

The First One Thousand And One

Most of the 184 AOPAers who were among the first 1,001 joining the Association during its founding months in 1939 are still on the rolls and maintain close contacts with aviation

■ ■ To an AOPA member, and every other pilot and aircraft owner the world over, the next best thing to actually flying is a "hangar flying" session with fellow pilots, friends, or acquaintances—or even complete strangers who are nonpilots, as long as they can properly understand and appreciate the art of piloting an aircraft.

Preceding every hangar flying session and chance meeting with fellow pilots are the inevitable—but necessary and indispensable—questions, "How are you? . . . Where have you been? . . . What have you been doing?"

Since the AOPA flying fraternity has grown too large for every member to keep tabs on every other member and exchange flying experiences, The PILOT sent out a call to locate the earliest AOPA members and have them at least answer the "How . . . Where . . . and What" questions. The response was large and, as expected, included some comments which normally would crop up in a hangar flying session.

Those contacted are among the first 1,001 pilots and aircraft owners to join the AOPA. Many are known nationally, some even internationally, for their business and personal achievements both in and out of aviation.

Regardless of whether or not they have been in the public eye, these members over the years have exhibited a trait of remaining steadfast in their faith and confidence in general aviation and their own personal flying fraternity—AOPA. All threw their support behind the AOPA during the embryonic months of mid-1939 when the Association took its first hesitant steps. Their support has been unfaltering ever since, and they formed the initial nucleus of what is now the world's largest pilot and aircraft owner organization.

A total of 184 of the original 1,001 members are still active in AOPA ranks as of this 30th Anniversary observance of the Association's birth. Five years ago, on AOPA's 25th Anniversary, there were 201 remaining within this select group. Almost 65% of the remaining 184 took time out from their personal schedules to furnish The PILOT with ei-

ther brief statements on their current activities or messages to be shared with the membership in this anniversary issue.

Part of the statements and comments received by The PILOT are located on the accompanying pages in a condensed and abbreviated form necessitated by the large number of replies. The balance of the statements and comments will be featured in subsequent issues of The PILOT this year in observance of AOPA's year-long 30th Anniversary. Photographs of each of the early members will be run in the monthly issue which contains each member's respective statement or comments.

Some statements, like those from four members of the Association's Board of Trustees who hold AOPA numbers 5, 6, 7, and 45, are featured in a special article in this issue. A message from AOPA President J. B. Hartranft, Jr., holder of AOPA number 2, appears as the lead article in this issue, and Igor I. Sikorsky, holder of AOPA number 29, is featured in a separate article in this issue on the development of "high-speed VTOL" aircraft. (Like many other AOPAers over the years, Sikorsky shows in this month's article that he is not afraid to take a stand almost directly opposite from that considered the "popular" view on a current aviation matter.)

Also missing from this group of consolidated statements is a "statement" from Max Karant, AOPA Senior Vice President and holder of AOPA number 18. Max shares his thoughts on this 30th Anniversary observance in this month's editorial.

Attesting to the steadfastness of the early members is the fact that 33 of AOPA's first 200 members are still active despite normal attrition, the war years and other calamities over the past three decades. A running box score of the first 1,001 members finds 12 of the first 50 still active in Association affairs, 33 of the first 200, 29 of the first 300, 78 of the first 400, 98 of the first 500, 117 of the first 600, 138 of the first 700, 154 of the first 800, 168 of the first 900 and, as mentioned earlier, a grand total of 184 of the first 1,001.

Of possible interest is the fact that out of the first 1,001 AOPA registrations, the longest string of unbroken numbers still active belongs to:

Louis Schwitzer, Jr. (AOPA 623), of Carmel, Ind.; W. W. Gordon (AOPA 624), of Savannah, Ga.; Donald E. Todd (AOPA 625), of Tuscaloosa, Ala.; Anthony Hanzlik (AOPA 626), of Long Island City, N.Y.; Wilhelmina Hanzlik (AOPA 627), Long Island City, N.Y.; and C. W. Chiles (AOPA 628), Springfield, Ill.

Schwitzer, a past president and member of the Indianapolis Aero Club, and a member of the Indiana Hangar of Quiet Birdmen, is like many of the early members in that he learned to fly during the late 1920's and early 1930's. As was the case with several early members, Schwitzer forwarded his reply to The PILOT while engaging in the favorite pastime of many AOPAers—traveling. "This is being written while in Hawaii on a trip to the Orient," Schwitzer said in his letter.

"I had my first airplane ride in 1925 in a single-engine Fokker over the Bavarian Alps in Germany," Schwitzer reported. His "first personal contact with flying" was in 1929 in an OX-5 Waco during a flight over Indiana. "I soloed in 1933 at Lunken Airport, Cincinnati, in a Kinner—a two-place, side-by-side, open, low-wing ship with 125 h.p. Obtained my private license in 1936 in a Waco F and got my multi-engine land and sea rating in 1946 in a Grumman *Widgeon*." Further information on Schwitzer's activities is included in his condensed statement which will appear in a subsequent issue of The PILOT.

Many early AOPAers paid compliments in their statements to AOPA's long-time staff members and to achievements of the Association over the years. Most of the words of praise were deleted from the statements to provide the maximum amount of space to the individual members involved. Comments from Leo J. Scheberle (AOPA 614) best summarize the complimentary words in the statements from the early members:

"The intervening years have proved to me that AOPA is the finest pilots' and



Brian Aherne (AOPA 9)



Harry A. Bruno (AOPA 12)



John M. Wells (AOPA 34)



Joseph J. Trapuzzano (AOPA 43)



Kenneth E. Benson (AOPA 74)



Marion "Babe" Ruth (AOPA 109)



W. H. Ice (AOPA 115)



Jean Adams Shaw (AOPA 116)



Robert C. Quinlan (AOPA 122)



Loren L. Cluster (AOPA 137)



Robert Beasley (AOPA 144)



Edward R. Moore (AOPA 145)



Leopold Boivin (AOPA 162)



L. A. Stringer (AOPA 163)



Frank DiPietro (AOPA 182)



Roland M. Smith (AOPA 195)



Col. Waldo B. Jones (AOPA 198)



Dr. Eugene Smith (AOPA 201)



Elmer E. Wood (AOPA 202)



Dr. M. E. Phelps (AOPA 206)



William E. Stearnes (AOPA 211)



T. C. Pennypacker (AOPA 230)



Dr. Mallory Harwell (AOPA 241)



Earle B. Blomeyer (AOPA 242)



L. A. Muller (AOPA 260)



Edward A. Zoeller (AOPA 268)



Albert C. Potter (AOPA 274)



R. M. Adamson (AOPA 275)



Dr. John F. Roberts (AOPA 279)

airplane owners' organization in the nation. I have always been proud of the accomplishments of the dedicated leaders and members of AOPA, and of my association with the organization.

"It is undeniably the most vocal and effective instrument for the attainment of the rights and desires of the many members and, indeed, of all of the 'general aviation' people. Keep up the good work."

The PILOT editors express their sincere apologies for not being able to reprint in full and share with all members the entire statements from the early members because of space limitations. In addition, apologies are extended for the necessity of reducing to a uniform size the many photographs which were requested and supplied by the early members.

Unfortunately, a small number of the personal photographs supplied by the early members were technically unreproducible for various reasons. Despite these shortcomings, the PILOT editors hope the membership will enjoy hearing from and about the remaining first 1,001 as much as the AOPA staff has. The condensed statements are presented in numerical order consistent with the AOPA number held by each member.

Brian Aherne (AOPA 9), Vevey, Switzerland. Screen and stage celebrity Brian Aherne lives on the shores of Lake Geneva. He now travels and flies "to the sunshine in the winters," he said, but added, "alas, I fly the airlines and not my own plane. I have written the story of my foolish life, which will be published in October by the Houghton, Mifflin Company under the title, 'A Proper Job.' Those of our members who have the decency to buy the book will read quite a bit about my flying days, from the 1920's into the 1950's." To young AOPA members contemplating marriage, Aherne says: "Marry a girl who likes to fly and who likes to play golf, and reject all others. By so doing, you will ensure that both your middle and your later years will be filled with interest and enjoyment."

Harry A. Bruno (AOPA 12), New York, N.Y. Bruno is the visionary and the active booster of aviation he has always been since his first teenage flight in a homemade glider back in 1910. While his 46-year-old public relations firm, H. A. Bruno and Associates, Inc., represents numerous corporations doing business outside the aviation field, it is for aviation counsel that he is perhaps most widely known and respected. Bruno received the 1968 Hap Arnold Award for aerospace pioneering, "for encouraging interest in and understanding of aerospace programs and for providing 45 years of public relations counsel and guidance to the aviation industry." A glimpse of Bruno's addiction to aviation, his awards and contributions, appeared last year in Princine Calitri's biography, "Harry A. Bruno, Public Relations Pioneer."

John M. Wells (AOPA 34), Southbridge,

Mass. Former chairman of the board of Harvey-Wells Electronics, Inc., John Wells has owned nine airplanes since 1930 and has logged some 4,000 hours of business and pleasure flying. He says: "When AOPA first started, I was approached by Nancy and Bob Love, operators of the old Intercity Aviation at the old East Boston Airport. I gave them \$100 to help get things started. I think there were 35 other individuals who did the same. We never dreamed AOPA would turn out to be as big as it has, and the fine medium it is for helping the then so-called "private pilots" with their problems—especially putting their story forward in government matters."

Joseph J. "Trappy" Trapuzzano (AOPA 43), Atlantic City, N.J. Joe Trapuzzano started flying when Philadelphia International Airport was still a small grass field back in the early 1930's. "I first soloed in an OX Challenger, N4104, owned by the late Bob Boswell of Eastern Air Lines," he says. "Since then I have been in aviation continuously without a break and enjoying every phase of it. At present, I am executive vice president of Southern Jersey Airways, Inc., at Atlantic City, with three other airports under my supervision. I first met Mr. Hartranft at Central Airport, Camden, N.J., about 1936 when he was flying there."

J. N. Mills (AOPA 60), Los Angeles, Calif. AOPAer Mills remembers AOPA's first office was set up in Chicago in late April of 1939 when he and "Doc" Hartranft were friends and neighbors. "During the past 30 years or so of management engineering work, I have not had the opportunity to do as much private flying as I would have liked," Mills says. "However, I have kept my medical certificate in force, and now that I am in the process of turning my business over to younger associates, I hope within the next year or so to become much more active in this field." Mills hints he may be in the market for an airplane in the not-distant future.

Kenneth E. Benson (AOPA 74), Coral Gables, Fla. When Ken Benson isn't flying, he seems to be running. Now serving his 14th year as president of the Greater Miami Aviation Association, Benson is also completing eight years as southern region vice president of the National Aeronautic Association. "Early last year," he wrote *The PILOT*, "I attended the Sales Executive Club luncheon which honored Capt. Dick Merrill and aviation in New York. Flew a Beechcraft north on that occasion. In May, I attended the International Exposition of Flight in Las Vegas. Saw a lot of old-timers during the week out there. Flew to Europe in September and visited 11 countries." Somewhere between meetings in Washington, New York, and Miami and duties as honorary racing steward at the Florida National Air Races, Benson is planning a round-the-world trip for late this year.

Marion "Babe" Weyant Ruth (AOPA 109), Lansing, Mich. Since AOPA's 20th

Anniversary report, "Babe" has been busier than ever as a flight instructor and aviation buff. She recently became associated with Airway Underwriters as an aircraft inspector. She's secretary of the Michigan Wing, OX-5 Club, as well as secretary of the Professional Aviation Instructors Association which she helped found in 1965. There have been many airplane races over the past few years in which the energetic Mrs. Ruth has competed—the Michigan SMALL race (1965) in which she flew a *Comanche 180*; the antique division at the Fairlady Indiana Air Race (1968), Valparaiso, Ind., in which she flew a 1946 Piper J-3, placing first, only to be disqualified, she said, by a verbal misunderstanding about the takeoff turn. With her usual verve, Mrs. Ruth reports that "last summer I soloed a 62-year-old man in a Cessna 172. He's passed his written and is getting ready for his flight test." Mrs. Ruth learned to fly at the age of 16. Her first flights were in a Driggs *Skylark*.

W. H. Ice (AOPA 115), Los Alamitos, Calif. Capt. Ice flew as an airline pilot for 24 years, but even then, he writes, "My heart was in an old Piper J-3, and in seeing other boys coming up and joining the AOPA. I remember in 1939 when I was running a flying school in New Castle, Pa., a local electric company was going to put up 80-foot power poles off the end of our main runway . . . I sent in my membership to AOPA. Four days later they went to bat for me. The power company moved the poles back half a mile." Hypertension and heart surgery have grounded Ice, but won't keep him from the hunting and fishing he loves. He wishes some of the 172 students he soloed at New Castle, Pa., between 1935 and 1941 would drop him a line.

Jean Adams Shaw (AOPA 116), Sarasota, Fla. When Jean Shaw was demonstrating aircraft back in the late 1930's, she recalls, the sales pitch went like this: "If a girl can fly, so can any fool!" And she did fly. Mrs. Shaw graduated with the first approved flight school class of Intercity Airlines at Boston in 1934. Aerial photography work, coupled with a steady production of magazine and newspaper articles, paid gasoline bills for the Stinsons and Fairchilds the author-pilot flew during the early years. In 1946, she became manager of the Nantucket Island Airport, which expanded with her efforts and what she calls "mainly support of local government and unending AOPA help." She resigned her airport job in 1954 to move with her husband to St. Croix, V.I. Now back in the States, she says: "I still retain private pilot certificate 31142. And living on Nantucket Island part of each year, I have learned a deep respect for weather and safety and the ever-joyous challenge of the skies."

Robert C. Quinlan (AOPA 122), Dallas, Tex. Though no longer an active pilot, Robert Quinlan maintains his AOPA interest. He writes, "I still follow the

advances in aviation and, from my solo flight in an OX-5 *Bird*, the changes have been fantastic. I am in the investment business for myself and am a lieutenant colonel in the Air Force Reserves, retired. I have a married daughter, a son in the U.S. Army Medical Corps, and another son in high school."

Grenville Curtis (AOPA 132), Nantucket, Mass. A crash course to update his instructor's rating put Grenville Curtis back in the pilot's seat after an eight-year lapse in the early 1950's. Now with Nantucket Aviation, Inc., he says, "Instructing has always been my primary interest. I can't say I like the new attempts to standardize it. I feel that an instructor must like and want to teach, not just build time. He must try to individualize each student and search for a way of communicating, rather than just go through a standard routine. There is a real creative kick in getting through to a student who is getting ready to quit because he has been made to feel incompetent. I hope to go on instructing in Nantucket as long as possible."

Loren L. Cluster (AOPA 137), Fort Lauderdale, Fla. "Thirty years! It seems as if it were only last year when 'Doc' Hartranft, an old friend and former associate in the Philadelphia agency of New York Life, walked up to me at the airport in Cleveland and secured my application for membership in AOPA," wrote Cluster. He said he remembered the chance meeting was on the 1939 Labor Day weekend during the last of the Cleveland Air Races to be held for several years because of World War II. Cluster remembers the weather "turned sour" the last day of the races, and he flew back to Philadelphia with AOPA Trustees Alfred L. Wolf (AOPA 5) and J. Story Smith (AOPA 7). "During the last 30 years, I have owned and flown an Aeronca K, a Taylorcraft, a Stinson, a Piper *Tri-Pacer*, an F-model *Bonanza*, an H-model *Bonanza*, and a V-model *Bonanza* which had everything on it but the kitchen sink," Cluster said. "At the present time, I am planeless, but I still retain an avid interest in aviation and private flying."

Robert D. Beasley (AOPA 144), San Diego, Calif. Back at the beginning when Robert Beasley joined AOPA, he remembers, "A certain flight instructor in Baton Rouge, La., was so enthusiastic about the new organization, he assured me it was our only hope of getting beyond the 40 h.p. tandem-seat *Cubs*. After the war and a prolonged absence, I was again privileged to enjoy flying both for business and pleasure. Some nine years ago, I acquired a Piper *Comanche* and a partner who was, of course, 'persuaded' to become a member of AOPA." Beasley has been associated with the electrical industry in San Diego County for 25 years. Currently he is executive director of Monte Vista Retirement Lodge in San Diego County and is active in developing facilities for residential care of the elderly.

Edward R. Moore (AOPA 145), Murphy, N.C. In 1936 and the succeeding four years, Edward Moore drove nearly every weekend from his home in Murphy to Blevins Aircraft Corporation in Atlanta, Ga., just for the chance to fly. It was 140 miles one-way, but in those days, Moore reports, there were no airports or flying interests near his hometown. With that kind of doggedness, Moore received his pilot's license as well as commercial and instructor ratings. He was in the Air Force in World War II and continued flying for several years until stopped by the press of business and civic activities. "When I could resume it, failing eyesight prevented my returning," he writes. "I joined AOPA early, I love flying, and am behind AOPA in all its efforts for the private flyer." Moore currently operates a Dodge dealership in Murphy.

Leopold Boivin (AOPA 162), New Bedford, Mass. Leopold Boivin reported he is just a year away from retirement and anxious to get in some hangar flying with other early AOPAers during the coming Plantation Party, to be held in Atlantic City, N.J., Sept. 4-9. "I am very happy to be a longstanding member in AOPA for its 30 years, and hope I can make it for 20 more to our 50th Anniversary. As for my current flying activities, I now rent a Cessna 150 and 172 from our local Massachusetts Air Industries here in New Bedford. I am a foreman in a local brewery which also is located in New Bedford . . . I really would like to meet some of the 'old-timers' at our next Plantation Party."

L. R. Stringer (AOPA 163), Wichita Falls, Tex. Rancher L. R. Stringer has very definite impressions of the engines he's ridden behind, and they were, he says, the most interesting part of his flying career. He was licensed in 1929 in an OX-5 *Eaglerock*. With that engine, water was as important as gasoline. "That radiator gave me more trouble than the gascolator. I would land in pastures by windmills and fill the radiator with a can carried for that purpose. My second airplane was a J5-SM2AB four-passenger cabin Stinson. I greased the rocker arms constantly. Had to crank an inertia starter. Next I had a Warner Cessna C-34. A good engine, but the narrow landing gear was treacherous in West Texas winds. Cranked the flaps manually 42 turns in cabin ceiling. Traded the Cessna for 285 Jacobs Waco, then in 1942 I bought a Franklin-powered *Culver Cadet*. This engine ran hot all the time. I didn't keep it long. After the war I had a Warner Fairchild 24 and a Continental Waco. These were the last prewar engines I flew and the last of my forced landings!" From then on it was up in reliables—a *Navion* and several *Bonanzas* and now a Beech *Baron*. The Stringers and their friends have made at least 50 flying trips for fishing along both Mexican coasts.

Frank Di Pietro (AOPA 182), Reno, Nev. Though briefer than any other early

member, Frank Di Pietro was just as enthusiastic as many. "I want to say," he wrote, "that I have enjoyed every year that I have been a member of your fine Association and am looking forward to many more years." Mr. Di Pietro's correspondence carried the letterhead of the Silver State Camera Center in Reno.

E. A. Carson (AOPA 187), Evansville, Ind. While remodeling the "Great House" of an old sugar plantation on St. Kitts, West Indies, the Ellis Carsons have made the trip from Evansville 12 times in their Cessna *Skyknight*. Carson, who is president of the Evansville-based Sunbeam Plastics Corporation, reports that flying weather in the islands is great year-round. "I have found that once over the natural apprehension of long overwater flights, the virtual absence of worry about weather makes flying simpler in many respects than flying in the States. We have enjoyed our airplane tremendously here, island hopping frequently to St. Thomas, San Juan, St. Martin, Antigua and the other islands south of here—Guadeloupe, Martinique, St. Lucia, etc." The Carsons have found much interest in flying on St. Kitts and are forming a flying club which they hope to equip with a Cessna 150. They write: "We are looking forward to the day when we can extend an invitation to all AOPA members for an air cruise to St. Kitts, and use it as a base to make day trips out to and back from all neighboring islands."

Roland M. Smith (AOPA 195), Iowa City, Ia. Still busy in his own real estate firm, Roland Smith recently sold his interest in a Beech *Bonanza* and is renting *Cherokees* and an *Aztec* from time to time at the Iowa City Flying Service. "It is a far cry from that first Standard with an OX-5 engine, but I enjoy the variety," he says. "I am particularly impressed with your stand on FAA trying to keep private flyers from using heavily trafficked airports, and with AOPA's interest in legislation for the benefit of these flyers."

Col. Waldo B. Jones (AOPA 198), Colorado Springs, Colo. Col. Jones, director of financial management for the North American Air Defense Command (NORAD), is scheduled to retire this year from active duty with the Air Force. Except for a three-year tour of duty at Harvard University as professor of air science, Col. Jones has served the last 20 years in various comptroller positions and has gained recognition as a pioneer for the Air Force in this field. Prior to his current assignment, Jones was supervisor of flying at Langley Field, and base commander of the Asheville-Hendersonville Army Airfield. He saw combat in North Africa, Sicily and Italy during World War II. Before the war, and at the time he joined AOPA, he was manager of the Marlboro, Mass., airport. His advice to young pilots is to "know and observe your capabilities and limitations and those of your aircraft."

Eugene Smith, M. D. (AOPA 201), Wat-

erloo, Ia. "During the depression of the early 1930's, everyone would do anything to collect accounts," Dr. Smith said, and reported that racing pilot Johnie Livingston paid off a bill he owed by teaching the doctor to fly. First, it was an OX-5 *Waco 9*. After that, there were a Curtiss pusher, an Aeronca C-3, Stinsons, and many other airplanes, including the T-33 he flew when he was flight surgeon for the Wisconsin Air Guard. Smith was a Bomber Command surgeon in the 13th Air Force at Guadalcanal and has been an FAA medical examiner for 34 years. "I have thoroughly enjoyed my contact with fly-boys in their annual physical checkup," Smith says. "My affection for the breed makes me feel that I can pick them out of a group anywhere." It's general practice for Smith now, and on the side, bowling, swimming, and the thrill of year-round flying in his Cessna 172.

Elmer E. Wood (AOPA 202), Knoxville, Tenn. May 1969 marks Elmer Wood's 30th year with AOPA and his 50th year in aviation. He joined the U.S. Air Service May 22, 1919. Since then, at one time or another, he has been chief mechanic, flight instructor, barnstormer, air-taxi pilot, fixed-base operator, and FAA flight examiner. He was really skeptical back in 1939 when a man he took for a hitchhiker asked him to join AOPA. But because the stranger "seemed to be a real nice guy and sincere," Wood gave him \$3.00. "It turned out to be the best three-dollar investment I ever made," Wood says. "I shudder to think where general aviation would be today without AOPA." Now flying air taxi for Cherokee Aviation Corporation, Wood also has put over 250 hours on his personally designed, fully aerobatic, 150 h.p. homebuilt.

Malcom E. Phelps, M. D. (AOPA 206), Washington, D.C. Dr. Phelps is director of the Vietnam Health Office at the Agency for International Development (AID). He was appointed a member of the original FAA Administrator's medical advisory panel and served this body under three Administrators. "It has been satisfying to know," Phelps said, "that we were able to assist in the formulation of procedures whereby waivers to fly have, in many instances, been granted after due consideration and assessment of the individuals' physical capabilities." Although he keeps his pilot's license in force, Phelps now has few opportunities to pilot a plane. On the subject of bureaucratic impositions on aviation he says: "All of us must realize that strength of organization and unity of purpose must be maintained, and constant vigilance is still necessary if we are to prevent further encroachment on general aviation. . ."

William E. Stearns (AOPA 211), Manchester, N.H. Stearns, president of the Manchester National Bank, understands investments, and it showed in his statement: "My investment in AOPA for 30 years has been most rewarding in the various services it has provided, plus in

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keeping me current in aviation affairs. Would that I could belong for another 30 years. My flying has been both for business and pleasure, with trips to the Bahamas, Cuba, Mexico and Canada in the days before omni, when navigation was less sophisticated than it is today." His aircraft have included a *Bonanza*, *Tri-Pacer*, two *250 Comanches* and two *Turbo Twin Comanches*; and he has been a pilot since 1932. Referring to the early days, he said, "We were considered an odd group in those days."

T. C. Pennypacker (AOPA 230), Phoenixville, Pa. It was only some 32 years ago that Pennypacker first soloed his Taylorcraft A-40 at Paoli, Pa., but shortly following U.S. involvement in World War II, he had his flight instructor's rating and was teaching V-5 Navy students at Danville, Pa. He entered the service in December 1943, and by the end of the war was flying C-47's and C-46's based at Kunming and Chengkung, China. Pennypacker tells us he now flies anything that's available at Pottstown, Pa., Municipal Airport, and his target several times a year is Atlantic City for a "bloody golf foursome."

H. W. Reid (AOPA 237), Denver, Colo. Although H. W. Reid now flies a DC-8 for United Air Lines and for nine years previously did his time in a Boeing 720, he manages to get in some 80 hours a year of "vacation time," flying to Canada and Mexico in single-engine aircraft like the Piper *Comanche* and Cessna *Centurion*. "I fully intend to do a considerable amount of private flying after my retirement from airline flying, and I am thankful that the voice of general aviation, as expressed through *The Pilot*, is as loud and clear as it is in regard to the inequities of airspace allotment, etc."

Mallory Harwell, M.D. (AOPA 241), Memphis, Tenn. AOPAer Harwell received his medical degree in 1938 from Tulane and was a surgical resident when he obtained his original aluminum AOPA membership card. After graduating in December 1941 from the School of Aviation Medicine at Randolph Field, Tex., Harwell served as a flight surgeon in the U.S. Army Air Corps. "I now fly approximately 200 to 250 hours a year and use my *Navion* in running a surgical service at the Osceola Memorial Hospital, Osceola, Ark., which is my hometown." Harwell is one of a group which built the Memphis Downtown Airport in 1958, and he has served as president of the airport corporation the past three years.

Earle B. Blomeyer (AOPA 242), Atlanta, Ga. When a local AOPA chapter was organized by Ted Brizius in 1939 at Columbia, Mo., Earle Blomeyer was one of the first to join. One of the other original members, he recalls, was Don Woodside, who later became a pilot for Continental Air Lines. Blomeyer began flying in a Taylor *Cub* in May 1939 at Pal-Waukee Airport northwest of Chicago. Bill Turgeon, who later operated Sky

Harbor airport, was in charge at Pal-Waukee, Blomeyer says. Blomeyer is chairman of the board of Gladwin Industries, Inc., manufacturers and distributors of plastic products, with headquarters in Atlanta.

Joseph A. Simcock (AOPA 257), Philadelphia, Pa. It's a Cessna 182 *Skyhawk*, based at North Philadelphia Airport, that Simcock now flies from the very airport he owned and operated in the 1930's. Simcock is a retired lieutenant commander, U. S. Navy Reserve. He served a total of 26 years in the Civil Air Patrol and was Philadelphia's group commander for 15 years. At present, he is chairman of the awards committee of the Aero Club of Pennsylvania, which last year awarded five \$500 scholarships to young men between the ages of 18 and 22, wishing further education in aviation.

Lawrence A. Muller (AOPA 260), Scotch Plains, N.J. In piling up over 12,000 hours of flight time, Capt. Muller finds the company *Turbo Commander* he flies from Newark Airport "as nice a flying aircraft as any I have flown." Several national celebrities have been his passengers over the years, in addition to many business VIP's. Muller first soloed in 1935 in a two-cylinder Aeronca C-3, but has been piloting corporation aircraft since 1946. He copiled a Convair 580 through Europe, Iran, India and Africa. To get the best out of the *Turbo Commander* he now pilots, Muller says he usually flies between 15,000 and 20,000 feet. "Most of the time this gets us above the weather and slower aircraft, but below jet traffic."

Edward A. Zoeller (AOPA 268), Ulysses, Pa. "In 1927," Zoeller writes, "I took a ride in the sister ship of the *Spirit of St. Louis* out of Newark Airport, and when the pilot let me handle the controls, I knew I wanted to fly." Ten years later, Zoeller was owner of the Modern School of Aviation in Ridgefield Park, N.J., and the first pilot to open the Newark Submarine Base as a seaplane base in August 1938. In 1942, he bought a 145-acre farm in Ulysses, Pa., and built an airport—runway 3,000 by 100 feet, two hangars, no obstructions. Readers may have seen Zoeller's Sky Lodge and beautifully situated airport in national advertisements of Piper Aircraft Corporation a couple of years ago. "Fly in and let's get acquainted," he says to all AOPAers.

Albert C. Potter (AOPA 274), Hutchinson, Kan. Bud Potter writes: "I am chief pilot for Borton, Inc., builders of grain elevators and feed mills. I have been with this company 11 years and completed one and half million miles without any problems." (Potter is ATR rated, with something over 20,000 hours). "Although I haven't been as active as I would like to be, I am proud to be able to say I am a charter member of AOPA. I have used some of the services offered and found them to be very satisfactory. Your magazine is one of my fa-

vorites, and I especially enjoy the short stories and the accident reports."

R. M. Adamson (AOPA 275), Los Angeles, Calif. The lure of the barnstormers struck Bob Adamson, as it did many others, in the 1920's. But it was only later, after he had moved to Los Angeles, where he took a full course load at the University of California, and while working a split shift at a Shell Oil station, that Adamson learned to fly in an OX-5 Waco 10. Shortly afterwards, he joined Shell's aviation sales department, and by 1931, with a new transport pilot's license, he was flying Shell's company plane, a Timm *Collegiate* powered by a Curtiss-Wright *Challenger* engine. "There were only a few of these planes built, and, of course, I knew Wally Timm and Otto Timm very well," Adamson told *The Pilot*. "Otto happened to have been Col. Lindbergh's flight instructor. The Timm had a normal cruise speed of about 85 m.p.h." In 1934, Adamson became Shell's aviation department manager for the West Coast, flying the company Lockheed *Vega* for several years. "It was a great airplane and years before its time," he says. "One of my great privileges was to be associated with Lt. Gen. Jimmy Doolittle, who at that time was based in St. Louis, but who had charge of all of Shell's nationwide aviation activities. I had the good fortune of accompanying Jimmy and Mrs. Doolittle on the non-stop flight from Los Angeles to New York in the Vultee 1-A owned by American Airways (as it was then known). Flight time was 11 hours and 58 minutes (January 1935)." Adamson retired after nearly 10 years as national manager of Shell's U.S. Aviation Department. Now living in Los Angeles, with a second home in Honolulu, Adamson is a consultant for Lockheed Air Terminal, Inc., "which helps to keep me somewhat in touch with the developments of this great industry, which is really just entering its golden years."

John F. Roberts, M.D. (AOPA 279), Los Angeles, Calif. To that first private pilot's ticket obtained in 1938, John Roberts has added multi-engine, commercial and instrument ratings, and today he is owner of a Cessna *Airmaster*, North American *Navion*, Beech *Bonanza*, and *Travel Air*. Before this, in the very early days of 1920, Roberts served in the U.S. Air Corps Branch of the Signal Corps and as an observer in a DH-4 for the 9th Aero Squadron. In 1942, he joined the U.S. Air Corps as a colonel in the Medical Service. Roberts is now a member of the Aviation Country Club of California. □

This issue of The Pilot contains statements and photographs from those early members who are still active in the Association and who hold AOPA numbers from one through 279. Statements and photographs from members bearing AOPA numbers from 280 through 1,001 will appear in next month's Pilot and subsequent issues.

The First Three Thousand

During the first year of AOPA's existence, about 3,000 flyers joined the Association. Of those whose numbers were below 3,000, all of whom joined in 1939, a total of 470 are still active members. The members who fall within this select group, along with their AOPA numbers, are:

AOPA No.

2 J. B. Hartranft, Jr., Bethesda, Md.
 4 P. T. Sharples, Philadelphia, Pa.
 5 Alfred L. Wolf, Blue Bell, Pa.
 6 L. P. Sharples, Philadelphia, Pa.
 7 J. Story Smith, Ambler, Pa.
 9 Brian Aherne, Vevey, Switzerland
 12 Harry A. Bruno, New York, N.Y.
 18 Max Karant, Bethesda, Md.
 21 Jerome F. Lederer, Washington, D.C.
 29 I. I. Sikorsky, Stratford, Conn.
 34 John M. Wells, Southbridge, Mass.
 43 Joseph J. Trapuzzano, Brigantine, N.J.
 60 J. N. Mills, Los Angeles, Calif.
 74 Kenneth E. Benson, Coral Gables, Fla.
 103 Alfred B. Bennett, Beaver, Pa.
 106 Thomas H. Davis, Winston-Salem, N.C.
 109 Marion W. Ruth, Lansing, Mich.
 113 Mrs. L. D. Corson, Annapolis, Md.
 115 Capt. W. H. Ice, Los Alamitos, Calif.
 116 Jean A. Shaw, Sarasota, Fla.
 122 Robert C. Quinlan, Dallas, Tex.
 123 Wallace R. Kennedy, Bell, Calif.
 132 Grenville Curtis, Nantucket, Mass.
 136 Franklin T. Kurt, Huntington, N.Y.
 137 Loren L. Cluster, Ft. Lauderdale, Fla.
 144 R. D. Beasley, La Mesa, Calif.
 145 Edward R. Moore, Murphy, N.C.
 162 Leopold Boivin, New Bedford, Mass.
 163 L. R. Stringer, Wichita Falls, Tex.
 182 Frank DiPietro, Reno, Nev.
 187 Ellis A. Carson, Evansville, Ind.
 195 Roland M. Smith, Iowa City, Ia.
 198 Col. Waldo B. Jones, Ent AFB, Colo.
 201 Dr. Eugene Smith, Waterloo, Ia.
 202 Elmer E. Wood, Louisville, Tenn.
 205 Lester J. Sipe, Spring Grove, Pa.
 206 Malcom E. Phelps, Arlington, Va.
 211 William E. Stearns, Manchester, N.H.
 216 C. E. Bannister, Houston, Tex.
 225 Melvin W. Youngblood, Charleston, S.C.
 230 T. C. Pennypacker, Phoenixville, Pa.
 232 Richard King, Darien, Conn.
 237 Howard W. Reid, Denver, Colo.
 241 Dr. Mallory Harwell, Memphis, Tenn.
 242 Earle Blomeyer, Atlanta, Ga.
 246 George D. Besler, New York, N.Y.
 257 Joseph A. Simcock, Philadelphia, Pa.
 260 Lawrence A. Muller, Scotch Plains, N.J.
 268 Edward A. Zoeller, Clifton, N.J.
 273 Leo J. Klise, Wooster, O.
 274 Albert C. Potter, Hutchinson, Kan.
 275 R. M. Adamson, Los Angeles, Calif.
 278 Douglas C. Fonda, New York, N.Y.
 279 Dr. John F. Roberts, Los Angeles, Calif.
 282 Edward R. Bruder, Palmdale, Calif.
 284 Herbert S. Bennie, Almena, Kan.
 287 William Daniel Mason, III, Lafayette, La.
 288 Charles L. Morse, South Dartmouth, Mass.
 292 Edward A. Rollerson, Lighthouse Point, Fla.
 305 M. V. McDowell, Wooster, O.
 308 Guy H. Hibler, McCamey, Tex.
 312 Charles M. Block, Houston, Tex.
 313 Robert E. Shields, Riviera Beach, Fla.
 315 Mason L. Ashford, Manitowoc, Wis.
 318 Victor F. Sheronas, Gladwyne, Pa.
 324 George Stone Cary, Tucson, Ariz.
 343 Arthur L. Newman, New York, N.Y.
 346 C. R. Krimminger, Phoenix, Ariz.
 349 Jesse S. Cooper, Fresno, Calif.
 347 Jesse Knight, Calgary, Alberta, Canada
 359 Elbert W. Stiles, Klamath Falls, Ore.
 367 I. W. Baldwin, Washington, D.C.
 372 Michael Watter, Washington, D.C.
 379 Charles E. Drazen, Woodbridge, Conn.
 391 Alfred H. Tax, Long Beach, L.I., N.Y.
 393 B. D. DeWeese, Philadelphia, Pa.
 394 Robert M. Leich, Evansville, Ind.
 398 Harry F. Fisher, Visalia, Calif.
 406 D. J. Dionne, Port Washington, L.I., N.Y.
 409 Randall Boyd, Laguna Hills, Calif.
 415 Calhoun Norton, Tequesta, Fla.
 422 William C. Kingsbury, Redlands, Calif.
 424 Dr. D. Edgar Miller, Mahaffey, Pa.
 426 Gabriel F. Aruffo, Yeadon, Pa.
 432 Thomas M. Smalley, Clearlake Highlands, 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.
 463 Olof A. Anderson, Minneapolis, Minn.
 468 Loren F. Jones, Philadelphia, Pa.
 473 Grace K. Breslau, New York, N.Y.
 479 John L. Vette, Jr., Oshkosh, Wis.
 480 Charles A. Hirsch, Cincinnati, O.
 482 William J. Butler, Jr., Port Washington, L.I., N.Y.
 490 William D. Jochems, Jr., Wichita, Kan.
 498 Reuben Simon, Los Angeles, Calif.
 505 Dr. Eugene Birchwood, Miami, Fla.
 507 John M. Harper, Danvers, Mass.
 508 Dr. L. D. Bonar, Mansfield, O.
 509 Walter E. Ohlrich, Tulsa, Okla.
 510 Michael Marino, Cambria Heights, N.Y.
 513 Fred C. Eaton, Jr., Caracas, Venezuela
 520 William T. Swain, Santa Barbara, Calif.
 524 W. K. Dallas, Portland, Ore.
 529 Edwin Fay Daughtrey, Arcadia, Fla.
 532 Glen A. Gilbert, Hialeah, Fla.
 534 Julius Goldman, Malden, Mass.
 546 Roy McGuire, Dayton, O.
 551 William B. Dunn, Syracuse, N.Y.
 554 His Majesty King Michael of Roumania, Geneva, Switzerland
 556 Russell L. Miller, Goshen, Ind.
 559 Doris N. Ahnstrom, Arlington, Va.
 580 Lorne C. Goulding, Depew, N.Y.
 593 John P. Lowe, Stamford, Conn.
 600 Milton V. Smith, Portland, Me.
 608 Harold Hoekstra, Lake Worth, Fla.
 609 E. T. Denham, Jr., Sarasota, Fla.
 613 Dr. B. C. Shackford, Palos Verdes Estates, Calif.
 614 Leo J. Scheberle, Denver, Colo.
 620 J. R. Orgain, Jr., Alberta, Va.
 623 Louis Schwitzer, Jr., Carmel, Ind.
 624 W. W. Gordon, Savannah, Ga.
 625 Donald E. Todd, Tuscaloosa, Ala.
 626 Anthony Hanzlik, Long Island City, N.Y.
 627 Wilhelmina Hanzlik, Long Island City, N.Y.
 628 C. W. Chiles, Springfield, Ill.
 631 Don C. Smith, Mannford, Okla.
 636 Bernard H. Lowy, Millburn, N.J.
 640 Fred Hammerstad, Yakima, Wash.
 642 Channing Baker, Clearwater, Fla.
 646 Hubbard Phelps, Westerly, R.I.
 661 Thomas H. Crawford, Los Angeles, Calif.
 668 Francis G. Pond, Groveton, N.H.
 673 C. H. Ingwer, Jr., Tucson, Ariz.
 674 H. W. Daugherty, Butler, Pa.
 690 Billings L. Mann, Barrington, R.I.
 705 Sumner Gerard, New York, N.Y.
 707 D. F. Richards, Idaho Falls, Ida.
 711 R. C. Humphrey, Brookville, Pa.
 712 O. Larkin Ward, Jr., Wheaton, Ill.
 714 John Abiuso, New Cumberland, Pa.
 723 William F. Quinby, Cayce, S.C.
 736 Julius L. Gresham, Daytona Beach, Fla.
 742 W. H. Dameron, Jr., Atlanta, Ga.
 746 A. Lee Moore, Phoenix, Ariz.
 750 John L. Holmes, La Canada, Calif.
 761 A. Elliott Merrill, Seattle, Wash.
 777 Donald Hood, Indianapolis, Ind.
 784 Ben F. Hazelton, Paradise Valley, Ariz.
 789 Robert J. Reed, Rye, N.Y.
 797 W. H. Morrison, Berkeley, Calif.
 800 Jerome A. Waterman, Tampa, Fla.
 807 Patricia Gladney, Los Altos, Calif.
 811 Lloyd O. Yost, Clearwater, Fla.
 833 Stanley W. Keck, Springtown, Pa.
 839 W. Calvin Pidgeon, Chicago, Ill.
 845 George E. Vordenbaum, San Antonio, Tex.
 849 Zack T. Mosley, Stuart, Fla.
 852 Don W. Ludington, McCall, Ida.
 862 William P. Hobson, Wilmington, Del.
 865 John Broome, Oxnard, Calif.
 874 Robert L. Hundley, San Diego, Calif.
 878 Waldo F. Field, Castro Valley, Calif.
 881 Charles F. Barr, Hollywood, Fla.
 895 J. V. Crawford, Santa Ynez, Calif.
 899 Clarence B. Smith, Jr., Westfield, N.J.
 906 Meares Harriss, Jr., Wilmington, N.C.
 924 Eric W. Wood, New York, N.Y.
 929 Dr. P. W. Malone, Big Spring, Tex.
 930 Orlando J. Miller, Kerrville, Tex.
 931 Rollin R. Clarke, Waterbury, Conn.
 940 W. R. Jones, Oakland, Calif.
 965 James T. Williams, Atlanta, Ga.
 969 T. L. Gammage, Hampton, Va.
 972 Barbara K. Jayne, Rancho Santa Fe, Calif.
 977 Harold W. Allen, Freeport, Bahamas
 982 Anthony G. Barone, Sr., Wurtsboro, N.Y.
 983 Joseph E. Martanovic, Cleveland, O.
 984 William B. Heilig, Scottsbluff, Neb.
 988 M. Howard, Los Angeles, Calif.
 992 Elveron Jack Hoyt, Oak Lawn, Ill.
 1001 W. H. Burkhalter, North Augusta, S.C.
 1002 E. A. Terrell, Jr., Charlotte, N.C.
 1020 Allen G. Muthig, Naples, Fla.
 1038 J. B. Thomson, Plandome, L.I., N.Y.
 1047 John Blondel, Montclair, N.J.
 1052 Noel V. Roberts, Alhambra, Calif.
 1056 Richard Gimbel, New Haven, Conn.

1070 Carl E. Hempel, St. Louis, Mo.
 1072 H. P. Bingham, Jr., New York, N.Y.
 1077 Leonard G. Lerch, Hanover, Pa.
 1084 Billy R. Bailey, Flint, Mich.
 1090 Harold R. Shobe, Detroit, Mich.
 1092 Charles L. Cornine, Andover, N.J.
 1108 Arthur R. Currey, Pine Bluff, Ark.
 1110 Raymond B. Wolf, Ft. Worth, Tex.
 1114 C. W. Hazelton, Hopkins, Minn.
 1116 James A. Rogers, Brightwaters, N.Y.
 1118 Julius O. Barnes, Sarasota, Fla.
 1123 Fred A. Maxam, Bellevue, Wash.
 1139 A. F. DuPont, Jr., Wilmington, Del.
 1143 Harvey H. Stivers, Alderwood Manor, Wash.
 1150 William Mambourg, West Palm Beach, Fla.
 1159 E. B. Warner, Wayne, Pa.
 1161 Fred E. Jacob, Glendale, Calif.
 1175 Peter Volid, Chicago, Ill.
 1176 Lawrence F. Zygmunt, Millville, N.J.
 1178 Earl E. Bach, Mantoloking, N.J.
 1181 Edward L. Johnston, Annandale, Va.
 1188 Henry C. Sollman, Forest Hills, N.Y.
 1194 William H. Beers, Prescott, Ariz.
 1196 S. Kellogg, II, Glen Head, L.I., N.Y.
 1198 Earl W. Leach, Santa Maria, Calif.
 1203 A. G. Korngold, Palo Alto, Calif.
 1208 Halbert H. Ames, Scobey, Mont.
 1212 Herbert M. Weintraub, Spring Valley, N.Y.
 1222 Charles A. Dickens, Inglewood, Calif.
 1234 Richard Turgeon, Hartford, Conn.
 1239 Lloyd M. Marshall, North Rose, N.Y.
 1254 Edmund H. Harvey, Pocopson, Pa.
 1272 T. H. McBrayer, Lorena, Tex.
 1285 H. Talbot Mead, Dayton, O.
 1286 Raymond L. Kobler, Hays, Kan.
 1288 Capt. R. S. Barnaby, Philadelphia, Pa.
 1297 A. W. Hutchings, Nashville, Ill.
 1305 B. L. Hopkins, Lakewood, Calif.
 1326 Constance Wolf, Blue Bell, Pa.
 1330 Edgar F. Smith, Jr., Independence, Mo.
 1332 Richard F. Conner, Dayton, O.
 1337 Walter G. Fowler, Mt. Kisco, N.Y.
 1351 Bruno A. Garr, Atlantic City, N.J.
 1355 William A. Ong, Kansas City, Mo.
 1362 James Riddle, Ft. Washington, Pa.
 1367 Thomas I. Davis, Miami, Fla.
 1369 Hilding V. Anderson, Laurel, Md.
 1372 Richard E. Conley, Patagonia, Ariz.
 1380 Beverly Howard, Charleston, S.C.
 1382 Dr. Alfons Bacon, Sarasota, Fla.
 1384 Robert K. Belt, Red Oak, Ia.
 1390 Oskar R. Berg, San Jose, Calif.
 1395 Robert J. Stacy, Manlius, N.Y.
 1399 Robert S. Goggins, Santa Monica, Calif.
 1402 E. V. Jackson, Fairview Park, O.
 1404 R. B. Davis, Union, Ore.
 1405 John A. Lambert, Salem, Ore.
 1406 Howard W. Partlow, Jr., New Hartford, N.Y.
 1409 James S. Ricklefs, San Carlos, Calif.
 1415 James B. Meigs, Jr., Palm Beach, Fla.
 1420 James A. Cullen, Bellport, N.Y.
 1422 Ernest H. Buehl, Cornwells Heights, Pa.
 1434 Frank L. Battan, West Chester, Pa.
 1436 Peter Hoffman, Yorba Linda, Calif.
 1441 A. Edgar Mitchell, Willow Grove, Pa.
 1445 G. M. Schieffelin, White House Station, N.J.
 1450 Rudolph W. Hazuka, Wilmington, Calif.
 1452 Edgar D. Potter, Newark, Del.
 1454 Harry M. Daum, Nampa, Ida.
 1467 Ralph R. Rissman, West Covina, Calif.
 1478 George Brown, Feasterville, Pa.
 1480 James N. Landrum, Dallas, Tex.
 1481 John H. Willman, Minnetonka, Minn.
 1482 Ernest A. Sherman, Auburn, Me.
 1496 L. Earl Willson, Sr., Baltimore, Md.
 1516 LeRoy Chaddourne, Jamesburg, N.J.
 1522 William E. Kelley, Ft. Lauderdale, Fla.
 1550 Robert Chappell, Candor, N.C.
 1551 W. S. Anderson, Pinehurst, N.C.
 1553 N. W. Hanes, Altus, Okla.
 1570 D. Loren Rich, Woodburn, Ind.
 1585 Frederick B. Lee, McLean, Va.
 1587 Ralph T. Brotz, Kohler, Wis.
 1609 Robert S. Alba, Bluefield, W.Va.
 1615 Joseph Payne, Fair Lawn, N.J.
 1616 Edward S. Marshall, Salem, Va.
 1637 Felix Gauthier, Jr., Animas, N.M.
 1640 J. W. McBoyle, Lake Delton, Wis.
 1643 Roland R. Roberts, Palestine, Tex.
 1655 Edward V. Minczeski, South Bend, Ind.
 1673 George Lasko, Michigan City, Ind.
 1679 Doris M. Langher, Denver, Colo.
 1692 Paul Thompson, Riviera Beach, Fla.
 1701 Samuel H. Foster, Staten Island, N.Y.
 1704 William Klima, Bridgeville, Pa.
 1706 John A. Mathis, Pinckneyville, Ill.
 1711 Robert S. Clark, Arlington, Va.
 1715 Charles L. Smith, Ithaca, N.Y.
 1734 Charles M. Sproule, Salinas, Calif.
 1739 Russell E. Riley, Barstow, Calif.
 1747 Carl Jacobsen, Grand Forks, N.D.
 1772 Stancil J. Hampton, Burlingame, Calif.
 1781 J. Dudley Griffing, Shelter Island, N.Y.
 1784 Daniel Weisberger, Scottsdale, Ariz.
 1805 Ameil Glass, White Plains, N.Y.
 1809 William Vogel, LaSalle, Ill.
 1812 Ralph J. Hall, Rancho Mirage, Calif.
 1821 David Gordon Lewis, Beaverton, Ore.
 1828 Orvil L. Payton, Visalia, Calif.
 1831 Glenn J. Romkey, Burlington, Ia.
 1836 Ernest A. Towers, Compton, Calif.
 1838 V. Jaroszewicz, Center Moriches, L.I., N.Y.
 1840 Andrew Traverso, Richmond, Calif.
 1844 Raymond E. Giles, Lancaster, O.
 1854 George M. Zeagler, Palatka, Fla.
 1856 W. J. Susan, Jr., Oakland, Calif.

1857	L. C. Van Nest, Boca Raton, Fla.	2490	John W. Davis, Colusa, Calif.
1865	William H. Engle, Langhorne, Pa.	2491	G. P. Sogaard, Minot, N.D.
1876	John J. Schmitt, Washington, D.C.	2497	Carl A. Roddenberry, Houston, Tex.
1883	Ralph M. Jones, Woodbury, N.J.	2512	Melville Meyers, Cincinnati, O.
1895	Charles Buddeke, Jr., Louisville, Ky.	2517	Gerald E. Weller, Rocky River, O.
1896	William Burchfield, Jr., Mattapan, Mass.	2518	George Fischer, Troy, N.Y.
1912	David W. Jewett, Colorado Springs, Colo.	2527	Stanley Newton, Stratford, Calif.
1924	George F. Lytle, St. Louis, Mo.	2533	Dr. Dana V. Clark, San Francisco, Calif.
1928	Graeme Stewart, Wheaton, Ill.	2540	Charles H. Gartrell, Ashland, Ky.
1929	Kenneth L. West, Hightstown, N.J.	2543	John H. Allen, Marion, O.
1931	Russell A. Keller, Corpus Christi, Tex.	2557	Tetsuro Suito, Bayside, L.I., N.Y.
1934	Walter H. Steenstra, Lochmere, N.H.	2555	Paul Pierce, La Grange Park, Ill.
1939	E. R. Peavler, Danville, Ill.	2558	Richard W. Smith, Pittsburgh, Pa.
1947	Stanley M. Irons, Oregon, O.	2562	Emile A. Houle, Dracut, Mass.
1968	Franklin Miller, Meadville, Pa.	2565	R. K. Patrick, Amherst, Mass.
1978	Burton Newland, Kalamazoo, Mich.	2570	Robert A. Putz, Mission, Tex.
1984	A. E. Ulmann, New York, N.Y.	2575	Bernard G. Golden, Farmington, Mich.
1985	Maxfield L. Tuttle, Cranford, N.J.	2576	Thomas P. Mathews, Monterey, Calif.
1997	Robert F. Kimble, Burbank, Calif.	2577	John F. Egan, Saunderson, R.I.
2003	John R. Peterson, Boise, Ida.	2582	A. Clayton Tschantz, Mansfield, O.
2018	John A. Carlson, San Pedro, Calif.	2585	Philip E. Timm, Polson, Mont.
2027	G. W. Harding, Abaco Island, Bahamas	2589	M. M. Murdock, Wichita, Kan.
2031	Arthur G. Bolton, Fort Pierce, Fla.	2597	Leo R. Purinton, Redding, Calif.
2062	Michael D. Dudash, Dallas, Tex.	2613	A. B. MacWhinnie, Seattle, Wash.
2080	James H. Balma, Libertyville, Ill.	2620	William E. Johnston, Miami, Fla.
2082	S. G. Wilmoth, Salinas, Calif.	2626	R. J. Minter, Jobstown, N.J.
2099	William D. Calvert, Jr., Naugatuck, Conn.	2627	Walter Voigt, Danville, Ill.
2107	W. L. Stoddard, Anchorage, Alaska	2630	R. G. McGarvie, Atherton, Calif.
2114	De Ver K. Warner, Inglewood, Calif.	2631	Morris H. Strome, Lewiston, Me.
2115	Norman J. Greene, Berwyn, Pa.	2635	Harry A. Nordheim, Atlantic City, N.J.
2122	George J. Zingale, Wilmington, Del.	2636	Roland O. Lindsay, Rosemont, Pa.
2125	Thaddeus J. Parsycki, Toledo, O.	2641	John H. Morse, Studio City, Calif.
2127	Clifford A. Rowley, Oriskany, N.Y.	2644	William M. Stryer, Brockton, Mass.
2138	George J. Klika, Tokyo, Japan	2646	J. C. Funk, Coffeyville, Kan.
2142	Robert W. Stoddard, Worcester, Mass.	2651	Hardin B. Arledge, Fort Lauderdale, Fla.
2151	Dr. David F. Illyes, Marshall, Ill.	2653	C. J. Vlahakis, Salem, Wis.
2154	Jack Bassichis, Shaker Heights, O.	2656	Benjamin F. Hahn, Le Mars, Ia.
2159	John C. Straub, Cynthiaana, Ind.	2657	Dr. John I. Markell, Princeton, W. Va.
2160	C. L. Kraemer, Arlington, Tex.	2670	John J. Kozak, Erie, Pa.
2164	Robert W. Wells, Hialeah, Fla.	2673	Edward M. Adams, Owensboro, Ky.
2181	Reg Robbins, Houston, Tex.	2675	Lyle Wallis, Towson, Md.
2197	Paul J. Gingrich, Spring City, Pa.	2696	Carol J. Collier, Abilene, Tex.
2207	Wayland S. Fink, Patterson, Calif.	2701	Gerald A. Berting, Lakeside, Mont.
2208	Samuel W. Garrett, Freeland, Mich.	2723	Charles T. Weiland, Wayne, Pa.
2213	John M. Stroud, Chagrin Falls, O.	2742	James M. Stroud, Canton, O.
2214	Martin Lynch, Jr., Bristol, Tenn.	2749	Joseph M. Garrity, Pembroke, Mass.
2220	C. M. Burbey, Dearborn, Mich.	2750	James E. Caldwell, Woodside, Calif.
2224	James D. Lyons, Midland, Mich.	2761	Emmett P. Lewis, Avon, Conn.
2235	Verne V. Falkner, Eugene, Ore.	2762	Kenneth H. Kirkland, Parchment, Mich.
2244	Edward D. Tracht, Galion, O.	2767	Don H. Mitchell, Honolulu, Hawaii
2247	Joseph H. Hurdle, Mebane, N.C.	2777	Melva Doyle Gray, Woburn, Mass.
2249	Arthur W. Stewart, San Antonio, Tex.	2788	William H. Walls, Bedford, Ind.
2282	Robert T. Leadbetter, Montclair, N.J.	2803	Anthony G. Ebel, Lompoc, Calif.
2293	C. Lee Savage, Chincoteague, Va.	2807	Alexander W. Zake, Berry Creek, Calif.
2294	Richard D. Morgan, Los Angeles, Calif.	2809	George H. Mason, Arcadia, Calif.
2296	Nathan Morris, Silver Spring, Md.	2812	John L. Senior, Jr., Greens Farms, Conn.
2299	A. A. Rucker, Bedford, Va.	2814	Jack J. Kuritzky, Peekskill, N.Y.
2320	Raymond Hollander, Farmington, Mich.	2820	S. D. McCreedy, Mount Clemens, Mich.
2321	Everett W. Dyer, Fairview Park, O.	2822	John Bromley, Jr., Haverford, Pa.
2335	George W. McCauley, Pine Bluff, Ark.	2829	William R. Boyd., Marathon Shores, Fla.
2341	E. Gomer Jones, Columbus, O.	2831	Ralph Aptekar, Encino, Calif.
2343	Walter A. Shuey, Wooster, O.	2840	Ward H. McMurdo, Greeley, Colo.
2351	Bert Hilmo, Lewistown, Mont.	2842	Duane Stranahan, Toledo, O.
2354	Joe Bergin, Salt Lake City, Ut.	2848	Robert Paul Hahn, Woodridge, N.J.
2376	Lloyd L. Eckles, Ontario, Calif.	2849	Deane B. Gray, Old Town, Me.
2389	Fred C. Knauer, Beltsville, Md.	2855	Robert L. Pringle, Hollywood, Calif.
2391	H. J. Earnhardt, Tempe, Ariz.	2870	Lewis F. Lavery, Round Lake, N.Y.
2407	Edwin P. Dalton, Flushing, Mich.	2905	Morris G. Lindsey, Great Falls, Mont.
2408	Dr. J. G. Shackelford, Scottsdale, Ariz.	2907	August J. Buccì, Powder Springs, Ga.
2418	William L. Jones, Palos Verdes Estates, Calif.	2909	John Webb, Maitland, Fla.
2423	C. B. Beatie, Placerville, Calif.	2910	Walter F. Jennings, San Ysidro, Calif.
2427	G. C. French, Rockport, Tex.	2919	M. W. Ward, Long Beach, Calif.
2433	Ralph Yambert, Los Angeles, Calif.	2948	Robert O. Gragg, Bridgeton, Mo.
2438	Harry Sanders, Indianapolis, Ind.	2951	Henry M. Porter, Stuttgart, Ark.
2441	Ralph E. Rios, Shreveport, La.	2964	Charles F. Parker, State College, Pa.
2448	Andrew Johnson, Le Grand, Calif.	2966	Francis T. Gaul, Beechurst, N.Y.
2449	Norman F. Meyer, Conifer, Colo.	2967	O. D. Hargrave, Sulphur Springs, Tex.
2450	John J. Howard, San Diego, Calif.	2971	William Douglas Mason, Yarmouth, Me.
2455	Arthur S. Nichols, Salt Lake City, Ut.	2982	Ben A. Funk, Midland, Tex.
2462	Edwin S. Braden, Easton, Pa.	2983	Olaf B. Mattison, Bellflower, Calif.
2469	Fen C. Taylor, Reston, Va.	2994	Carter W. Dennis, Sioux City, Ia.
2470	Dr. A. D. F. White, Lynchburg, Va.	2998	Conrad C. Ness, Seattle, Wash.

International Air Cadet Exchange Is Scheduled

Aviation-minded young men and women from 29 foreign countries and Hong Kong have been invited to participate in exchange visits with the U.S. Civil Air Patrol this summer under the sponsorship of the CAP International Air Cadet Exchange Program.

The exchange program is designed to foster international goodwill, understanding and fellowship among the youth of the world through a common interest in aviation. The program began in 1948 with an exchange of cadets between the Air Cadet League of Canada and the Civil Air Patrol, and has since been conducted annually.

Approximately 200 cadets, selected from CAP Wings in the 50 states, Puerto Rico and the District of Colum-

bia, will travel overseas. Each group will be escorted by adult members of its sponsoring Air Force or Aero Club. Participants are selected for their leadership, character, academic achievement and good citizenship merits.

Cost of the program in the United States is borne by CAP and the United States Air Force. The Air Force provides the necessary airlift for the exchange.

CAP cadets will leave for their host countries, July 22, from Andrews Air Force Base, Md. Visiting foreign cadets will arrive in New York City two days later for four days of sightseeing, and will leave for the host CAP Wings July 28. The foreign cadets will assemble in Washington, D.C., Aug. 5, for a six-day visit before leaving for home.