi Function Display (MFD). And don't think that GARMIN is the only player. At AOPA EXPO this year, L3 Smart Player was shown as a remarkable competitor making and developing human factors into situation awareness scenarios. And, there were others. How the entire matter will play out will depend on aggressive marketing.

Not to be outdone, Sport Pilot is now 3 years young. At first blush it did not look like this was going to be a major player, especially since it encompassed powered parachutes and aircraft of similar ilk. Now enter Cessna and the C-162 "Skycatcher." Strategically planned and marketed, this aircraft will dramatically change the face of GA and how we will be training the next

and probably all following generations of pilots. And it will be at significant financial savings. The C-162 "Skycatcher" is a remarkable airplane with all the latest gadgets. It is significantly wider than the C-150/152 with performance features equaling or exceeding earlier training aircraft. Available with an auto pilot and ballistic parachute, it has become a best seller since its introduction at AirVenture. I almost forgot, yes it is all "glass." The days of round "steam gages" are over. And as you probably suspected there will be a low wing LSA competitor by none other than Cirrus, equally as interesting and bound to have an impact.

So there you have a brief overview, and believe me it is brief. This is a really exciting time to be part of GA. Get into the excitement and live the dream. For me, I'm getting the opportunity to be part of a second era of GA growth and I'm not looking back; just enjoying the ride.

Fly safe.



Aero Club visits Warbirds of Delaware



Members of the Aero Club stand in front of the L-39 just before it is prepared for flight. Photo by Rick Schimpf.

On October 21, eight members of the Aero Club visited Warbirds of Delaware at the New Castle County Airport in Wilmington, Delaware. Members watched owner/pilot Joe Gano take off and land his MiG-21, and then got a close up look at the MiG-21, MiG-23 and L-39 "Pipsqueak". Joe's company specializes in the acquisition, certification, training, and maintenance of Soviet jet warbirds. The L-39 was the 2005 and 2006 Reno Air Race Jet Class Champion. Joe also entered his L-29 into the Reno Air Races in 2007 where he broke the absolute course record at 517 mph during qualifying round. After viewing the aircraft, we watched Joe take off in the L-39. See more photos and information at his website: <http://www.warbirdsofdelaware.com>

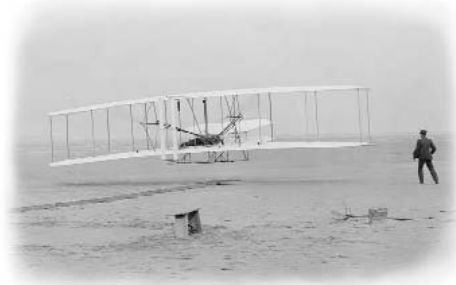
Celebrating 104 Years of Powered Flight!

Aero Club Annual Member Meeting and **WRIGHT BROTHERS DINNER**

Monday, December 17, 2007

6:00pm Cash Bar, 7:00pm Dinner

Members and non-members welcome!



Details

- Place:** Desmond Hotel
1 Liberty Blvd
Great Valley, PA
610-296-9800
- Cost:** \$39 per person
payable to the
Aero Club of Pennsylvania
- Reply:** Please send check so
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We regret we cannot accept
phone reservations, walk-ins or
partial payments. No refunds for
cancellation. We cannot hold a
space unless payment is received.
- Speaker:** Ben Sliney, FAA Director of
Operations on Sept 11, 2001
Ben Sliney played himself in
the 2006 film United 93.



Ben Sliney was the
FAA Director of
Operations on
Sept. 11, 2001,
which was his first
day on the job!
After evaluating the
situation and after

two planes had crashed into the twin towers of
the World Trade Center, he ordered the full
landing of the roughly 4,200 airplanes in the air
at the time, an unprecedented judgment call and
a decisive act in the chaos of that morning.
Sliney was initially involved in an advisory role
in the 2006 movie "United 93" before being
cast in a small role as an air traffic controller.
Later, the film's writer and director, Paul Green-
grass, offered him the opportunity to play him-
self in the movie. Ben has worked as an air traf-
fic controller and a lawyer. Source: Wikipedia.

Copy or cut out this form and send \$39 per person, payable by December 12 to:
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NAME: _____ Number Attending: _____ x \$38 = \$ _____
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CITY/STATE: _____ Total Enclosed: \$ _____
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Directions to The Desmond Hotel:

Directions from King of Prussia: Take Route
202 South to the Great Valley (Rt 29 North) Exit. Pro-
ceed through the light at ramp end. Continue on Liber-
ty Boulevard to the Desmond hotel, 1/2 mile up on the
right. If you reach the light at Route 29, you passed it.

Directions from points West: Route 202 North
to Route 29 North Exit. Turn right at end of ramp
and proceed to the light; turn right onto 29N. Pro-
ceed through the first light (Swedesford) and right
at next light (Liberty Blvd). The hotel is the first left.

Local balloonist dies suddenly

David Allen, 54, of Media, PA, owner of Magical Mystery Flights, a local hot-air balloon company, died suddenly after a flight over Chester County on October 4, 2007. Allen was a fifth-generation balloonist, descendent of Ira Allen, who made his own balloon in the 1870s after seeing them in use during the Civil War. Eddie Allen Jr., Dave's grandfather performed as a daredevil stunt balloonist for years until he was injured in the 1970s. In 1986, two years after his grandfather died, Dave established Magical Mystery Flights, offering year-round morning sunrise flights and evening rides from May to October. He is survived by his wife Janet, a daughter, Alaina; his father, Edward B. Allen; and three brothers.

Local balloonist Gregg Wilson recalls that in addition to ballooning Dave was a talented singer and songwriter. And, his passion for adventure took his family across the country hiking, camping, and white water rafting. "I met Dave when he agreed to teach me ballooning in 1994. I was privileged to spend many hours learning to fly from such an inspiring man. Dave impressed me as both a pilot and person. He would tell passengers that part of the magical mystery of a balloon flight is the mystery of where you will land and who you will meet on your adventure. He was truly a credit to Ballooning."



Photo: ALLEN MALOTT, Phila. Inquirer

Aero Club member, Debbie Harding knew Dave as a modern day hero. "He had three priorities in his life: his family, having fun, and ballooning, and he did them all seamlessly. He was a devoted husband and father and bragged constantly about his family, and he always found time for them. He will be sorely missed by so many that his happy presence touched."

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AERO CLUB OF PENNSYLVANIA

Organized December 17, 1909; Chartered May 10, 1910



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