

men were taken to Ligonier, Strickler dying soon after his arrival. The accident, which marked the first fatal crash since the organization of the Kreider-Reisner Company, was caused by conditions over which man has no control. Running into the snow storm, Strickler, a thoroughly competent flyer, and familiar with the locality, found his knowledge of the ground useless in the face of the blinding sleet. Because of the weight of the snow and ice, it was impossible to gain altitude, and he was forced to fly low.

With more than 2,000 flying hours to his credit, Strickler was regarded as one of the most experienced and careful flyers in this section of the country. He was highly esteemed both as a flyer and an instructor, and had many friends in Hagerstown.

Mrs. John Shannon Davenport, local newspaper woman, is probably alive today because she was unable to accept Strickler's invitation to accompany the party on the trip to Chicago. She was on the field, shortly before the planes hopped off and just before Strickler and his mechanic stepped into the plane he again invited her to "hop in."

"I'd love to take a long trip like that it would be thrilling," she replied, "but I've made no arrangements to get away."

"Well, you're missing a wonderful trip," answered Strickler, and a few minutes later the big ship was roaring down the field.

Another reporter, in conversation with Strickler several hours before the fatal accident, was told by the pilot that "stunting" was dangerous for students. "I have a lot of trouble with them," he said. "After they have completed their course, they become careless and begin stunting."

Strickler then told of the new plane he was flying to Chicago.

"We're going to make only one stop and that will be in Cleveland," he said.

"Well, so long and good luck," were the parting words of the reporter.

"Thanks," replied the pilot.

### **Former Hill Airport Pilot Dies in Crash Member of "Tombstone" Club**

*(Greensburg Morning Review, Friday, November 30, 1928)*

Funeral services for Lewis N. "Mickey" DeBurger, former pilot at the Hill Airport, east of Greensburg, are to be held at his home at Indianapolis at 9 o'clock this morning. DeBurger crashed in a trimotored monoplane in the fog at Spokane Washington last Friday with another pilot. He was employed as mechanic on the plane and had given up parachute work five months ago at Detroit, where he was employed . . . .

The "Tombstone Club," of which DeBurger was a member, will be in charge of the funeral headed by Joe Crane, president, former parachute jumper at the Hill Airport. Originally there were 13 members of the club, with DeBurger the first to die. Steve Burdreaux, Joe Crane, Walter Lens, Russ Brinkley, former manager of the Hill Airport and now associate editor of Air Transportation, a weekly trade journal of commercial aviation published in New York, were the Pennsylvania Members.

Among the organizations DeBurger belonged to are the National Aeronautic Association, the American Society for the Promotion of Aviation, Fraternal Aeronautique Internationale, and the Commercial Aviation League.

Brinkley, Crane and others will fly to Indianapolis by way of the ne

Stout Airline to attend the funeral. Immediately afterward, Brinkley will go to Scottdale to attend the funeral of Carl Strickler on Sunday.

### **Funeral of Aviator is Largest Ever Conducted Here**

*(Scottdale Independent Observer, Tuesday, December 4, 1928)*

The funeral of Carl Gault Strickler, whose death occurred while flying over the Allegheny mountains, enroute to Bettis Field, on the first hop to the Chicago Aircraft Show, Wednesday afternoon, was the largest ever held in this vicinity.

Fully 2,000 persons were at the church and cemetery combined, when the body of Pilot Strickler, aviation instructor of the Kreider-Reisner Aircraft Corporation, was laid in its final resting place Sunday afternoon.

With hundreds of automobiles at the two places, the casket borne by former co-pilots [Charlie Carroll, Raymond Elder, Dick Copeland, Clyde Goerring, Clyde Hauger and Jack Frost, Ed.] dressed in snow white jumpers [Strickler's signature attire, Ed.] and aviation headgear and accoutrements; an airplane circling overhead dropping flowers in the pathway, a most impressive and never-to-be-forgotten scene was enacted. When the casket was opened for the benefit of friends at the Old Tyrone Presbyterian church, it was estimated that fully 1800 persons looked for the last time upon the face of the young pioneer of aviation so well-known here . . . . The high regard with which the young man

was held by his late associates at Hagerstown, Maryland, the hundreds from Latrobe and vicinity of the Hill Airport, where he was formerly a pilot, was attested by the grief in evidence on every hand.

L.C. "Red" Gahagan, of Hagerstown, Maryland, piloted the flower plane, one of Charles Carroll's.

### **Giant Tri-Motor Ford Plane to Haul Local Passengers**

*(Scottdale Independent Observer,  
June 28, 1929)*

Hetzel-Young Company . . . is one of the Ford dealers in this district sponsoring a 25-mile airplane trip for only five dollars per person, in the new giant Ford Tri-motor Allmetal monoplane . . .

The huge, fourteen passenger plane is one of a fleet that is carrying passengers all over the United States. This modern airliner, soon to be placed in a trans-continental daily schedule, carrying passengers the same as the railroads, will very likely be piloted over Scottdale, Monday and Tuesday.

### **Mail Dispatch from Airport At Greensburg**

*(Greensburg Daily Tribune,  
September 17, 1929).*

With final preparations completed for the official opening of the Greensburg-Pittsburgh Airport, one of the outstanding events of the two day opening is the memorial cachet of air mail which will be picked up here Friday and Saturday afternoons by one of the Clifford Ball airplanes. Government permission, it was learned today, has already been grant-

ed, due to the efforts of Congressman Adam M. Wyant, whose dedicatory address on Friday will place Greensburg on the highroads of the air.

Ever since the opening of airports has become an almost daily occurrence, stamp collectors all over the United States have bent their efforts to obtain initial stamp cancellations in the respective cities which are fortunate enough to boast of airports. This has resulted in thousands of letters being sent to cities prior to airport openings with the request that these letters be mailed in the first cachet of air mail to leave that city.

In the present instance, according to H. Raymond Mason, Secretary., more than two thousand letters are now reposing in the offices of the Chamber of Commerce here waiting to be picked up on Friday and Saturday by the mail plane.

For some time Congressman Wyant has been in touch with the Post Office Department at Washington making plans for the Greensburg cachet of air mail. This week W. Irving Clover, second assistant postmaster general, granted permission. As a result the mail plane will pick up the cachet both on Friday and Saturday afternoons, fly it to Pittsburgh where the stamps will be canceled, after which the letters will be sent to their respective destinations. The Chamber of Commerce has already prepared an inscription which will be stamped on every air mail letter leaving here at this time.

For the benefit of those desiring to send air mail during the official grand opening of the new airport, a booth will be erected at the airport by the Clifford Ball Co., of Pittsburgh. Air mail enthusiasts may then purchase stamps and envelopes at the field where they will be mailed. Up until Friday envelopes and stamps may be obtained at the Chamber of Commerce and mailed there.

### **Plans Completed For Airport Dedication.**

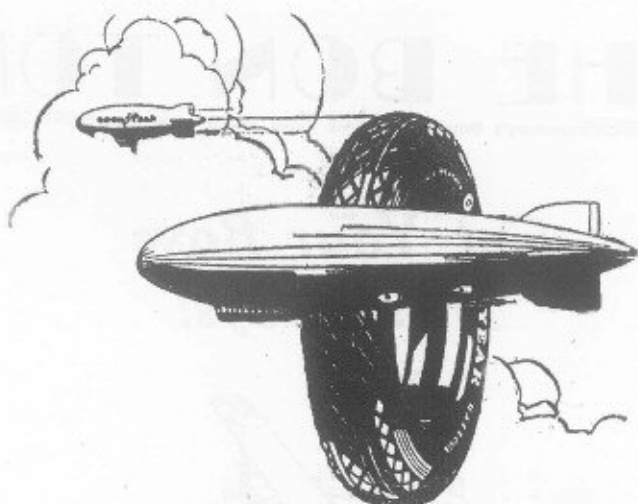
*(Greensburg Daily Tribune,  
September 19, 1929).*

Greensburg has gone aeronautical! There is no half way point of acceptance about the fact, either. For the past week the scene atop the Dry Ridge port has been a veritable beehive of industry. Contractors have been putting finishing touches to the buildings, engineers have removed every possible flying obstruction from the field, graders have put the actual landing area in apple pie order and tomorrow when this city opens wide its doors to travelers of the air, it has the privilege of boasting of the largest airport in Pennsylvania.

Maurice R. Scharff, president of the Main Aeronautics Co., has spared no single effort in making the official grand opening one that will rank with the finest in the State, and when the drone of motors overhead, from plane arriving from the four points of the compass, announce the much-heralded event, there will be no doubt in the minds of air-enthused citizens that at last Greensburg has become a station on the highroads of the world.

The 712-acre tract of land, which is now the Pittsburgh-Greensburg Airport, represents more than a haven for fliers in the Alleghenies; it is highly indicative of the tremendous strides cities and communities are taking throughout the length and breadth of the land in order that they may have a place in the far-flung, world wide transportation system that is rapidly reaching out to the four corners of the earth. It is not surprising that this city joins hands with others in the most remarkable movement of the age.

An aerial parade over the city in which government and commercial planes will participate will open the



# GOODYEAR *Blimp* DELAYED

Will Arrive in Greensburg Saturday About 10.30 A. M.

*If Weather Conditions Permit*

By arrangement of city officials Fire Alarm will be sounded when blimp appears.

**Watch for handbills to be thrown out from  
Blimp during day featuring**

**\$100 IN PRIZES \$100**

Each handbill to bear a number. If your number corresponds with 10 lucky numbers to be drawn by mayor Yont at Aviation field you will receive a prize of \$10 in Goodyear merchandise from us if turned in by 10 o'clock Saturday Night (21st)

**All Tires Sold At Special  
Prices for Today and  
Saturday Only**

*Get Price On Your Size Today*

**LAND OR AIR  
GOODYEAR  
Always Leads**

**STANDARD AUTOMOBILE CO.**

MAPLE AVE.

10th Successive Year As Packard Representative

PHONE 841

*Greensburg, Pa*

DAY AND NIGHT DRIVE-IN SERVICE

festivities and at 2:30 p.m. Congressman Adam M. Wyant will officially open the new port with a dedicatory address. Following his address the planes of the Army, Navy, and Marine Corps will take to the air for twenty minutes of formation flying.

As soon as Uncle Sam's planes are set down, a special aerobatic flight by Freddie Lund will keep the air enthusiasts busy determining whether he is flying on his back or whether he is just completing one of his outside loops, which is considered one of the most difficult feats to perform in the air. Lund will fly a taper wing Waco, powered by a 300 H. P. Wright Whirlwind motor. Lou Strickler, from Latrobe, and the world's acknowledged youngest licensed pilot, will then be introduced and will in all probability fly one of the ships. Miss Helen Cox, the airport's licensed aviatrix and hostess of the Dry Ridge Tea Room, will be introduced at the same time and will give an exhibition flight in the Avro-Avian plane. Miss Cox comes to Greensburg from Hagerstown, where she was affiliated with the Kreider-Reisner division of the Fairchild Aviation Corp.

One of the most thrilling and educational events of the day will take place when the government planes take off for their warfare maneuvers, lasting for half an hour. If the exhibition which the Army, Navy and Marine pilots at the Cleveland Air Races is any indication, spectators at the grand opening will be treated to more than one thrill as the planes zoom overhead, go into a series of loops and power dives.

More than 20,000 people are expected to witness the program today and accommodations have been made to take care of 25,000 automobiles. Captain D. E. Miller of Troop B State Highway Patrol and



Captain T. J. McLaughlin of Troop A State Police have detailed as many of their men as possible to the airport today. Yesterday afternoon most of the automobiles used the road leading from the Greensburg-Mt. Pleasant road and traffic was very heavy. There are at least two entrances from the Lincoln Highway and many motorists will find it more convenient to take their routes today.

After the aerial parade at 1 o'clock, exhibition flights will be made by the three Navy planes and a number of commercial planes will be made. Then Freddie Lund, world famous stunter, will take to the air and perform his hair-raising aerobatic maneuvers. He will fly a Whirlwind Waco and will do his noted outside loop stunt. Camille Vinet and Robert Clohery will also entertain with some daring performances.

All afternoon the radio broadcasting amplification systems will be in operation so that announcements can be heard in all parts of the field. During dull moments the crowd will be entertained by music over the amplification system. Livingston Clewell, noted aviation writer, is presiding at the "mike" effectively. He describes everything to the crowd.

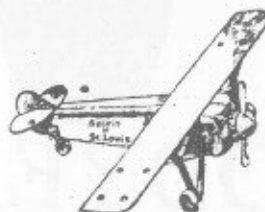
In the final event, Joe Crane, winner of the national parachute contest at the National Air Races, will again make a parachute jump. Yesterday he left the plane at 1,000 feet and made a beautiful landing on the field.

A banquet for aviation officials and guests of the Main Aeronautics company will be held at the Penn Albert hotel tonight and will bring to a close the two-day dedication program of the local airport. Congressman S. S. Kendall, of the Somerset-Fayette district, is a guest of Congressman Adam M. Wyant today and he has consented to speak at the banquet tonight.

# THE BON TON

Greensburg's Own Store—Good Value Always—Phone 2200

## Get Your Boys These Toys!



## Graf Zeppelins Or Aeroplanes

Choice  
Each  
At .....

# 95c

An appropriate gift for the air-minded boy are these fascinating toy models. The Zeppelins are 16 inches long and all aluminum. It winds up and flies in a circle when suspended. The planes are 23 inches long with a wing spread on 19 inches.

**Toy Dept.—Basement**

## Many Types of Planes Expected During Day

(*Greensburg Morning Review*,  
September 20, 1929).

Nature is showering her blessing on Greensburg today for the dedication ceremonies of the Pittsburgh-Greensburg airport of the Main Aeronautics company on Dry Ridge. The program began shortly after 2 o'clock with an aerial parade over the city.

The day is ideal for flying. The sun is shining in all his majesty, the sky is clear, and the wind is moderate. At an elevation of 1,000 feet the countryside is slightly hazy but this condition is expected to disappear in the early afternoon.

At dawn activity began at the airport to have everything in tiptop shape for the formal opening. At 11 o'clock final arrangements had been completed to start the program on scheduled time. More than 300 peo-

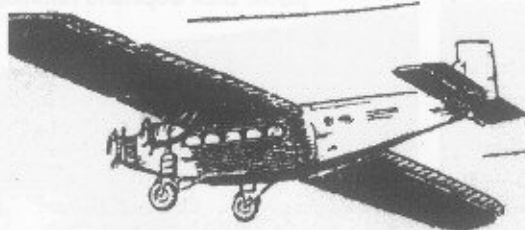


ple were present, and cars were coming into the field in droves at 11 o'clock. Approximately 20,000 people are expected to be present at the field this afternoon. Arrangements have been made to provide parking space for more than 25,000 automobiles.

The first plane to arrive at the airport was a Challenger from Dayton, Pa., piloted by M. L. Cunningham and George Reesen. Shortly after *Miss Tydol* piloted by Charles Carroll, of Hill airport, arrived. After 11 o'clock a number of planes were sighted over Greensburg making for the port. Three navy planes, two army planes and a number of visiting planes are expected to arrive early this afternoon.

The first plane to take to the air this morning was a Ryan monoplane piloted by R. J. Clohec, test pilot of the Fairchild Aircraft Company of Hagerstown, Maryland. Maurice R. Scharff, president of the Aeronautics company, and Helen Cox, Greensburg aviatrix, were the passengers. Shortly after Clohec took to the air again, with Lieutenant A. J. Oldham and Sergeant Roy Hoover, of the Highway Patrol, and James T. Herald, of the Tribune Review Publishing company, as passengers. On the third trip into the air C. A. Brown, president of the Cornstalk Products Company of New York City, his son, W. K. Brown, and daughter Patty Jane were the passengers. This younger Brown made a film of Greensburg and vicinity while on the trip.

Maurice R. Scharff, president of the Main Aeronautics company, has charge of the field. He is being assisted by Russell J. Brinkley. Richard O. Fay and Corporal F. I. Hildebrand have charge of operations on the flying field. Livingston G. Clewell will have charge of the press and photographers.



## Looking Towards Tomorrow . . . . .

On Friday and Saturday, September 20th and 21st, Greensburg will dedicate The Pittsburgh-Greensburg Airport. With tomorrow's travel and commerce following the air routes the forward looking community prepares...with an airport.

We join in congratulating Greensburg.

It was announced this morning that the blimp from the Goodyear Company in Akron would not arrive in Greensburg until 10:30 o'clock tomorrow morning. The wind conditions at Akron prevented the takeoff today as scheduled. The ground crew will arrive in Greensburg shortly after 8 o'clock in the morning.

An aerobatic flight by Freddie Lund is planned as a special feature of the afternoon. He will do an outside loop, one of the most difficult air stunts to perform successfully. Other stunt fliers present will be Hodge Smith, Camille Vinet, Robert Dake, Robert Clohec.

**City Thrives On Aviation As Topic**  
(*Greensburg Daily Tribune*,  
Monday, September 23, 1929)

Greensburg people and those of neighboring communities awakened today to find themselves literally "air-minded" and everywhere on went the topic solely was aviation.

The coming of the Main Aeronautics company to this city with its huge port on Dry Ridge, the dedication exercises of Friday and Saturday and the throng which visited the port Sunday when the field



1930. Bob Clohecy (left), the "Flying Coalminer" and chief pilot at Pittsburgh-Greensburg Airport.

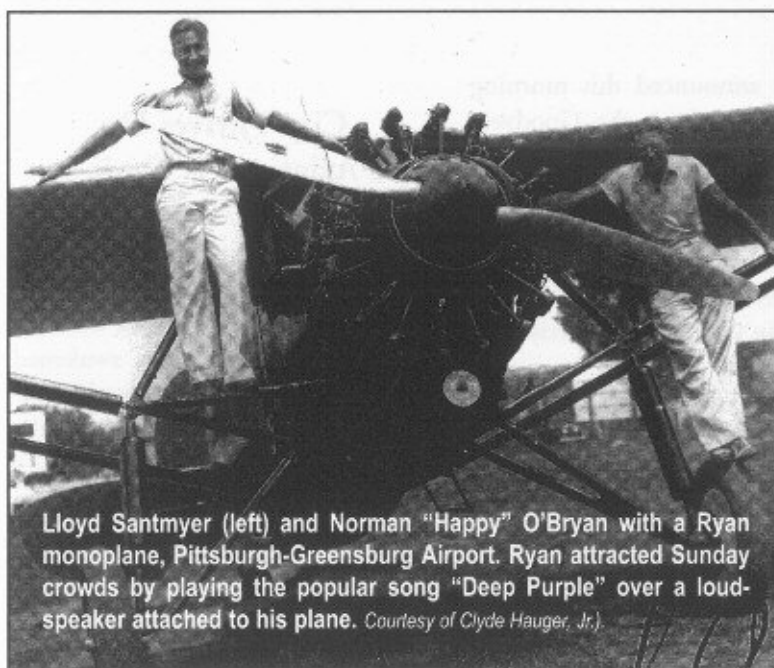
*Courtesy of Clyde Hauger, Jr.*



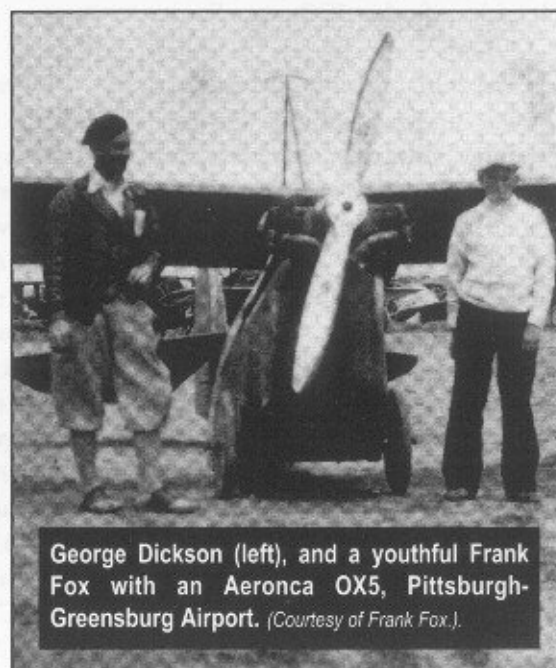
1932. Pittsburgh-Greensburg airport manager Norman "Happy" O'Bryan poses for the camera with a Main Aviation Ryan monoplane. Dick Copeland rummages in the cabin. *(Courtesy of Frank Fox.)*



September 21, 1929, Pittsburgh-Greensburg Airport Alfred K. Young poses in the cockpit of his OX5 Challenger after having delivered a shipment of Atwater Kent radios. This was the first air freight delivery for the new airport. *(Courtesy of Frank Fox.)*



Lloyd Santmyer (left) and Norman "Happy" O'Bryan with a Ryan monoplane, Pittsburgh-Greensburg Airport. Ryan attracted Sunday crowds by playing the popular song "Deep Purple" over a loud-speaker attached to his plane. *Courtesy of Clyde Hauger, Jr.*



George Dickson (left), and a youthful Frank Fox with an Aeronca OX5, Pittsburgh-Greensburg Airport. *(Courtesy of Frank Fox.)*

officially opened for business has brought out whatever lax interest might have been manifest to this newest of industries.

The trimotored Ford plane of the Pennsylvania Airlines, Inc. was the first ship to land at the port this morning. It was en route from Pittsburgh to Connellsville and landed at 11:20 o'clock and resumed its journey at 11:40.

The airport today settled down to the ordinary routine of affairs although daily many will probably visit the field on the chance that a visiting ship might come in or one of the Main planes depart.

The dedication ceremonies closed in a blaze of glory at a banquet at the Penn Albert Hotel Saturday night. After two days filled with stunt flying and demonstrations by service fliers and commercial pilots, Sunday's flying was, of course, rather tame.

At 11:20 Saturday morning, the Atwater Kent plane of the Johnstown Automobile Company, piloted by Alfred K. Young, arrived at the Pittsburgh-Greensburg Airport with the first consignment of express to arrive at the airport for a local firm. The local shipment consisted of radios consigned to O.M. Deibler and Hochberg's, local dealers for Atwater Kent radios.

### **Pittsburgh-Greensburg Airport Notes**

*(Greensburg Daily Tribune,  
Greensburg Morning Review).*

*[Editor's note: The following "notes" have been selected to show the enthusiasm of Greensburgers concerning their new airport, and are limited to those which have some connection to the J.D. Hill Airport in Latrobe. The Pittsburgh-Greensburg Airport never fulfilled the hopes and expectations of the planners. "Airport Notes," later "Greensburg*

*Airport Log," gradually faded from the local paper].*

*(September 25, 1929).* Lou Strickler, Latrobe schoolboy pilot who makes his flying headquarters at the new airport, is entered in the Johnstown-Butler air race on Saturday. Strickler expects to fly a Command-Aire, the same plane he used during the airport dedication last week.

*(September 25, 1929).* Livingstone "Pop" Clewell, of Kingston, who has been associated with the publicity department of the Main Aeronautics Company during the past two weeks, is to assist in the organization of the Westmoreland County Flying Club, which is to maintain headquarters at the new airport.

*(September 25, 1929).* Richard Coulter, III, son of Colonel Henry W. Coulter, is the first purchaser of a plane through the Main Aeronautics Company. Young Mr. Coulter bought a Waco and is at present in Troy, Ohio, to bring his plane home. The first plane owned by Mr. Coulter was a Travel Air.

*(September 25, 1929).* Archabbot Aurelius Stehle, O.S.B., and Father Victor, of Saint Vincent College, visited the airport yesterday and were quite enthusiastic over it. They conferred with Mr. Scharff and, later Archabbot Aurelius, Father Victor, J.J. Mahady, who handled the real estate transactions for the Main Aeronautics company, and Mr. Scharf, went to Saint Vincent to go over the grounds of that institution. It is likely that he and Mr. Scharf will work out some plan whereby the Main Aeronautics company and Saint Vincent College can cooperate in giving Saint Vincent students practical aviation training.

*(September 26, 1929).* Bob Clohecy *[Editor's note: the "Flying Coalminer," formerly of Uniontown*

*and an instructor at the Carroll School of Aviation.],* newly appointed chief pilot of the Pittsburgh-Greensburg Airport, arrived at the local field yesterday, one day ahead of schedule. He buckled down to work soon after his arrival. He made an air trip to Pittsburgh and upon his return made a general inspection of the Main Aeronautics company planes. In the afternoon, he flew with Ted Taney, of the Pittsburgh Airways Company, to Bettis Field in an Avian plane, and then flew the plane back to the local port.

*(September 26, 1929).* Clohecy intimated that Richard Copeland, son of Judge and Mrs. Charles D. Copeland, will be retained as a pilot by the Main Aeronautics Company. Much of Copeland's instruction in aviation was received from Clohecy and the chief pilot has great respect for Copeland's ability to handle a plane. *[Editor's note: Copeland received instruction from Clohecy at Longview Flying Field/J.D. Hill Airport. Copeland, in turn, was the first instructor of Earl Metzler].*

*(September 27, 1929).* Pilot Bert Purnell, formerly connected with the J.D. Hill Airport, was a visitor to the field this morning. He recently opened an air mail route between Omaha and Wichita.

### **Ford Plane to be Here Sunday**

*(Greensburg Daily Tribune,  
Saturday Afternoon, September  
23, 1929; September 25, 1929)*

Residents of Greensburg and vicinity will have another opportunity to view the big tri-motored Ford plane of the Pennsylvania Airlines Inc., Sunday afternoon at the Pittsburgh-Greensburg airport.

Through the efforts of the Hoffer Motor Car company, arrangements were made to have the plane return





**Al Litzenberger.** (Courtesy of Ken Scholler).

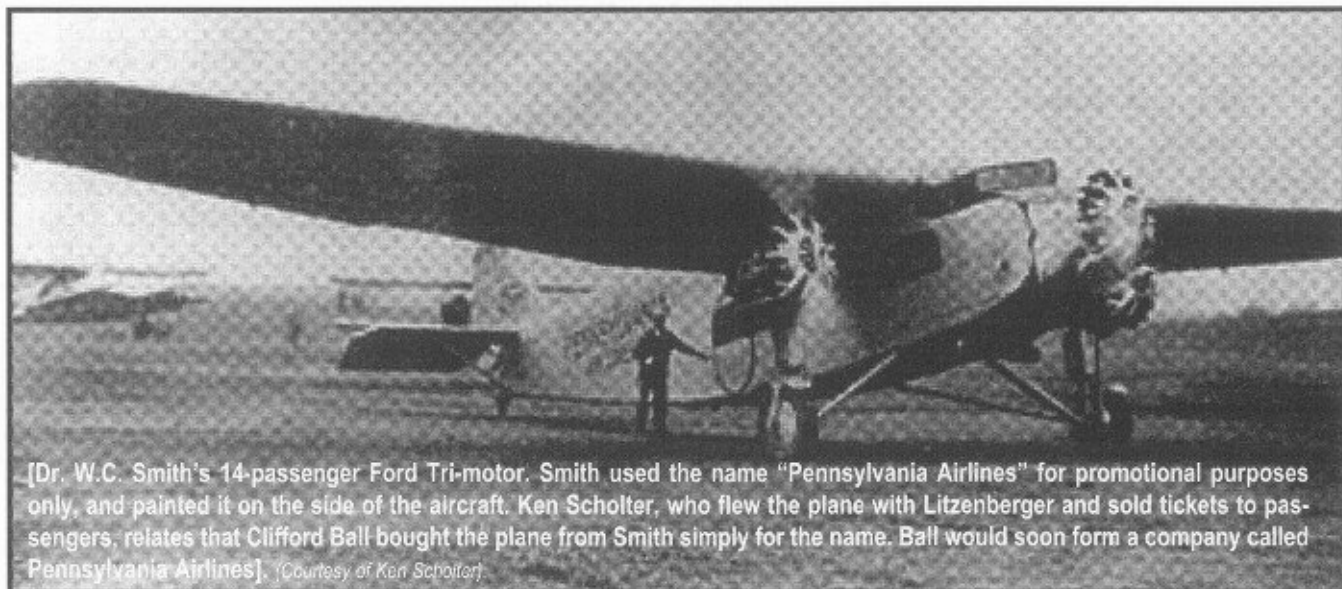
here tomorrow afternoon. The plane was on hand for the opening of the local airport last Friday and Saturday, and also on Sunday. Hundreds of Greensburgers availed themselves of the opportunity to ride in the plane on those days. Many others were unable to take advantage of the

opportunity which resulted in arrangements being made by the local company for the return of the Ford plane.

Al Litzenberger, an experienced Ford mail plane pilot, will be at the controls of the plane and it is possible that W.C. Smith, president of the

Pennsylvania Airlines, Inc., may come to the local airport with the plane.

The plane will arrive at the local airport about noontime and will carry passengers throughout the entire afternoon



[Dr. W.C. Smith's 14-passenger Ford Tri-motor. Smith used the name "Pennsylvania Airlines" for promotional purposes only, and painted it on the side of the aircraft. Ken Scholler, who flew the plane with Litzenberger and sold tickets to passengers, relates that Clifford Ball bought the plane from Smith simply for the name. Ball would soon form a company called Pennsylvania Airlines]. (Courtesy of Ken Scholler)

**Aviation in Latrobe**  
**By Charles Carroll,**  
**Proprietor, Hill Airport**

*(The Latrobe Amplifier,*  
Latrobe Chamber of Commerce  
Newsletter,  
May 15, 1930)

The J.D. Hill Airport is located just south of Latrobe on the Lincoln Highway, and has been operated for the past seven years under the same management. During that time, thousands of people have become air-minded by taking a ride in the air, and during that period there has not been the slightest injury to passengers or pilots.

The J.D. Hill Airport is the first landing field west of the Allegheny Mountains, the first airport east being at Gettysburg. These two airports are separated by seven mountains of the Allegheny chain, so this Latrobe Airport is really an important aid to aviation. This airport has been on the Department of Commerce Airway maps for the past five years, and has been used very advantageously by the Army and War Departments on several occasions. The Latrobe Airport is a good emergency field for gas, repairs and so forth.

The Latrobe Hill Airport in the future should play an important part in the development of aviation. It is in closer proximity to the main line of the Pennsylvania Railroad than any airport of any importance in the immediate district west of the Alleghenies, and it may sometime play an important part in combined rail and air transportation. The proposed change in the Lincoln Highway does not affect the airport at all, both the present and the new route touching the north and south ends of the field.

The Latrobe Hill Airport has been made a stop on the airway route

of the Pittsburgh Airways, Incorporated, operating between Pittsburgh, Philadelphia and New York daily. These planes will stop at the Hill Airport, eastward about 2:40 p.m.; westward, 1:25 p.m. Connections are made at Bettis Field, Pittsburgh, for Cleveland, Detroit and Chicago. Through reservations can be made at the airport. Fares are as follows: Pittsburgh to New York, One Way, \$35.00. Round Trip \$65.00. Pittsburgh to Philadelphia, One Way, \$29.50. Round Trip \$57.50. New York to Philadelphia, \$7.50. Each passenger may carry thirty pounds of baggage free. Excess baggage up to ten pounds carried at fifty cents per pound. Anyone wishing to travel from Latrobe by air, just call the Hill Airport by phone, and they will make the necessary arrangements for you.

Latrobe is fortunate to have an air service of this type.

**Elder Makes Quick**  
**Flight to Cleveland**

*(Scottdale Independent Observer,*  
July 18, 1930).

Raymond Niles Elder, who is engaged at the Hill Airport with C.B. Carroll as instructor of students and carrying passengers made a successful plane trip to Cleveland Airport Wednesday, flying there in an Alexander Eagle Rock biplane in two hours and ten minutes. Mr. Elder was accompanied in his flight by two passengers, Clyde Hauger of Donegal and William Smith of Greensburg.

The trip to Cleveland was made to enable Mr. Hauger to make a quick delivery of an automobile. Two cars had to be in Donegal at a certain time and the father of Mr. Hauger left the night before to drive one of them. It took him eight hours to drive to Cleveland from Mount Pleasant. The plane had no compass,

and Pilot Elder depended on his sense of direction in guiding him to the Ohio Municipal Airport.

Mr. Elder was attracted while at the airport to a group of bronze memorials in honor of flying martyrs and noticed a beautiful one bearing the portrait of James DeWitt Hill, a Scottdale man, who perished on the plane Old Glory in attempting to cross the Atlantic a few years ago. The memorial is located in the lobby of the passenger terminal at the Cleveland Municipal Airport.

The return trip was made successfully, Mr. Elder being accompanied back by Mr. Smith. Considering the type of plane used the time made is considered good.

**Hill Airport Will**  
**Signal the Weather**

*(Scottdale Independent Observer,*  
August 1, 1930).

C.B. Carroll, owner and operator of Hill Airport, announces that Hill Airport has been officially named one of the four weather stations in the mountainous section of Pennsylvania for the New York-Pittsburgh route of the Pittsburgh Airways line. The weather indicator for pilots has been put into operation. Everett, Stoyestown and McConnellsburg are the other weather stations that have been designated. All four of them are considered necessary to safe flying on the line because of quick weather changes in the mountains. The Hill Airport signal will inform pilots of weather conditions ahead, whether they are just coming out of the mountains to Pittsburgh or flying eastward.

The signal at Hill Airport consists of two pine boards, 20'x12"x1", painted white. When the boards are placed side by side at a distance of three feet apart, the signal to the pilot

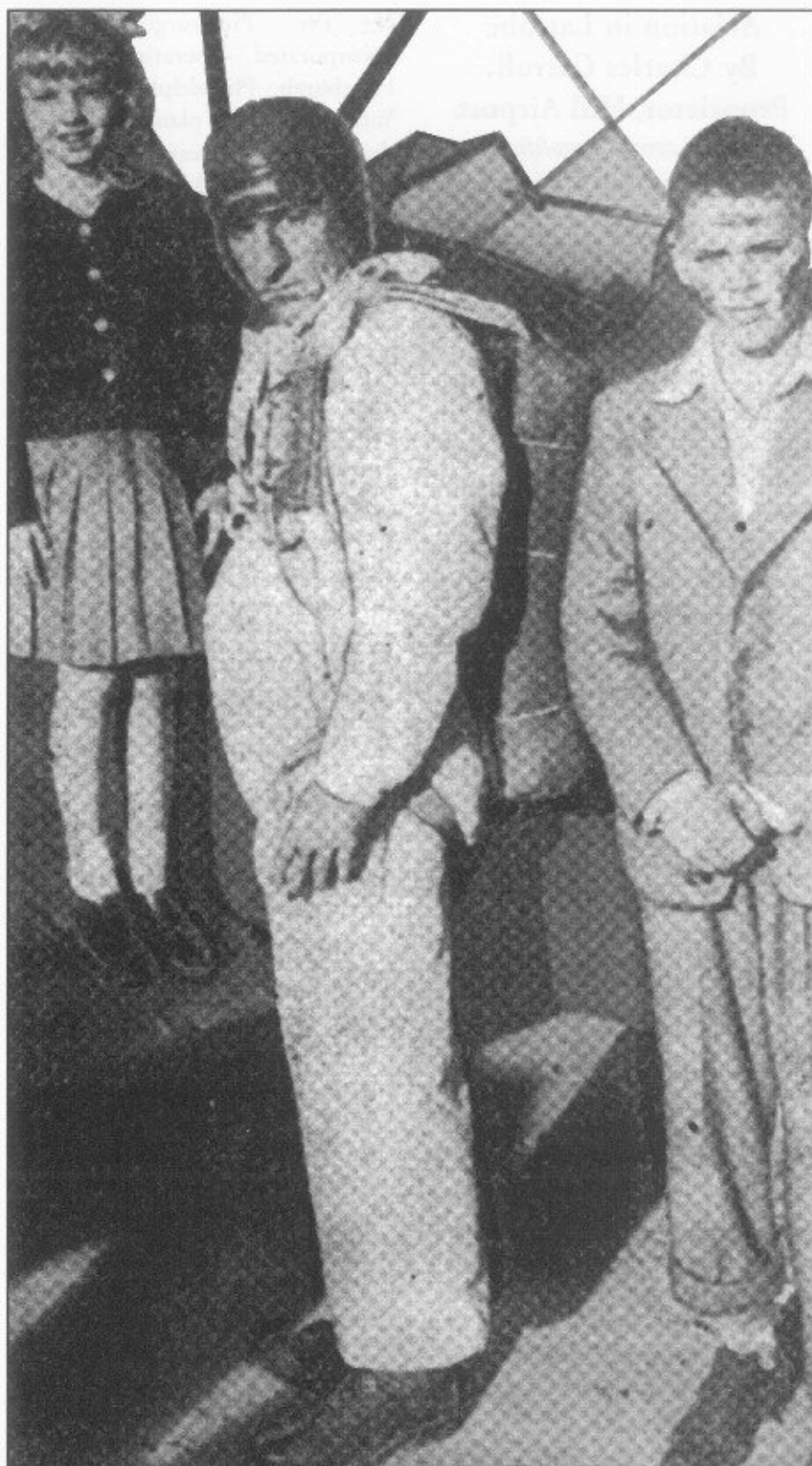
is "Proceed, weather OK." If the boards are crossed in the form of an "X" the signal will be "Weather ahead dangerous, land." Daily weather reports will be sent to the Pittsburgh office of the line by Mr. Carroll and telephone communications with Pittsburgh will keep him posted on rapid changes in the weather, east and west. [Editor's note: Pittsburgh Airways, Inc., was organized in 1929 by James G. Condon, a former navy flier, and Theodore Taney, a retired barnstormer. The company gained financial backing from Oliver M. Kaufmann, the department store owner. The line flew from Bettis Field twice-weekly, and was the first airline to span the Allegheny Mountains. Details of the company may be found in Trimble, 162 ff. and Smith and Harrington, 73ff].

## Second Parachute Comes in Handy

*Latrobe Bulletin*  
(August 20, 1930).

The crowd gathered at the Hill Airport yesterday afternoon to witness the customary Sunday parachute jump by Otto Hoover got a thrill which was not in the program, due to the failure of a parachute to open. The fact that Hoover, in conformity with the law, was provided with two parachutes, saved his life. He had been taken to 2,000 feet by Charles B. Carroll, and the take-off from the plane had been quite uneventful, but almost immediately things began to happen for the jumper. He pulled out the ring of his chute, but it failed to unfurl. For 1,000 feet, Hoover, keeping his head though dropping like a plummet, manipulated with the chute, endeavoring to unfurl it, but it wouldn't open up.

Members of the crowd gasped with horror when they realized that his parachute failed to work. While



Veteran of twenty-one years of parachute jumps, Ott Hoover poses with two friends in 1949. Dorothy Kubish watched Hoover jump at Clyde Hauger and Lloyd Santmyer's Greensburg City Airport at Carbon. Paul Cunningham competed in q contest for free plane rides. Boys with the dirtiest faces won.

(Courtesy of Clyde Hauger, Jr.)



the jumper hurtled downward at an ever-increasing speed, the limp chute trailed behind.

After he had fallen 1,000 feet or more, he pulled the cord on the emergency chute. When he landed safely on the field, Hoover was amused at the anxiety that had been felt for his safety.

"I was safe enough," he explained. "I just delayed opening the second chute until I was sure that the first one wasn't going to work."

### **Had Lost Their Way in the Haze**

*(Latrobe Bulletin,  
August 23, 1930).*

The sign on the roof of the freight station was the means by which two flyers, who were lost, located the Hill Airport and made a landing there yesterday afternoon.

One of the pilots was a young woman, Frances Harell, aged about twenty-two, and the other was Cy Younglove. Both are in the employ of the Curtiss Wright Flying Service, and both were operating Travel Air planes, equipped with Wright motors.

Miss Harell and Younglove had hopped off from the Cleveland Airport and were en route to Johnstown, following the William Penn Highway. Upon reaching the mountains, they were forced back because of poor visibility and low-lying clouds.

In the vicinity of New Alexandria, they lost their bearings, and flew around aimlessly for a time, in an attempt to find out where they were.

Flying low, they were able to read a sign, by which they learned that they were near a town called Latrobe. Once above Latrobe, they circled the town several times, and by reading

the sign on the freight station roof, learned the direction to the Hill Airport, and a short time later, landed there, coming to earth about 3:30 or 4:00 p.m.

Attaches at the local airfield said that the woman was an expert pilot as well as the man. Miss Harell landed first.

Both of the fliers expressed pleasure at finding an airport so close to the mountains, declaring that its situation made it especially serviceable to flyers.

After spending about a half hour at the field, the two pilots hopped off again. They intended to go to Bettis field, where they had friends.

### **Visiting Pilot Cracks Up His Machine**

*(Latrobe Bulletin,  
August 26, 1930)*

A war-trained aviator cracked up a newly purchased plane, while attempting his first flight in four years at the Hill Airport yesterday.

Both he and C.B. Carroll, of the Hill Airport, who was a passenger with him at the time, escaped injury, when the plane failed to rise sufficiently on the take-off to escape crashing into a tree in the John Kerr orchard at the western corner of the field. The purchaser of the plane is from Connellsville.

Accompanied by several friends who had been invited to witness the flight, the Connellsville man arrived at the field about 7:15 o'clock to take his first ride in the Canuck which he had purchased at the Hill Airport for \$900.

Even though it had been four years since he had last had charge of an airship, the new plane owner was confident that he had not forgotten how to handle one.

Declining the offer of a field attendant to take the plane up, with

him as a passenger, in order that he might familiarize himself with the ship before taking charge, he assumed the control at once. Mr. Carroll got in as a passenger.

When the motor was first started it was going at a speed of 1400 revolutions, which would have been sufficient to take it off the ground safely. The Connellsville man, however, reduced the speed to 100 revolutions. As the plane traveled across the field it failed to rise and was skimming but a short distance above the earth when it reached the orchard. It flew into a tree branch and was knocked to earth. The landing gear, one wheel and one wing were smashed.

### **Carroll's New Alex Airport Dedication**

**October 18 and 19**

*(Scottsdale Independent Observer,  
October 14, 1930).*

Charles B. Carroll, of this place, announces that his New Alexandria airport, located on the William Penn Highway, a mile east of New Alexandria, will be dedicated with appropriate ceremonies next Saturday and Sunday, October 18 and 19. The program will consist of air races, aerial acrobatics, balloon ascension, parachute jumping contest, dead stick landing contest, balloon bursting contest and other aerial activities.

The dedication will take place at 2 o'clock on Saturday afternoon. Prominent speakers of Westmoreland County have been secured. Congressman Adam M. Wyant will get two Keystone bombing planes for exhibition. There will also be a high dive from a 115-foot ladder into a tank of water four and one-half feet deep.

Planes will be present from Pittsburgh, McKeesport, Bridgeville, Aspinwall, Ebensburg, Johnstown,

Altoona, Somerset, Vandergrift, Greensburg, Uniontown, and Donegal. In all, there will be about fifty planes in attendance.

A banquet will be held at New Alexandria on Saturday evening for the flyers. Among the well-known airmen to be present are Bob Dake, transcontinental pilot; Captain Jack Morris; Ted Taney, Sam Bigony, Lieutenant Finay, and others.

The American Legion Post of New Alexandria will have charge of the parking of cars.

....The new airport at New Alexandria is well adapted for a flying field, having a large acreage. There are eight approaches to the field and the shortest runway is 2,000 feet long.

### **Aviators Had Difficulty Finding Landing Field**

*(Latrobe Bulletin, October 16, 1930).*

Facing a serious situation caused by haze and the approach of dusk, two strange aviators heaved a sigh of relief when they sighted the Hill Airport last evening.

They were unfamiliar with this territory and with daylight fast fading after they had crossed the mountains on their way from New York to Columbus, the airmen feared that night would overtake them before they had located a landing place.

Because of the haze, they were flying so low, searching for a landing place, that residents of Youngstown could hear the shouts of the aviators as they flew over the town.

After their landing at the airport, it was learned that the airmen were A.C. Carl, of Shamokin, PA, and A.K. Owen, of New York, representatives of the New York Airways Company. Both admitted the situation had had them worried before they landed.

Owen, a big man, weighing about 220 pounds, seemed in quite a jolly mood after the anxiety had been removed from his mind.

"I knew there was an airport some place right on the other side of the mountains," he said with a grin, "and, mind you, that was a HAPPY thought!"

Carl and Owen spent last night at a local hotel, planning to take off again some time today.

### **Hill Airport Site is Sold**

*(Latrobe Bulletin, April 28, 1931)*

*[Editor's note: Apparently, the Bulletin was premature with its announcement. The deal never came off, though its imminence prompted Charlie Carroll to approach the Borough of Latrobe to assume responsibility for the airport, which would occur in 1935, when the Kerr family sold the land to the Borough].*

The tract of land upon which the Hill Airport, at the intersection of the Lincoln Highway and the Latrobe-Manito Road is located has been sold to the Howard Gasoline and Oil Company of Jeannette.

John Kerr, the former owner, has disposed of the entire tract, between sixty-five and seventy acres, to the Jeannette company, which is planning on improvements to the property.

Surveyors are at work on the field now.

C.B. Carroll, proprietor of Hill Airport, who leases the ground, said that officials of the company had told him that they intended to remove the "hump" on the field, which at present makes a larger runway impracticable.

With the "hump" removed, a runway of between 2,400 and 2,500 feet with the prevailing wind would be possible. This is almost 1,000 feet longer than the present runway.

The change in the course of the Lincoln Highway, which is to be made at the field, will necessitate a considerable switching around.

The position of the airplane hangar will have to be changed, while the service station now located there is to be abandoned for that use. It is planned to leave the building stand, with the prospects that it will be used as an office for the airport as the business expands. Michael Peretto, in charge of the airport at the present time, recently let the contract for the erection of a new service station.

He is now seriously considering, but has not definitely decided upon erecting two service stations, one on either side of the new Lincoln Highway at the field.

Using this plan, motorists, no matter in which direction they are traveling, would not be required to cross the highway to get to the service station.

Efforts are to be made, it is understood, to have the airport, in part at least, a Latrobe undertaking. Conferences are to be sought between Cyrus McHenry, secretary of the local Chamber of Commerce, C.B. Carroll, proprietor of the Hill Airport, and officials of the Howard Gasoline and Oil Company, to see if some plan can be worked out.

### **Noted Stunt Flier Arrives**

*(Latrobe Bulletin, August 2, 1931)*

Eddie Miller came to town yesterday, promising real thrills for everyone who goes to see him perform feats of daring in the air, at the Hill Airport next Sunday afternoon. His stock in trade is something different from the usual run.

Here are a few things he plans to do: hang by his knees from an inner tube suspended below a plane; pick

up a handkerchief from the ground as the plane swoops low; hang by one hand from a plane; hang by one foot. He has a number of other stunts in his repertoire.

Charles Robinson, a companion, who was traveling with him, was killed while doing stunts at Peoria, Illinois, four weeks ago.

### **Parachute Jumper in the Hospital**

*(Latrobe Bulletin, (August 13,  
1931)*

Otto Hoover, aged thirty-seven, parachute jumper at Hill Airport, suffered fractures of both bones in his right leg above the ankle at New Alexandria last evening, in the first accident to befall him in more than 1,000 jumps. It was the second accident of occur to a parachute jumper in this vicinity, Joe Crane having had both legs broken when his chute failed to open until he was almost down, at the Hill Airport, five years ago.

Hoover, known as "Last Chance Otto Hoover," ascended in a plane piloted by Dave Patterson, to a distance of 2,200 feet.

His chute opened perfectly and, although a wind was causing his chute to drift, by skillful maneuvering, he seemed to be descending without any trouble.

When he came down in a field near the airport, the chute was still drifting and carried him sideways for a short distance. The tugging of the chute caused him to trip over a rut in the field in such a way that when he fell, his entire weight came down on his right foot, snapping both bones, one of which was protruding from the flesh.

Otto began his career as a parachute jumper in 1922. He is a resident of Uniontown.

### **Girl Parachute Jumper Coming**

*(Latrobe Bulletin,  
August 21, 1931)*

Peggy Bramhall, aged nineteen years, the only girl parachute rigger licensed by the government will make a parachute jump at the Hill Airport next Wednesday evening, August 26th, according to an announcement made by Joe Crane.

Joe, a former Hill Airport parachute jumper, and now engaged in a similar capacity at Roosevelt field, N.Y., said that Peggy will accompany him and Mrs. Crane to the National Air Races, and that the party will stop over in Latrobe while en route there.

Miss Bramhall holds the record for women soloing in an airplane. She went aloft alone after three-hours-and-fifteen-minutes instruction. She now holds a private pilot's license. Hoover Sets Parachute Jump Record (Greensburg Morning Review. Monday, July 16, 1934). Two world records in the field of aeronautics were broken in Greensburg Sunday afternoon and early evening, before a crowd of 5,000 persons. Otto Hoover, parachute jumper, made nineteen consecutive jumps between daylight and 6:30 p.m. breaking the former world record by two jumps. At the same time a Greensburg pilot, Hap O'Bryan, broke the world record for "hauling" a parachute jumper nineteen consecutive times in one day.

The sworn statements of the two, properly attested by a number of witnesses, will be forwarded to the National Aeronautical Association. Since it requires from thirty to thirty-five minutes to properly pack a chute, it is estimated that the actual take-off flight to an altitude of from 1,200 to 1,500 feet and the actual jump itself,

consumed but from five to 10 additional minutes, for Hoover averaged one drop every forty minutes.

He made the first jump in the early morning at 4:30 and his jump from the plane, about 6:30 in the evening.

After Hoover's last jump, which he confined to nineteen because an old leg injury began to trouble him, O'Bryan took Lawrence Bennett, of Pittsburgh, aloft for his first jump. Bennett made a fine jump at 2,000 feet. Don Marshall also jumped during the day. Hoover suffered a fractured leg last year and is wearing a silver plate. It was this injury and the fear of suffering another fracture that made him content to call it a day.

A girl parachute jumper failed to make any jumps during the day.

### **Flyer Races with Storm, Beats It**

*(Latrobe Bulletin, July 2, 1932)*

Racing with a storm which swept over this section last night, an aviator reached the Hill Airport as sufficient time ahead of the threatened down-pour, to make a successful landing.

Before descending here, dark storm clouds had thwarted his efforts to land at two other airports those at McKeesport [Bettis Field] and New Alexandria.

With a fast diminishing supply of gasoline, the aviator headed to the Hill Airport, finally being a victor in his thrilling race with the elements.

He said his name was Williams, and that although he lived in the Pittsburgh district, he was engaged as a pilot at the New Alexandria field. He had hopped off from New Alexandria for McKeesport, after a day's work of hauling passengers was ending.

He found the storm over the



McKeesport field, making it so dark that he could not see clearly enough to make a safe landing.

He returned to New Alexandria and found that the storm had arrived there ahead of him. He then came to Hill Airport. He left his plane there and went to Pittsburgh by train.

### **Good Will Flyer to Visit Hill Airport**

*(Latrobe Bulletin,*  
August 6, 1932)

Local business men are making preparations to extend a warm greeting to Alger Graham, war veteran and explorer, when his biplane lands at the Hill Airport . . .

[Graham and Bob Nesbit] are making an air tour of the principal cities and towns of this section, for the manufacturers of a widely distributed brand of coffee. They will come here from Pittsburgh.

Graham has made a commendable record as an airman and adventurer, and is well-known throughout the country. He is a veteran of the Royal Flying Corps, and saw action on the Western Front during the World War. He is a member of the famous explorers club, having qualified for membership by his distinguished work with the Wilkins Arctic expedition in 1927. He was one of the pilots who took the 6,200 mile National Air Tour, recently completed. In addition to his exploration of the Arctic ice fields with Captain Wilkins, he has made three round trips from Fairbanks, Alaska, to Point Barrow.

The key to Latrobe, made of stainless steel, a hometown product, will be presented to the airman.

### **New Plane at Hill Airport** *(Latrobe Bulletin, June 5, 1933)*

Piloted by C.B. Carroll, a new Waco plane, just out of the factory, was landed at the Hill Airport, about 2:30 o'clock, yesterday afternoon. It is to be used at the field, and was brought here from Troy, Ohio. There are now four planes, in all, at the local field.

### **Wind Bowls Over a Parachute Jumper**

*(Latrobe Bulletin,*  
May 20, 1935).

Patrick "Smiles" O'Timmins, one-armed, one-eyed, and one-legged parachute jumper, is a patient in Latrobe Hospital, suffering from injuries sustained in a jump at the Hill Airport about 7:30 o'clock, last evening.

O'Timmins had almost completed what appeared destined to be a perfect jump when the accident occurred. His chute opened perfectly when he leaped from a plane above the field and he floated gently to earth, near the hangar at the old highway end of the field.

Just as O'Timmins' foot landed on the ground, a gust of wind struck the chute, which pulled him off balance and dragged him for ten feet or more on the ground.

The jumper landed with such force that his back was severely jarred.

O'Timmins was unconscious when field attendants and spectators ran to where he was lying.

C.B. Carroll and others worked with him for ten minutes before the jumper was revived.

He complained of pains in his leg and back. As O'Timmins was being lifted into an automobile to be taken to the hospital he lapsed into unconsciousness again.

The jump during which O'Timmins was injured was his second of the day. In the afternoon he had completed a jump without mishap.

O'Timmins today complained of a numbness in his remaining leg. There are times when he is unable to move it at all. He is not believed to have been seriously injured, however, and is expected to retain the full use of his leg.

O'Timmins was formerly an automobile racer and lost his leg, arm and eye when his automobile was wrecked in a race in the state of Indiana a number of years ago.

### **Human Bat at Hill Airport** *(Latrobe Bulletin, October[?],* 1935).

Chillie Thomas, the "Human Bat of Pittsburgh" will be a featured attraction at the Hill Airport tomorrow afternoon between the hours of five and six o'clock. Mr. Thomas does a glide from a height of 8,000 feet by means of wing-like contraptions fastened under his arms and between his legs. This daring feat has been performed several times in the west, but this is the first time for it in Pennsylvania.

### **WPA Proposes to Improve Airport** *(Latrobe Bulletin,* November 20, 1935).

C.B. Carroll, of the Hill Airport, yesterday received word from Harrisburg that all the WPA airport projects proposed had been approved by the President. The message came from Frank K. McKlveen, airport construction inspector, who received his information from Major J.P. Morris, of Pittsburgh. The approval means that \$205,000 will be available

for the Hill Airport as soon as the property is in Latrobe's name. The project would give employment to 250 men for many weeks.

It is understood that James Kerr, who owns the land on which the airport is situated, is willing to rent it to the borough and the entire cost to the borough would be very small.

Should the project go through, it would mean that the Latrobe Airport would have facilities for accommodating any air vehicle that might wish to land there. Latrobe is now on the Pennsylvania-Central Air Lines and the Transcontinental and Western Air Lines routes, but few planes can stop here because of lack of accommodations.

The improvements would include new runways, the longest to be 3,300 feet, and a new hangar, 80x100 feet. New lighting would be installed, also, and the airport would be put on a par with other municipal airports throughout the country.

The project was definitely proposed by Major Morris, in charge of WPA aviation developments in the State and McKlveen, of the State Bureau of Aeronautics, at a conference with members of a special committee from the Latrobe Borough Council, held on November 1st. It is understood that the committee is in favor of the project providing sponsors can be secured.

The sponsors would be called upon to supply the material, equipment and superintendence, and the WPA would provide the labor. It is estimated that their share would not exceed \$2,000.

At the time of the meeting, Mr. Kerr was not willing to state whether or not he and his brother and sister would be willing to lease the property, but since then it is understood their consent can be gained.

According to Mr. McKlveen, the deadline for taking up the proposition is within the next two weeks.

### **. . . A New Airport**

*(Latrobe Bulletin,  
November 30, 1935).*

A \$205,000 government project for the Hill Airport came a step nearer realization last night when preliminary arrangements for the borough to take over the fifty-five acre flying field were completed at a special meeting of the Latrobe Council.

James and John Kerr (who were present at the meeting last night) and their sister Mary who own the land on which the airport is situated have agreed to deed over the property to Latrobe Borough for a nominal consideration of one dollar, so that the improvements can be accomplished.

Government funds are available for only projects on ground that is municipally or publicly owned.

Council last night decided on taking over the airport. The Kerrs have already signed the deed turning over the property and agreement with the borough.

The papers are now in the hands of Burgess John L. Ackerman, who with the president of council and secretary of council must sign them before they are forwarded to Washington.

Burgess Ackerman is studying the matter before affixing his signature.

The government would provide \$132,500 to pay the wages of 280 men for a ten month period, and \$58,500 for supplies for hangar, concrete block, etc.

The sponsor, in this case the borough, would be required to provide \$5,000 for lighting and engineering, and \$9,000 for supervision, foreman, etc. This could be reduced in case the borough could secure some of the materials, etc., which would be credited to their account.

Under the terms of the agreement, the borough would have the

privilege of purchasing the airport at the end of fifteen years for \$22,500.

### **Ed Musick Killed. Charley Carroll Was Once Co-Pilot.**

*(Scottsdale Independent Observer,  
January 21, 1938).*

Charles B. Carroll, manager of the Latrobe Airport, formerly of Scottsdale, was once a copilot with Captain Edwin C. Musick, whose Pan-American Airways Flying boat, the Samoan Clipper, burned and sank with his crew of six near Pago Pago, Tutila Island, American Samoa, on January 11. Mr. Carroll has in his possession a card of the American Airways, Inc., which showed Musick as pilot and Carroll copilot on the plane NC454-E on January 24, 1931, flying between Miami, Key West, and Havana.

### **A Huge Plane Makes and Easy Landing at the Local Airport**

*(Latrobe Bulletin,  
April 4, 1938)*

A Lockheed all-aluminum two-motored plane valued at \$65,000, which landed here on Saturday, took off from the Latrobe Airport yesterday morning with Mrs. Charles Carroll, wife of the local airport manager, and Cecil Smith, of Blairsville, a student pilot, as passengers.

The plane was en route to New York where it is to be loaded aboard a boat to be taken to Czechoslovakia, having been purchased by the government of that country. It is an exact replica of the plane in which Amelia Earhart was lost during an ocean flight.

While the Lockheed was attempting to fly over the mountains

east of here late Saturday, ice started to form on the wings and the pilot turned back as a precautionary measure.

He had intended to come down on the Pittsburgh-Greensburg Airport, but considered the field too small for a good landing, and came down here at the local field instead.

The plane landed at the Latrobe Airport between 5:30 and 6:00 p.m. The pilot, who was the only passenger, spent Saturday night at a local hotel. He offered to take Mrs. Carroll and Mr. Smith to New York for the trip. The plane began its eastward journey from California.

Mr. Smith arrived back here from New York on an early morning train. He said that it had taken the plane only an hour and thirty-five minutes to reach the southern end of Long Island. Mrs. Carroll remained in New York for a visit with relatives.

## Scottdale to Cooperate in Air Mail Week

(Scottdale Independent Observer, April 15, 1938)


Plans for Scottdale's participation in National Air Mail week during May 15 to 21 are already under way. Scottdale is one of the boroughs to be offered the privilege of having a special stamp authorized by the Post Office Department for that occasion. The stamp will contain a local picture of a historical nature.

The National Air Mail Week Committee arranged a poster contest for the boys and girls in the high schools and institutions have similar courses of study, according to an announcement by Joseph F. Gallagher, Postmaster of Philadelphia and chairman of the central committee directing Air Mail Week preparation in this state.

The contest will close the last day of this month and a few days there-



May 1938. Charlie Carroll stands on the wing of Merle Moltrup's aircraft as A.R. Parrish of the Postal Department hands up mail bags. Merle flew a load of mail from Bettis Field to Allegheny County Airport, while Charlie flew one from Latrobe. Both pilots were participating in National Air Mail Week. (Courtesy Lloyd Sanmyer).



POST OFFICE DEPARTMENT

### National Air Mail Week

### Certificate

*Know All Men by these presents, that in recognition of his service and in appreciation of his cooperation this Certificate is presented to*

**Chas. B. Carroll**

*who on May 20, 1938 cooperated in the National Air Mail Week campaign to commemorate the Twentieth Anniversary of the Inauguration of Scheduled Air Mail Service by flying a plane load of air mail on a flight sponsored by himself*

*from* Latrobe *to* Pittsburgh

*Pilot Chas. B. Carroll executed the oath of office of an air mail pilot prior to making this flight. He performed it in a most satisfactory and commendable manner transporting the mail with certainty, celerity, and security.*

*James G. Farley*



after the winner in each of the forty eight states will be announced.

### **Carroll School of Aviation**

*(Latrobe Bulletin Editorial,  
[?], 1940).*

The Carroll School of Aviation at Latrobe Airport offers complete ground and flying instruction for men and women. It also offers charter flying services, sales and service for Piper Cub planes. Saint Vincent College is co-operating with them by taking care of ground work, traffic rules and regulations, meteorology and navigation. The school is under the direction of C.B. Carroll, who has had twenty-one years experience and was formerly a pilot with Pan-American Airways. He is assisted by David S. Patterson, who also has had years of experience.

The Carroll School of Aviation has been established for some time and has built a reputation for thoroughness in its work and now the day of opportunity for its expansion and rapid growth is at hand with the sudden awakening over the world to the fact that flying is to be the mode of travel not only for the many but also for military forces.

There is no field of endeavor that offers such wonderful opportunity as aviation. It is just now coming to the front and aviators are able to secure positions in most any part of the world. To those who desire to be aviators of fortune, and for those who desire to fly in commercial flying there are the fast developing lines over the oceans and the many new lines that are being established. Then there is the great growth in private flying. On all fronts, aviation is coming to the fore and offers opportunities unparalleled. Young men who desire to enter a successful and growing business that offers the very highest remuneration will find the way

through the Carroll School of Aviation.

Mr. C.B. Carroll and his assistants have made a study of the aircraft of the various countries of the world and are authorities on all new developments. They feature ground work and are prepared to give all the theoretical and scientific instruction. The students are thoroughly grounded in all facts about modern flying and are taught the principles upon which the industry is founded, and every new development is added to the course as soon as it has been perfected and found OK.

Flights are made daily from their flying field as they feature air taxi service. They have cabin planes for charter anytime, anywhere. They use their luxurious, large, comfortable planes for charter flights.

Men of business will find their service saving much time; tourists will find it a pleasant trip and filled with sights of the beautiful local scenery. To all those who desire speed and believe that time is money it is appealing. There is far more comfort in riding the airplane than any other method of transportation.

### **Council Willing to Transfer the Airport to County Authority**

*(Latrobe Bulletin,  
June 19, 1951).*

By unanimously approving a conditional resolution last evening, Latrobe Borough Council hopes it has set the stage for the acquisition of a landing field for commercial aircraft within the near future.

It places the borough and council on record as favoring the transfer of the Latrobe Airport to a special Westmoreland County Authority.

The conditions? That the authority "be formed for the primary pur-

pose of developing, extending and operating an airport of a size and having the facilities required for regularly scheduled flights of commercial airlines."

As an indication of the borough's intent, a copy of the resolution is to be furnished the Pennsylvania Aeronautics Commission.

Council president, James M. Underwood, advised that it will probably be considered at a meeting of the PAC in Harrisburg this Thursday.

Redevelopment of the Latrobe Airport into a commercial landing field was discussed at length during a meeting of local officials and the three county commissioners on Monday, June 11. *[Editor's note: Council purchased the Kerr property on November 30, 1950 for \$22,500 according to an agreement with the Kerrs established in November 1935].*

On November 30, 1950, the commissioners verbally agreed to lend the authority the sum of \$120,000, with the object of securing a like amount from the state, the total of which would be matched by the federal government, making \$480,000 available for [construction].

Present at the session were two members of the PAC; State Senator John H. Dent, of Jeannette, and Alan M. Scaife, of Rolling Rock, both of whom are champions of the proposal.

### **Councilmen OK Transfer of Airport**

*(Latrobe Bulletin,  
March 13, 1956).*

Latrobe Borough Council last evening approved a resolution to transfer the borough-owned Latrobe Airport to the Tri-City Municipal Authority of Westmoreland County.

One stipulation contained [in the measure] is that "if at any time

prior to the expiration of forty years from the date of said deed, that the said authority should abandon the premises . . . for use as an airport for commercial airlines, that the said premises . . . should revert to the Borough of Latrobe."

[The airport] will be developed into a landing field for commercial aircraft at an estimated cost of \$680,000.

The Civil Aeronautics Authority has agreed to provide half this amount and recently made an initial grant of \$150,974. The county commissioners have included an appropriation of more than \$92,000 in the 1956 budget part of the one-fourth cost of \$170,000 so that work can be started in the very near future. The Pennsylvania Aeronautics Authority will provide the other one-fourth.

## Authority Sets October 27 Week

(*Latrobe Bulletin*,  
October 7, 1958).

Plans for the formal opening of the Latrobe Airport were discussed yesterday at the quarterly meeting of the Tri-City Municipal Authority in Latrobe Borough Council chambers at City Hall.

The authority set the week of October 27 for the opening [*Editor's note: The opening took place on October 30. The contract for construction of the runways was given to Bruno Ferrari*].

Chairman Underwood then read a list of eight applicants for the position of airport manager. They are as follows: Lieutenant Commander Omer C. Bell of Florida and Lieutenant John D. Angus of Mount Pleasant, who would occupy the posi-

tion jointly; Earl Baldwin of Greensburg; Becket Aviation Corporation of Allegheny County Airport; Miller Airlines, Inc.; Mason, Schaller and Rhodes of East McKeesport; J.A. Gill, president of Aviation Sales, Inc., of Pittsburgh; Lauren B. Martin of Greensburg, and C.B. Carroll, present manager at Latrobe [*Editor's note: Charlie Carroll was not offered the position*].

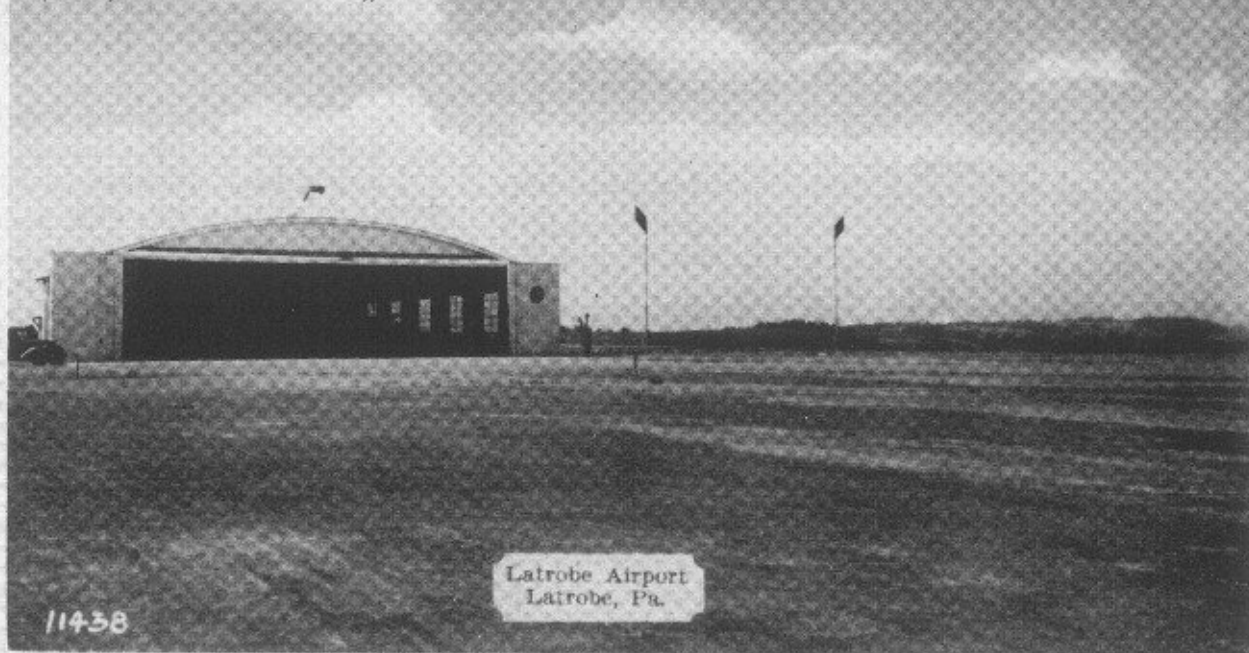
## Program Arranged At 11 A.M.

(*Latrobe Bulletin*,  
October 21, 1958).

After years of planning and more than a year of construction work, the Latrobe Airport will be opened to public use as a commercial facility at dedication ceremonies scheduled for 11 a.m. on Thursday, October 30.

Principals will be Major General

A 1938 postcard of the North Hangar at Latrobe Airport. The "goal posts" for the air-mail pick-up are in place for practice runs. The world's first official air mail pick-up by All American Aviation will take place the following year.  
(Courtesy of the Latrobe Historical Society).





**Ronna Bisi, student pilot from Latrobe Senior High School, 1975.**

*(Courtesy of the Bisi Family).*

Anthony J. Drexel Biddle and Mrs. Cordelia Scaife May. General Biddle, adjutant general of the Pennsylvania Aeronautics Commission, will present a brief address as the only speaker, and also represent Governor George M. Leader.

Mrs. May, a resident of Ligonier, is a daughter of the late Alan M. Scaife, who was a member of both the Tri-City Municipal Authority and the PAC. She has agreed to cut the ribbon during ceremonies formally opening the airport.

Among the dignitaries invited to attend are Congressman John H. Dent, Frank Cochrane and W. Everett Noel, members of the Westmoreland County Board of Commissioners when the Tri-City Municipal Authority was chartered. John R. MacFarlane, executive director of the PAC; Richard Puckey, Pennsylvania District airport engineer for the federal government,

other members of the PAC and Civil Aeronautics Board; members of the county authority and Latrobe Borough Council and other dignitaries.

### **Charles Carroll to be Honored with Dinner Saturday**

*(Scottdale Independent Observer,  
January 29, 1959).*

Charles Carroll, a former automobile dealer here, who for many years managed the Latrobe Airport, will be honored by airmen from the Greensburg area at the Jacktown Hotel, near Irwin, Saturday evening. Leading aviators from through the state will take part.

Scheduled to join in giving tribute to Mr. Carroll are Samuel Bigony, president of the OX5 Club of Pennsylvania, an organization made up of men who

won their wings before 1939; Colonel Edgar Allen Goff, Jr., of the "Early Birds," who will present a citation to Carroll listing the highlight of his flying career; John W. "Reds" MacFarlane, executive director of the Aeronautics Commission of Pennsylvania; and Ralph Sloan of Latrobe, president of the Westmoreland Aviation Association.

Many pilots who graduated from Mr. Carroll's School of Aviation will attend the affair.

### **Latrobe Program Pilot for Aviation in Schools**

*(Latrobe Bulletin,  
March 20, 1975)*

High school aviation courses are springing up in the state faster than the speed of an SST.

That doesn't surprise James Taylor, a teacher in Greater Latrobe High School who pioneered Westmoreland County's first high school aviation course six years ago.

Other east suburban districts offering similar programs are Derry Area in Westmoreland County and schools in the McKeesport area.

A total of ninety public high schools and sixty private institutions provides similar aviation courses in Pennsylvania, giving the state the third highest total of high school aviation programs in the country.

Taylor started his course in 1968, the year, according to the State Education Department, Pennsylvania began seeing an upswing in high school aviation programs. What started out as an informal, extracurricular activity for Taylor blossomed into an accredited course which now has forty-two pupils in its fourth year of operation.

"I have friends at various space centers in the country, and we keep up to date on the latest developments in space technology. Our ground



training course for future pilots provides enough information to pass the FAA written test for a pilot's license," said Taylor.

Not many students, however, can afford the average eight-hundred dollar cost of air-time lessons needed to get that license.

One of Taylor's more fortunate pupils is Ronna Bisi of Latrobe. She not only found the necessary funds to take flying lessons, but also learned to fly a plane before she learned to drive a car.

"It was funny because the first time I got in a car I began using the accelerator and brake pedals like rud-der controls, until my father yelled," Ronna said.

She's now soloing. Already, she has made it to Detroit and back. Not long ago, she was caught in a storm over West Virginia.

"The tower at Morgantown directed me to a landing," she said. "I was plenty scared."

Ronna, like many of Taylor's students, plans to get into a career in aeronautics.

Some of Taylor's other past students are also training for their commercial pilot licenses or entering careers in rocketry.

Taylor's students take to the air from the Westmoreland County Airport, working with Edward Lavis, chief pilot for Vee Neal, Inc.

### **Latrobe to Host Aviation Dinner**

*(Latrobe Bulletin,  
May 6, 1976).*

The OX5 Aviation Pioneers will hold its annual Hall of Fame enshrinement banquet and celebration at Latrobe Airport June 5.

This will be the first time since the Hall of Fame's inception in 1971 that its banquet has not been held at Hammondsport, New York.

Eighteen new inductees will have their names and photographs added to the Hall of Fame plaque. One area man, Lloyd C. Santmyer of New Stanton, formerly of Greensburg and Ligonier, is among the new inductees.

Membership in the Hall of Fame is not limited to pilots. Members are elected on the basis of their contributions to aviation in general. Also among the eighteen who will be inducted at the Latrobe ceremony are Charles A. Lindbergh, Wilbur and Orville Wright, and the late Thomas H. "Doc" Kinkade of Washington, Pennsylvania, who made his name in aviation through experimentation and improvement in fuel and oil for use in aircraft.

OX5 Aviation Pioneers, formerly OX5 Club of America, started its Hall of Fame in 1971. Since then, the Hall of Fame plaque has been held at the Glenn H. Curtiss Museum in Hammondsport, New York.

In March, the plaque was moved to Latrobe Airport, the cradle of the OX5 organization. The club was first organized at Latrobe in 1955, and Santmyer was one of the charter members.

The OX5 organization also is looking on Latrobe as a prospective site for a permanent aviation museum and hall of fame. They have received encouragement from national officers of the organization and from individual members of the Westmoreland County Airport Authority.

One of the OX5 engines now on display at Latrobe Airport, was donated to the club by the late Ray Elder of Scottdale. The engine, a V8 that developed ninety horsepower, was first put on display at Greater Pittsburgh International Airport in 1958. It was moved to Latrobe Airport in 1973 by Evans.

### **U.S. Team Sets New Flight Record: Latrobe's Arnold Palmer Heads Four-Man Crew**

*(Latrobe Bulletin,  
May 20, 1976)*

Arnold Palmer stood on a red carpet in Denver sipping champagne and reflecting on his record-setting fifty-seven-hour flight around the world in a business jet.

"All I could think about was getting back here," Palmer said Wednesday night, after landing his sleek red, white and blue jet twenty-eight hours and forty-four minutes ahead of a decade-old record held by a crew which included entertainer Arthur Godfrey.

Palmer, two copilots and a timer-observer averaged 400 miles per hour on their 22,984-mile trip, which included nine stops in seven countries.

"We lost some time because of head winds, but otherwise things went just about as expected," said Palmer. "Probably the only time we had any trouble was going into Paris when we were low on fuel."

Palmer was at the controls as the plane flew low over Arapahoe County Airport in a salute and then touched down in front of a crowd of more than 300. He was clean-shaven and appeared rested as he stepped from the jet into the arms of his wife.

The sun was behind the nearby Rocky Mountains when Palmer donned a brown, suede coat and walked sixty feet across a red carpet for a celebration toast of champagne. He also posed for pictures with crew members James E. Bird, L.L. Purkey, and Robert J. Serling.

Palmer's jet, christened the *200 Yankee*, bore decals from most of the stops that included Paris; Glamorgan, South Wales; Jakarta; Manila; Wake Island, Honolulu, and Ceylon.

## **Palmer Is Given Hero's Welcome**

*(Latrobe Bulletin,  
May 21, 1976).*

Over 1,000 persons were on hand at Latrobe Airport yesterday to greet Arnold Palmer, the new holder of the world's record for an around-the-world flight in an executive jet. Shortly after he landed at 2:25 p.m., Ted Simon, chairman of the Westmoreland County Commissioners, presented Palmer with a proclamation stating that hereafter May 20 is Arnold Palmer Recognition Day in Westmoreland County.

In 1924, General Wade flew around the world in 170 days; (this week) Latrobe's Palmer circled the globe in just fifty-seven hours, twenty-five minutes and forty-two seconds, breaking the old record of eighty-six hours, nine minutes and one second established by Arthur Godfrey.

## **Authority Changes Airport's Name**

*(Latrobe Bulletin,  
December 17, 1977)*

At the monthly meeting of the Westmoreland County Airport Authority, it was decided to change the name of the Latrobe Airport to the Westmoreland County Airport.

The purpose of the name change is to more fully reflect the importance of the airport in the daily life of Westmoreland County.

The airport is ideally located in the center of the county about equidistant from Monessen in the south to New Kensington in the north. Operations in and out of the county facility by business aircraft have been increasing steadily as have operations by private pilots. Helicopter traffic has increased markedly this year with impetus coming from coal companies requiring transportation to their vari-

ous properties. Four years ago there were sixty-five helicopters in western Pennsylvania. Today there are 245.

## **Commissioners Okay Expansion**

*(Latrobe Bulletin,  
June 9, 1978).*

An airport restaurant concession lease amendment between the Airport Authority and Blue Angel, Inc., was approved yesterday by the county commissioners.

The amendment allows expansion of Blue Angel Restaurant, owned by James Monzo and located at the county airport in Latrobe.

Airport Authority officials yesterday told Commissioners Ted Simon, John Regoli and William Davis that expansion plans will allow for a larger bar and banquet area.

The restaurant area will be extended over the entrance hall, while maintaining an entrance hall ceiling height of nine feet.

Authority representatives said Monzo will underwrite the cost of the expansion, which has not yet been set.

While the restaurant owner almost certainly will benefit from the expansion, the county authority also will profit from the plan.

Officials said that Blue Angel, Inc., pays the county a percentage of its gross. In the first four months this year, they reported, returns to the authority from the restaurant are nearly double the budgeted amount.

## **Airport Vital to Entire County**

*(Latrobe Bulletin Editorial,  
August 1, 1979).*

Westmoreland County Airport is an asset to the county, and anything

which is done to improve it is worth the time, effort, and money.

There is a notion that persists among a goodly portion of the populace that the airport serves only a special group and that the benefits are not comprehensively spread to the entire complexion of the county.

This is not so. Primarily, the airport serves as a vital segment of the county's transportation system, which impacts upon the economy of the county. Many of the planes which are based at the airport are utilized by the various businesses and industries. What Westmoreland County Airport is today is the result of many years of work and determination of a number of individuals and local, county, state and federal governments. It is difficult to believe that this modern air facility exists, when it was not so long ago, actually, that it was a "cow pasture" type of operation.

In all candor and honesty, it was the foresight and initiative of men like the late Charlie Carroll (the pioneer in the establishment of the airport); Bruno Ferrari, Latrobe contractor and builder; James M. Underwood, and industrialist and past president of Latrobe Borough Council, and the late General Richard King Mellon, philanthropist and business giant, along with the airport authority members and others, that made Westmoreland County Airport a reality of positive impact upon the county.

And one of the nicer prospects is that the sky is the limit (no pun intended) when it comes to the airport's potential for future growth and service.

## Site Is Selected For New Airport Tower

(*Latrobe Bulletin*,  
August 8, 1980).

The Westmoreland County Airport Authority agreed on a location for a new control tower during a meeting Friday. The tower will be built west-northwest of the airport's administrative building.

An authority committee two years ago estimated that a new tower would cost \$250,000, but there was no estimate on what the cost would be at present prices. Robert Cheffins, airport manager, informed the authority that it will take about sixty days before a bid on the projected tower is considered. The authority plans to use bond issues to finance the construction.

Cheffins also explained that the new site will be both economical and safe.

"We're building in an area that is in good proximity to all our runways," said Cheffins.

Barton ATC Inc., which is under contract to the authority for operating the control tower, has continually advised the authority to renovate the facility.

In November 1979, authority members were told by Toni Luisi, former airport tower chief, that the tower equipment currently in use will be obsolete within two years.

Cheffins calculated that it would take \$5,000 to get the tower's radio equipment and transmitters into better shape.

John Glover, airport tower controller, said that the new tower is long overdue.

He said that the tower's present location does not give the controllers' adequate range over the airport's east ramp.

"Planes will be taxiing around and we can't see where they're going.

"There is also a radio blind spot problem with the old tower complex," he added.

## Airport Control Tower is Officially Dedicated

(*Latrobe Bulletin*,  
April 5, 1982).

Local as well as FAA officials and politicians were on hand yesterday during ribbon-cutting ceremonies dedicating the new control tower at Westmoreland County Airport, Latrobe.

Robert Lightcap, representing Lightcap, McDonald, Moore and Mason, solicitors of the Westmoreland County Airport Authority, introduced a number of those attending, including Donald C. Madl, vice-chairman of the Airport Authority; Robert Miller, Westmoreland County Commissioner; Congressman Donald Bailey; State Senator James Kelley; Robert Cheffins, airport manager; Michael J. Fenello, deputy assistant administrator of the FAA, and Joseph Del Balzo, FAA, eastern region.

Madl explained that the original tower, built in 1968, was known as a "portable tower" and its construction was financed through grants from the private sector. It was the first of its kind built, he said, and no state or federal funds were used to build it. Nor has the state or federal government contributed to its operation since. The operation of the airport is funded solely through the authority and the county government.

Fenello, also pleased with the new facility, praised the authority for accomplishing the project without federal funds: "You have shown you can rise to your own needs and do it your own way," he said. "Your tradition . . . is not to wait for others, but to do it yourself."

## Airport Charts Development

(*Greensburg Tribune-Review*,  
"Enterprise" Tabloid,  
Sunday, February 29, 1983).

Westmoreland County Airport showed many significant developments in 1982, but also experienced one major disappointment.

On the positive note, the year was highlighted by the April 4 dedication of the airport's new \$384,000 air traffic control tower.

Airport and county officials were proud to note the sixty-five-foot-high tower was built solely with local funds and no federal or state money.

Other major developments at the airport were an \$806,713 runway grooving and taxiway and apron overlay project; the purchase of a \$125,000 CFR (Crash, Fire, Rescue) vehicle, and a \$98,811 taxiway and ramp lighting improvement project.

All three projects were completed with ninety percent FAA money, five percent state, and five percent local funds.

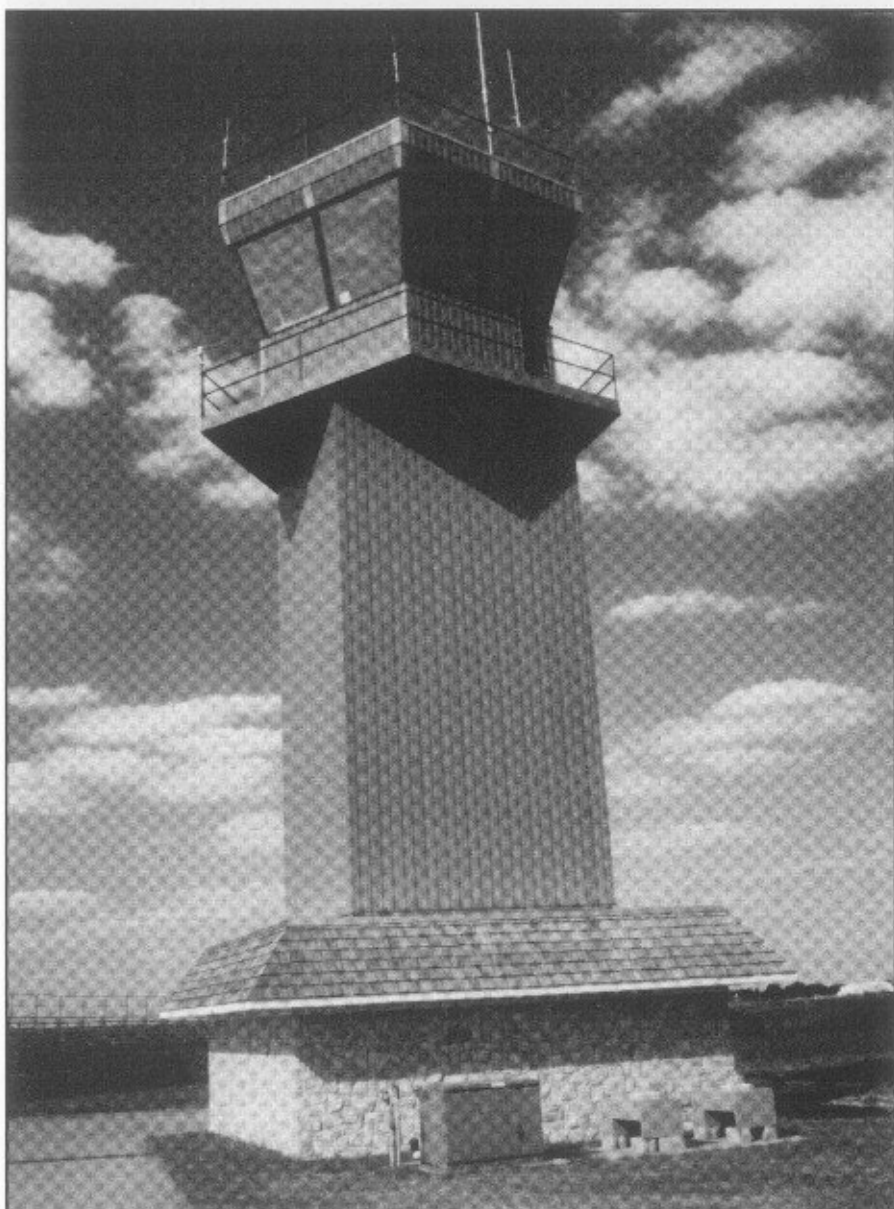
Scheduled projects for 1983 include the addition of \$72,000 worth of snow removal equipment and the addition of a \$166,300 storage building to house the CFR vehicle, which is expected to arrive this month, and snow removal equipment.

Loss of the FAA's proposed \$1 million flight service center to the Altoona-Blair County Airport was a major disappointment to the authority.

FAA plans to consolidate several flight service stations now operating in southwestern Pennsylvania into one unit. It is expected to create some 200 jobs by 1985.

The Latrobe-based airport, according to FAA officials, finished a close second to the Altoona Airport in the final decision reached in





TOP: Taking part in Westmoreland County Airport's tower dedication ceremonies are (from left) Joseph DelBalzo, FAA Eastern Region; Michael J. Fenello, deputy assistant administrator, FAA; Robert Miller, Westmoreland County commissioner, and Donald C. Madl, vice chairman, Westmoreland County Airport Authority. ABOVE: The John Dent Tower. (Courtesy of Westmoreland County Airport Authority).

September. Several other airports including Phillipsburg, Allegheny County and Johnstown were also in the running.

Thousands of fans of the annual county air show were also disappointed when the authority decided to cancel the 1982 show because of airport construction. However, the authority has scheduled this year's show for September 24 and 25.

Perhaps an offshoot of the overall turndown in business, in 1982 the Latrobe facility experienced a eight percent decline in air traffic handled as compared to 1981. The airport handled 69,119 flights last year or a 5,556 from 1981.

However, W. Arthur St. Pierre, air tower chief, said that the majority of the decline was experienced early in the year.

Manager Bob Cheffins noted that traffic in December increased from 3,653 to 4,391 in 1982. St. Pierre said the increase in traffic continued through January.

Development at the airport is expected to continue in 1983, Cheffins said. The authority currently has three funding applications submitted to the FAA for 1983, 1984 and 1985. They include \$180,000 for a snow blower; \$207,000 for high-intensity runway lights and a \$6.75 million request for a 1,500-foot extension to the runway and a 4.5 inch overlay to the existing runway.

### **Control Tower Dedication To Honor U.S. Representative Dent** (Greensburg Tribune-Review, April 9, 1983).

Former Westmoreland County U.S. Representative John H. Dent will be honored at the Westmoreland County Air Show, September 25,

when the airport's recently-constructed traffic control tower will be dedicated in his honor.

Dent, Chairman of the Airport Authority, was surprised at Friday's meeting when Vice Chairman Don Madl asked to take over the chairmanship and then proposed the tower should be named the "John H. Dent Tower."

### **Runway Plan Would Spare Environment**

*(Greensburg Tribune-Review, May 24, 1983).*

There will be no significant environmental impact caused by the proposed 1,500-foot runway extension at the Westmoreland County Airport, Airport Engineer Edward Nasuti told a public hearing Monday.

The hearing on the impact of the proposed runway extension was held at the airport's Blue Angel Restaurant. The extension would be to the south-west, and the existing runway would be extended to 7,000 feet.

Nasuti, of Lee-Simpson Associates of DuBois, explained that the impact on air and water quality, wildlife, plants and farmland was studied. Airport Manager Robert Cheffins emphasized that the extension would not allow the airport to handle larger aircraft, but would improve safety and allow more room for landings. He added that some large jets landing at the airport are currently restricted in operation because of the short stopping distance.

He said the extension would enable those larger jets to land and take off with larger weight capacities. He added that there are no plans to extend the runway past 7,000 feet.

Robert Mills, a resident of the Lawson Heights area near the airport, questioned Nasuti on the noise section of the environmental report. He was concerned that increased noise



December 22, 1984. LEFT TO RIGHT: Airport manager Robert Cheffins, Bruno Ferrari, and acting Authority Chairman Donald C. Madl, review signed contracts for the Westmoreland County Airport's 1,500-foot runway extension. The U.S. Department of Transportation provided \$2.3 million for the project.

*(Courtesy of Westmoreland County Airport Authority).*

### **County Purchase of Airport Urged**

*(Greensburg Tribune-Review, March 21, 1984).*

Westmoreland County Commissioner Robert Miller Tuesday said he will recommend the purchase of the Rostraver Township Airport by the county as part of an overall effort to expand the county's airport system and stimulate industrial development in the Mon Valley.

Miller said a recently completed study by the Southwest Regional Planning Commission shows the Rostraver facility holds the potential for growth and has more planes based there and has more daily flight operations than the Westmoreland County Airport in Latrobe.

But Miller said purchase by the county would be contingent upon

levels projected in the report will decrease property values.

Nasuti said projections indicate noise levels in the area will increase "with or without" the extension because of increased use.

Authority Solicitor Gene McDonald said, "Property is selling and has sold well since the runway has been in existence." *[Editor's note: Noise pollution in the area has created perennial debate since its early days. In September 1984, the Westmoreland County Airport Authority did receive a USDOT grant totaling \$2.38 million for the runway extension. The transaction was reported in the Greensburg Tribune-Review, September 26, 1984].*



"make sense if the county is considering purchase of the airport. We're not doing anything with industrial development in that part of the county and it does give added attraction to industrial development in that site," Miller said [Editor's note: *The County Commissioners approved the purchase of The Rostraver Airport in August, 1985. The transaction was reported in the Greensburg Tribune-Review, August 16, 1985.*]

### Historic Airmail Flight Re-Enacted

(*Latrobe Bulletin*,  
May 13, 1989).



whether the state will provide the necessary funding to bail out the debt-ridden airport.

The study, sponsored by the Federal Aviation Administration, reviewed airports in six southwestern Pennsylvania counties and listed those with a potential for expansion.



Miller, who is chairman of the SPRPC, said that the development of the Rostraver Airport would be an "integral part: of industrial development in the Mon Valley area.

Andrew H. Solan, Secretary-Manager of Rostraver, said that the township has been paying off an \$835,000 bond issue, but is now seeking financial relief from the state.



Solan said the township commissioners are asking the state for \$1.8 for the purchase of the airport by the county, and another \$1.6 million for water and sewage line extensions. Another \$1 million would be needed for upgrading the deteriorating runway.

Miller said that Robert Cheffins, director of the Westmoreland County Airport, will be named the county's Director of Aviation next month, but said the move is not related to the possible takeover of the Rostraver Airport. But Miller said it would

A single-engine Stinson aircraft known as "Old Blue," was used Friday morning at Westmoreland County Airport for the re-enactment of a significant event in aviation and local history.

With veteran pilot Eli "Babe" Krinock at the controls, the vintage aircraft made a fly-by to simulate the first scheduled air mail pick-up at the airport May 12, 1939.

The observance, which came off without a hitch despite threatening weather, was sponsored by the Westmoreland County Airport Authority.

With Krinock, aviation enthusiasts Ed Sabota and Bruno Ferrari, owner of Latrobe Construction and Latrobe Aviation, completed the historic re-enactment before a crowd of some 150 spectators.

Taking part in a reception and formal program held immediately following the fly-by were guests from the A.M. 49'ers Club of USAir, local and county officials, OX5 Aviation Pioneers and Westmoreland Historical Society.

The event was also significant to USAir officials, who were on hand in conjunction with the airline's fiftieth anniversary.

**TOP TO BOTTOM:** May 12, 1989. "Babe" Krinock commemorates the world's first official air-mail pick-up with a fly-by at the Westmoreland Count Airport in the Stinson Reliant *Old Blue*. Lloyd Santmyer (left) and Clyde Hauger, Jr. pose with *Old Blue*. **LEFT TO RIGHT:** Don Riggs, "Babe" Krinock, Ed Sabota and Bruno Ferrari review the day's events. **LEFT TO RIGHT:** Don Rossi, "Babe" Krinock and Don Madl pose with *Old Blue*.

(Courtesy of Westmoreland County Airport Authority).



Lloyd Santmyer of Ligonier, a pilot with All American Aviation, Inc. was among those who watched as Krinock operated the Stinson. Santmyer worked closely with Clyde Hauger, Sr., a fellow AAA pilot who was killed in a crash in 1957, and Clyde Hauger, Jr. of Donegal, a mechanic with AAA.

"Seeing the old Stinson in flight brings back a lot of aviation memories to me. Somehow it seems like only yesterday when we were making the mail runs to little towns all over the place," Santmyer recalled.

Richard Vidmer, chairman of the County Board of Commissioners, described Friday morning's activities as being "historically significant" not only to the people of Latrobe, but for all the country.

Latrobe Mayor Angelo Caruso said the first scheduled air mail pick-up at Latrobe helped put the community on the map.

Master of ceremonies was Don Riggs, longtime Pittsburgh television personality and aviation enthusiast.

The [49'ers Club] is comprised of employees of All American Aviation, Inc., who were pioneers of the air mail pick-up system and later of All American Airways when the air mail pick-ups stopped and the airline initiated its passenger service [*Editor's note: The 49'ers are named after their pick-up route number. The last pick-up occurred in 1949 at Jamestown, New York. Three former pilots from Longview Flying Field and the J.D. Hill Airport were pioneers in the pick-up. They were Raymond Elder, Lloyd Santmyer, and Dave Patterson.*].

## Airport Manager Discusses Growth at County's Sites

*Excerpts from an interview with Gene Lakin, Airport Manager.*

*(Greensburg Tribune-Review, May 2, 1994).*

At Rostraver, air traffic has increased every year. As we improved that facility, both functionally and in the safety areas, more people are using the field. They've increased from 25,000 operations in 1984 to 45,000 last year. That's a good increase, but it's mostly single-engine airplanes for pleasure flying and pilot training.

[At Latrobe] the numbers have been fairly stable, around 60,000 and 70,000 operations a year over the last five years. But that doesn't mean those numbers haven't improved. We're seeing a better mix of aircraft that use the field. We're at the point where about fifty percent of the operations are being done by twin-engines and jet engines. That tells us there is a good mix of business users and recreational users. The larger airplanes mean more people are coming into the community spending money not only on the airport, but going out and using area businesses, entertainment facilities, recreational facilities, renting cars, hotels and putting dollars into our economy.

[Since the expansion of the runway in the mid-1980s] we've expanded the aprons and really worked hard developing areas for corporate hangar use. Once the airport runway was expanded to 7,000 feet, we felt it was important to anticipate future growth.

[Since acquiring Rostraver in 1986] we've acquired in the neighborhood of \$6 million in federal and state funds to rehabilitate what we have. We started with overlaying

every square foot of asphalt, then we began with a small public building and the maintenance building. We also opened up twenty hangar sites and since then there's been about twelve hangars built. We just completed a five-unity T-Hangar.

[At Latrobe] The USAir Express started in 1986. Before that we had some small private services from here to Pittsburgh. But those numbers have gone from about 7,500 in 1985 to just under 50,000 in 1993. They've been increasing ten percent every year they've been here. Those numbers are good, but I think it's really only the tip of the iceberg as far as potential goes.

## Expansion, Air Show Highlight Year

*(Greensburg Tribune-Review, February 15, 1998)*

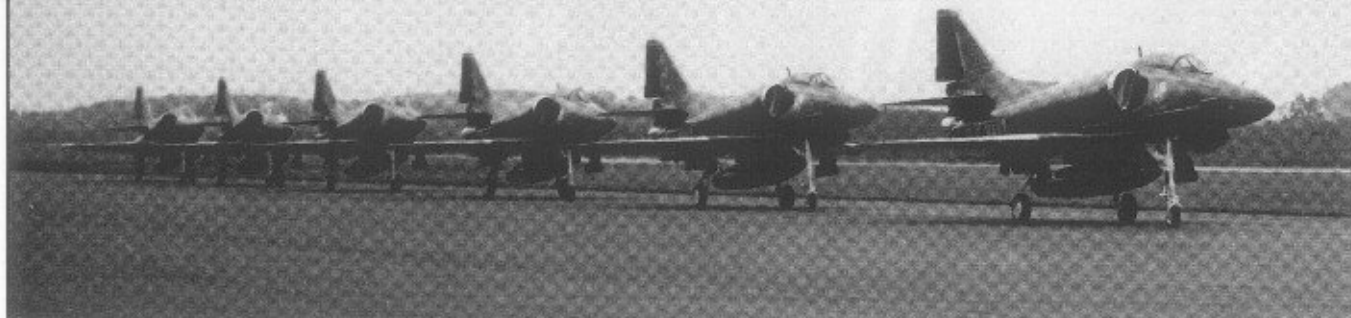
The Westmoreland County Airport faces one of the most dynamic years in its sixty-three-year history [*Editor's note: The Tribune-Review dates the history from 1935 when the airport became the Latrobe Airport. The airport's actual history dates to 1924, with the founding of Longview Flying Field by Charles B. Carroll*] this year marked by the completion of the \$5.3

million terminal expansion and the appearance of the renowned Blue Angels flying team. The three-story addition and renovation project's opening is expected to coincide with the U.S. Navy flight demonstration squadron's appearance at the county air show July 25-6.

In the planning stages for five years, the terminal building project includes the renovation of the existing terminal along with a new 25,000-square-foot addition more than doubling the size of the former facility.

**Blue Angels pilots line up and take off, Westmoreland County Airshow, 1998.**

*(Courtesy of Westmoreland County Airport Authority).*



are three primary reasons the expansion was necessary. First, he said the airport needed more space; second, the twenty-five-year-old existing building was in dire need of a face-lift, and third, the expansion will better enable the airport to pursue more commercial flight opportunities.

**It's Official: It's  
Arnie's Airport**

*(Greensburg Tribune-Review,  
May 8, 1999).*

Move over Jimmy Stewart [Editor's note: *The Jimmy Stewart Airport is located in Indiana, Pennsylvania*]. There's now a new famously named airport in southwestern Pennsylvania.

Westmoreland County commissioners Friday announced their decision to rename the county airport in Latrobe the "Arnold Palmer Regional Airport."

"This is to honor the guy who put Westmoreland County on the map," Commissioner Terry Marolt said, adding the new moniker is also intended to capitalize on the gold pro's internationally famous name "as an economic development tool."

Marolt cited a survey that declared Palmer "one of the two most



recognizable names on the planet."

Since boxer Muhammad Ali didn't grow up in Youngstown, Pennsylvania, or serve nearly twenty-five years on the county airport authority, Palmer got the offer.

Palmer said he "appreciated" but declined to lend his name to other facilities. Nonetheless, he officially accepted this one at a press conference yesterday at the county courthouse in Greensburg.

Palmer said he still remembers watching the first official airmail pick-up in the world at the Latrobe Airport, May 12, 1939.

"There aren't many people in this room who can say they actually saw that," said Palmer.

Marolt credited the idea to apply the golf legend's name to the airport to County Common Pleas Judge, John Driscoll.

"This had been on my mind for a long time," Driscoll said. "Arnold Palmer's mark on professional sports is indelible. His name brings honor to the game of golf, to professional sports, and to this community."

The airport authority last year completed a \$5.3 million terminal building renovation and expansion project that more than tripled the airport's operational capacity. With Westmoreland County Industrial Development Corporation's plans for a new industrial park adjacent to the airport, the authority is also eyeing an expansion of the 7,000-foot-long runway and aggressively marketing the facility to several major national airlines.

Palmer has served on the authority since 1995, and previously served for nearly twenty years prior to resigning in 1985 when he acquired



**TOP: September 10, 1999, dedication of the Arnold Palmer Regional Airport. LEFT TO RIGHT: Gene McDonald, Phil Morrow, Oland Canterna, Janice Smarto, Mark Gera, Arnold Palmer, John Finrock, Governor Tom Ridge, Dorothy Zello.**  
*(Courtesy of Westmoreland County Airport Authority).*

ownership of Arnold Palmer Air Service, which was later purchased by Vee Neal Aviation.

"Flying and airports have always been a major part of my life," said the golfer, who is also a pilot and owns a Cessna Citation X private jet. "With the county commissioners and the airport authority working hand in hand, we have one of the soundest airports in the United States."

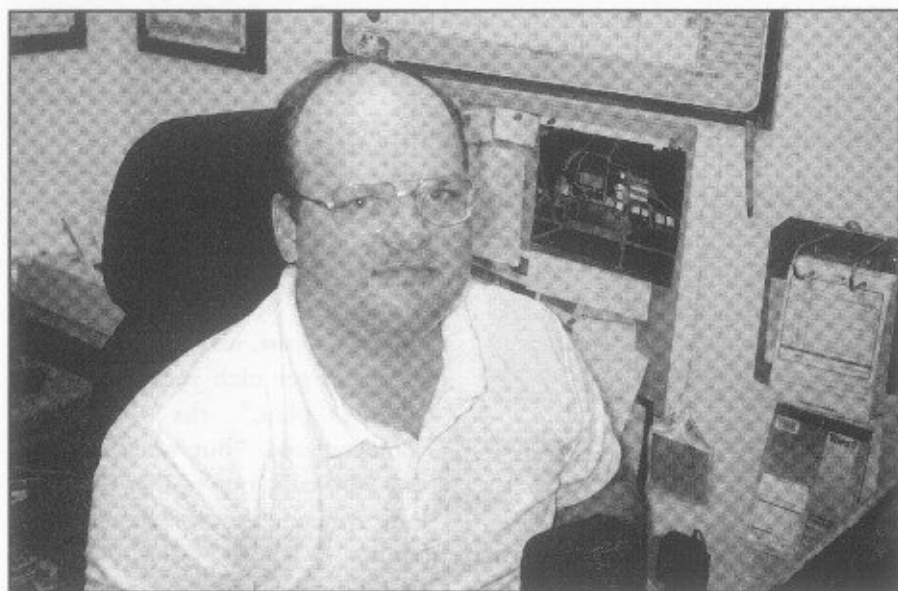
The statement was somewhat more flattering than one Palmer made last June, when he took the authority to task over the airport's "shoddy" appearance during the renovation project, citing, among other things, the condition of the airport's perimeter fence at the time.

Airport Authority Chairman Philip Morrow apparently remembered the publicized statement yesterday. He thanked Palmer on behalf of the authority and quipped, "Believe it or not, Arnie, we're going to put up a fence, too."



**Arnold Palmer poses with "Babe" Krinock, his flight instructor.**  
*(Courtesy of Westmoreland County Airport Authority).*





Gabe Monzo in 1999, when he was Pennsylvania Department of Transportation Bureau of Aviation "Manager of the Year." (Courtesy of Dorothy Zello).

## Bond Issue Approved; Airport Expansion Set

(Greensburg Tribune-Review)

An expanded and more passenger-friendly terminal at the Westmoreland County Airport in Unity Township could open for business by March 1998.

County commissioners yesterday approved a \$1.75 million bond issue, setting in place the final piece of funding for the \$4.7million project that will more than double the size of the existing terminal.

Financing for the project includes a \$1.2 million grant from the Federal Aviation Administration and another \$1.8 million in state funds through PennDOT.

Once completed, the renovated terminal building will be enlarged from 21,000 square feet to nearly 50,000 square feet. Comfort features such as increasing passenger seating in the terminal from about thirty-six to 200 chairs and a larger screening area for pre-flight business will also be part of the project.

"This is the most significant vital progression in Westmoreland County

history. Airport development is coming at the right time because airlines are looking for non-large service centers and we fit the bill," said John Finfrock, chairman of the Westmoreland County Airport Authority.

## Airport Official Named Manager of the Year

(Greensburg Tribune-Review,  
October 4, 1999).

It's not beginner's luck.

Gabe Monzo hasn't been an airport manager for two full years yet. But nearly fifteen years as an assistant manager and twenty-five years as a volunteer firefighter helped him land the title of Airport Manager of the Year.

Demetrius D. Glass, director of [the Pennsylvania Department of Transportation Bureau of Aviation] the bureau, said the award was established "to promote aviation safety and at the same time, to recognize those individuals and organizations that do an exceptional job advancing aviation safety and awareness."

"This award is not only a well-deserved honor for Gabe, but it also

emphasizes our overall commitment to safety," said Gene Lakin, executive director of the Westmoreland County Airport Authority.

"Everything we do...revolves around safety..." Lakin added. "So it's very important to us that [Gabe] is here. And now everyone will know we have a top-of-the-line airport manager."

Monzo, 43, started his career at the county airport as a maintenance worker in 1983.

Two years later, he was named assistant manager under Lakin, who was manager at that time. When Lakin became executive director in 1998, Monzo assumed the manager's post.

Monzo also oversees operations at Rostraver Airport. Lakin said Monzo was hired with the primary duty of instituting an emergency response program here at the airport.

"He has certainly done that, and it was his fire-fighting experience that was beneficial in him taking over the project," Lakin said.

## New FBO Facility Open At APRA

(Latrobe Bulletin, April 8, 2000).

Edward and Mary Ann Kilkeary, who own and operate L.J. Aviation, celebrated the grand opening of its new Fixed Base of Operation (FBO) facility at Arnold Palmer Regional Airport on Saturday.

In coordination with the celebration, Bombardier Aerospace sponsored a static aircraft display featuring its entire Learjet family including the intercontinental Challenger 604, the 31A, the all new 45 and the stand-up cabin 60.

The new facility allows L.J. Aviation to cater to corporate jet and turbo prop aircraft landing at the local airport.



**L.J. Aviation has been at the airport since 1974.** (Courtesy of L.J. Aviation).

The project, according to several county and local officials, shows L.J. Aviation's commitment and investment not only to the airport and the community of Latrobe, but also to Westmoreland County and western Pennsylvania.

Members of the Westmoreland County Airport Authority, including Gabe Monzo, Dorothy Zello and Charlie Green, were on hand to congratulate L. J. Aviation. They recog-

nized L.J. Aviation for its years of service to the airport.

### **FAA Funds Give Latrobe Airport Direction**

*(Greensburg Tribune-Review April 29, 2001).*

The Arnold Palmer Regional Airport's receipt of at least \$1 million in annual federal funds for the next

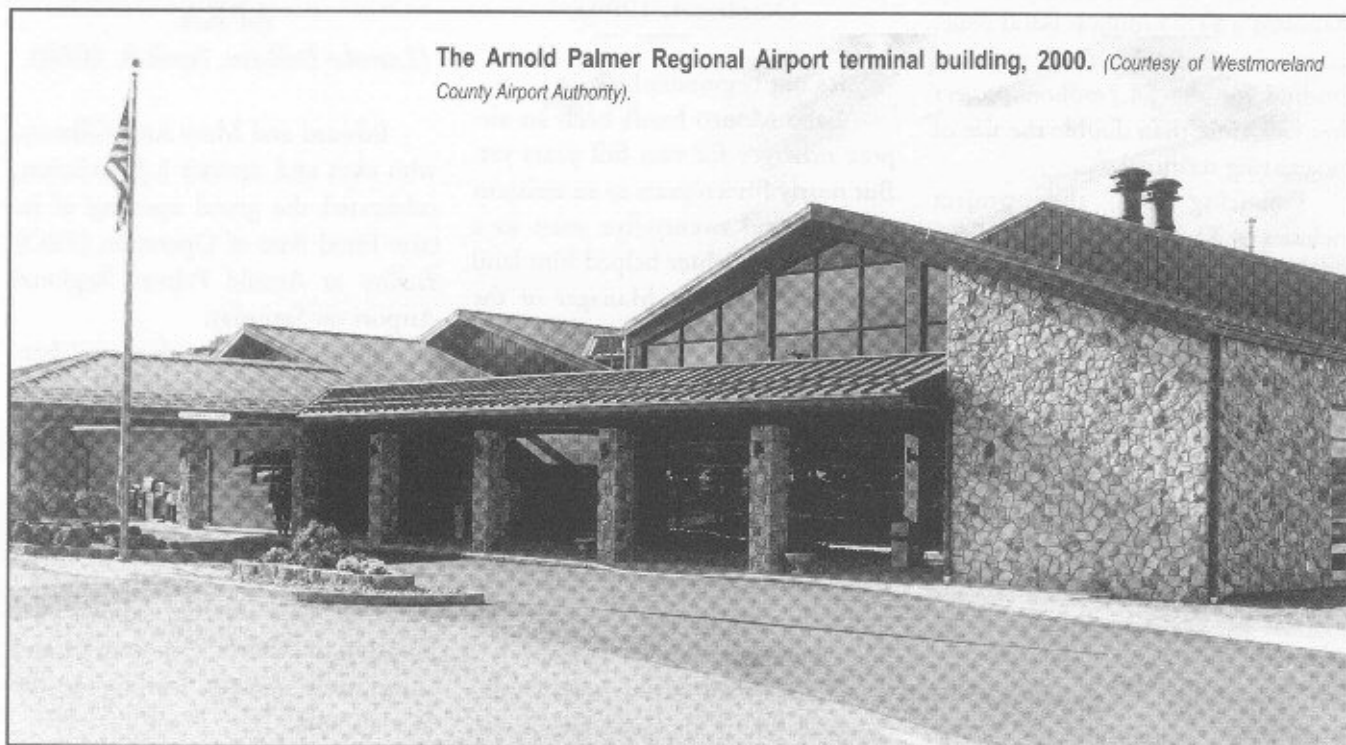
five years will help smooth plans to extend its primary runway.

U.S. Rep. John Murtha visited the Westmoreland County airport in Unity Township Thursday to announce awarding of the first installment of the annual Federal Aviation Administration entitlement funds.

"In the past, we weren't sure what we would get each year, so airports couldn't plan," the Johnstown Democrat said. "But we (Congress) have worked it out so that rural airports will now know what they are getting."

Noting Arnold Palmer Regional "has made tremendous improvement in recent years" Murtha added the airport authority "can now count on a minimum of \$1 million a year and won't have to make contingency plans based on whether applications are approved."

A breakdown of plans for this year's entitlement includes \$250,000 to pay for an environmental assessment required for its plan to extend the 7,000-foot-long main runway by 1,500 feet.



**The Arnold Palmer Regional Airport terminal building, 2000.** (Courtesy of Westmoreland County Airport Authority).

[The] proposed extension which would shift the airport's landing zone away from Route 30 and Lawson Heights, a residential community north of Runway 5/23 would "provide a needed safety cushion and help reduce noise levels for the people who live nearby."

"We should have assessment done by the end of this year," authority Executive Director Gene Lakin said. "Hopefully we will enter a design phase in 2002 and begin construction in 2003."

### **The Sky's the Limit: Rostraver Airport Playing Role in Economic Growth** *(Valley Independent, n.d.)*

Last month, officials from Rostraver Township interested in the possibility of developing an industrial park at Route 201 and Interstate 70, toured Southpointe to view the success of that site.

While they were impressed with the 586.6-acre site which employees 2,600 in western Washington County, Jack Piatt, owner of Millcraft Industries and a prime developer at Southpointe, was impressed and a little envious of an asset that Rostraver was starting out with the Rostraver Airport.

To Gene Lakin, executive director of the Westmoreland County Airport Authority, such recognition is very encouraging.

"It's good to hear someone else say that," said Lakin. "I've been saying that for fifteen years."

Actually, the state is also recognizing the airport's potential to stimulate economic growth. The Pennsylvania Department of Transportation Bureau of Aviation will release later this year the results of a statewide study of the economic impact of all airports across the state.

Lakin said a preliminary release of figures from that report indicate the economic impact of the Rostraver Airport is \$7,841,400 annually.

The airport provides an intrinsic value to economic development efforts. The most visible presence among the companies with hangers at the airport is 84 Lumber owner Joe Hardy.

[Such] firms as Blackwell aviation, Clark Industries, Thermo King, West Penn Communications, Life Flight and Aero Innovations Inc. also maintain hangers at the Rostraver Airport.... There are 120 tenants at Rostraver, including fifteen new hangers in the past ten years, especially significant growth for an airport the size of Rostraver.

Located along Route 51, the 120-acre airport was built in the mid-1960's. The Westmoreland County Airport Authority took over the airport in January 1986.

[Joe] Kirk, [the executive director of the Mon Valley Progress Council] said, "The airport is one selling point when recruiting new businesses to the region. There is a sense that it is a growing airport, that it is on the move."



Aerial view of the Arnold Palmer Regional Airport, 2000. (Courtesy of Westmoreland County Airport Authority).





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