

# AOPA: 25 Years Of Growth

*Launched a quarter-century ago to fight for the rights of the  
general aviation pilot, AOPA celebrates its Silver Anniversary  
as spokesman for more than 100,000 flyers and owners*



In terms of man's history, 25 years is but a grain on the endless beach of time. But as it affects general aviation, the past 25-year span has the significance of a boulder. That period has seen the evolution of private flying from the status of a maligned and contemptuously regarded "pastime of the idle rich and daredevils" to a respected adjunct of business and a rewarding form of recreation.

The past 25 years also covers the life of the Aircraft Owners and Pilots Association. As it celebrates its Silver Anniversary this year, the Association and its membership—which comprises more than 36% of the nation's certificated pilots—can look with pride on the major role it has played in general aviation's revolutionary growth.

Storybook-like, AOPA was born of humble beginnings. The private pilot and the general aviation industry in the pre-1939 era were vexed by inequities and unfairness on the part of Federal and state governments, and by public contempt or misunderstanding. Federal and state air regulations were geared to the military and the youthful commercial air transport industry, frequently to the detriment of the private flyer. The public image of the individual pilot was largely that of a thrill-seeking playboy or an itinerant daredevil. In the 26 years between Kitty Hawk and 1939, progress in general aviation had been so impeded by these factors and others, such as the lack of—or inadequacy of—airports and facilities, that the latter year had a total of only 29,513 certificated pilots.

In the fall of 1938, a group of Philadelphia aviators flew to Georgia to hunt. Ensnared in their turkey blind with them was Ed Noble, chairman of the newly created U.S. Civil Aeronautics Authority. Naturally, the conversation revolved around the problems

of private flying.

"Look," Noble declared, "the transport people come to us with a definite stand among themselves regarding exactly what they want in the way of help or regulatory action. They present it in a professional manner and they usually get what they ask. The Army presents its views in the same way. But one private pilot will write or come into CAA with a demand that is absolutely insane. Another will demand exactly the opposite.

"What you fellows should do is to get all of the private pilots together in an organization that will argue for things that are in the best interests of all."

The Philadelphians took that idea home with them. Five of them—L. P. Sharples, P. T. Sharples, C. Townsend Ludington, J. Story Smith, and Alfred L. Wolf—met in L. P. Sharples' home to give the idea substance. That substance evolved into a carefully drawn up plan, the conception of AOPA.

The five all were avid sports flying enthusiasts, but saw also the potential utility of the lightplane. Ludington was the founder and operator of an airline and director of the aviation section of the Franklin Institute. The Sharpleses, both pilots and plane owners, were among the country's earliest pilots and officers of the Sharples Corporation. Smith, president of the Philadelphia Aviation Club, was also executive officer of the Jacobs Aircraft Engine Company. Wolf, a seaplane buff and former executive director of the Philadelphia Aviation Commission, was a noted attorney, specializing in aviation law.

From the outset, AOPA was envisioned as an organization that would actively serve its members by making flying "more useful, less expensive, safer and more pleasurable." There

were several struggling private flying organizations in existence at the time, as well as countless aviation clubs. They all had three faults in common. Each was the tool of an individual or group who expected personal gain or benefit from it. Each was run by part-time, amateur management. And all were inevitably doomed to fail. Their organization, the Philadelphia quintet agreed, would serve only the common interests of all pilots, and it would be run by professionals.

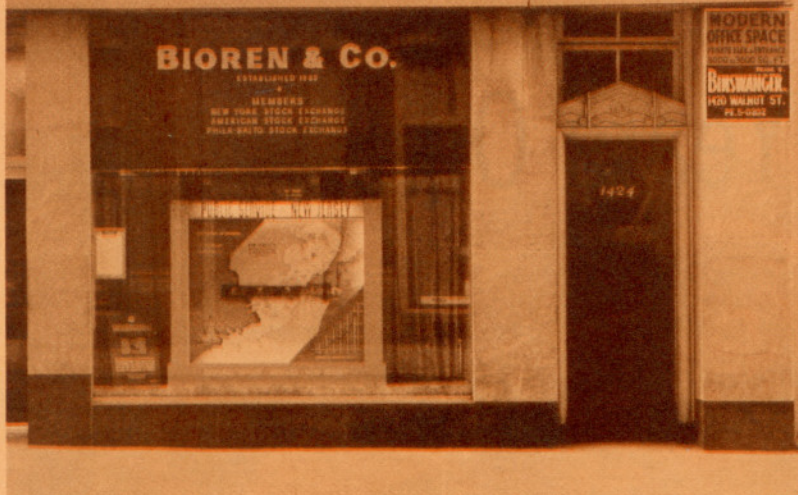
Purposes laid out for the budding organization were:

- To promote, protect and represent the interests of the members.
- To further the art, science and industry of aeronautics and the pursuit of flying.
- To promote the economy, safety and popularity of flight in aircraft and the use of aircraft, including the pilotage thereof.
- To enjoy and exercise such other purposes and powers as are specifically granted to it by the laws of the State of New Jersey, not for pecuniary profit.

Those broad purposes encompass a wealth of contributions that AOPA has made to the private pilot and the general aviation industry alike during the past 25 years. It has been an unquestioned champion in the continuing struggle—between government, special interests and individuals—to insure maximum airspace freedom for all users. It has contributed significantly

by **ROBERT L. PARRISH**  
*Associate Editor, The AOPA PILOT*





AOPA's first headquarters was located in an unused upstairs office at 1424 Walnut Street, Philadelphia

The Association went up in the world when AOPA headquarters was moved to Chicago's Transportation Building in late April 1939. It occupied a two-room suite on the top floor of that building, shown at right



to aviation safety, expanded airport and air navigation aids systems, and production of improved aircraft and associated equipment. It has assumed the role of watchman over both industry and government to reduce frustrations in aircraft ownership and use, and to increase international travel by private aircraft. As the recognized spokesman for the noncommercial flyer, AOPA has carried on an unstinting campaign to stimulate wider public support of general aviation.

AOPA has spared neither energy nor personal feelings in its efforts to represent to the fullest the interests of all pilots. It has engaged both openly and behind the scenes in individual and agency encounters, with regulators, manufacturers and assorted despots. From some of these encounters the Association has emerged victorious, with new privileges or recognized rights for general aviation. In others it has lost. But even in defeat, AOPA has shown that the nearly 300,000 individuals who today fly for fun or for business do have a concerted voice.

An organization that is based implicitly on membership services, AOPA has, over the course of its 25 years, gained benefits for the pilot that help to assure his well-being from the standpoint of both safety and economics. In instances where advantages could not be achieved through legislative or other influence, AOPA has initiated its own services—providing clear interpretation of aviation matters to its members, charting and flight planning services, reasonably priced personal and aircraft insurance, aircraft financing, airport and air traffic control consultation, flight safety programs, pilot skill upgrading, aircraft title and airman rec-

ords search. The list could go on *ad infinitum*.

Over the years, AOPA has had many competitors and imitators, vying for the role of spokesman for private flying. Most of them were structured along nonprofessional lines and faltered when they tried to expand beyond the status of a local flying club. Others—the Private Flyers Association which organized in 1934, the Seaplane Pilots Association, the flying element of the United Pilots and Mechanics Association, among them—recognized and merged with the superior leadership provided by AOPA.

Although the original group of AOPA organizers—who have served selflessly without compensation since the Association's birth and continue as its Board of Trustees—had planned well for the venture, one major ingredient was lacking in those preorganization days. All had discussed their plan with their flying acquaintances and found it enthusiastically received. But how could they hope, without prohibitive cost, to place the idea before the country's pilots who were eligible for membership—all those who had soloed or owned a plane?

One of the first activities to which J. B. "Doc" Hartranft, Jr., first and still professional head of AOPA, had directed his energies was a comprehensive study of the leading membership service organizations then operating in the transportation field. He learned that those that were least successful were organizations that had attempted to start out with their own magazine. More often than not, this had resulted in the publication becoming master of the Association. To avoid this pitfall, AOPA's founders began to look for an

established publication that would be willing to serve as AOPA's official magazine until the Association had become firmly enough established to start its own magazine. They explained their plans to William B. Ziff, publisher of Popular Aviation (the forerunner of today's Flying), and on March 21, 1939, a brief announcement appeared in American Aviation Daily:

"A group of Philadelphia sportsman pilots have effected an arrangement with Popular Aviation for the launching of a new private flying organization on a national scale to consolidate all private flying sentiment into one cohesive organization . . . Popular Aviation has agreed to finance the organization at the extent of \$1,000 a month for two years. In return, the magazine is to be the official publication of the as-yet-unnamed organization. . . ."

This was the firm conception of AOPA. Gill Robb Wilson, current vice president of Flying and then New Jersey's Director of Aeronautics, was engaged immediately as part time organizational representative and executive consultant. In early April, Hartranft, founder and president of the National Intercollegiate Flying Clubs, was employed as executive secretary. An energetic program already was in being by the time the Articles of Incorporation of the Aircraft Owners and Pilots Association were filed in Trenton, N. J., on May 15, 1939. Its initial slate of officers was: C. T. Ludington, president; P. T. Sharples, vice president; L. P. Sharples, treasurer; and Alfred L. Wolf, secretary.

The birth of AOPA was favored not only by its well-planned foundation, but by the temper of the times. "You





AOPA headquarters was a popular gathering spot for private flyers even in its infancy. This group was standing at the entrance of its Transportation Building two-room suite



When AOPA moved into its present quarters in the Keiser Building (shown above) in suburban Washington, D.C., in 1951, half of the ground floor accommodated its needs. Today it occupies almost the entire enlarged building (below)

could look in any direction," L. P. Sharples declared, "and see a crying need for improvement of conditions in private flying." And the one-man staff, Hartranft, lost no time in singling out immediate and long-range goals.

Sharing an unused office at 1424 Walnut Street in Philadelphia with stores of shoestring potatoes, he initiated a direct mail campaign to outstanding aviation figures of the day, to regulatory agencies, and to other flying organizations to establish early recognition of the fledgling association. Late in April he loaded AOPA into a couple of packing cases and carried it to new headquarters in Chicago's Transportation Building. This put the organization in immediate proximity to Popular Aviation offices, where Hartranft could more closely coordinate the full-scale publicity campaign planned for the summer of 1939.

One of Hartranft's early undertakings in Chicago was to conduct a preliminary survey to determine how the average pilot looked at flying. He was amazed to learn that a sizeable portion of the private flying population was steeped in the lore of and devoted to the old OX-5. They regarded with contempt the lighter aircraft of the day—"powered gliders," they called them.

More cogent factors brought out by the survey were that cross-country mass flights were exceedingly popular;



To provide better aircraft title and airman records search services to members, AOPA operates this "branch office" near FAA records sections in Oklahoma City (right)





**Pilots Only!**  
This Important Message  
Exclusively for

## AIRCRAFT OWNERS AND PILOTS

THERE is an old saying that Providence helps only those who help themselves. To prompt what otherwise might be a neglectful providence, we pilots and aircraft owners have banded together within an organization of our own, properly called the

### AIRCRAFT OWNERS AND PILOTS ASSOCIATION

Many vital problems face us now. Progress must and shall be made towards greater safety, increased landing facilities, low-cost insurance, elimination of high tension lines and obstructions at airports, technical research in improving the performance without increasing the costs of private aircraft, and a complete and informed recognition by the Federal Government of the vital needs of our private flying activities.

Only by united and organized co-operation can we hope to protect and promote these interests. The AOPA has been formed to get ACTION. It is sponsored by an imposing list of private flyers and owners who fly as an avocation, not a profession.

The AOPA is continuously at work learning what things are holding private flying back, and is determined to have those things rectified. The AOPA exists under outstanding auspices, usually financed, operated by a professional staff. . . The AOPA is run for flyers and by flyers. . . Hence, we must restrict membership exclusively to aircraft owners and pilots who have school aircraft.

#### MEMBERSHIP APPLICATIONS

Send your application for membership (or write for literature) to Membership Headquarters, AIRCRAFT OWNERS AND PILOTS ASSOCIATION, Transportation Building, Chicago, Illinois. Charter membership fee, \$1.00 per year, entitles qualified members to all privileges, aluminum membership identification card, gold legal insignia, emblem for car or aircraft, and a one-year subscription to our official organ.

*Thorndike Livingston*

Executive Headquarters  
1115 Walnut Street . . . Philadelphia, Pa.  
PHILIP T. HARPLES . . . Vice-President  
ALFRED L. WOLF . . . Secretary  
LAURENCE T. HARPLES . . . Treasurer

C. THOMAS LUDINGTON, President  
GILL ROSS WILSON, Executive Counselor  
J. B. HARTMAN, JR., Executive Secretary



Typical of AOPA prewar social outings was this fly-in beach party, held at Salisbury, Md., in 1940. Such events proved extremely popular with pilots and their families. Some came from halfway across the continent to participate

An example of early advertisements soliciting AOPA members was this one which appeared in the July 1939 issue of American Aviation

the relationship between the average flyer and CAA was "crisp and, in most cases, comes from misunderstanding rather than actual friction"; a general feeling of disgust toward aircraft manufacturers existed because "there is no way a prospective purchaser can determine the real and true performance of an airplane"; the average small town airport operator felt that his profession was a lost cause because he had failed to get the leading citizenry to back him in his endeavor.

It also revealed that general complaints about the conditions of service facilities at airports were universal, that the private flyer felt like he was being forced from the airplanes, and that facilities supported by public funds were not equally allocated to his interests. Many students indicated they had become discouraged and quit flying in regions where there was no organized flying activity. Brought out, too, by the survey was the fact that there appeared to be no common medium for transmission of ideas and news from one group of pilots to another.

These findings served as the basis of AOPA's first program and, even though the Association continues to perform periodic surveys of the flying fraternity, many of those initial findings are still valid program planks today.

AOPA's founders had been optimistic over the outlook for the Association, but the rate at which it grew during its first year of life far exceeded that optimism. At one organizational meeting alone, more than a thousand pilots turned out. A majority of them became AOPAers on the spot. By the close of 1939, 180 local AOPA units

were set up, with a membership of about 3,000 pilots and aircraft owners (the "chapter" system was abandoned some 10 years later in order to provide better service to all members). The Association rapidly outgrew its Chicago quarters and in 1940 was relocated in New York City. The Chicago office was left in the care of Larry Lawver, AOPA's second full-time administrative employee, as a membership servicing operation.

In its New York quarters, AOPA continued to grow steadily until the outbreak of World War II. Curtailed private flying and the entry of many of its members into the military service forced the rolls to dwindle until, at the close of 1942, membership again rested at 3,000. Hartranft and the Board of Trustees had expected further declines through the war's duration, but surprisingly the curve reversed itself. By December 1943, membership had risen once more to 5,000. A year later it reached 8,000. By the close of 1946 there were 19,000 names on the rolls.

When Hartranft was called to duty with the Army Air Force in 1943, assigned to Washington, D. C., he took AOPA with him. It has been in that vicinity ever since, moving to its present location at 4650 East-West Highway in suburban Bethesda, Md., in 1951.

AOPA's expansion and growth to its present membership of more than 100,000 and its consequent rise to the pinnacle of general aviation eminence is a direct reflection of its contributions in membership services and in nurturing more favorable public regard toward the general aviation industry. As the

voice and conscience of the noncommercial pilot and airplane owner it has provided a professional sensitivity to the tender, sometimes erratic, collective private flying pulse. In its early days the Association scored masterful strides in prevention of discriminatory local taxes against private flyers. It brought about the reduction of medical examination fees for pilots in many communities, led in the successful demand for improvement of airport facilities and runways in several locations, and engendered among regulatory agencies a healthier respect for the private pilot. At times this has seemed to require an ability almost to see into the future.

More than a year before Pearl Harbor, AOPA was one of the few private organizations to accurately discern the war clouds on the horizon. It joined with the U. S. Power squadron in July 1940 in a simulated disaster flight to prove the usefulness of light aircraft in the relief and evacuation of refugees from disaster areas. The following month it set up the AOPA Air Guard, forerunner of today's Civil Air Patrol.

With the advent of war and the grounding of lightplanes, AOPA moved into a partnership with CAA to bring the vast private aircraft fleet into use for light transport work in support of the U. S. defense effort. By helping to interview pilots, fingerprint them and issue identification cards, AOPA played a major role in "keeping them all flying."

While working toward improvement of aircraft, airports, safety and flying conditions, AOPA did not overlook two features that Hartranft's preliminary survey had proved to be popular—fly-



# AOPA Chronology

In the 25 years since its incorporation as a private, non-profit organization dedicated to serving private flying, AOPA has compiled an unsurpassed record of service, not only to its members but to all of civil aviation. It has been the forerunner in countless moves to make flying safer, cheaper, more useful and more fun. From its many past programs and services, the following have been extracted as a few of the milestones in AOPA's history:

## ★May 15, 1939

AOPA articles of incorporation approved at Trenton, N. J.

## February 1940

First AOPA mass fly-in held at Lake LaBelle, Oconomowoc, Wis.

## June 1940

AOPA launches campaign for luminous marking of airfields for night landings; community air marking program; AOPA Air Haven plan for stimulating new, improved community airports.

## July 1940

Move of AOPA headquarters to New York City completed; AOPA simulated disaster flight made to Greenport, N. Y., to prove the utility of light aircraft in emergencies.

## January 1941

AOPA-Hertz discount program introduced to members; first AOPA survey of all U.S. airports.

## June 1941

AOPA stages air drop of leaflets, "Your town is not air-marked," on communities throughout the country.

## September 1941

AOPA wins CAA agreement in plan for numbered runways.

## December 1941

AOPA "goes to war" in program to assist CAA in utilizing pilots and lightplane fleet in defense effort.

## March 1942

AOPA service office opened in Washington, D. C.

## June 1942

AOPA starts campaign for issuance of permanent pilot licenses; campaign against "clearance" and landing fees begun; survey conducted of members to find out names and locations of airports charging these fees.

ing for sheer pleasure, and as a social pastime. Before the war, Association-sponsored breakfast flights and weekend fly-ins caught on contagiously in popularity. On one, some 40 planes flew *en masse* for a weekend outing on a frozen lake near Oconomowoc, Wis. Other flights took AOPAers to eastern sea resorts and scenic and historic spots throughout the country.

AOPA's mass flight program had been launched as a means of helping local units and flying clubs to stimulate greater interest in the social aspects of private flying. This proved so successful that in postwar years, the Association placed emphasis on a new type of mass fly-in, relinquishing breakfast flight and weekend fly-in programs to local and regional groups. In 1957, the Association instituted its annual Plantation Party, a combined social and pilot-upgrading affair that also has proved exceptionally successful. Industry joined as a part of that event in 1962. Last year's Plantation Party and

Industry Exhibit at Palm Springs, Calif., drew more than 3,500 flyers and their guests, and 75 industrial exhibitors, leading to the decision to restyle the five-day event to be held this October in Hollywood, Fla., as an AOPA Air Fair.

In addition to this large yearly get-together, AOPA sponsors or participates periodically in regional group pleasure flights.

As AOPA's membership and span of services grew, its staff expanded to keep abreast of the increasing demands on time and technical expertise. From its initial staff of one, the Association had grown to four full-time employees in 1942. Four years later there were eight. Postwar membership gains rapidly increased staff requirements to 28 by 1949, 42 by 1951, and 65 by 1959. Today 95 busy people are required to properly operate AOPA's 'round-the-clock, worldwide programs.

These programs, as they have since the Association's beginnings, fall into

two broad areas—communications and member services.

Max Karant, blunt, outspoken vice president and editor of *The PILOT*, joined the staff in 1948. Through *The PILOT* and the monthly AOPA Confidential Newsletter, Karant and his staff present and interpret the vast range of information that is of concern or interest to the general aviation pilot. A former editor of *Flying* magazine who began his career as a flying columnist on an Illinois newspaper, Karant mirrors the philosophy of AOPA: It is in business to champion every general aviation pilot's cause, regardless of what governmental agency or private business concern stands in the way.

By 1950, rising requests for individual membership services and a growing tide of increasingly restrictive regulatory measures brought the need for Washington legal counsel, and establishment of flight service and aeronautical chart subscription service departments. In ensuing years policy, air

## December 1942

Publication begins of AOPA Washington Newsletter.

## January 1946

AOPA starts campaign to secure nationwide installation of ground control approach (GCA) units.

## July 1946

AOPA completes arrangements with Lloyds of London to provide members with discounted personal accident, hull and liability insurance; offers first "flying only" policies as membership benefit.

## September 1946

AOPA mounts full scale flying safety program; renews emphasis on campaign against service, equipment and repair "gougers" of lightplane owners.

## February 1947

AOPA monthly safety posters produced for distribution to all airports; Private Flyers Association votes to merge with AOPA; establishment of Provisional International Civil Aviation Organization hit for failure to include general aviation representation.

## May 1947

Reciprocal rights agreement signed with the Royal Aero Club of Great Britain; AOPA questionnaire on over-charge for service, equipment and repair distributed to all members.

## July 1947

AOPA introduces aircraft title search service for members; publishes first International Flight Guide; launches attack on airport service monopolies; inaugurates AOPA Certificate of Merit program for above average airports; initiates drive to have stall-warning indicators installed in all aircraft by manufacturers.

## November 1947

AOPA wins out in three-year battle for standard altimeter settings; mounts campaign to report reckless flyers to CAA.

## January 1948

Reciprocal rights agreement made with Brazilian Union of Civil Aviators.

## April 1948

Seaplane Flying Association merges with AOPA; AOPA Flight Planning Department organized to provide information and materials on domestic and international flight routing, where to go, how to arrange group flight activities, packaged flying vacations, and other services.



## AOPA Chronology Cont.

**June 1949**

AOPA publishes first manual on navigation by omni.

**September 1949**

AOPA map service established.

**February 1950**

AOPA and CAA start joint program to track down failures and defects in private planes; AOPA Special Pilot Service Bulletins inaugurated.

**August 1950**

Australia organizes owners and pilots association modeled after AOPA.

**September 1950**

AOPA flight planning and aeronautical chart service set up for members.

**November 1950**

AOPA develops civil air defense plan for private aircraft; introduces merit rating plan to members for lower insurance rates; AOPA Foundation, Inc., incorporated as independent, nonprofit organization to promote flying safety and education; AOPA coins the term, "unicom," for FCC's proposed aeronautical advisory service.

**May 1951**

AOPA Life Insurance Plan inaugurated to allow full insurance to members without restrictions or added premium (this is still the lowest-priced insurance for the coverage available and the only insurance premium that provides a wife's rider at half cost).

**October 1951**

First claim paid on AOPA Group Life Policy.

**June 1953**

COPA of Canada established, modeled after and affiliated with AOPA.

**August 1954**

AOPA launches campaign to promote better cockpit visibility.

**October 1954**

AOPA 180° Rating course developed under the auspices of the AOPA Foundation.

**April 1955**

Battle begun to deter plans to substitute military Tacan (tactical air navigation) system for VOR-DME.

**December 1955**

AOPA offers plan for multiple use antennas and "antenna farms" to combat growing number of tall tower hazards.

**June 1956**

AOPA calls for study of capability of plane electric supply systems to handle extensive electronic instrumentation.

**September 1956**

Technical experts in airport, air traffic control and airspace problems added to fulltime staff; introduction of AOPA Airport Letter.

**February 1957**

AOPA assists in arrangements for hangar construction loans.

**October 1957**

First AOPA Plantation Party held at Gulfport, Miss.

**March 1958**

AOPA begins publication of official magazine, *The AOPA PILOT*.

**October 1959**

AOPA fights against 60-year age limit for airline pilots, designated medical examiner system, over-regulation of general aviation.

**January 1960**

AOPA offers recommendations for revision of Federal Aviation Act of 1958.

**September 1960**

AOPA wins revision of FAA medical forms that would give blanket authorization for release of all past medical data.

**November 1961**

AOPA 360° Rating introduced by the AOPA Foundation; International Council of Aircraft Owner and Pilot Associations (ICAOPA) formed.

**March 1962**

AOPA pre-packaged "Airoute" service inaugurated.

**June 1963**

AOPA Extension Course for pilot skill upgrading becomes available.

**August 1963**

AOPA Instrument Nav/COM course published in *THE PILOT*; new AOPA offices opened in Oklahoma City.

**October 1963**

Pinch-Hitter Course offered at Plantation Party.

**January 1964**

AOPA signs up 100,000th active member. Since 1939, a total of about 260,000 have been on the rolls.

space, and airports divisions were added to provide better service to members. A policy coordination staff was set up to insure that AOPA's programs and campaigns would most accurately reflect the requirements and desires of all general aviation.

In looking out for the private flyer's interests, staff members appear before Congressional committees during nearly every session of Congress; frequently attend and participate in up to a dozen national, international and technical meetings a week to present the non-commercial pilot's views.

The Association's pilot service and flight and travel departments provide individual counsel, suggestions and materials to thousands of AOPAers annually. Its aircraft title and airman records search facility, based in Oklahoma City, is of untold value to members who find themselves at issue with regulatory measures. Up-to-date listings maintained on all certificated and student pilots, and on registered

aircraft, are of benefit to the entire industry and frequently used by governmental agencies. AOPA, as a public service, mails to all pilot certificate holders renewal reminders of medical examinations, and sends 60,000 FCC radio and Unicom station licensees 90-day advance notices of renewal date.

On behalf of the country's general aviation pilots, AOPA has engaged in verbal skirmishes over the years with any agency or special interest that has attempted to perform an act that appeared detrimental to private flying. At the Association's headquarters or in the field, staff members encourage and are bombarded with "gripe communications" from members. If there appear to be valid grounds for the complaint—and they'll bluntly tell the complainant if there are not—an expert in the technical area of grievance will immediately contact the person most likely to be able to correct the abuse. Because of this dedication to wield the cudgel in protection of the "little man" in the

air, AOPA has earned the wrath and enmity of high-placed persons and agencies. At the same time it has achieved recognition and respect.

By far the most vitriolic encounters were those that occurred following enactment of the Federal Aviation Act of 1958. Speaking out loudly and often on unreasonable and restrictive rules that were promulgated against civil aviation, AOPA tasted defeat as well as victory. It was one of the few civil aviation organizations, however, that exercised the courage to stand up for its convictions. As a result, it gained both in respect from its opponents and support from pilots whose rights it sought to protect. In 1960, when more AOPA members were grounded for medical enforcement and other reasons than in any 10-year period in the Association's history, membership took an upward spurt of 16,614 new AOPAers.

Three years later, interestingly, FAA's Project Tightrope—a program to screen all future rule-making pro-





Ed Noble, first chairman of the Civil Aeronautics Authority, planted the seed for a national organization of private flyers that resulted in establishment of AOPA. This 1939 photo of Noble was made by Harris and Ewing, Washington, D.C.

AOPA took the lead in demonstrating the usefulness of lightplanes in July 1940 when it took part in a simulated disaster flight at Greenport, N.Y. This cluster of tents served as headquarters for the operation



posals, in which AOPA was invited to participate—was highly complimentary of some of the positions taken by the Association in 1960 to bring about reform and change in regulation and enforcement procedures.

In the area of safety, AOPA's contributions have been enormous. It assisted in 1940 in installation of the first stall-warning device in light aircraft. When aircraft manufacturers showed a reluctance to include the device in their new planes, some 4,000 AOPA members were persuaded to install a stall-warning indicator in their planes. Similar devices are now standard equipment on many aircraft models. Again, when a power line presented a flight hazard on the approach to an Illinois airport, AOPA wrote the utility company requesting that the line be buried. Company officials ignored the request, so AOPA prepared for the inevitable. A short time later a plane struck the power line, killing the occupant. AOPA distributed a poster the following day in the community, proclaiming: "Bury the power line, not the pilots." Public indignation did the rest. The line was buried.

Shortly after the war, returning servicemen taking flight training under the G.I. Bill began to fill the skies and accident rates curved sharply upward. AOPA's Board of Trustees sought a method to give the Association's safety programs even greater emphasis and devised a new, independent organization designed specifically to promote safety. The AOPA Foundation, Inc.,

was officially incorporated in Delaware in 1950. It is supported largely by small contributions from the annual AOPA membership fee and by private donations from members, other individuals, and agencies interested in the Foundation's activities.

From grants made by the Foundation have come notable safety advancements. The most significant thus far have been the AOPA 180° Rating, developed by the University of Illinois Department of Aviation in 1954; the AOPA 360° Rating, the AOPA Instrument Nav/Com Course, and the AOPA Pinch-Hitter Course, which are taught at the AOPA Flight Training Clinics, along with two other flight upgrading courses.

In the AOPA 360° Rating, a refinement of the earlier AOPA 180° Rating program, more than 3,500 non-instrument pilots have been taught how to avoid flying into bad weather. The AOPA Instrument Nav/Com Course is one step higher in skill. Through it, non-instrument pilots are taught to navigate for short distances cross-country by instruments. The AOPA Pinch-Hitter Course is designed to teach non-pilots how to take over the controls and land safely in an emergency.

Other activities supported by the AOPA Foundation have included the production of safety films, a study to determine common causes of fatal aircraft crashes, research into ways to control the spiral stability of lightplanes, and development of a curricu-

lum for home study in upgrading pilot skill. Returns on the Foundation's investments, in lives and property saved, in development of more safety-conscious pilots, are inestimable.

During the past two years more than 5,000 AOPA members have upgraded their flying skills under the auspices of the AOPA Foundation. Through its AOPA Flight Training Clinics, arranged and publicized by the AOPA staff in cooperation with local co-sponsors, programs have been conducted throughout the country. The clinics, offering pilot upgrading for bad weather flying, instrument flying, and emergency procedures for non-pilots, were launched in June 1962 at Champaign, Ill., under co-sponsorship of the University of Illinois. Since then 20 clinics have been conducted in 17 states. More than twice that number are programmed for the coming year.

The AOPA Foundation's Flight Training Clinics have drawn praise from all quarters of the aviation world. Pilots who complete the AOPA 360° Rating automatically earn FAA's Blue Seal proficiency certificate.

It is doubtful that the full flying fraternity is aware of the role AOPA has played, crusading singly or in concert with other civil aviation groups, in advancing the state of the general aviation art and accruing to all non-commercial pilots the rights and privileges they now enjoy. Through the Association's efforts, hundreds of hazards to low-flying aircraft—power lines on runway approaches, tall radio and





AOPA is a frequent and articulate spokesman for the private flyer before legislative and law making bodies. Association staff members (above from left) Victor J. Kayne, J. B. Hartranft, Jr., president, Max Karant, and Cyril Thompson appeared before a Senate subcommittee in 1960 to speak out against arbitrary and unreasonable actions by FAA

B/C Aviation Photo



An indication of the private flyer's interest in improving his pilot skills is seen in the attentiveness of this group, being instructed by Courtney Chapman in the AOPA 360° Rating course at the first AOPA flight training clinic, cosponsored by the University of Illinois in 1962



AOPA's Plantation Party was expanded in 1962 to include an industry exhibit. Shown above are a portion of the 56 industrial booths used by suppliers to take their stories to potential buyers at the Sixth Annual AOPA Plantation Party at the Hotel Fontainebleau, Miami Beach

television towers, unmarked high buildings—have been prevented or eliminated.

AOPA was one of the earliest advocates for the grouping of communications structures in "antenna farms." Burying or conspicuously marking power lines and a program leading to acceptance of an effective pre-stall warning device were also achievements in which AOPA shared. And the Association's airport inspection and certification program, under which AOPAers are encouraged to give their appraisals of airports they visit, has done much to stimulate fixed-base operators to maintain certain minimum facilities standards. The AOPA Certificate of Approval is awarded to all airports where those standards are maintained. Last year nearly 2,000 of the country's 8,370 airports received the certificates from AOPA.

One of AOPA's early objectives—obtaining personal and aircraft insurance for pilots at reasonable rates—is a *fait accompli*. Through statistical evidence and persuasiveness, AOPA staff members convinced a few intrepid underwriters that pilots and aircraft can be quite sound financial risks. The Association showed that members of AOPA constituted an especially well-trained and conscientious flying group in which accident rates were far below the national average. Arrangements with several private companies and establishment by AOPA of a life insurance plan of its own, underwritten by Minnesota Mutual, have proved those contentions many times over. Today, nearly all major insurance firms will write policies on pilots and planes without assessing penalties unless flying hours exceed a specified maximum. Ratewise, however, AOPA's plan remains the lowest priced for coverage provided. It is the only coverage known that provides a wife's rider at half cost and has attracted many airline pilots to AOPA membership because of its outstanding benefits. In less than 15 years, it has grown into a \$53,000,000 enterprise, surpassing many of the country's major insurance firms.

By 1958, AOPA had grown to the point where it was necessary to launch its own magazine to accommodate its burgeoning communications program. The 18-year-long agreement with Ziff-Davis was terminated amicably and AOPA began publishing a monthly magazine as an added membership service.

The AOPA PILOT provided the non-commercial flyer for the first time with a public forum through which he might express his own views and be informed of the ideas and activities of all agencies, groups and other individuals concerned with general aviation. Almost immediately The PILOT found itself recognized as the voice of general aviation. It started its life with the enviable ranking of second in circulation in the aviation field. Its position as a general aviation periodical has been further strengthened in the past six years. It now leads this field in





AOPA's prewar mass flights drew some of era's top names in private flying. Zack Mosley (AOPA 849), above, creator of the cartoon strip, "Smilin' Jack," was among them

industry advertising, representing an acceptance by both advertisers and its readers.

In 1960 a "13th issue" of The PILOT was inaugurated as another membership benefit. That is the annual User's Guide and Directory, which contains vital information on new aircraft and equipment available, dealerships, tax matters, Weather Bureau and FAA telephone numbers, and aircraft specifications. The following year the AOPA Airport Directory, listing all public and almost all of the nation's private airports, seaplane bases and heliports, came into being. These, along with the monthly AOPA Confidential Newsletter and special publications on airports, flight planning, air traffic matters and similar issues, keep AOPA members constantly informed on all aspects of general aviation.

With the growth of AOPA, individual membership services have snowballed correspondingly. Incoming mail frequently reaches a total of 2,000 pieces in a single day. The Association's nine telephone trunk lines and 60 extensions are constantly alight with calls for help or guidance on flying and regulatory problems. During 1962, when AOPA's Airoute service—for mapping out individual flights, in the "Triptik" style of the American Automobile Association—was inaugurated, 9,000 separate requests for domestic and foreign flight plans were serviced. The Association's chart department, second only to the Department of Defense in number of such charts consumed, provided some 215,000 aeronautical charts of all types to members last year.

AOPA's Aircraft Finance Plan went

(Continued on next page)

## The First One Thousand

During the first year of AOPA's existence, approximately 3,000 flyers joined the Association. Of those whose numbers were below 1,000, all of whom joined in 1939, 201 are still active members. Here they are, with their AOPA numbers:

### AOPA No.

- 2 J. B. Hartranft, Jr., Bethesda, Md.
- 3 C. Townsend Ludington, Old Lyme, Conn.
- 4 P. T. Sharples, Philadelphia, Pa.
- 5 Alfred L. Wolf, Blue Bell, Pa.
- 6 L. P. Sharples, Philadelphia, Pa.
- 7 J. Story Smith, Gwynedd Valley, Pa.
- 9 Brian Aberne, Lausanne, Switzerland
- 12 Harry A. Bruno, New York, N.Y.
- 18 Max Karant, Bethesda, Md.
- 21 Jerome F. Lederer, New York, N.Y.
- 29 Igor I. Sikorsky, Stratford, Conn.
- 34 John M. Wells, Southbridge, Mass.
- 43 Joseph J. Trapuzzano, Glen Burnie, Md.
- 60 J. N. Mills, Los Angeles, Calif.
- 74 Kenneth E. Benson, Coral Gables, Fla.
- 106 Thomas H. Davis, Winston Salem, N.C.
- 108 G. M. Rucker, Georgetown, Ill.
- 109 Marion J. Weyant Ruth, Lansing, Mich.
- 110 L. M. Schmidlapp, Cincinnati, O.
- 113 Mrs. L. D. Corson, Washington, D.C.
- 115 Capt. W. H. Ice, Los Alamitos, Calif.
- 116 Jean Adams Shaw, Sarasota, Fla.
- 122 Robert C. Quinlan, Dallas, Tex.
- 124 Wynnant C. Farr, Newburgh, N.Y.
- 132 Greenville Curtis, Nantucket, Mass.
- 137 Loren Cluster, Ft. Lauderdale, Fla.
- 144 R. D. Beasley, La Mesa, Calif.
- 145 Edward R. Moore, Murphy, N.C.
- 151 Robert Ewing, Hollywood, Fla.
- 162 Leopold Bolvin, New Bedford, Mass.
- 163 L. R. Stringer, Wichita Falls, Tex.
- 166 Harold F. Troxel, S. Portland, Me.
- 168 Earl W. Merry, Indianapolis, Ind.
- 176 Raymond V. Green, Fulton, N.Y.
- 178 Frank A. Newberry, Detroit, Mich.
- 182 Frank Di Pietro, Reno, Nev.
- 187 Ellis A. Carson, Evansville, Ind.
- 195 Roland M. Smith, Iowa City, Ia.
- 198 Col. Waldo B. Jones, Gebaur AFB, Mo.
- 199 Russell P. Hay, Put-In-Bay, O.
- 201 Dr. Eugene Smith, Waterloo, Ia.
- 202 Elmer E. Wood, Knoxville, Tenn.
- 203 Charles A. Arens, Winamac, Ind.
- 205 Lester J. Sipe, Spring Grove, Pa.
- 206 Malcom E. Phelps, El Reno, Okla.
- 209 Russell J. Porter, Las Vegas, Nev.
- 211 William E. Stearns, Manchester, N.H.
- 216 C. E. Bannister, Houston, Tex.
- 225 Melvin Youngblood, Charleston, S.C.
- 230 T. C. Pennypacker, Phoenixville, Pa.
- 232 Richard King, Darien, Conn.
- 237 Howard W. Reid, Denver, Colo.
- 241 Mallory Harwell, Memphis, Tenn.
- 242 E. Blomeyer, Atlanta, Ga.
- 246 George D. Besler, New York, N.Y.
- 250 T. H. Baker, Jr., Memphis, Tenn.
- 257 Jos. A. Simcock, Drexel Hill, Pa.
- 260 Lawrence A. Muller, Teaneck, N.J.
- 268 Edward A. Zoeller, Clifton, N.J.
- 273 Leo J. Klise, Wooster, O.
- 274 Albert G. Potter, Hutchinson, Kan.
- 275 R. M. Adamson, New York, N.Y.
- 278 Douglas C. Fonda, New York, N.Y.
- 279 Dr. John F. Roberts, Los Angeles, Calif.
- 284 Herbert S. Bennie, Almena, Kan.
- 287 W. D. Mason, Ft. Lauderdale, Fla.
- 288 Charles L. Morse, S. Dartmouth, Mass.
- 292 E. A. Rollerson, Lighthouse Point, Fla.
- 305 M. V. McDowell, Orrville, O.
- 312 Charles M. Block, Houston, Tex.
- 313 Robert Shields, E. Northport, N.Y.
- 315 Mason L. Ashford, Manitowoc, Wis.
- 318 V. F. Sheronas, Philadelphia, Pa.
- 320 Paul R. Scheerer, West Orange, N.J.
- 321 A. R. Staley, Naples, Fla.
- 324 George S. Cary, Tucson, Ariz.
- 339 Arthur L. Fields, Portland, Ore.
- 343 Arthur L. Newman, New York, N.Y.
- 346 C. R. Krimminger, Phoenix, Ariz.
- 347 John S. Cooper, Fresno, Calif.
- 349 Jesse Knight, Calgary, Alberta, Canada
- 359 Elbert W. Stiles, Klamath Falls, Ore.
- 361 R. H. Lundy, Las Vegas, Nev.
- 367 I. W. Baldwin, Washington, D.C.
- 372 Michael Watter, Washington, D.C.
- 379 Charles E. Drazen, Woodbridge, Conn.
- 391 Alfred H. Tax, Lido Beach, L.I., N.Y.
- 393 B. D. De Weese, Philadelphia, Pa.
- 394 Robert M. Leich, Evansville, Ind.
- 398 Harry F. Fisher, Visalia, Calif.
- 402 Dr. R. Sutherland, Las Vegas, Nev.
- 406 D. J. Dionne, Port Washington, L.I., N.Y.
- 409 Randall Boyd, Los Angeles, Calif.
- 415 Calhoun Norton, Palm Beach, Fla.
- 424 Dr. D. Edgar Miller, Mahaffey, Pa.
- 426 Gabriel F. Aruffo, Yeadon, Pa.

- 432 T. M. Smalley, Quincy, Calif.
- 433 Raymond E. Bottler, Los Angeles, Calif.
- 445 R. H. Schauer, Santa Barbara, Calif.
- 450 Gordon V. Parry, Lake Worth, Fla.
- 452 F. W. Shepardson, Shelburne, Vt.
- 458 K. Russell Smith, Forty Fort, Pa.
- 462 W. L. Pegg, National City, Calif.
- 468 Loren F. Jones, Philadelphia, Pa.
- 473 G. K. Breslauer, New York, N.Y.
- 479 John L. Vette, Jr., Oshkosh, Wis.
- 480 Charles A. Hirsch, Cincinnati, O.
- 482 W. J. Butler, Jr., Port Washington, N.Y.
- 490 William D. Jochems, Jr., Wichita, Kan.
- 497 W. N. Baker, Kansas City, Mo.
- 500 Barron P. Lambert, Stevenson, Md.
- 505 Dr. E. Birchwood, Chicago, Ill.
- 507 John M. Harper, Danvers, Mass.
- 508 Dr. L. D. Bonar, Mansfield, O.
- 510 Michael Marino, Cambria Heights, N.Y.
- 511 W. C. Ludington, Plantation, Fla.
- 512 C. P. O'Connor, Windsor Locks, Conn.
- 513 F. C. Eaton, Jr., Caracas, Venezuela
- 520 William T. Swain, Santa Barbara, Calif.
- 524 W. K. Dallas, Portland, Ore.
- 534 Julius Goldman, Malden, Mass.
- 551 William B. Dunn, Fayetteville, N.Y.
- 554 His Majesty King Michael of Roumania, Geneva, Switzerland
- 556 Russell L. Miller, Goshen, Ind.
- 559 Doris N. Ahnstrom, New York, N.Y.
- 580 Lorne C. Goulding, Depew, N.Y.
- 593 John P. Lowe, New York, N.Y.
- 600 Milton V. Smith, Portland, Me.
- 601 Earl F. Rice, Shin Pond, Me.
- 608 Harold Hoekstra, Lake Worth, Fla.
- 609 E. T. Denham, Jr., Sarasota, Fla.
- 616 Dr. B. C. Shackford, Palos Verdes Estates, Calif.
- 614 Leo J. Scheberle, Denver, Colo.
- 618 Wright Vermilya, Jr., Lantana, Fla.
- 620 J. R. Orgain, Jr., Alberta, Va.
- 623 L. Schwitzer, Jr., Indianapolis, Ind.
- 624 W. W. Gordon, Savannah, Ga.
- 627 Wilhelmina Hanzlik, Long Island City, N.Y.
- 628 C. W. Chiles, Springfield, Ill.
- 631 Don C. Smith, Oklahoma City, Okla.
- 636 Bernard H. Lowy, Millburn, N.J.
- 640 Fred Hammerstad, Yakima, Wash.
- 642 Channing Baker, Prairie Village, Kan.
- 646 Hubbard Phelps, Westerly, R.I.
- 661 Thomas H. Crawford, Los Angeles, Calif.
- 664 William T. Gilbert, Woodbridge, Conn.
- 668 Francis G. Pond, Groveton, N.H.
- 672 Bruce C. Wright, Williston, N.D.
- 673 C. H. Ingwer, Jr., Tucson, Ariz.
- 674 H. W. Daugherty, Butler, Pa.
- 690 Billings L. Mann, Barrington, R.I.
- 695 Joe Forte, Fairfield, Calif.
- 705 Sumner Gerard, Ennis, Mont.
- 707 D. F. Richards, Idaho Falls, Ida.
- 708 David Dows, Jr., Millville, N.J.
- 711 R. C. Humphrey, Brookville, Pa.
- 712 O. Larkin Ward, Jr., Wheaton, Ill.
- 714 John Abiuso, Cumberland, Pa.
- 736 J. L. Gresham, Daytona Beach, Fla.
- 742 W. H. Dameron, Atlanta, Ga.
- 743 Howard C. Chrisman, New Orleans, La.
- 746 A. Lee Moore, Phoenix, Ariz.
- 750 John L. Holmes, La Canada, Calif.
- 761 A. Elliot Merrill, Seattle, Wash.
- 776 E. C. Goekeler, Merchantville, N.J.
- 777 Donald Hood, Indianapolis, Ind.
- 784 Ben F. Hazelton, Phoenix, Ariz.
- 789 Robert J. Reed, Lakewood, O.
- 797 W. H. Morrison, Berkeley, Calif.
- 798 Carl H. Schultz, Huntingburg, Ind.
- 800 Jerome A. Waterman, Tampa, Fla.
- 807 Patricia Gladney, Los Altos, Calif.
- 811 Lloyd O. Yost, Clearwater, Fla.
- 833 Stanley W. Keck, Quakertown, Pa.
- 839 W. Calvin Pidgeon, Chicago, Ill.
- 841 W. H. Morgan, Live Oak, Fla.
- 848 E. C. Stoner, Tampa, Fla.
- 849 Zack Mosley, Stuart, Fla.
- 852 D. W. Ludington, McCall, Ida.
- 862 W. P. Hobson, Wilmington, Del.
- 865 John Broome, Oxnard, Calif.
- 874 Robert L. Hundley, Secane, Pa.
- 878 Waldo F. Field, Castro Valley, Calif.
- 880 R. V. Williams, Buffalo, N.Y.
- 881 Charles F. Barr, Hollywood, Fla.
- 891 William Tevis, San Francisco, Calif.
- 895 J. V. Crawford, Santa Ynez, Calif.
- 899 Clarence B. Smith, Westfield, N.J.
- 914 B. M. Woodward, Gainesville, Fla.
- 916 John D. Marks, Aurora, Colo.
- 929 Dr. P. W. Malone, Big Spring, Tex.
- 930 Orlando J. Miller, Amarillo, Tex.
- 931 Rollin R. Clarke, Waterbury, Conn.
- 933 Dr. H. S. Miller, Wilmington, Del.
- 940 W. R. Jones, Oakland, Calif.
- 965 James T. Williams, Atlanta, Ga.
- 969 T. L. Gammage, Hampton, Va.
- 982 Anthony G. Barone, Wurtsboro, N.Y.
- 983 J. E. Martanovic, Cleveland, O.
- 984 William B. Heilig, Scottsbluff, Neb.
- 988 M. Howard, Los Angeles, Calif.



(Continued from preceding page)

into effect in November 1961. Since then more than 300 loans amounting to \$1,800,000 have been made to members for the purchase of new or used aircraft and equipment, or for aircraft repairs. The average lien is for \$6,800 and the average loan period is four years, with bank rate interest. A recent change in the financing arrangements makes loans available for aircraft up to light twin-engine size.

The year 1961 also saw the birth of the International Council of Aircraft Owner and Pilot Associations (ICAOPA). This worldwide affiliation of lightplane organizations was set up to foster more international private flying activity and to work for greater recognition on the part of the International Civil Aviation Organization of general aviation needs and desires. AOPA played an active part in bringing this international organization into being.

By early 1962, ICAOPA was officially organized, with private groups from five countries as charter signatories. AOPA President Hartranft was elected interim president of the Council. ICAOPA now has a membership representing 13 countries and 120,000 pilots and owners. Representatives of ICAOPA have participated in three major meetings of International Civil Aviation Organization technical sections during the past 14 months, at which they introduced several proposals vital to the interests of worldwide general aviation. Ten of these proposals were adopted that relate to aircraft parking, working hours and issuance of tourist cards at international airports; cruising levels and visual meteorological conditions for VFR aircraft; and weather information services for general aviation aircraft.

It cannot be denied that AOPA has been a driving and guiding force in general aviation over the past two and a half decades. But the time is not foreseen when it will rest upon past laurels. As one issue is solved, as one more privilege or advancement for the private flyer is achieved, other issues and problems crop up that require the same concerted, professional approach that has been provided by AOPA during its first quarter-century. Among the Association's immediate goals for the future are continuation of its campaigns for more and better general aviation airports, emphasized safety programs, and further expansion of membership.

In the long-range picture, it foresees a worldwide amalgamation of general aviation pilots through which the "little fellow" in the skies will receive without question rightful respect and treatment, both before the courts of regulation and enforcement, and those of public opinion.

As its founders intended, AOPA is and will continue to be a selfless bulwark behind which all private flyers may rally for their flying welfare. ●

# Founders

*When five Philadelphia flying enthusiasts-businessmen banded in 1938 to develop an organization dedicated to the interests and benefit of all lightplane pilots, they scarcely dreamed that their dining room table deliberations would evolve into the largest and most influential consolidation of aircraft owners and pilots in the world.*

*That same group has served as the Board of Trustees to AOPA since it came into being, guiding it through the pangs of organizational, philosophical and membership growth to its present-day eminence. Added to the original board in 1961 was J. B. Hartranft, Jr., AOPA's first employee and the Association's president. Looking back over the past 25 years and forward into the future, here's what AOPA's five founders have to say:*

## L. P. SHARPLES

Chairman, AOPA Board of Trustees  
and Chairman of Executive Committee

The idea of an AOPA was born 25 years ago in a turkey blind near Savannah. The then CAA administrator said the airlines, usually in unison, presented him with well studied requests and would usually get the action they desired. Private pilots, he said, would come in one at a time with requests contradictory one to the other and zero progress for them was likely to result. Why didn't we form an association, like the airlines had?

So five of us in Philadelphia did this. And the idea worked pretty well, though it has at times resulted in some rough battles versus the airlines and others.

Obviously, the pilots liked the idea for the membership grew from five to a hundred to a thousand and in a few years to ten thousand, and now after 25 years to 100,000. To keep his membership every member had to rejoin (with check!) every year. No one could buy a two-year or a five-year membership. So every year every member in effect votes that AOPA, on bal-

ance, has satisfied him. Thus, the staff must continually satisfy the members or lose them. That spells built-in efficiency. No gifts are accepted from anyone who has a special interest and as a result AOPA need owe allegiance to no one but its members. We decided at the start that every member of the staff must be a full time paid professional. We had seen how ineffective amateur staff work was over a period of years in several other aviation groups—Private Flyers Association, for instance. PFA's membership was taken over eventually by AOPA.

So what's ahead for AOPA? What will aviation be like 25 years hence? Surely no man on earth can answer those questions.

AOPA should grow as aviation grows. Actually, it should grow faster because it should introduce additional services for present pilots: For instance, more help in how to buy the best for the least, more pressure for a suitable STOL and for a suitable jet, etc.

Where aviation will be in 25 years probably depends mainly on what the engineers dream up. The individual pilot may be flying at 500 or 1,000 and landing at 10 or 20. He may be using a pillbox full of atoms instead of a drum of kerosene. Or he may have an electric drive and get current beamed to him *a la* radio waves. Or war may have destroyed everything and he will be walking.

As a Trustee who sits in Philadelphia and watches the Washington AOPA staff run the association, I can say I am proud of it beyond words, proud of its phenomenal success, proud of the magazine, proud of the services, proud of the Plantation Parties, proud of the Pinch-Hitter course, proud of the business-like way it operates and the respect in which it is held by important business executives who are also pilots, proud of the fine staff—really just bursting with pride for AOPA.





# Review AOPA's First 25 years

**C. TOWNSEND LUDINGTON**  
Honorary President

AOPA's startling growth during the past 25 years and its continuing contributions to safety and freedom of flight are deserving of the gratitude of all private flying interests. Without growth in membership, its ability to speak out influentially in support of private flying would have been hampered. Without the solid contributions it has made, its voice would have gone unheeded.

As one of the most optimistic among AOPA's founders, I foresaw a maximum membership of 50,000 pilots and owners. In its first 2½ decades it has doubled that figure and is still growing rapidly. This is proof positive that we were correct in our original idea that private flyers would readily join together for their common benefit if the right vehicle—one which held their welfare uppermost—were devised.

I believe a large part of AOPA's

success can be attributed to its single-mindedness of purpose. It was established to work for the benefit of private flyers in every way possible. It has followed this course in a business-like, professional manner. Differences with individuals, private companies and government agencies have been met, dealt with, and laid to rest, as they should be. In these dealings the rights and privileges of the private flyer have been all that mattered.

Since its inception AOPA has waged a continuous, unflagging campaign to keep private flying in this country comparatively free. Those efforts on behalf of the thousands of individuals who make up the flying fraternity have had untold impact and significance upon the entirety of civil aviation. As it continues in the future to expand in membership and membership services, AOPA will inherit even greater responsibilities of aviation leadership.

I am most humble and grateful to have been a part of it.



**ALFRED L. WOLF**  
Secretary, General Counsel and  
Member of Executive Committee

Watching the growth of AOPA and general aviation over the past 25 years has been an immensely satisfying experience. To realize that I have been a part of this phenomenon still fills me with awe.

Part of AOPA's success, I believe, can be laid to the fact that it was not started with a legacy of conflicts and jealousies. It was begun with the intent to serve only the interest of private flyers and lightplane owners. That policy continues in force today.

Those of us who were in on its conception felt that the organization, in order to be successful, required the support and approval of the leaders of the aviation world of that day and all of us spent many hours in contacting those leaders to determine their feelings.

In organizing AOPA we were very careful to distinguish ourselves from other contemporary flying groups by requiring absolute "purity" of membership. Every prospective member was required to have soloed in an airplane or to be the owner of an aircraft. This policy, which allowed programs to be focused on active flyers, accounts in part for AOPA's success.

A doctrine set down early in the life of AOPA was that Association employees would serve only one master—the cause of the private flyer. Adherence to this principle has helped to insure the high degree of dedicated staff professionalism that has brought AOPA to its present pinnacle of leadership and influence.

Because of these and other factors, AOPA has achieved a status and recognition far beyond our greatest hopes. We are gratified with the respect with which the Association is regarded and very impressed with the weight of responsibility it holds in general aviation. It has proven itself fully capable of discharging that responsibility.

It is critical that AOPA maintain or exceed its present position in representation of pilots and owners. I believe that we should continue to expand upon our membership in its present form. Membership service must continue to be the sole master we serve.

As I envision general aviation, within 15 years the majority of aircraft will be taking off and landing vertically, operating more economically than today. In that time AOPA will have increased to about 250,000 members and will have to be more diverse. It is probable that the Association will have to be reconstituted on a regional basis before the

end of that period to more effectively provide membership services.

As general aviation progresses, new problems will be created. I am confident that AOPA will deal with them in the same efficient manner as it has during the past quarter-century.



*Fabian Bachrach photo*

*(Continued on next page)*



## Founders Review AOPA's First 25 Years

(Continued from preceding page)



**J. STORY SMITH**  
Vice President and  
Member of Executive Committee

AOPA's astounding growth and record of service to members during the last 25 years should serve only as an inspiration to greater achievements ahead.

Our purpose in founding the Association 25 years ago was to fill a growing need for an organization that would work constantly and effectively for the benefit of the private flyer. This has been accomplished more successfully than we could have visualized.

AOPA has, I believe, played a highly significant part in the development of the entire general aviation industry in America. An example of what private

flying here might have been without the Association can be seen in England and other countries where lightplane activity has been throttled by over-regulation and unsympathetic official attitudes.

AOPA's effectiveness has been due to the dedication of its full-time staff, who are constantly thinking from the private flyer's point of view, constantly on the alert to fight everything that would unnecessarily hamper the freedom of flying and working to promote its usefulness. The wonderful support the Association has received from flyers, so well reflected in membership numbers, provides the means as well as the inspiration for the Association to work ever more effectively for safe, economical and unconstricted business and pleasure flying.



**PHILIP T. SHARPLES**  
Vice President

Looking back over the past 25 years, it is hard to believe that general aviation has grown so rapidly. It is obvious that the founding of AOPA has resulted in one of the most significant contributions that could have been made to private flying in the United States. If such an organization had been established in any other country at the same time, it is doubtful that this nation and AOPA would occupy their present positions of world leadership in general aviation.

When we began to plan for AOPA we had little more than negative examples and our own optimism to guide us. Earlier and then-existing flying associations all reflected either major or minor failures. Acting on what we could learn about those organizations and our individual experience, we

readily agreed that AOPA would not be run for publicity or profit. It was a little more difficult to decide just what its program should be.

The primary positive factor, I believe, was that all five of us who were involved in its founding wanted nothing from AOPA but that it faithfully serve private flying. Its adherence to this cardinal policy is reflected in the size, makeup and loyalty of today's members.

During the first 25 years of its life, AOPA has established itself firmly and unequivocally as the spokesman for all U.S. private flying. Its contributions to members and the entire general aviation industry have been sorely needed and, on the whole, gratefully received. I foresee for AOPA the same continued dynamic growth in the future that it has reflected in the past. The fate of private flying could not rest in better hands than those of our staff.

Members of the Board of Trustees keep in close touch with AOPA operations. This photograph was taken during one of their visits to AOPA Headquarters in Washington, D.C. They are (from the left): P. T. Sharples, Alfred L. Wolf, L. P. Sharples, J. Story Smith and AOPA President J. B. Hartranft, Jr. Honorary President C. Townsend Ludington was absent when the picture was made





## A Message to AOPA Members



■ When an organization, such as AOPA, reaches a significant point in its history, individuals who have long been associated with it are filled with mixed emotions. There is the pride of accomplishment, the humility coming with increased responsibility and the feeling of gratitude to the many who have made such a milestone possible.

Those of us who have been a part of AOPA since its beginning in May 1939 know the full extent of those emotions. This Silver Anniversary of AOPA provides us the occasion for looking back over the eventful years and evaluating our accomplishments and matching them against the objectives set forth 25 years ago by the five founders who received the approved incorporation papers on May 15 of that year.

Anniversary statements by the five men who brought AOPA into being, which may be found elsewhere in this issue of *The PILOT*, indicate that the Association has adhered closely to the original concept of providing maximum service to the owners and pilots of aircraft used for individual transportation. At the time AOPA was formed, these "little fellows in the air" were more or less the "forgotten" men and women of aviation.

A strong voice was needed to protect their interests at the national level and to promote the welfare and development of general aviation wherever and whenever the opportunity presented itself. The five men in Philadelphia were determined to set up an organization which would provide that voice. They found thousands of flyers throughout the United States of like mind who were eager to help in achieving that goal. We believe that the 25th anniversary we are observing this year—with more than 100,000 members engaged in the cooperative effort—testifies to the soundness of the original goal.

While we know that AOPA's trustees much prefer to remain "unsung" in connection with AOPA's accomplishments, we feel that it is particularly fitting that, in this anniversary issue of *The PILOT*, we pay special tribute to those unpaid, farsighted, selfless

men, who have served AOPA and general aviation without stint for more than 25 years. Their ideals have been the inspiration throughout the years of the professional staff, which, incidentally, has grown from one member to almost a hundred; their counsel and encouragement—in good times and bad—has been a source of strength to both the staff and the membership as a whole.

It also is fitting that we restate our gratitude for the magnificent support coming from AOPA members. Accomplishment would have been impossible without it—even this Silver Anniversary. We are proud of the thousands of members who have been on the rolls since the early, lean days of AOPA, as we are proud of the fact that AOPA membership is one of the early goals of the young student pilot of today; in fact, we are proud of the entire lot of almost 260,000 pilots and aircraft owners who have been on our rolls during the last 25 years.

This vast vote of confidence from the men and women in general aviation is indeed pleasing, but it also impresses upon us the full extent of our responsibility to such a loyal membership. We can assure you that a loyal and competent staff will do everything within its power to acquit this great obligation, which we willingly assume, with credit to the membership.

We hope that you, as AOPA members, will become better acquainted with your Association through this anniversary issue of *The PILOT*. While we have attempted to cover AOPA's history and the state of the industry during its formative days, we have been unable—because of space limitations—to give the full anniversary story in this one issue. During the coming months, we will try to fill in the gaps. Next month, for example, *The PILOT* will publish articles about some of our illustrious members who we feel sure you will want to know better.

It is with great humility that we thank you for your assistance through the years and the opportunity to serve the grandest group of people in the world—the AOPA membership.

*Sincerely,*

**J. B. HARTRANFT, JR.**

*President*

*Aircraft Owners and Pilots Association*



## 'I Know How Much We Owe . . .'

The Aircraft Owners and Pilots Association's 25th anniversary quite closely parallels my own as a flyer and helps to remind me how far we have come in aviation in the space of a relatively few years.

While still in college, I discovered that flying is one of the great sports. For the businessman it makes travel a pleasure and a sensible hobby at one and the same time. Along with other pilots, I know how much we owe to the Aircraft Owners and Pilots Association for helping to make private flying popular, convenient and safe.

I am happy to join with your many friends in wishing AOPA a happy first quarter-century and many more useful years to come.

THOMAS J. WATSON, JR.  
Chairman of the Board and  
Chief Executive Officer  
International Business Machines Corporation

## 'Thanks For The Thorough Job . . .'

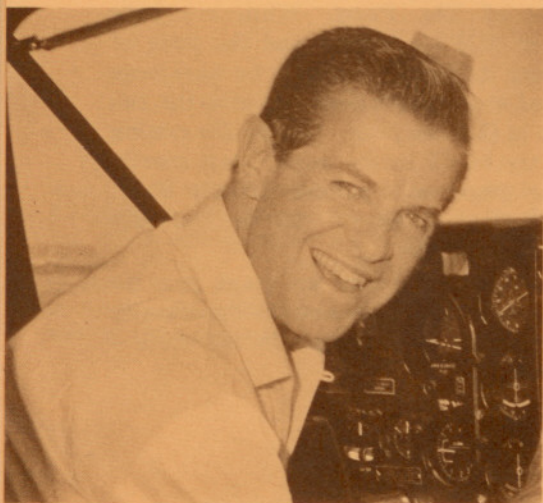
Even after 37 years of flying, I am still learning and studying. Now I'm working on the new AOPA Pilot's Extension Course. This type of a detailed refresher is ideal for a pilot like me who has been flying for a while, yet has the need to keep up-to-date on all phases of airmanship. This home study method, complete with test questions and grading, is ideal for pilots who have irregular working schedules and find it difficult to attend regular ground school sessions.

Mary is scheduled to take the dual instruction Pinch-Hitter Course soon, 18-year-old Rob R. is getting his private certificate, and all the younger children do some flying.

As a pilot who has been around the business even longer than AOPA, I'd like to say "Thanks" for the incredibly thorough job you're doing in helping us all to keep flying.

BOB CUMMINGS (AOPA 21057)  
Hollywood, Calif.

Bob Cummings



# Birthday Messages

*Public office holders will tell you that your effectiveness frequently can be measured by your circle of friends. A small indication of the scope and diversity of AOPA's circle of friends and well-wishers was reflected by correspondence received in acknowledgement of the Association's 25th anniversary. The following point up the varied backgrounds of persons that are drawn together through a common interest in flying.*

## 'These 25 Years Of Aviation Have . . . Been Harder Than Raising A Beautiful Daughter'

Twenty-five years of evolution in aviation have been as dramatic as 25 years of aging in a human. Viewed from any stable landscape the difference between the beginning and the end is startling, sometimes acclaimed and sometimes decried, depending on the person involved and those viewing the subject.

Frankly, I feel like a father to AOPA, which only started flying 25 years ago—a veritable neophyte compared to my 30 years of private flying experience. These started in an Aeronca C-3, the old flying bathtub, where I saved nickles to buy another half hour's experiment as to whether I could fly straight and level in clouds without instruments. They rose in size to whether I could do the same thing in a B-29 with instruments, and, like middle-age spread, have descended to the common place, where one does it or cannot even get a private license in a modern flying machine.

But these 25 years of aviation in many ways have been harder than raising a beautiful daughter. In the latter

case, the father always hopes that if he can beat off the unruly suitors, the daughter will eventually find a handsome, lovable guy with a heart and pocket of gold, who will support daughter and her family in their respective old ages. In aviation, we knew from the very beginning that if daughter was to grow at all we had to force-feed her to maturity and then let her take care of herself. I really believe that it was because of this resolution, not to speak of the solid emotion involved in flying, that has produced the glittering creature now before us. She is now mature beyond her years—albeit she has no suitor except public acceptance to keep her moving. Aviation will change enormously, but no longer is there a question of whether she is here to stay.

As we head into private jets, increasing accuracy in weather forecast and controls, shorter lift and landing requirements, greater speed, faster communication needs, vastly increased expenses, improved efficiency and utilization, many of us will continue to remember with warmth and loving humor the glorious open cockpit days, with no instruments, no radios, no speed, no brakes, great lift, and the wonderful freedom of being alone in a sky with a bundle of wire, fabric, and pins, with a railroad track for navigation and optimism for skill.

As a lawyer, I hesitate to classify anyone, but AOPA has been at least one of the foster parents of our present day aviation position. It has worried, cajoled, nursed and spanked both general aviation enthusiasts, such as myself, and general aviation aircraft manufacturers whose products we hoped to use if some economic miracle made this possible. It has tested equipment, fought unnecessary regulations, warned about tourist traps, set up safety programs, and, in general, devoted itself as a loving, sometimes irascible, and always dedicated father. I salute you on your 25th anniversary.

PETER H. DOMINICK (AOPA 176594)  
U. S. Senator (Colorado)

Thomas J. Watson, Jr.





# From Members And Friends

## 'Aircraft Users' Recognition of Benefits . . .

To those of us concerned with that vast area of flying outside commercial airline operation, May 1964 is a month of special significance. It marks the silver anniversary of an organization that has done much to foster one of the major aviation developments of the past 40 years: transformation of small aircraft from "personal airplanes" into utility aircraft, backbone of general aviation as we know it today.

When AOPA was founded, in 1939, the light aircraft industry presented a confused picture. It was at a point in its history comparable with that where the automotive industry had stood 20 or 30 years before. There were far more airplane builders than now, and new ones were appearing every day. Industry stabilization in the hands of sound and healthy companies has been a second benefit within the past 25 years. And AOPA, as the voice of the ultimate user, shares credit for helping to bring this stabilization about.

The small airplane's toy-to-tool switch was already under way as early as the year of AOPA's founding, and as it progressed more and more people were buying and flying. Each new type of job for which airplanes proved their fitness put more ships into the air, creating need not only for landing fields and more effective regulation, but also for an official body to safeguard the new group's interests. Thus AOPA was organized to maintain liaison between users of aircraft and the various outside agencies—regulatory, legislative, civic, business, educational and other—with which they come into contact as owners and pilots of planes.

AOPA was among the first organizations to interest itself in the ever-changing situation with respect to aviation's needs. Later on, such groups as the Utility Aircraft Council of the Aerospace Industries Association, the National Flying Farmers, and state and local flying clubs from coast to coast teamed up with AOPA to promote the development of general aviation. Statistics on the steadily widening use of utility aircraft—their adoption for more specialized tasks in business, agriculture and industry—prove that a truly effective job is being done.

So does the healthy condition of AOPA itself. Our friend, Max Karant, tells me that membership has now passed the 100,000-mark. Such growth obviously reflects aircraft users' widespread recognition of benefits received. It not only speaks well for AOPA achievements of the past 25 years, but holds out the brightest kind of promise for the next.

C. J. REESE (AOPA 39337)  
President  
Continental Motors Corporation

## ' . . . From A Daring Sport To An Accepted Business Essential'

The 25th anniversary of AOPA gives us an opportunity to express the deep appreciation we have for the contribution the Association has made to aviation in general and to general aviation in particular.

Among the companies entering this business since World War II, Mooney is vitally aware of the part AOPA has played in promoting general aviation on a sound and practical basis.

Your 25th anniversary signals the end of the beginning of a meaningful chapter in general aviation history. Your Association has seen the birth and the growing to manhood of the airplane as a widely accepted means of transportation. You have witnessed and had a hand in the progress of aviation from a daring sport to an accepted business essential.

You have seen the pilot change from helmet, goggles and puttees to business and pleasure attire. You have watched the "dare-devil" be replaced by businessmen pilots. And you have fed his constant appetite for information with *The PILOT*.

There is little question of the influence of your Association when you consider that your present membership is roughly three times the total number of U. S. pilots who were certificated in 1939, the year AOPA was formed!

Your first 25 years have observed many changes in the industry—new companies, new people, new products. As more aircraft were produced, more people were attracted to the industry. Today, there are hundreds of thousands of people employed in the manufacture and distribution of airplanes.

There have been significant refinements in the aircraft themselves and today's businessman pilot considers it



Hal Rachal

routine to travel hundreds of miles daily in the conduct of his business. Navigational aids allow him to travel the United States with confidence that he will reach any one of the more than 8,000 airports he chooses.

He has learned, too, that whenever service is needed, there are available hundreds of qualified service operators throughout the country capable of fast, efficient, dependable repairs. Mooney, for example, has made it a point to provide product training to independent service operators to be certain they can provide topnotch service to Mooney owners.

The past has brought substance to the industry from every direction. Owners, manufacturers, distributor/dealers, service operators, airport facilities, navigation aids, and suppliers to

(Continued on next page)

Sen. Peter H. Dominick



C. J. Reese





the industry, all have matured and have, in their way, promoted the image of general aviation.

Looking ahead, it is apparent that the industry is on the verge of unprecedented growth. More businesses and more people need to cover increasingly larger areas. The only practical solution is by air. There is, however, a limiting factor.

The good which has come from the past 25 years can be buried under red tape, governmental control and bureaucracy which can stifle the growth of this potential giant industry. Manufacturers are unable to exercise fully their desires to contribute to the advance of aircraft design and production because of limiting controls imposed by a questionably expensive governmental agency.

Good as flying has become and barring senseless restrictions in flight above 18,000 feet, the businessman pilot will soon enjoy the greatest advance in comfort and efficiency since the cockpit was enclosed.

And, good as the past has been the next 25 years will bring more laurels to AOPA for your unwavering devotion to the industry and unflinching stand on issues pertinent to its growth.

HAL RACHAL, PRESIDENT  
Mooney Aircraft, Inc.

### "... Promise of Tomorrow's Aviation"

Aviation's course the past 25 years—its growth, technological advances, its impact on all mankind—has been little short of phenomenal. To have been part of this remarkable story, as members of the Aircraft Owners and Pilots Association have been, should be a matter of pride and satisfaction. Each segment of aviation, including the military and air carriers, is important to the national welfare, but none is more constructive or beneficial than private and business flying. This is also the wing of U. S. aviation which promises the greatest growth in the 25 years ahead. So every private and business airman has a great opportunity to contribute further to aviation's growth, to help make it more useful and productive to more of our people as well as more fun for the individual flyer. Certainly all of us in the Federal Aviation Agency, on behalf of the President and Congress, will keep up our efforts toward continued development of all U. S. aviation. Let us "join up" and travel together toward that goal, aware that the problems are many and as varied as the users of the national airspace are varied, but that the promise of tomorrow's aviation soars beyond what we can even visualize today.

N. E. HALABY  
Administrator  
Federal Aviation Agency



Kris and Edgar Bergen

### '... Extraordinary In A Volatile Industry'

As a charter member of AOPA, I have been privileged to watch the organization provide a wealth of services to its members and flying over the past 25 years. It has filled a place in aviation that no other organization has or could fill.

Since the birth of AOPA, many other aviation organizations also have come into being. Some have been highly successful. Others have failed to survive. Its intelligent direction and the great camaraderie that AOPA has engendered among private flyers is reflected in the steady upward growth of the organization. This in itself is extraordinary in as volatile an industry as aviation.

AOPA has done an outstanding job for general aviation in the United States. On its 25th anniversary it should fix its sights on accomplishing as much on a worldwide basis in the future.

Congratulations to AOPA for 25 years of rewarding activity. May the next quarter-century be even more fruitful.

HARRY A. BRUNO (AOPA 12)  
President  
Harry A. Bruno & Associates, Inc.  
New York, N.Y.

### 'The Next 25 Years Will Be Even More Exciting...'

"3105 to DME." That probably best sums up the progress general aviation has made electronically in the past quarter of a century. For many who are now flying so routinely, VFR and IFR, in their well-equipped single and twin-engine general aviation airplanes, the term, "3105," may not even make sense. Actually, when "3105" disappeared, progress in aircraft communications really got off the ground and with it came much of the progress which has made general aviation today such a substantial and steadily growing segment of the entire aerospace industry.



James M. Riddle, Jr.

"3105" meant 3105 kilocycles and was the sole means of communication for the private pilot before World War II and immediately afterward. (6210 at night.) It was the frequency you used to talk to towers or range stations—if you were right over them at the time you called, or if you were lucky enough to have a 30-pound, 25 watt transmitter that might reach out 25 miles, if conditions were right.

It is hard to believe that from these humble beginnings our present-day communications network has grown. The secret of all our progress, of course, has been VHF—put into use in a limited way by the military during World War II. It was our belief in VHF—crystal-clear, not affected by static—which led to the foundation of Narco right after the war. Almost 20 years of activity in this field have been most gratifying to us. Our first effort, a small cigaret-sized VHF transmitter adapter for low frequency receivers, is a far cry from the 360-channel transceivers which are now so common. Our first six-piece omni receiver-indicators





H. Webster Crum



Harry A. Bruno

Photo © Jean Raeburn, N.Y.

N. E. Halaby



were strange and of little use when they first came out. Now 800 omni stations and fast, positive crystal-tuning have made omni the miracle navigation system and have done much to make general aviation what it is today—next in importance to the development of modern, efficient aircraft and better engines.

The final chapter in the past 25 years of general aviation has been DME—distance measuring equipment—and its related by-product, ground speed indication—now available at a very low practical cost. The result? In 25 years, the private pilot has come from sketchy, scratchy communications of extremely limited range on 3105 k.c. to multi-channel, crystal-clear communications; from the erratic, misleading four-course LF range to omni and ILS, and finally to pinpoint continuous position indication with DME.

AOPA has spanned the most impressive and dramatic 25 years aviation has ever witnessed and has done much to make them so fruitful for the general aviation pilot. But the next 25 years will be even more exciting.

JAMES M. RIDDLE, JR. (AOPA 1362)  
President, National Aeronautical Corporation

### 'Keep Up The Good Work . . .'

AOPA and I have been in this flying business for the same length of time. As one of the earlier members of the group, I feel that the dues I pay each year go a long way toward making the airways safer and more enjoyable. AOPA's PILOT is one of the few publications that I read cover-to-cover.

Keep up the good work for the next 25 years.

EDGAR BERGEN (AOPA 31800)  
Hollywood, Calif.

### 'The Air Education Of Our Youth Presents A Real Challenge . . .'

Greetings and congratulations to AOPA on its 25th anniversary! A birthday gives us reason not only to look back, but more importantly, to look forward. From a modest beginning in 1939, AOPA has grown in stature each year in its service to general aviation and the flying fraternity. The list of accomplishments is legion, and as our industry grows, so grows AOPA's opportunity for service to the pilot, owner and operator in general aviation's expanding activity.

Looking back to the year of AOPA's founding, I recall that the use of aircraft for business and utility purposes was quite limited. Very few companies then recognized that they could effectively use aircraft as a business tool, possibly because we had only started to move out of the scarf, goggles and open cockpit era, which hardly lent themselves to business usage.

General aviation at that time was pretty much a matter of flying by the

seat of one's pants. There were no real radio communications as we know them today. Very few small planes had anything more than one low frequency receiver. The usual instrumentation was a tachometer, oil pressure gage, and compass. The general aviation fleet was certainly not very impressive.

This is in sharp contrast to the present day, when the general aviation fleet consists of approximately 84,000 active piston-powered aircraft, in addition to some 200 turboprop and turbojet aircraft in non-airline service.

General aviation's growth since AOPA's birth has been particularly noteworthy. In 1939 total retail sales of business and utility aircraft amounted to an estimated \$16,000,000. By 1950 sales had reached \$25,000,000. In 1955 the total was \$91,000,000; in 1960, \$180,000,000 and in 1963, \$200,000,000.

But these growth figures, while impressive, are in my opinion just the prelude to far bigger and better things ahead for general aviation. Actually, only 10% of the potential companies in the country now employ aircraft as a useful business tool, so there is plenty of room for growth.

I am sure there is a large expansion opportunity in pleasure flying—private flying just for fun—and we don't have to apologize for this market, because it's very real.

Of course, to exploit this vast potential, all segments of the industry must continue to improve their products so as to offer increased safety, reliability and usefulness. In the engine field, an example of what I mean is the introduction of improvements like turbosupercharging and fuel injection for small opposed piston engines.

Turbosupercharging has already revolutionized high altitude light helicopter operations and will undoubtedly lead to economical pressurization of small single and light twin-engine aircraft. While sales of turbine-powered aircraft will surely increase, improved piston engines will continue to dominate the volume general aircraft market in the next decade.

Along with continued product improvement, we must also step up our selling efforts on behalf of general aviation. We must make more people aware of the benefits and pleasures to be derived from flying. The air education of our youth presents a real challenge and deserves the full support of all of our many associations dedicated to the advancements of private flying.

There are several areas left that might block our objectives unless we are alert to them. First, I am sure there is no need for me to remind AOPA that we must all be constantly alert to any government actions which unnecessarily restrict the freedom of flight. While we may all have a different approach to this, AOPA's voice rings out loud and clear.

Second, we need thousands of more landing strips throughout the country. This needs a grass roots approach like

(Continued on next page)



Bill Piper's "Add an Airpark" plan, being sponsored by the Jaycees.

As immediate past chairman of the General Aviation Council, I send greetings and salutations to AOPA, your members and officers on the occasion of your 25th anniversary from our 10 member associations, including the Aviation Distributors and Manufacturers Association, Flying Physicians, International Flying Farmers, National Aeronautic Association, National Aeronautical Services Association, National Business Aircraft Association, National Pilots Association, Soaring Society of America, Utility Aircraft Council of the Aerospace Industries Association, and the National Aviation Trades Association. May your second quarter-century of service be as productive as the first.

More power to you!

H. WEBSTER CRUM (AOPA 149208)  
Vice President, Lycoming Division Avco Corp.

### 'A Vital Role In Changing Aviation . . .'

In March, 1939, just two months before the founding of AOPA, I test-flew the Cessna T-50, the first twin-engine airplane our company ever produced. Today, 25 years later, Cessna's twin-engine production has passed 8,500 and we recently delivered our 2,000th Model 310—a 1964 310i. The 310i is a considerably different airplane than its T-50 predecessor.

Comparisons which may be made between 1939 and 1964 are many. At that time, for example, our regular production line was humming along at the rate of fewer than 50 airplanes a year. Many of you will remember the planes we had in production then—the C-145 and the C-165 *Airmasters*, both four-place, fabric-covered, full cantilever, cabin monoplanes. The top model sold for \$8,275.

General aviation was in its infancy. Flying was regarded as a dubious occupation. Airplanes were looked upon as machines which had little purpose. The pilot's image remained as a superman in goggles and flowing white scarf who knew no fear (indeed, the charter members of AOPA were probably cast in this image).

You and I know that these impressions, though not entirely false, were also not entirely true. We know that the people most closely concerned with flying were responsible, intelligent pioneers who could see the day when the airplane would play an indispensable role in our transportation needs.

The past 25 years have borne out the accuracy with which these people viewed the future. I hardly need speak to you, as knowledgeable members of the flying community, about the changes that have come over flying. All of us have worked long and hard to make them come about.

We have seen the transition from ground beacon lights, to low frequency radio, to the marvels of VOR navigation. We have seen the comparatively crude airplanes of 1939 evolve into

sleek, comfortable craft that today are used for an infinite variety of business and pleasure purposes. We have watched the ranks of pilots swell from a relatively few professionals to almost 500,000 men and women in all walks of life. We have seen—and possibly helped to influence—a favorable change in public attitude toward the whole business of flying.

All this and much more has occurred in the short span of 25 years, but you and I know that the changes have not come about by accident. People have made them happen. And we in aviation are well aware that much still needs to be done.

Organizations such as AOPA have played a vital role in changing aviation. The growth of your organization has not only paralleled that of aviation in general, but in many instances has made that growth possible through specific programs of leadership. I congratulate and commend AOPA on the occasion of its 25th anniversary and hope that the ranks of your members—now more than 100,000—will continue to grow and serve flying well.

DWANE L. WALLACE,  
President, Cessna Aircraft Company

### 'The Need For AOPA Will Increase A Hundredfold . . .'

After learning to fly in 1936 and becoming the proud possessor of Limited Commercial Ticket 37300, my life became dedicated to aviation. I had thought of nothing else from that grey, wet dawn in 1927 when my Dad and I had stood cold and damp while NX-211 waddled down the old dirt runway at Roosevelt Field, lifted off, staggered over the phone wires, and headed into the mist in the direction of Europe. Watching Rene Fonck and his gallant crew fail and burst into flame before my eyes did nothing to deter my ardor to become a knight of the air.

In 1929 my Dad gave me a little dual and I was on my way to realize my ambition. After getting the prized ticket, I tried in every way to become a greater part of aviation, reading and studying every available book and magazine. In 1939 the May issue of *Popular Aviation* contained an advertisement announcing the formation of a new organization of pilots. The wings, lapel and windshield sticker, were intriguing as was the aluminum charter member's card, and off went the hard-earned sawbuck for a membership. I have never regretted this move.

I have watched AOPA grow from its inauspicious beginning to the powerful and dedicated organization in existence today. I wonder how many pilots to-



L. B. Maytag, Jr.

W. H. Beers



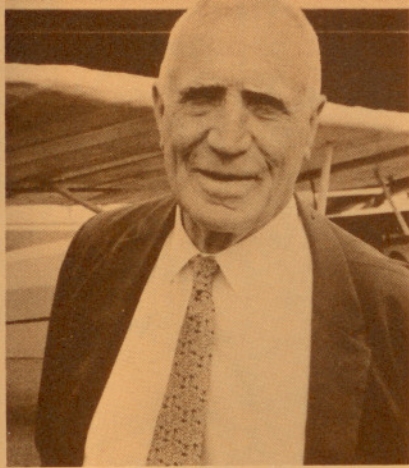
day realize that the CAP so well known today had its beginning as the AOPA Air Guard in Philadelphia around 1940; or that the safety to today's lightplane flying stems in many ways from the tireless efforts of AOPA personnel over the years in many fields, from airframes to instruments. Insurance for pilots is another area in which AOPA efforts have brought results.

My recent visit to your office was a revelation. Never has it been my pleasure to visit such a beautifully run, well organized, efficiently departmented, and friendly operation. The tremendous amount of information assimilated and passed on by this relatively small office staggers the imagination. The flight planning, mailing, and record departments are fabulous. The magazine, printing and other operations are equally tremendous.

Over the years, as service after service has been added, I have become increasingly proud of having some small part in the formation of what I consider to be the finest organization of its type in the United States.

With today's increasing problems, the need for AOPA will increase a hundredfold. The AOPA Foundation too is doing a fine job as the AOPA 360° Rating and Extension Course prove, but it too will find its labors increasing





Dwane L. Wallace

## 'We Have Seen The Age-Old Dream Come True'

In no century since the world began have men seen such changes in the machinery for living as they have in the 20th century. Nothing symbolizes this era as well as does the flying machine. People ambled into this age in a horse and buggy. Now travellers nap comfortably while they jet across the continent five miles high in the sky. Within a decade we probably will be flying over the oceans at 2,000 m.p.h. Within a decade men may arc off to the moon.

The progress from primitive aircraft that looked like box kites to the sophisticated flying machines now jetting cross-country would not, of course, have been possible had there not been men around who wanted to fly the contraptions. A handful of these men got together 25 years ago and organized the Aircraft Owners and Pilots Association. That was the year the flying machine came of age, for it was in 1939 that World War II started and the world learned that upon air supremacy depends a nation's survival. The men who were flying in that year were probably all heroes and I salute them, without being vainglorious—for I was not one of them.

Though I have loved flying all my life, I was only 12 years old in 1939. Not until 1948 did I get my private pilot's license, and in the same year launch my first business venture, a flight school and maintenance base. A most exhilarating bonus of my present job is that it has given me the opportunity to fly a DC-8 on an acceptance flight, and to pilot an F-104 aircraft breaking the sound barrier.

In the 25 years since AOPA was founded, aircraft have been improved enormously. The hazards of aviation have diminished tremendously. But there is one constant that remains unchanged. That is the love of flying in the men and women who fly.

Wilbur Wright said that flying was an idea that has always "impassioned" mankind. A 4,000-year-old Chinese story tells how the Emperor Shun escaped from captivity by "donning the work clothes of a bird." Daedalus, the Greek who invented the saw, also built wings of feathers and wax. But his son Icarus plunged into the sea when the sun melted the wax. Leonardo da Vinci designed an ornithopter with wings that flapped like a bird in the 16th century. In the 17th century the Bishop of Hereford wrote of a man who flew by harnessing 25 geese to his flying apparatus.

But we are the lucky ones in this century, for we have seen the age-old dream come true. AOPA is to be congratulated on this significant birthday of the association for the fine job it has done in representing those of us who fly, not by geese-power, but in the 20th century flying machines that have given a new dimension to human life.

L. B. MAYTAG, JR. (AOPA 38967)  
President, National Airlines, Inc.

## 'Vigilance Of AOPA In Protecting Our Rights'

The occasion of AOPA's 25th anniversary serves as an excellent time to review the progress which general aviation has made in the past quarter century.

Briefly, the factors which have contributed to our steady progress are:

1. Better, faster, more useful airplanes. General aviation hit its stride after World War II with the advent of four-place airplanes with speeds of better than 120 m.p.h. Then came the light twins and the utility of the private or company-owned airplane took another great step forward.

2. Easier to fly airplanes. At the same time, our aircraft have become much easier to fly. The tricycle landing gear has been one of the biggest contributors.

3. Better navigation and communications. Omni has, perhaps, been one of the greatest single factors in the increased usefulness of our present day airplanes, combined with greatly improved communications capability and ground assistance available to the private pilot.

4. Airports. Progress has been both good and bad and perhaps this one aspect now looms as the most important factor in general aviation's future growth. We are fortunate today in having over 8,000 landing facilities available to us—most of them excellent airports, many with paved runways. But we have yet to scratch the surface in providing airport facilities. Thousands of communities should and can have access to the airways by means of the simplest kind of landing strip. We must all renew our efforts to see that these strips are established. At the same time, we must fight vigorously to preserve the landing facilities in and around our bigger cities and metropolitan areas.

All of these factors affecting the progress of general aviation are well known. One other important factor has contributed to making general aviation in the United States such a large and impressive "statistic." That is the preservation of our traditionally American concept of "freedom of the skies" for everyone. In other parts of the world, this concept has been all but stifled and use of the airways by the private pilot is subject to much restriction. For instance, in wide areas of the world VFR at night is prohibited. Our freedom to fly with minimum regulation, control and harassment has not just happened, however, for there are some forces here in the United States who would put further obstacles in the path of this freedom.

We in general aviation owe much to the vigilance of AOPA in protecting our rights. Perhaps the Association's greatest contribution to the quarter of a century of progress has been in this area.

W. T. PIPER (AOPA 50445)  
Chairman of the Board and President  
Piper Aircraft Corporation ●

in years to come. It certainly behooves every pilot to join and support AOPA, the one organization devoted entirely to his interests.

Although I am no longer in any way associated with the aviation industry and do very little flying, my chief means of keeping in contact with the latest developments has been The AOPA PILOT and the Newsletter. Both are absolutely invaluable to every general aviation pilot and aircraft owner. The mass of authentic information that can be found within The PILOT . . . from the Safety Corner to the informative articles on various components of modern light aircraft . . . can be found nowhere else without vast research. Legislative information contained in the Newsletter is a must for every pilot. Either of these fine news media is well worth the cost of AOPA membership alone, were no other service offered.

The future holds many new and different problems for private flying and AOPA. From past performances I feel that with AOPA on the job virtually any problem that arises will be handled adequately and with dispatch.

The first 25 years are the hardest.  
WILLIAM H. BEERS (AOPA 1194)  
Beers Roofing & Construction Company  
Prescott, Ariz.



# THIS IS AOPA TODAY

**A**s general aviation has grown to maturity, the needs and desires of the increasing private flying populace have enlarged in direct proportion to the number of aircraft, landing places, and continually growing mountain of regulatory measures. Keeping atop this spiral to work for benefits, rights and privileges of general aviation is your AOPA.

Beginning with a one-man staff in 1939, the Association has expanded over the years to better serve its members and to effectively cope with the growing complexity of problems faced by the individual pilot or aircraft owner. The task requires a competent, well organized team that today consists of 95 dedicated employees. Shown in the accompanying photos are portions of that team and some of the functions they perform in serving you.



President of AOPA is J. B. Hartranft, Jr. The Association's first full time staff member, he was employed as executive secretary in April 1939, now heads a staff of 95 people



▲ The AOPA Life Plan, the country's most attractive insurance program for pilots and their families, is administered by Floyd Drury (center), head of the AOPA Service Corporation. AOPA's plan has some \$53,000,000 in insurance in force, ranks with some of the country's more successful insurance firms







Veteran pilot and editor, Max Karant joined the AOPA staff in 1948. He serves as vice president and editor of The AOPA PILOT



Executive offices of AOPA encompass those of the president, J. B. Hartranft, Jr. (center) and the comptroller, William S. Brassel (second from right). The Association's library and conference room can be partially seen in center background



Key figures on AOPA's Policy Coordination staff are (from left) Victor J. Kayne, air traffic control specialist and staff head; Robert G. Armstrong, airspace specialist; Robert E. Monroe, special projects and staff deputy; and Cyril T. Thompson, airport specialist

AOPA's Pilot Service department provides information, counsel and advice to members about aircraft and airman records, interpretation of regulations, and similar matters. The department is headed by Robert Bornarth (left background), assisted by Michael V. Huck

AOPA maintains legal counsel to look after the rights of general aviation pilots. Washington counsel John S. Yodice (above) is concerned with promoting beneficial laws and regulations, opposing those that are detrimental to general aviation, interpreting the law, and intervening on behalf of AOPA's membership in precedent setting cases





Nearly a quarter-million charts and thousands of prepackaged Airoute Service kits are furnished to AOPAers by the Flight and Travel and Chart departments. Flight and Travel is headed by Catherine V. Howser (second from left); Fay Schaeffer (right) supervises the distribution of Aeronautical Charts



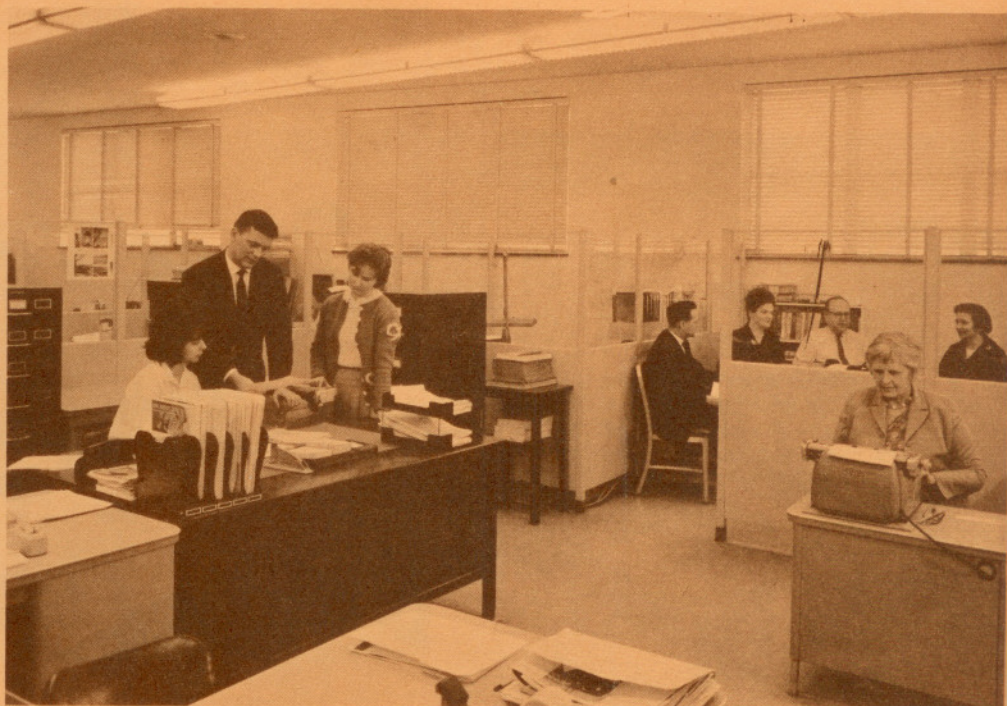
Advertising and promotion activities dovetail with production of The AOPA Pilot. Department head, Arthur H. Frisch (left), also is concerned with membership recruitment, merchandise discount services, and the AOPA Plantation Party (now the AOPA Air Fair and Industry Exhibit). He is assisted by William A. Olsen (right)

Layout and arrangement of all AOPA publications—from stationery to The AOPA Pilot and special promotional pamphlets—are the responsibility of the art department, directed by Hyman Spiegel (center)





AOPA's editorial department is charged with preparation and publishing of The AOPA Pilot, the annual Pilot's Handbook and User's Guide, and the AOPA Airport Directory. It also handles daily public information functions and is under the supervision of Charles P. Miller (third from right), managing editor



▼ The "memory bank" of general aviation lies in AOPA's IBM department, supervised by Leon W. Masser (center). Current lists of pilots, aircraft owners, airports, FCC licensed radio equipment, and similar information, contained on magnetic tape, provide vital services to the whole aviation industry. Listing services are administered by Joseph R. Little, Jr. (left)



The AOPA Pilot production department, supervised by Mary Bixiones (left) serves as the pivot for technical decisions regarding publication of Association magazines and provides liaison with contract publishing firms



"Alpha Files" (background) and IBM accounting section afford AOPA with immediate information on the broad scope of general aviation. From this and related operations AOPA can furnish to members, the government and industry information on almost any matter related to private flying



Membership service is the keynote to AOPA's operations. In this office accurate records are kept on the status of all active and past members, membership contests and related programs



Ralph F. Nelson serves as project director of The AOPA Foundation, Inc. Established in 1951 as an independent, nonprofit organization devoted to the promotion of flying safety and education, the Foundation is housed at AOPA headquarters. Currently, the Foundation's most important activity is developing safety training programs and sponsoring AOPA Flight Training clinics throughout the country

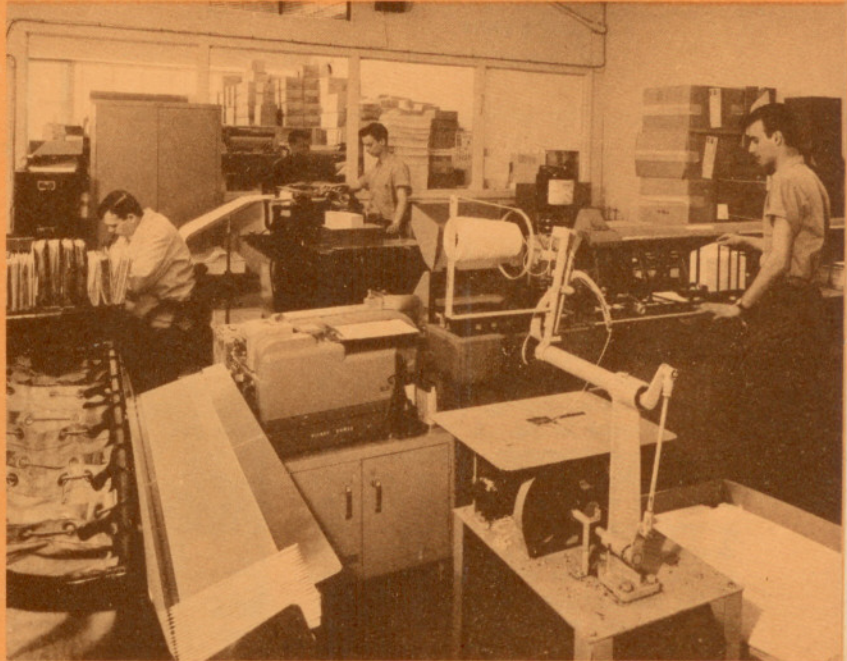
Flags of some of the nations represented by the private International Council of Aircraft Owner and Pilot Associations are displayed in the organization's interim office at AOPA headquarters. The international association is made up of private flying groups from 13 countries, representing some 120,000 pilots and aircraft owners. Interim secretary is Charles S. Logsdon







◀ The "201 File" is a multiple banked row of cabinets in which are maintained more than a quarter of a million individual member record jackets



▶ The mailing and distribution section is an area of constant activity. Several thousand pieces of mail can be addressed, sorted and prepared for posting hourly with this automatic equipment



▲ In AOPA's print shop, supervised by Robert M. Butler (second from left), more than 12,500,000 impressions are printed annually to keep AOPAers informed of the latest developments and activities in general aviation



Association fiscal matters are the responsibility of the bookkeeping and accounting department, which works under supervision of the comptroller