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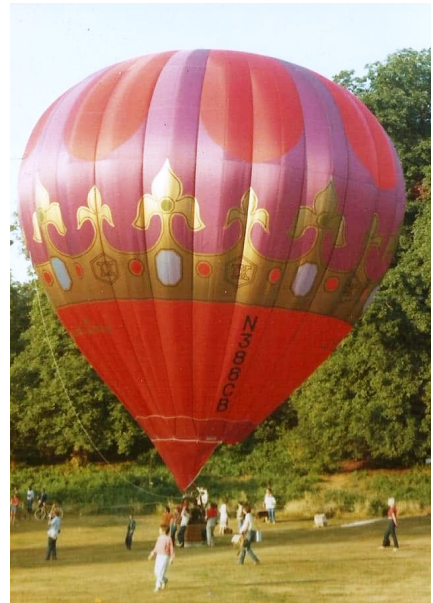


U. S. BALLOONING HALL OF FAME INDUCTION CEREMONY



David L. Rapp

David L. Rapp was born on January 24, 1940, in St Louis, Missouri. He earned a Bachelor's degree in Finance from Notre Dame in 1961. Upon graduation he entered the US Navy as an officer. His ship, the USS Bristol DD-857, served in the Atlantic, the Mediterranean, the Red Sea and the Gulf of Mexico. He became proficient in navigation and ship handling. In 1963 he entered Washington University Law School and earned a JD (Juris Doctor) and LLM (Masters of Law) degrees. He worked as a lawyer, balloon instructor and became CEO of a commercial real estate company. His St. Louis balloon ride company safely flew 20,000 passengers over 30 years using dozens of local pilots. He held US pilot certificates for balloons, gliders, instrument airplane and UK pilot licenses for balloons and airships. His aviation credentials and passion for education led him into a lifelong role as both pilot and mentor.



La Ville de St. Louis



David and Ann Rapp



St. Louis

As a competitor, Rapp flew in six US National Hot Air Balloon Championships and represented the United States in the first (Luxembourg,1988) and second (England,1990) World Hot Air Airship Championships. In 1986, Tom Sheppard drew the best competitors to the North Central Championship including David Levin, the current world champion. Rapp won the event. His achievements also included winning seven Missouri Long Jump Competitions and he created the BFA Annual Long Jump Challenge. He was a frequent and respected pilot in the Great Forest Park Balloon Race and many other national and European events.



A. Roy Knabenshue: Named after an American Aeronautical Engineer and Aviator. (First American to fly in an airship).



Airship competition. Luxembourg 1988

HOT-AIR AIRSHIP COMPETITION by David Rapp

Flight training with Giovanni Aimo in a Cameron D-38 in Levaldi, Italy June 17,1987 to June 22, 1987. Qualified on Oct 19, 1987 for UK PPL Hot Air Balloon and UK PPL Hot Air Airship pressurized.

Competitor 1st World Hot Air Airship Championship Walferdange, Luxenbourg 1988

Competitor 2nd World Hot Air Airship Championship Clumber Park, Nottinghamshire, England 1990

Competitor 1st US Open Hot Air Airship Championship Plano, Texas Oct 1, 1989, First Place

Competitor, 2nd US Open Hot Air Airship Championship Tindell, South Dakota October 1, 1991 First Place

Competitor, 3rd US Open Hot Air Airship Championship Mitchell, SD 1992 First Place

Ass't Event Director, 5th World Hot Air Airship Championship, Valle d' Aosta, Italy 1996

Event Director 7th Worlds Hot Air Airship Championship, Schielleiten, Austria 2000

Event Director FAI World Air, Games, Spain cancelled

LTA ACTIVITIES OF DAVID L RAPP

BFA Positions held:

6 years North Central Director
6 years At large director
BFA president 1994-1995
Airship competition Committee, first chairman
Long Jump Committee, first chairman
Flight Instructor Program, first chair
BFA Legal Services Plan chair
Publication Review Committee, chair
Legal Counsel

BBAC Position Held:

BBAC Inspector #335 issued for UK Hot Air Airships, pressurized and hot air balloons Sept 5, 1991 to Feb 16, 2000

CIA Positions held:

Juror, hot air balloon and airship
Asst Event Director, 5th World Hot Air Airship Championship 1996
Event Director, 7th World Hot Air Airship Championship 2000
Event Director, FAI World Air Games (Hot Air Airships) Spain (cancelled)

FAA Positions held:

Designated Pilot Examiner 5/18/87 to 12/31/09 for St. Louis, Kansas City, Missouri and Springfield, Illinois
Wrote the first drafts of the FAA PTS for LTA Balloon Certified Flight Instructor

Ground School Instructor:

St. Louis Community College
St. Charles County Community College
Aviation Ground School Instructor -15 years

DAVID L. RAPP AND BALLOONING

There comes a time when a person changes direction from self improvement in a sport to betterment of the sport for others. For David Rapp this moment was a request by Tom Sheppard, then president of the BFA, to prepare legal guidance for the BFA Board of Directors. In 1986 Tom Sheppard presented to him the BFA President's Award for this help. They became good friends and David enjoyed his challenging tasks at sanctioned events. Tom was a great mentor to have had. His balloon ground and flight instructors, Nikki and Don Caplan, were the leading edge of the sport. Nikki drilled her students on the importance of the BFA, NAA, CIA and FAI. We knew where we fit into the world of ballooning.

The five most important accomplishments of David Rapp to advance the sport of modern hot air ballooning and the hot air airship that helped the BFA provide valuable services to its members and the world-wide sport of ballooning were:

1. BFA Flight Instructors Manual
2. BFA, Case Study for the Legal Requirement for Balloon Flight
3. President of the BFA Board of Directors
4. First Chairman of the BFA Hot Air Airship Committee
5. BFA Government Relations Committee

BFA Flight Instructors' Manual

David Rapp was the author of this 1995 publication that is still the leading authority on balloon ground and flight training. He had experience as an FAA Designated Flight Examiner (22 years), and aviation ground school instructor (15 years), and additional aircraft ratings for ASEL, glider, instrument, and airship (UK). This vast aviation experience gave him the confidence and knowledge to tackle this project. Here is a list of some of the new material and teaching techniques introduced in this book.

1. The first manual to show lesson plans for blocks of learning. The 1986 FAA PTS required lesson plans, so this manual introduced them to the ballooning community.
The FAA has a format for lessons plans explained in its publication on the Fundamentals of Instruction. The ballooning lesson plans were written to conform to the FAA requirements. The new FAA PTS required commercial pilot applicants to use lesson plans to pass their flight tests. This has been the only source for these lesson plans.
2. This was the first time for teaching level flight and other basic maneuvers in the classroom. Prior to this, balloon flight instruction was taught in the flight by the demonstration method. The classroom teaching aids cut a typical student pilots flight instruction from four hours to one hour to master the technique for level flight. David Rapp's airplane flight instructors always spent time in the classroom to explain the maneuvers and tell how to execute them. He remembered one instructor telling him that the cockpit was no place to teach. Teaching in a classroom was a new idea that David Rapp brought to the ballooning community.
3. No one used in-flight check lists, so new check lists were published for tasks requiring a check list. For example a landing checklist is: BFAVS
B brief passengers and crew
F check fuel
A approach type
V vent line in hand
S speed, vertical and horizontal
4. The mystery of endorsements was done away with by providing the correct wording for these FAR requirements.
5. Full discussion on how to give a proper Flight Review
6. A sample student pre-solo written test (required by FARs). This explained a new requirement unknown to most flight instructors.
7. Student Flight Training File that provides a record of training for the student.
8. The fundamentals of Instruction were used extensively to give the balloon instructor a professional approach to organize a plan of instruction.

BFA Case Study for the Legal Requirement for Balloon Flight

David Rapp was the author of this BFA publication. It was written in response to complaints by BFA members in Orlando, Florida. They complained that the FAA Inspectors were unfairly issuing certificate actions against balloon pilots. At that time he was Chairman of the Government Relations Committee and was asked to look into the problem.

Prior to this publication, balloon pilots looked only to the FARs for guidance. No regulations were written for balloons, so minimum altitude and minimum visibility requirement for airplanes were used for guidance. There were no rules describing suitable and appropriate landing sites. The answers were to be found in NTSB cases deciding appeals from FAA certificate actions. The five NTSB commissioners acting as the appeals court have given us all the court-created rules describing what balloon pilots could and could not do. Since all the rules were set out in the NTSB written opinions, the publication was written as a case study book.

For the first time this book explained what constituted a legal balloon landing. The author presented this important new information to over a dozen BFA sanctioned safety seminars across the country.

A direct outgrowth of the NTSB case study book created a need for a program to help educate pilots and assist them with FAA certificate actions. The BFA Board of Directors approved the Legal Services Plan designed and operated by David Rapp. The program has assisted over 100 BFA members with Certificate actions, insurance question and law suites over the last 20 years. As a result of the book and this program, certificate actions against balloon pilots have dropped to a trickle.

Another outgrowth of the NTSB case study was the Fly Neighborly Program which was outlined in an appendix in the book. This program was created by David Rapp to supply safety seminar speakers with a land owner relations format.

First Chairman of the BFA Hot Air Airship Committee

David Rapp was the first chairman of this BFA Committee. No airship events were held in the US before the First World Hot Air Airship Championship held in Luxembourg in 1988. These small airships were rare and the event organizers accepted all US entries that applied. The US was represented by David Rapp and Brian Boland at the Luxembourg event.

As chairman of the fledgling committee, David Rapp created the structure for a BFA competition division. This included a ranking system and rule book with airship tasks. Even the definition of an airship needed clarification. The Luxembourg rule book was a major influence when writing the US version.

The Second World Hot Air Airship Championship was held in Nottinghamshire, England in 1990. The US was represented by David Rapp, Rick Wallace and Brian Boland. In those early years the US hosted three CIA sanctioned national open championships. They were held in Plano, Texas in 1989, Tindell, South Dakota in 1991 and Mitchell, South Dakota in 1992, David was awarded first place in each of US Open Championships.

David flew his Cameron DP-70 airship (named A. Roy Knabenshue) until it became unairworthy in 1993. The replacement cost of a new DP-70 envelope was over \$100,000. This Cameron model was quickly becoming obsolete and the decision was made to stop flying airships. Two things happened due to this decision. David was now available to become airship event staff. He was named a steward at a world airship event. He also found a Cessna 182 airplane that was available for one half the cost of a replacement airship envelope. He earned his instrument rating and flew the Cessna for 12 years.

The airplane was much less stressful to fly than the airship. On every airship flight there was an emergency. He called himself a test pilot for Cameron. These were serious problems such as oxygen starvation to the burner, hose fittings and tank clamps that would rattle loose, low octane fuel that would cause severe engine knock, 15 mph maximum speed causing the airship to lose headway if the wind picked up and calm wind conditions were needed to inflate.

He went to CIA meetings and was a member of the BX committee. In 1994 when he was president of the BFA, he sat with Tom Sheppard at the CIA Plenary Session and was introduced to other interested people. He was offered the position of assistant event director for the Fifth World Hot Air Airship Championship in Valle d' Aosta, Italy in 1996. Neil Robertson was the event director and shared his vast competition experience with David. At the event, Neil concentrated on setting the tasks, and left the other duties to David Rapp. He quickly became a seasoned championship director. The BFA Board of Directors approved him as a CIA Juror and CIA approved the nomination. In 2000 he served as the event director for the Seventh World Hot Air Airship Championship in Schielleiten, Austria. He was also chosen for the next airship event, the FAI World Air Games in Spain. This airship event was cancelled for budget reasons.

The cost of a hot air airship was now over \$300,000 for a leading edge model. This lead to a decrease in the number of operating airships. These airships are made from coated nylon used in hot air balloons. Because they are pressurized, porosity is critical. The interior of the airship becomes coated with water which is a by-product of burning propane, the fabric cannot be dried completely and this greatly reduces its useful life.

BFA Government Relations Committee

David Rapp was chairman of the BFA Government Relations Committee during the time the FAA was to issue an NPRM on FAR Part 61. This chapter of the FAA regulations deals with certification of pilots. He wrote the BFA position paper addressed to the FAA on the needs of our members. The BFA Board of Directors approved this list of bullet points of what changes would be beneficial. Since the BFA was the sole voice of ballooning, the FAA allowed meetings with the BFA in Washington, D.C. David Rapp attended these meetings and got the ear of the FAA.

The final draft of the NPRM included some of the BFA's recommendations, but was far more extensive than anticipated. Commercial pilots were required to have more hours of instruction and specific blocks of training were specified.

The next FAA initiative was a CFI rating for balloon pilots. David Rapp wrote the first two drafts of the FAA PTS for balloon Certified Flight Instructor. The FAA quickly adopted this draft into the final publication. The FAA withdrew the publication because of intense objection by the ballooning community before it was approved. LTA is still the only category of pilot certificate without a CFI rating.

The BFA Board of Directors received complaints from Orlando, Florida pilots about FAA harassment. Orlando went from a rural area to a congested area due to the development of Disney World over a short period of time. The local pilots did not change their flying area to adjust to the more dense development.

As chairman of the Government Relations Committee, David Rapp was requested by the BFA Board of Directors to look into the problem. He first asked his local FAA inspectors about why the Orlando FAA was citing balloon pilots and suspending their pilot certificates. He was a DPE in the St. Louis office and the FAA inspectors spent time to explain the legal process from citizen complaint, FSDO certificate action, appeal to a US Administrative Law Judge and appeal to the NTSB. This was a lawyers' job to look into how this process worked. It did not take long for David Rapp to kick in his attorney skills to discover that the five Commissioners of the NTSB sit as the appeals court of FAA certificate action cases. The NTSB publishes its decisions like any appeals court does. The decisions were not widely available. Where to find the cases? His law firm just installed LEXUS, a service for attorneys to find reported cases in all courts instead of buying the cases in bound books. That is where the NTSB cases with court created rules and interpretations of FAA Regulations were to be found. The cases dealing with the Orlando pilots were easy to read but shocking to any one who flew a balloon. The cases set out what a legal balloon landing was and what was not.

This was new information that every balloon pilot needed to understand. David Rapp wrote the case study book on the NTSB cases. The BFA Board of Directors' approved the book as a BFA publication. The mystery of the Orlando pilots was solved.



**Crew Chief Jill Mozinski and
David Rapp**

We would like to thank David Rapp and Debbie
Spaeth for providing information for this brochure.