

The First One Thousand And One

■ ■ Following is the third and final "installment" of brief statements and information on AOPA members who were among the first 1,001 persons to join the Association in 1939, the year of the organization's founding. Earlier statements and information on members of this select group who are still active in AOPA affairs appeared in the May and June issues of *The PILOT*.

King Michael of Roumania (AOPA 554) is one of the early members featured this month. Unfortunately, in his

case, as was true of the other early members, space limitations prevented publication of all the material and information supplied to *The PILOT*.

Not included in King Michael's statement, which follows, is a revealing passage in his letter to AOPA which read, "I have always been interested in aviation, since my early teens, but was not allowed to get any nearer to flying than sitting in the cockpit at first.

"They finally let me taxi to the hangar, and my very first flight was on

the 6th of June, 1934," King Michael continued. That first flight, he said, was in "an old Junkers 52 which had been modified to take a Hispano-Suiza engine." In addition to his current activities related below, King Michael reported he now is associated with an unnamed brokerage firm in New York.

Like several of his counterparts in AOPA's first 1,001, the King's business activities and other obligations have prevented him from flying as much as he would like. "I am afraid that I have



WILLIAM B. DUNN (AOPA 551)



KING MICHAEL OF ROUMANIA (AOPA 554)

Gypsy Moths, German Junkers, Tri-Motor Fords, and other classics of the 1930s felt the loving hands of AOPA's earliest members and figured prominently in their lives



RUSSELL MILLER (AOPA 556)



J. R. ORGAIN, JR. (AOPA 620)



LOUIS SCHWITZER, JR. (AOPA 623)



FRED HAMMERSTAD (AOPA 640)



HUBBARD PHELPS (AOPA 646)



C. H. INGWER (AOPA 673)



DONALD HOOD (AOPA 777)



J. A. WATERMAN (AOPA 800)



PATRICIA T. GLADNEY (AOPA 807)



LLOYD O. YOST (AOPA 811)



STANLEY W. KECK (AOPA 833)



J. V. CRAWFORD (AOPA 895)



C. B. SMITH, JR. (AOPA 899)



MEARES HARRISS, JR. (AOPA 906)



DR. P. W. MALONE (AOPA 929)



O. J. MILLER (AOPA 930)

not totaled an awful lot of hours," he wrote. "However, I am able to keep up to date with aviation matters through *The PILOT*, which I enjoy very much each month."

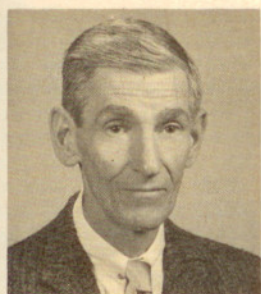
With sincere apologies to King Michael and all members of the Association for having to capsule information on the early members, it is hoped this series stimulates the "old timers" to renew acquaintanceships if they have been sidetracked over the years. It also is hoped the series of statements provides newer members and nonmember pilots who read *The PILOT* with additional information about the "old days."—Ed.

William B. Dunn (AOPA 551), Syracuse, N.Y. As a Chevrolet dealer in Syracuse, William Dunn admits his primary interest is the automobile, but he has kept up his interest in aviation, owning,

from time to time, a couple of *Bonanzas* and a Grumman *Widgeon*. At the present time, he is a partner in a small aircraft leasing company and flies a *Super Widgeon* and a Cessna 310. Before joining the Naval Air Corps in World War II, Dunn was a barnstormer, flight and instrument instructor, and test pilot. He is now also a director of Flight Service, Inc., largest fixed-base operation at Hancock Airport at Syracuse. Says Dunn: "A couple of years ago we built a new Chevrolet dealership which has a helicopter pad on the roof, and at that time I got a helicopter rating. I find helicopters very versatile and a lot of fun, but I will still take my *Super Widgeon*."

King Michael of Roumania (AOPA 554), Geneva, Switzerland. Despite his strong attraction to planes, young Michael was never permitted to take up flying. It was

only some time after he became King that he managed to take lessons "on the sly," as he puts it. He soloed in a Klemm 35. "From then onwards, I was able to fly quite regularly, and in quite a variety of planes, from the Klemm to the old Lockheed 10 *Electra*, Junkers 52, and Focke-Wulf 58. In 1945 [Roumania had joined the allies the year before], the Russians in Roumania gave me two P.O.2 observation planes of very old design—about 1927, if I am not mistaken. Then, in August 1946, I was able to buy a Beech 18 (AT-7) from the RAF, who had it as lend-lease from the United States. After this, I got a Fieseler Storch (Fi-156), built in Roumania, with which I had the greatest of fun. It was somewhat like driving a Jeep. You could land it practically anywhere. There was one incident when I got buzzed by two Russian MIGs, and I managed to get rid of them



LORNE C. GOULDING (AOPA 580)



JOHN P. LOWE (AOPA 593)



MILTON V. SMITH (AOPA 600)



DR. B. C. SHACKFORD
(AOPA 613)



LEO J. SCHEBERLE (AOPA 614)



SUMNER GERARD (AOPA 705)



JOHN ABIUSO (AOPA 714)



J. L. GRESHAM (AOPA 736)



A. LEE MOORE (AOPA 746)



JOHN L. HOLMES (AOPA 750)



GEORGE E. VORDENBAUM
(AOPA 845)



ZACK "SMILIN' JACK" MOSLEY
(AOPA 849)



W. P. HOBSON (AOPA 862)



JOHN S. BROOME (AOPA 865)



WALDO F. FIELD (AOPA 878)



ROLLIN R. CLARKE (AOPA 931)



A. G. BARONE, SR. (AOPA 982)



J. E. MARTANOVIC (AOPA 983)



W. B. HEILIG (AOPA 984)



W. H. BURKHALTER (AOPA 1001)

by going under telephone wires and keeping there until they could not possibly keep with me any longer." King Michael abdicated in 1947. He continued to fly a variety of planes while living in Switzerland, and in 1956 joined the Lear, Inc., office in Switzerland, which closed after two years of operation. "My job was testing all installations made by Lear of radios and autopilots, and also flying the executives around Europe," he writes. "In 1959 I started an electronics firm with a team from the Lear time. We are still in business, going strong."

Russell Miller (AOPA 556), Goshen, Ind. Russell Miller's wife, daughter, and son-in-law are all pilots and AOPA members, so of his aviation career he can say, "I have had much help and understanding from my family. My flying career has spanned what I believe to be the greatest years in aviation history—from the 1930s to the present time. I have had the privilege of flying most models of aircraft, from the Aeronca C-3, OX-5 *Eaglerocks*, Ford *Tri-Motors*, etc., up through some of the most modern executive aircraft. I also had the good fortune to help pioneer rotorcraft operations in this part of the country—both helicopter and gyroplane." Since his release from the U.S. Air Force, Miller has been owner of a fixed-base operation at Goshen Municipal Airport.

Lorne C. Goulding (AOPA 580), Depew, N.Y. Lorne Goulding was majoring in commercial art at the Art Institute of Buffalo when he started to fly. He picked up his flying credentials and by 1941 was copilot for Delta Airlines, flying Douglas DC-3s and Lockheed *Electras*. The next year he was promoted to captain. "Two years after the war, a new air freight company was formed in Buffalo. I accepted the position of chief pilot. It was a very ambitious organization, with two C-47s, five captains, and five copilots. We had air routes set up to various cities throughout the eastern United States. After two years, the company went bankrupt." Before long, the luster of the flying adventure had faded, and in 1955 Goulding decided to settle down as a flight instructor and artist. His flying logs contain over 23,000 hours, and since 1955 he's created over 125 oil paintings.

John P. Lowe (AOPA 593), Stamford, Conn. "When the war ended," John Lowe recalls, "I was coaxed into crop dusting in Louisiana and Arkansas, flying Fleet and Travel Air dusters. We had no masks, and when I picked up an overdose of calcium arsenate, I switched to flying stranded tourists from Miami to New York, using a 10-place Vultee and a 'Bamboo Bomber.' Shortly thereafter, I received an offer from Bluegrass Airlines, a Kentucky scheduled carrier. I recall with pleasure 'trading' copilot time for mint juleps with our most distinguished passenger, the late Alben Barkley, then U.S. Senator, at his Paducah home, my overnight stop. Bluegrass folded, and I ferried airplanes, includ-

ing Republic amphibian *Seabees*, coast to coast. I developed such a weakness for the *Seabee* that I owned three over the next 15 years." In 1947, Lowe went with the overseas division of Central Motors Corporation, retiring last year. He is now looking forward to his 14th airplane!

Milton V. Smith (AOPA 600), Portland, Me. Milt Smith has owned and operated Northeast Airways, Inc., at Portland Municipal Airport, since 1934 when the airport was nothing but a gravel strip put down by the Federal Works Progress Administration (WPA). He was also a dispatcher for the Boston and Maine Railroad's Central Vermont Airways, an operation that flew Stinson *Tri-Motors* between Boston and major cities in Maine, Vermont and New Hampshire. Smith gave up the dispatcher's job when his own business picked up momentum. The airport boomed. During the war, it was turned over to military traffic exclusively, and Smith acted as manager. He fondly remembers one "takeoff" by 15 planes that had been diverted to the airport by fog from the aircraft carrier *Wasp*. The ship suddenly received orders to sail and, weather notwithstanding, the aircraft had to be on board. The pilots got into their cockpits, started their engines, folded their wings, and taxied to the wharf to be towed by barge to the carrier.

Bartlett C. Shackford, M.D. (AOPA 613), Palos Verdes Estates, Calif. Dr. Shackford says he's always tried to operate with the idea of becoming one of the oldest rather than boldest pilots, and at 73½ years, he is still looking ahead to qualifying. The Shackford airplane now is a fully IFR-equipped 1954 *Bonanza 35-E* which he flies from Torrance, Calif., with his wife on pleasure trips about California and adjacent states. Dr. Shackford calls himself "semi-retired," working mornings as pathologist for a Long Beach medical clinic.

Leo J. Scheberle (AOPA 614), Denver, Colo. "I have been active in many phases of aviation since joining AOPA in 1939 as a student pilot. During the 1940s, flight instructional activities kept me busy as CPT instructor, then later as multi-engine instructor in AT-9s and B-25s. After the war, there was more instructing; charter flying; Reserve Air Force (retiring from the Air Force Reserve as lieutenant colonel), flying B-25s, C-47s and T-33s. During the past 15 years, I have been in executive flying and presently am flying for a Colorado electric and gas utilities company. Our present equipment includes a *King Air*, Super-18 Beech, and FH-1100 helicopter."

J. R. Orgain, Jr. (AOPA 620), Alberta, Va. "For the past 20 years I have kept the private pilot's license up to date and fly in my real estate sales and appraisal work, generally in a 150 h.p. *Super Cub* for low-level pictures and close examination of farm and wooded land," Bob Orgain reports. The day after Pearl Har-

bor, Orgain, who had over 600 hours in a J-2 *Cub*, went to the city to enlist for flying duty. "I was deflated promptly," he says, "when tough recruiting sergeants of the Marines, Navy and Air Force informed me that 'specs on a runt' disqualified one for flying." An A&E course and factory schooling in aircraft carburetors prepared Orgain for World War II duty. He was to travel 1,000 miles a week, troubleshooting aircraft carburetors at U.S. and R.A.F. B-24 bases in Britain. The R.A.F. always had planes for his travel, but when buzz bombs seemed tame, those mission-tired pilots that he drew always seemed "to love wild flying for kicks—rolls in a Halifax bomber while flying at treetop level, etc." That was his war.

Louis Schwitzer, Jr. (AOPA 623), Carmel, Ind. Before retiring, Louis Schwitzer was president of the Indianapolis-based Schwitzer Corporation, manufacturers of engine components such as cooling fans, pumps, seals, superchargers, turbos, and crankshaft dampers for many of the principal engine and vehicle builders in the United States. "We used airplanes in our business, starting in 1927 with chartering, until 1934 when we started operating and flying our own. . . Over these many years, we have owned three Waco Custom Cabins, four T-50 Cessna twins, an S-39 Sikorsky amphibian, three Model 18 Twin Beechcraft, and a Grumman *Widgeon* which we finally converted with 270 h.p. engines, metalizing, etc. This ship was my personal favorite. . . Since retiring from my business, I bought a Cessna *Skyhawk* for my son, later a *Skylane*, and now, for my personal use, a *Super Skymaster* which I use for pleasure and farm business." Schwitzer has a 3,500-foot strip and hangar on his Indianapolis cattle and horse farm. From spring to fall, he keeps his airplane there; however, the *Skymaster* goes along in winter to the Schwitzers' Florida home.

Fred Hammerstad (AOPA 640), Yakima, Wash. Fred Hammerstad began flying a *Cub* in 1937 on what he calls a "15-minutes-when-I-could-afford-it basis." At the outbreak of World War II, he joined the Air Corps and served four years overseas with the Eighth Air Force as a flight engineer and crew chief. At present, Hammerstad is a partner in United Builders of Washington, Inc., a construction company which builds houses and apartments in a three-state area. In 1957, Hammerstad found it was becoming hard to manage so large an area effectively by automobile, so the firm bought its first airplane, a *Tri-Pacer*. In 1963, the company moved up to a *Comanche 180* and, in 1966, to a *Comanche 250*. Hammerstad and his family take frequent flying vacations—recently at the Montreal World's Fair and in Acapulco, and at the Las Vegas Plantation Party in 1965. Hammerstad has been president of the Yakima Club and is an officer in the Yakima Chapter of the 500-member Washington Pilots Association.

Hubbard Phelps (AOPA 646), Westerly, R.I. The contagious enthusiasm of Alfred L. Wolf (AOPA 5) for AOPA at Wings Field in Ambler, Pa., brought Hubbard Phelps into the organization. He says, "As many private pilots will recall, back then it was pretty much a 'do-it-yourself' program as to information on regulations, insurance, credit (who had any?), legal matters, etc. Today, it is a good feeling to know that an association such as ours speaks for the private pilot's interest. As I travel a great deal, it has made my work a lot easier through the many services offered." Phelps graduated 34 years ago from the Boeing School of Aeronautics at Oakland, Calif. He is owner of H. Phelps Photo Services, Westerly, R.I., a company dealing in aerial, industrial, commercial and television news photography.

Carl H. Ingwer, Jr. (AOPA 673), Tucson, Ariz. "My flying started in 1937 when I soloed a *Cub* and received my pilot's license in a Warner *Fleet*. In the next few years, I managed to fly almost everything, from C-2 Aeroncas and OX *Robins* to Howards and D-17s. My favorites in those days were *Monocoupes* and Fairchild 24s." Ingwer was drafted in 1941 and transferred to the Army Air Corps in 1942. He had qualified as airplane commander on B-29s when separated from the service in late 1945. After World War II, Ingwer did little flying until his company acquired a 560 *Aero Commander* in 1955. He took the *Commander* with him when he sold his business interests in 1958 and moved from Cleveland to Tucson. "In 1960," Ingwer told The PILOT, "I converted a PBY to fly around the world. Although those plans failed to materialize, my family and I enjoyed a number of trips to Canada (including Great Bear Lake), to Alaska, and into Mexico. In 1962, I again became active in business, buying Mercury Aviation Corporation, an FBO in Phoenix and Tucson. Five years later I retired for the second time to devote more time to my ranching interests. Flying is still my first love, and I manage to stay current in the family *Grand Commander*, which we have owned for the past five years. My wife is also a rated pilot, and we spend a lot of time flying to Mexico and Baja California for deep-sea fishing."

Sumner Gerard (AOPA 705), New York, N.Y. "My first license was an English 'A' certificate which requested military and civilian authorities to render assistance, in eight languages including Turkish. It was obtained 30 years ago in a de Havilland *Gypsy Moth*, which had a top speed of 80 m.p.h., stalled at 40, and didn't have a starter, let alone a radio. However, one was in the direct line from the Red Baron, with helmet, goggles, and scarf in slipstream. Loops, spins, rolls, and ground stops in a hedge were the exhilarating order of the day, but it was a poor machine to go anywhere in. I now fly an S *Bonanza* with a top speed of 200 m.p.h. and about the same stall—a 400% improvement—

with considerable comfort for six, and the added advantage of so many black boxes and needles that I generally know where I am. After many years in Montana ranching, business, and politics, where an airplane was a happy necessity and the air was free and clear, it is most unpleasant to see 275 Sierra gather dust in my Princeton hangar. Eastern seaboard private flying simply isn't very practical and is rapidly becoming less so. If it weren't for AOPA, I would question its chances for survival. Years of government's neglect on all levels to plan for the growth of corporate and private flying has brought the obviously predictable day of reckoning. It may be late to do much about it, but it's worth a big try. Keep up the good work."

John Abiuso (AOPA 714), New Cumberland, Pa. After 41 years, John Abiuso is still very active in aviation, now keeping and flying a Piper *Apache* at Harrisburg-York State Airport. "When not flying off to foreign places," Abiuso told The PILOT, "I devote time to my hangar facilities which are leased to a steel corporation in Harrisburg, Pa. As some of the 'fly boys' know, my original flying started in the Navy and branched out to commercial flying with Trans World Airlines and All American Aviation, now Allegheny Airlines, and some pioneering in 'flying the mails.' Other activities included managing 'airport op-

erations' at five locations. I would like to say that I have been fortunate in all these years of flying in all kinds of weather and in many foreign places. I have never met with any serious misfortune. Some of the 'young 'uns' would say that it was a lot of luck, but luck alone does not keep you flying too long. Careful planning and knowing and staying within your limitations are the most important requisites."

Julius L. Gresham (AOPA 736), Daytona Beach, Fla. Julius Gresham's first flight was on July 15, 1918, so last year he'd been at it for 50 years and had owned 27 airplanes—from the *Jenny* to the *Bonanza*. He flew with the Marines in World War I and with the Civil Air Patrol in World War II. Gresham puts it this way: "Bought a new *Jenny* (\$500) after World War I and with the help of a couple of other pilots—no, not pilots, but 'aviators'—put it together and did some barnstorming. No airman's license, no numbers on airplanes, no A&E mechanics. And very few airports, except what we made out of fairgrounds and cornfields. I came on up through the Travel Air 2000, Waco 9 and 10, C-2 single-place Aeronca, and Ryan STA, until I got into cabin ships." In World War II, Gresham served three years and eight months in the CAP, chiefly towing antiaircraft units. He was commanding officer of the tow-target unit for the entire East Coast. For 18 years, Gresham operated the Daytona

Beach Airport, and for the last four years he has run the Gresham Flight Service. He was first state president of the Florida Aero Club, which he helped organize, and also is a member of Quiet Birdmen and OX-5.

A. Lee Moore (AOPA 746), Phoenix, Ariz. Lee Moore has had his share of chills—like the time, in 1938, when his *Airmaster* C-34 "crystallized a crankshaft" and lost the propeller. "Four of us were in it, over high tension wires. We landed and stopped in a quarter of a mile. Then there was the night going into Tucson in an AT-11. There was a short in the primary circuit of the radio and it caught fire." Fortunately for Moore, "there was a little bit of moon, and with the gear up, the lights down and the flaps down, I went into a ploughed field, sliding about 450 feet. Three days later, with a borrowed propeller and flaps, I flew it back to Phoenix." Moore spent part of World War II flying in the CAP and teaching the British to fly at Falcon Field near Phoenix. Moore says he considers himself a pioneer in the use of an aircraft as an ambulance. One of his planes, an AT-11 Beechcraft, went through six sets of engines in 15 years because, he says, there was virtually no one else in Arizona using a plane as an air ambulance. "I sold the AT-11 when I had an illness and subsequently bought a *Bonanza* 35 and a C-45 and traded both on a *Twin Bo-*

nanza. My son and I still have a beautifully equipped *Twin Bonanza* with everything but radar and boots."

John L. Holmes (AOPA 750), La Canada, Calif. John Holmes now is instructing Flying Tiger Line pilots with the aid of a DC-8-63 simulator—one of the few such certificated simulators in the country. Until last year he was LAX chief pilot at Flying Tiger, for which he has worked 20 years. "After over 25 years of airline flying," Moore says, "I still enjoy flying and hated to see my 60th birthday arrive last year." Moore kept current in smaller aircraft even while flying for the airlines. He was a private pilot when he joined AOPA in 1939, and then, two years later, decided to make flying his career. He's enjoyed it all—instructor, test pilot, charter pilot, executive pilot, check pilot, airline captain, U.S. Air Force captain. Moore points out that "AOPA has kept me informed of the aviation segment I could find little time for during my airline flying. Now I expect to truly belong in the private area."

Donald Hood (AOPA 777), Indianapolis, Ind. "For the past 14 years, I have been a pilot for P. R. Mallory & Company, Inc., and chief pilot since 1958. We have operated *Commanders*, an *Apache*, and an *Aztec*, and at present have two *Commanders*—a 68E and a 560F—which we fly from Indianapolis to the plants of the various Mallory divisions located throughout the eastern part of the country. Our pilot staff consists of four captains (including myself) and one copilot who is working towards qualification as captain. We use a two-pilot operation on all flights and keep a very full schedule. Since many of our plants are located where they are difficult to reach by airline or any other means of transportation, the company planes are very valuable timesavers for our executives, salesmen and engineers. When I first started flying, in 1929, I used to wonder if I would become tired of the flying business after a few years, but I am just as enthusiastic about it now as when I started. . . . We are looking forward to getting a new turboprop within the next year or so, and this will be not only a pleasure to fly, but a great increase in comfort and timesaving for our executives."

Ben F. Hazelton (AOPA 784), Phoenix, Ariz. "I am still flying, since solo 37 years ago, and after a profitable career as instructor, test pilot, U.S. Army Air Forces pilot in World War II, and most all other types of aircraft driving. My No. 1 son flies, and No. 2 son is flying F-105s in the 'Far East love-in.' He has about 40 missions thus far. I would like to take the time to tell you how much I believe your clinics are helping the general aviation picture. There is no substitute for continued learning. A pilot, if he is not trying to upgrade his proficiency, has wasted all the effort and expense involved, and must surely suffer in the end. You either keep on learning or slide back; there is no standing still."

Robert J. Reed (AOPA 789), Rye, N.Y. President of Heron Leasing, Inc., at Rye, member Reed recently returned from a three-month stay in Hawaii. Unlike many travelers to that Pacific state, Reed's lengthy trip was occasioned by business, not pleasure. He was in the islands to repair a Riley *Heron* belonging to his company. "There were many agonizing delays in preparing the airplane to be ferried back across 2,400 miles of ocean, and I kept expecting to leave there from week to week," he reported. Reed indicated that his current activities revolve around those of his leasing firm.

Walter H. Morrison (AOPA 797), Berkeley, Calif. Walter Morrison owns and operates, with two of his sons, a thriving jewelry business in Berkeley and spends much of his leisure soaring with a local Bay area soaring club. He owns a *Cherokee* and also flies *Schweizer* 2-32s. His current flying companion, he reports, is his 22-year-old son who is becoming a skilled soaring pilot, trained solely in sailplanes. Morrison learned to fly at Benton Field (now a Naval Air Station), Alameda, Calif., and received his license in 1932. He was commissioned in the U.S. Army Air Forces in May 1942. He had three years' overseas duty.

Jerome A. Waterman (AOPA 800), Tampa, Fla. Jerome Waterman's pilot's license is no longer active, but Waterman, at the age of 85, is very active—both in business and in aviation affairs. In the former, he is director of a number of corporations, vice president of an insurance corporation, and chairman of the board of Maas Brothers, which operates 10 department stores in and around Tampa. In aviation, he is advisory director of National Airlines, which he helped to found. Two years ago he was awarded the U.S. Air Force Exceptional Service Award. Waterman obtained his pilot's license, No. 3458, in 1928. He became the second businessman in Florida to own and fly his own plane, at that time an OX-5-powered Travel Air. This he traded for a Travel Air restricted type with 165 h.p. J-6-5 Wright *Whirlwind* engine. In 1929, he secured an F.A.I. certificate signed by Orville Wright and an F.A.I. annual sporting license for aerobatics, also signed by Wright. During World War II, he was called to active duty with the National Guard and transferred from the 31st Division Artillery to the Army Air Corps. After returning to National Guard status, he was retired at age 64 with the rank of lieutenant colonel.

Patricia Thomas Gladney (AOPA 807), Los Altos, Calif. Mrs. Gladney learned to fly in an Aeronca C-3 while at Teaneck High School in New Jersey. She taught flying in California with the CPT program and joined the WASPs in 1944. After the war, she continued to instruct at Bay Meadows Field in San Francisco. Mrs. Gladney and her husband (a captain with Air West) own a Cessna

Skylane which they use for hunting, fishing, flying in the Powder Puff Derby each year, and flying to cat shows, "as my hobby is raising Persian cats." Mrs. Gladney belongs to the 99s, and each year she and three other members plan a long vacation trip. "This past November we covered Mexico and the Yucatan with help provided by AOPA Flight Planning. I instruct part time for the Palo Alto Flying Club, Lockheed Flying Club, and Jim Duncan School of Flying in Palo Alto."

Lloyd O. Yost (AOPA 811), Dunedin, Fla. After graduating from college in 1917 and serving in World War I as a formation flight instructor, Lloyd Yost barnstormed for a couple of years, ran a fixed-base operation at various locations, then joined a manufacturing company as executive pilot. Except for time out for duty in World War II, he stayed with the same firm until his retirement in 1956. "Since then," Yost writes, "I have owned a Piper *Tri-Pacer*, F *Bonanza*, 1965 *Mooney Super 21*, and now a 1965 *Cessna Skyhawk*. I try to play nine holes of golf every weekday, weather permitting, pulling my own golf cart and clubs. On Sundays I go with a group of Florida Aero Club members who fly to different airports for the noonday meal, return, and brag about their exploits." The OX-5 Club of Miami, Fla., awarded Yost a plaque Dec. 13, 1968, for completion of 50 years of active military, commercial and private flying. "From here on," quipped Yost, "I will be busy trying to 'keep breathing.'"

Stanley W. Keck (AOPA 833), Springtown, Pa. When Stanley Keck joined AOPA in 1939, he was operating the Bethlehem, Pa., airport. He owned two OX-5 Waco 10s at the time. He flew these in Pennsylvania during his air show, aerobatic and racing days, and on all the Pennsylvania Air Tours in 1939. "I served with the Air Force Ferrying Command during World War II and later was CAA flight supervisor for the War Training Service Program." After the war, Keck operated and managed the Keck and Jewett G.I. Flight Training School at Mason, Mich. "At present," Keck reports, "I am flight instructor at Kutztown Aviation Service, Kutztown Pa., Airport. I am instructing students in Cessnas, *Citabrias*, and *Schweizer* sailplanes."

George E. Vordenbaum (AOPA 845), San Antonio, Tex. An *Eaglerock* with an OX-5 engine took George Vordenbaum up for his first flight training, 40 years ago. During these years he has flown over 5,000 hours, 2,000 of which were logged at Bruce Field, where Vordenbaum was a World War II primary flying instructor with the Army Air Corps. He has owned three aircraft—an Aeronca C-3, an Aeronca *Chief*, and a *Beechcraft Bonanza*—used for business and pleasure. Today, at 63, Vordenbaum is retired from the Army and Air Force Exchange Service and flies several times a week out of Stinson Municipal Airport, San Antonio.

(Continued on page 67)

(Continued from page 65)

Zack Mosley (AOPA 849), Stuart, Fla. October, 1969, will mark the 36th anniversary of "Smilin' Jack," the cartoon that has made real for so many youngsters their own yearning to fly. Some were satisfied with the vicarious "kick." For others, "Smilin' Jack's" example was one more reason to become pilots themselves. Zack Mosley, creator of the strip, has loved airplanes since boyhood on an Oklahoma farm when his ambition was to be an aviator and to draw for the "funny papers." After studying art and cartooning in Chicago in the late 1920s, he received his start as an assistant artist for the then-new "Buck Rogers" strip and an aviation cartoon called "Skyroads." Though fascinated by the heroism and glamour of the barnstormers, Mosley had been timid about flying lessons for himself. With encouragement from Chester "Dick Tracy" Gould, he started flight instruction and at the same time created an aviation strip of his own, using as his angle the "scared pilot." The strip was taken on by the Chicago Tribune-New York News Syndicate. Since then, Mosley has flown the world over for the background material that keeps the "Smilin' Jack" feature authentic and true to life. Mosley says, "I've slowed down a bit—still have a current pilot's license and rent a plane at our Stuart Airport to keep makin' like a bird."

W. P. Hobson (AOPA 862), Wilmington,

Del. William Hobson is now a pilot with the Hercules Powder Company. He told *The PILOT*: "From my first days of dreaming of a career in flying to the present day total of approximately 13,000 hours, I have enjoyed each issue of *PILOT* magazine. From 1938 when I soloed, 1939 when I joined AOPA, 1941 when I got my first airplane, World War II when I enlisted as an instructor, until now as captain of a Lockheed *Jetstar*, I've never lost that initial excitement of flying. My membership in AOPA I have enjoyed and cherished through the years, and I feel you have performed a great service for the private pilot."

John S. Broome (AOPA 865), Oxnard, Calif. Diversified farming of citrus and cattle gives John Broome and his Beechcraft plenty to do. Until last year he was also flying a 1935 Aeronca C-3 just for the fun of it, but he has given that airplane to the San Diego Aerospace Museum where it will be on permanent display. Broome told *The PILOT*: "In 1939, I was flying a Fleet that I owned jointly with Tony Grandis who, although he is now in his 70s, is still actively giving flight instruction in Gulfport, Miss. In 1941, I became a district flight supervisor for the Civilian Pilot Training Program, and later was chief flight standardization specialist for the War Training Service in Washington. I then transferred to American

Airlines and flew on their military overseas flights . . . For many years, I have been a member of Quiet Birdmen, Flying Farmers, and the Aviation Country Club of California. Last year my wife and I both took an AOPA refresher course. I think that this is an outstanding program, and I hope it will be continued."

Waldo F. Field (AOPA 878), Castro Valley, Calif. Waldo Field is deeply involved in aviation as a 25-year employee of the Bureau of Naval Weapons, Naval Air Station, Alameda, Calif. He is also a lieutenant colonel and squadron commander in the Civil Air Patrol, a command pilot as well as mission coordinator. "In this endeavor," Field says, "I am engrossed in the search-and-rescue and the cadet programs of CAP. I normally fly my *Bonanza* when participating in the search missions. I am an active member of the Alameda County Sheriff's Aero Squadron, and the Western States Aero Sheriffs group." Field soloed in 1937 and has since accumulated 5,500 hours.

J. V. Crawford (AOPA 895), Santa Ynez, Calif. J. V. Crawford says he "flew a bit in some of the older aircraft in 1929 and took some lessons in a Fleet in 1931. Dropped it until 1937, then gave it a good try and was licensed that fall. I have owned a couple of Wacos, a 37 Standard, and a 37 Custom. After the

war, I had purchase order No. 2 on a *Navion* from North American. I flew it until 1951 and got a Ryan *Navion*. Jack Riley made a twin out of that one, and I later traded it in on a 1956 Cessna 310 which is still here at the ranch airport with a 1964 modification job by Jack Riley. I have been a cattle rancher and find the transportation very valuable. I've also been with the Santa Barbara County Sheriff's Aero Squadron since 1941." Crawford is rated for helicopters as well as for single- and multi-engine fixed-wing aircraft.

Clarence B. Smith, Jr. (AOPA 899), Westfield, N.J. "Cap" Smith was a wireless operator in 1925 at Hadley Field, the U.S. Air Mail's New York terminal. He sent the departure message when the first night flight took off for Bellefonte, Pa. "I also helped unload the mail, push the DHs in and out of the hangar, start the Liberty engines, etc. I filled the pilot's Thermos with coffee I made on the pot stove in the wireless shack. Veteran pilot Dean Smith accused me of boiling socks in the coffee water! Being an ardent motorcyclist, the roar of that Liberty stirred up something in me, so in 1927, Johnnie Miller soloed me in an OX-5 Pitcairn (C977) at Bob Johnson's (Johnson & Johnson, subsequently Gen. Johnson) field in New Brunswick, N.J., alongside the cemetery behind the chocolate factory. Every landing was a spot landing, the log being at least 800 feet long! My old logbook shows time in the OX-5 Waco 10, Fleet, *Bird*, Curtiss *Junior*, Avro *Avian*, Spartan, Curtiss *Robin*, *Moth*, Aeromarine Klemm, New Standard trainer, and others. I organized the Plainfield, N.J., squadron of the Civil Air Patrol and afterward became group commander with the rank of major. Presently I fly a *Skylane*, mostly for pleasure, occasionally for business in connection with my real estate office at Westfield, N.J. I enjoy these modern-instrumented airplanes, but sure miss the open cockpit and helmet days when a 20-minute flight meant not losing sight of the home field while doing nothing but aerobatics."

Meares Harriss, Jr. (AOPA 906), Wilmington, N.C. "Since joining AOPA as a charter member, I have continued to fly as a private pilot and find I use the airplane on business trips a great deal more than I do in any other capacity. It furnishes a tremendously convenient means of getting around for speaking engagements and business meetings—commitments that would be hard to arrange any other way. Late in 1968, I was elected to the Board of County Commissioners of New Hanover County, in which capacity I have charge of the county airport, the New Hanover Municipal Airport. This airport is the base for an interceptor squadron, Piedmont Airlines, a nonscheduled passenger carrier, and a fixed-base operator. Through my work with the airport, I am able to keep closely in touch with many phases of aviation development and, I hope, help a little in furthering the progress of aviation, at least on a local basis."

P. W. Malone, M.D. (AOPA 929), Big Spring, Tex. Dr. Malone is a practicing ophthalmologist but still finds time for his duties as president of Big Spring Aircraft, Inc., the local Piper dealer and operator of the Howard County Airport. He also is vice president of Kasch Brothers, Inc., general contractors, and often flies to inspect construction projects under contract to the company. Kasch Brothers owns two turbo-twin *Aztecs* which are available for his use. Dr. Malone received his medical degree from the University of Tennessee in 1929 and his private pilot's license in November 1936. In 1940, he received his commercial license, later adding multi-engine and instrument ratings. Though he has taken up many an old-time airplane, Dr. Malone now owns a turbo-twin *Comanche*. "I use it for business and pleasure trips nearly everywhere I go, and now that I have an instrument rating, I usually am able to get completely up over the bad weather."

Orlando J. Miller (AOPA 930), Austin, Tex. "For 34 years it has been my privilege to 'breathe and live' airplanes. This includes a lifetime career in aircraft sales, airplane manufacturing, fixed-base operation, executive flying, finance and insurance, sales, airport management . . . The culmination of these years has led to our current project—the Longhorn Flying Club and affiliated Longhorn Aero Clubs. Originally sponsored by the University of Texas, the Longhorn Aero Clubs have grown into the 'world's largest flying club,' with over 2,000 members and 154 airplanes in 19 chapter locations in Texas and the Southwest. Like AOPA, we are dedicated to the welfare of the average man and woman interested in learning about and participating in the 'flyer's world.'" Miller's personal library contains some 4,000 volumes on aviation.

Rollin R. Clarke (AOPA 931), Waterbury, Conn. "Just how far we've come was brought home to me last summer when I took my son to visit a 'fly-in' featuring 'old' airplanes. There stood an American Eagle, a Fleet, and other old biplanes—things of beauty to me, but just curious antiques to my son. Ever since that day, I'm afraid he considers me somewhat of an antique, too. Chalk up one more for the generation gap." Clarke's first instructor was Horace B. Wetherell, who is now director of aeronautics for the State of Connecticut. He took his check flight for the private ticket in an American Eagle biplane and also flew Fleets with Kinner engines. "Those old biplanes were a pure joy to fly, and I can't help feeling that our young people are missing some of the exhilaration when they 'belt up' in the snug cabins of today's planes. I'm not knocking today's comforts, safety and convenience, but how many young people today hear their mothers say, 'Now don't go flying without your parachute'? She tells me I always replied, 'Don't worry, Mom, if anything happens, you'll be the first to know.'"

(Continued on page 70)

(Continued from page 68)

Barbara Kibbee Jayne (AOPA 972), Ramcho Santa Fe, Calif. Head of Jayne Company, a real estate firm located on Palomar Airport at Carlsbad, Mrs. Jayne holds several "firsts" in her aviation career. She was the first woman to graduate from the Ryan School of Aeronautics (Feb. 22, 1938), and in November 1939 she became the first woman flight instructor in the Civilian Pilot Training (CPT) Program. Working in the CPT program with Troy Flyers, Inc., at Troy, N.Y., Mrs. Jayne recalled: "Most of the students came from Rensselaer Polytechnic Institute, and we flew Luscombe Continental 65s, on skis or wheels, from dawn till dark, seven days a week on this program." During World War II, she worked for Grumman Aircraft Engineering Corporation, Bethpage, N.Y. "Grumman was supplying the Navy with twin-engine amphibians, fighters and fighter-bomber aircraft," she said of that period of her career. "Teddy Kenyon, Lib Hooker and I were the three women test pilots at Grumman." Following the war, she ran a flight school in Annapolis, Md., and later moved to California. She now owns and flies a Cessna 175, and says, "It is a great help when showing land. For pleasure flying, it is a fine transport to Baja California, where flying is sort of 'like it was.' Dirt strips, no weather forecasts, gasoline from barrels strained through a chamois, and bailing wire maintenance, all of which is just as good today as it was 30 years ago. And just as much fun, because you're on your own."

Anthony G. Barone, Sr. (AOPA 982), Wurtsboro, N.Y. In 1939, when he joined AOPA, Anthony Barone owned and operated North American Flying Service, Inc., a seaplane base in Little Ferry, N.Y. In a couple of years he also took on the fixed-base operation in Wurtsboro, N.Y., and briefly tried a little freight and passenger service with a surplus DC-3. Development of the Wurtsboro operation became his full-time interest in 1952. At present, the Wurtsboro Airport has a year-round facility, operating off a new 3,600-foot paved runway and taxi complex. In addition, there is a year-round soaring school with complete facilities. Barone is a member of the Sullivan County Airport Commission, the town planning board at Mamakating, and the board of directors of Sailflights, Inc.

Joseph E. Martanovic (AOPA 983), Cleveland, O. "I well remember the skeptics who predicted a very short existence for the AOPA. They called it 'just another group organized to make a fast buck.' Now time has proven the value and need for this great general aviation fraternity. Those of us who started the hit-and-miss style of private flying in the 1930s, as airport rats, prop spinners and general-duty hangar students, well-realized the need for an organization such as AOPA to give us intelligent and progressive guidance. I hope," says Martanovic, "to continually support the AOPA, even though my ac-

tivity is restricted to reading The PILOT every month."

William B. Heilig (AOPA 984), Scottsbluff, Neb. Bill Heilig told The PILOT that he is now 53 years old, keeps his medical current, and is flight instructing in both airplanes and gliders. He also spends a lot of time constructing 'home-built' airplanes—among these a much modified Smith *Miniplane* which he finished and test-flew in June 1965. Heilig flew Stearmans from 1942 until 1945 at Avon Park, Fla., training U.S. Army Air Forces cadets in the CPT program. He operated a crop-dusting service from 1946 to 1948, then became a sporting goods dealer and part-time flight instructor until 1967, when he retired from business. "I joined AOPA 30 years ago because it was evident that a flying organization was needed to promote and encourage private flying. AOPA has more than fulfilled the cause for which it was organized, and it should be evident to all general aviation pilots that we would not enjoy the flying freedom we now have were it not for AOPA bucking for us."

E. Jack Hoyt (AOPA 992), Oak Lawn, Ill. E. J. Hoyt never paused in his commercial aviation activities. Before World War II, he was a primary instructor in J-3 *Cubs* for the Civilian Pilot Training Program. After Pearl Harbor, he instructed for the U.S. Army Air Corps primary training program in PT-17 Stearmans, then went on to employment as copilot for two major airlines, one of which held a military contract to transport high-priority cargo and personnel. Postwar: a bit of this and a bit of that, then Hoyt was hired as a corporate pilot for a Chicago-based company that owned a C-model *Bonanza* and later a *Travel Air*. He is a corporate pilot at the present time for another company, flying a "very well-equipped *Baron* which is based at Chicago's Midway Airport."

W. H. Burkhalter (AOPA 1001), North Augusta, S.C. A little taste of politics as city councilman and two terms as mayor taught W. H. Burkhalter that "even in the worst weather I had tackled as a pilot, I had never encountered anything as violent as a group of enraged citizens." Therefore, he exited from politics while he "could still say I had never been defeated in an election." Burkhalter had had plenty of all-weather experience in the air, as flight instructor in the CPT program and, after Pearl Harbor, instructing U.S. cadets in the BT-13. In 1944, he transferred to the Military Air Transport Command as a contract pilot with Trans World Airlines' intercontinental division. After World War II and until 1948, Burkhalter flew with TWA extensively in Europe, the Middle East and India, in DC-4s and *Constellations*. Burkhalter is in the construction and real estate business and keeps his flying proficiencies current. His present aircraft (owned with two partners) is "a fine little *Comanche*." □