

Part II:

The First One Thousand And One

Active AOPA members who hold three-digit and smaller membership numbers are scattered throughout the country—and the world—but remain close in their love of flying

■ ■ Following is the “second installment” of capsulized information on those of AOPA’s first 1,001 members who joined the Association during its founding months in 1939 and are still active in AOPA affairs. Brief statements and information from members who hold AOPA numbers from one through 279 were presented in the May edition of *The PILOT*.

Statements and photographs from each of the still-active early members were requested in observance of AOPA’s 30th Anniversary, an event which was spotlighted in the May *PILOT*.

A total of 184 of the “first 1,001” remain on AOPA’s active rolls, and more than 65% responded to the request for information on their current and past activities. It is hoped this information will aid in renewing old friendships as well as provide newer members with insights on those in whose footsteps they have followed.

Because of the larger than expected response from the early members, only part of the still-active 184 who were not featured in the May *PILOT* are featured in this edition of the magazine. The balance of the responses and available photographs will be published in the July *PILOT*.—Ed.

Edward R. Bruder (AOPA 282), Palmdale, Calif. The USAF airport control tower at Palmdale is Edward Bruder’s workshop. He came there from positions as an air traffic controller at Morristown, N.J., and earlier at Idlewild (now Kennedy) International. Bruder joined the New York Air National Guard back in 1932 at Miller Field, Staten Island, N.Y., but became part of general aviation in 1935, “helping build the Staten Island Airport, running bulldozers, cutting trees, being just a ‘line boy’ with very little salary plus flying time.” During World War II, Bruder was a primary and basic flight instructor at U.S. Air Corps contract schools. In 1945, he became the fixed-base operator at the Staten Island Airport and later operated the Richmond County Airport and Seaplane Base on Staten Island, taking time to act as CAA commercial flight examiner and aerial photo pilot for the New York Daily Mirror. He’s still an active pilot and flight instructor with 7,000 hours logged.

H. S. Bennie, M.D. (AOPA 284), Almena, Kan. During his 45 years as a country doctor, H. S. Bennie found

flying as owner of an Aeronca C-2 and an Aeronca C-3 a rewarding “fun hobby.” Flying changed from sport to what was, for him, practical transportation when in 1950 he bought a 1946 Cessna 140. He exchanged it the next year for a “tin wing” Cessna 140-A and still has it. But, he says, “my flying has been curtailed more and more the last few years. A new hobby is the reason—antique automobiles—though I frequently think how silly it is to drive my 1915 Pierce Arrow cross-country at 40 m.p.h. when I could be making 100 in my ‘tin duck.’” But from the day back in 1910 when he saw his first airplane, a Curtiss biplane, crash near Frisbie, Bennie has found his flying impressions outstanding. “In any case, it’s been a lot of fun, and I’d sure hate to have missed it.”

Charles L. Morse (AOPA 288), South Dartmouth, Mass. AOPAer Morse since the end of World War II has been self-employed as an industrial designer. His work often relates to aviation, but he is no longer active as a pilot. “In 1937, I signed up for a course in aeronautical engineering at the New England Aircraft School and Wentworth Institute at Boston,” Morse says. “Thus my aviation career was launched, soon to be supplemented by a secondhand Taylor *Cub* based at Logan International Airport at \$25-per-month hangar rental. As a non-affluent student, this nearly killed me, financially, that is, but I kept flying anyway. I saved enough pennies to trade the *Cub* for a new Taylorcraft, and I also joined a fledgling outfit called the AOPA which had a friendly father image for young fliers.” In World War II, Morse worked for Vought-Sikorsky at a time when Igor I. Sikorsky (AOPA 29) test-flew his first successful helicopter. “My work was with a radical Navy carrier plane, the XF5U-1, which looked like a flying horseshoe with a propeller on each prong. It may have started the flying saucer legend.”

Edward A. Rollerson (AOPA 292), Lighthouse Point, Fla. As a teenager, Rollerson enlisted in the aviation branch of the Signal Corps and was assigned to major engine overhaul at Langley Field, Va. Their initial quarters were the cow barn; and the airfield, he recalls, was the pasture which the cows had just vacated. Rollerson was one of eight youths selected for flight training, but the war ended. A civilian again, he worked for the General Motors Buick Division as a mechanic and was promoted to general service manager, the only teenager ever

to hold this position. Earnings happily were more than enough for flight training. Between 1920 and 1950, Rollerson logged some 9,000 hours with the airlines, in exhibitions, and instructing. In 1944, he became director and chief pilot of the flying school established by United Aero Service, Inc., at Delta Air Base, Charlotte, N.C. He is now retired but manages “to golf, hunt, fish, garden—some flying with lots of loafing.”

Marshall V. McDowell (AOPA 305), Wooster, O. Since 1954, Marshall McDowell has been an executive pilot for the Gerstenslager Company of Wooster, O., a company founded in 1860 to produce custom wagons and carriages. It now produces such items as “bookmobiles” and many of the red-white-and-blue bodies used on post office trucks. McDowell ranges the country in a Twin Beech. “I started flying when I was in high school and completed all the CPT courses, followed by a stint as instructor in Army primary at Bennetsville, S. C. Next came training at Dinner Key on the old Sikorsky S-38’s and S-40’s, and then a tour of duty in the Naval Air Transport Squadrons VR-6, VR-8 and VRF-4.” Between 1950 and 1954, McDowell set up the aviation department for the Hoover Company of North Canton, O. While a pilot for Gerstenslager, McDowell has also owned and managed the Wooster Municipal Airport.

Guy Hibler (AOPA 308), McCamey, Tex. “Now, as was true 30 years ago at the time I became an AOPA member, I am still very interested in flying and general aviation. Without question, in my opinion, AOPA has been one of the principal guiding lights for the advancement of private flying and general aviation . . . Aside from my own personal love of flying for fun and convenient transportation, my principal interest since 1942 has been in teaching others to fly, and to do so safely.” Hibler feels a competent instructor must recall his own difficulties as a student. “If he can’t on occasion mentally change places with his student, he is not worth his salt and is most likely a hazard to his students and his profession.”

Charles M. Block (AOPA 312), Houston, Tex. “Began flying in summer of 1928 when local bootlegger, operating a J-5 Standard over the 350 miles between Houston and Progreso, Mexico, signed me on as a charter passenger and ‘cover.’ He taught me to fly, loosely speaking, as an inducement. Later that sum-



Edward R. Bruder (AOPA 282)



Charles L. Morse (AOPA 288)



E. A. Rollerson (AOPA 292)



Marshall V. McDowell (AOPA 305)



Guy Hibler (AOPA 308)



Charles M. Block (AOPA 312)



Mason L. Ashford (AOPA 315)



George S. Cary (AOPA 324)



Clinton R. Krimminger (AOPA 346)



John S. Cooper (AOPA 347)



Jesse H. Knight (AOPA 349)



Elbert W. Stiles (AOPA 359)



I. W. Baldwin (AOPA 367)



Michael Watter (AOPA 372)



Alfred H. Tax (AOPA 391)



B. D. "Bun" DeWeese (AOPA 393)



Harry F. Fisher (AOPA 398)



Capt. D. J. Dionne (AOPA 406)



Randall Boyd (AOPA 409)



W. C. Kingsbury (AOPA 422)



Roscoe H. Schauer (AOPA 445)



W. L. Pegg (AOPA 462)



Dr. L. D. Bonar (AOPA 508)



Fred C. Eaton (AOPA 513)



William T. Swain (AOPA 520)



E. F. Daughtrey (AOPA 529)



Glen A. Gilbert (AOPA 533)



Julius Goldman (AOPA 534)



Roy McGuire (AOPA 546)

mer I acquired a venerable OX-5 Bird which I flew some 18-20 hours over a few weeks' time, till my parents grounded me and packed me off to college. In college, I met a chap who had built a single-seat monoplane powered with a Henderson motorcycle engine. I put in three or four hours in this contraption and was again grounded when the owner tried a loop and reached the ground before he reached the bottom of the loop." So Charles Block recalls the days of his "casual" flying before he was pulled up short by Earl McKaughan, co-operator of Houston Municipal Airport. McKaughan refused to rent him a plane until he took his physical, obtained a student permit, and took some instruction. Then Block began to log his hours in earnest. War and family responsibilities halted his flying, but in the 1960's he's in the air again with the same old yen. A CPA, Block now does limited business consulting.

Mason L. Ashford (AOPA 315), Manitowoc, Wis. Mason Ashford has been an Army Air Force pilot, flight instructor, crop duster, airline and corporation pilot and, for the past 15 years, chief pilot for the Manitowoc Engineering Company, operating Cessna 310's mostly into Chicago-O'Hare. He can look back on 1,700,000 accident-free miles for the company, while carrying 9,000 passengers and having made 3,000 landings at O'Hare, world's busiest airport. To The PILOT Ashford said: "Through all the years of my membership in the AOPA, I have been one of the staunchest backers of your policies and actions. To me, aviation and AOPA stride hand in hand. May you always defend and protect the freedom of our skies and airports."

Victor F. Sheronas (AOPA 318), Narberth, Pa. Victor Sheronas' company, Vicjet, Inc., is a manufacturer of cleaning equipment used internationally by various types of industries including the aircraft industry. A branch of the company in Denmark covers the European industrial market. Just as basic a "business," though, is Sheronas' attachment to yachting. He is fleet captain of the International 5.5 Meter Class Association of the United States. He reports: "Until recently, the 5.5 meter yachts were the largest in the Olympic classes, being a three-man keel boat. We raced mostly internationally in many countries, and I was fortunate to represent the United States with my 'Rush IV' 5.5 meter yacht in the Olympics at Australia in 1956."

George Stone Cary (AOPA 324), Tucson, Ariz. December of 1927 was George Cary's big month! He made his first solo flight on the 2nd in an OX-5 Waco 9 and four days later bought his own OX-5 Waco 10 for \$2,460. "Dec. 29," he recalls, "I received my private license, No. 1590. Ten solo hours were required, and the examiner watched the applicant fly but would not ride with him." After that, Cary got his A&E and commercial licenses. He's logged close to 8,000

hours, a bit less than half of which have been spent instructing. A 1966 Cessna 180H is his present (and 12th) airplane.

C. R. Krimminger (AOPA 346), Phoenix, Ariz. Executive Assistant to Arizona Governor Jack Williams, C. R. Krimminger remembers joining the fledgling AOPA because it proposed to be an advocate of general aviation. "A few months later," he recalls, "the field where I hangared my old Waco was threatened with strangling regulations through an ordinance proposed by an uninformed and rather indifferent city council. I immediately went to Chicago to see Joe Hartranft, and with his able assistance, we were successful in presenting such a factual case to the council that it did a one-eighty and solved the problem. Through the years, AOPA has continued, on an ever-expanding basis, to function as the voice and advocate, albeit sometimes lonely, of general aviation. I'm glad to have been part of it."

John S. Cooper (AOPA 347), Aptos, Calif. John Cooper wound up World War II flying "the Hump" from Misamara. After he was mustered out in January 1946, he joined a 16-member flying club at Fresno, Calif. He recalls: "After losing a good portion of my shirttails, financially, with the club, my flying activities became frequent trips via commercial airlines to New York and Los Angeles for our family department store. During this same period until the present time, I have enjoyed some private plane travel with my really old pilot friend and fellow AOPAer, Larry Hall (AOPA 13613). Larry is such an old pilot, his license is a letter from the Department of Commerce stating, 'I understand you know how to pilot an airplane! We have sold our department store and I am semi-retired, living on the beautiful California coast at Rio Del Mar. My wife and I are waiting to launch our three children from their colleges in this area into life. Then we will again have time for some private flying.'"

Jesse H. Knight (AOPA 349), Calgary, Alberta. Wheels, floats or skis are all the same to Jesse Knight, who has found flying a boon to his 30-year career in oil and mineral exploration in North and South America. Knight's first airplane was a Luscombe 8A seaplane hauled to Barranquilla in Colombia, where a vast tract of some 1.5 million acres was under development. Canoes, mules or foot transport had been the only means of access. Though he also has his law degree, Knight is an explorer. Most of his flying time—approximately 7,000 hours—has been spent in bush-type activities. His present airplane is a Cessna 180 on floats. Knight is president of Cordillera Petroleum of Canada Limited.

Elbert W. Stiles (AOPA 359), Klamath Falls, Ore. "Since my test pilot days during World War II, I have only flown in connection with my business and for big game hunting trips to Canada and

Alaska. After 35 years as a pilot, I still have a very keen interest in flying and aviation in general. I certainly appreciate the fine job which is being done by the AOPA to make it possible for private and business pilots to continue flying with all the government regulations and red tape. Keep up the good work."

I. W. Baldwin (AOPA 367), Washington, D. C. Irv Baldwin has held an active pilot's license since 1936 and has his own solution to congested ground traffic in Metropolitan Washington. He has logged six years on motorcycles and, at present, uses the big Honda CB 450. "Motorcycling," he says, "is the next best thing to flying, although not as safe!" Baldwin is head of Baldwin Associates, fuel system engineers and designers, and consultants on aircraft refueling and related projects. Baldwin Associates is a producer of air conditioning system controls.

Michael Watter (AOPA 372), Washington, D. C. Long before there were formal aviation courses, Michael Watter was a student of Joukowski and Vetchinkin in Moscow, but he received his doctorate in engineering, with the thesis "Rational Design of Airplanes," and the post-doctoral degree of "Aeronautical Constructor," in Turin, Italy. Among the aircraft Watter designed were the Corsair series—02U, 03U, 05U, and X04U—at Chance Vought. For the Mexican government, Watter designed a long-range (7,700 miles) monoplane, MWT-1, and at Glenn L. Martin Co., the PBM-1 *Mariner* medium-range flying boats and the *Mars* long-range naval flying boat. Watter became a pilot with the Second Regiment of the Mexican Air Force and so was able to participate in all initial test flights of aircraft he designed. After 40 years in industry, he joined the Institute for Defense Analysis in Washington, D.C., for which he presently acts as consultant.

Charles E. Drazen (AOPA 379), Woodbridge, Conn. In the fall of 1934, University freshman Drazen "timidly entered" Doc Hartranft's dormitory room and so started flying activity under Doc's auspices. Drazen was sold! "First, Doc started the 'Cloud Combers,' a group of young flying aspirants which I joined. Then he organized the University of Pennsylvania Flying Club which I also joined and later served as president." Doc organized the Eastern Intercollegiate Flying Clubs and the National Intercollegiate Flying Clubs, all of which Drazen joined. "Then Doc graduated, and I figured I was through joining. However, in 1939, soon after I graduated, I received a letter from Doc with an application for AOPA. So of course I joined—conditioned response. This has been my best aviation investment." Now president of the Drazen Lumber Company, Drazen has kept up his interest in aviation with the Jaycees, the Senior Chamber, CAP, Silver Wings, Soaring Society, Quiet Birdmen, etc. He now has over 3,000 hours and an instrument rating. "I am grateful to a
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country that allows an ordinary guy like myself to enjoy such a hobby," he says. "I am sincerely grateful to Doc and the AOPA for easing me into this way of life and for being such a necessary factor in keeping this way of life available."

A. H. Tax (AOPA 391), Lido Beach, N.Y. "Partnership successively in a 180 Cessna, a 182 Cessna, and now a late *Comanche* 250 has enabled my wife and me to visit many interesting spots all over the United States, Canada, and the Bahamas on vacation trips. About nine years ago, I taught my son, Cal, to fly in a J-3 *Cub*. He is now Capt. Cal W. Tax, USAF, and has just completed two years overseas in the Pacific arena (71 missions over North Vietnam in F-105's). Presently he is in Germany on temporary duty, flying F-4's, carrying on the family tradition. As for my flying, I have been lucky enough to fly numerous single- and multi-engine aircraft, including jets, since leaving the U.S. Army Air Forces back in 1945 . . . The real fun is still flying some old (rejuvenated) antique open-cockpit planes."

B. D. DeWeese (AOPA 393), Philadelphia, Pa. For the past 11 years, "Bun" DeWeese has been vice president and general manager of Delaware Aviation Corporation at North Philadelphia Airport and, more recently, also vice president of Delaware Valley Piper Sales and Ohio Valley Piper Sales. It all began 40 years ago at Wayne, Mich., when DeWeese joined the final assembly line working on the Stinson SM8A. He stayed with Stinson for 10 years, meanwhile graduating from the University of Michigan and getting his pilot's license. Next, there was a stint as sales manager for Chicago Aviation Corporation and manager of Pal-Waukee Airport. In 1940, he became general manager of the U.S. Army Air Corps Contract School at Pine Bluff, Ark. Various Piper and Beechcraft distributorships occupied his time after World War II.

Harry F. Fisher (AOPA 398), Visalia, Calif. Harry Fisher operates 2,000 acres of farmland with his brother, but still has time to run the Avion Air Charter with a Beech *Bonanza* and J-50 Twin Beech. He does all the flying. Looking back, Fisher says: "I soloed in 1922 at Clover Field, Santa Monica, Calif. From 1922 to 1931, I barnstormed the state of California and adjoining states." Following his three-year stint as test pilot for General Western Aero Corporation, Fisher flew for business and pleasure until he joined the Air Corps in 1942. He was discharged in 1947 with the rank of major. Fisher has commercial pilot license No. 5971 with multi- and single-engine, instrument, seaplane, helicopter and sailplane ratings. He's a member of Silver Wings and the OX-5 Club.

Donald J. Dionne (AOPA 406), Sands Point, Long Island, N.Y. Capt. Dionne flies a DC-8 for Eastern Air Lines, with stops at New York, Mexico City, Acapulco, San Juan, Miami, Chicago, etc. And as an active member of the Air Line Pi-

lots Association (ALPA), he makes it his business to explain the viewpoint of general aviation. "Mrs. Dionne and myself," he writes, "spend a great deal of time flying about the country in our own airplane." He is still active as a flight instructor and in community affairs where he can help put the true AOPA story before the public. Dionne started as an apprentice mechanic in 1929.

Randall Boyd (AOPA 409), Laguna Hills, Calif. Randall Boyd, now retired after being a banker for 49 years, learned to fly during the 1920's in a single-place, 22½ h.p. plane with a landing speed of about 25 m.p.h. As he describes his training: "First came the 'ground trainer,' fixed on a swivel so that the student could practice with controls and make banked turns without leaving the ground. You then transferred to the airplane, with the throttle set so it could only taxi. The throttle setting was gradually increased so you could get the plane into the air, landing at the end of the runway. You then learned to make turns and were able to fly both directions of the runway . . . After that you flew all the way around the field, known as your 'solo' flight, and then went up to 1,200 feet to practice stalls." After 10 such solo hours, the examiner on the ground watched the student do his exercises. "I was then given a license which permitted me to carry passengers, although, curiously enough, I had never flown a plane which could carry passengers."

William C. Kingsbury, Maj. Gen., USAF, Ret. (AOPA 422), Redlands, Calif. Gen. Kingsbury was a branch sales manager for Standard Oil Company of California and flew an Aeronca *Chief*, just for fun, out of Santa Cruz when he joined AOPA. As he had graduated from the Army Flying School at Kelly Field in 1928, he was also a first lieutenant in the Army Air Corps Reserve. He was recalled to active duty, and Kingsbury recalls as the highlights of World War II "the first and last B-29 missions of the war, and 38 others in between." He was pilot of Gen. Curtis LeMay's B-29 following the war, when "we established a long-distance, non-refueled record from Japan to Chicago. I finished up the war as a B-29 squadron commander with the rank of lieutenant colonel. After a one-year period of civilian life, I accepted a regular commission and remained on active duty until my retirement in 1966." Kingsbury bought a new Beech V35A *Bonanza* last August and flies it for pleasure. "I have always felt that AOPA was the strongest single force looking after the interests of general aviation," he writes. "Goodness knows we need you, and I wish you every possible success in safeguarding our interests."

D. Edgar Miller, D.D.S. (AOPA 424), Mahaffey, Pa. Dr. Miller's first plane was the 11th Taylor *Cub* to come off the assembly line, and since certified instructors were hard to find, another pilot

rode with him for a couple of hours in return for Miller's repair services as a dentist. Trial and error and what he picked up by reading constituted his remaining flight training, Miller admits, and the lessons of density altitude, wind shear, snowstorms and thunderstorms, though upsetting, never proved fatal. Educating a family of six children cut the funds and time for flying, but Miller says: "I did log 2,500 hours to date and have owned an airplane through all the years since 1933." As a rural dentist, he always had a landing field nearby and now has his own private field with a 2,000-foot graded runway. "For the first time in my flying career, I am receiving certified instruction to obtain my instrument rating. No longer do I need to fly with a roadmap and the iron compass. What a luxury to fly the needles of radio."

Roscoe H. Schauer (AOPA 445), Santa Barbara, Calif. For the past 15 years, Roscoe Schauer has been president and general manager of the Schauer Printing Studio, Inc., at Santa Barbara. Family responsibilities forced him to give up flying in 1959 after some 20 years, but he still is keenly interested in aviation developments. "I treasure my membership in AOPA and look forward to reading *The PILOT* each issue."

F. W. Shepardson (AOPA 452), Shelburne, Vt. The *PILOT's* request for information about Shepardson's current activities arrived at his home during the time he and his wife were on their ninth around-the-world flight. The latest globe-circling trip lasted two months. "Flying has long been my special pleasure, both personal and business, and I would rather fly than play golf," Shepardson said. He obtained his private license in 1932, added instrument and multi-engine ratings in 1944, "and my physical is current. At one time I held water and instructor ratings, but they lapsed."

William L. Pegg (AOPA 462), National City, Calif. His flying career began at Congressional Airport in Rockville, Md., on May 22, 1932, under the instruction of Johnny Ewens in an Aeronca C-3. Pegg soloed after four hours and 45 minutes. On his first long cross-country flight, he arrived at his destination at Lindley Field, Greensboro, N.C., not in his new Kinner-powered *American Eagle*, but in a local farmer's Model T Ford. The winners in that one had been turbulent thunderstorms and an empty gas tank. Following that came barnstorming years in OX-5-powered planes and flying in World War II. Pegg reports: "We moved to California in 1949, where I have been employed as manager of the watch repair department at J. Jessops & Sons, jewelers. My family, which consists of wife, daughter, and three grandchildren, has talked me into retiring from my flying, although my head is still in the clouds."

Grace K. Breslauer (AOPA 473), New York, N.Y. Mrs. Breslauer joined AOPA
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at the suggestion of Alfred Wolf (AOPA 5), and she recalls things were different for an aircraft owner and pilot 30 years ago. She was a member of the Civil Air Patrol during World War II but gave up her plane in 1952. "Now, as a six-time grandmother, I am a bit more sedate and confine my interest in the organization to reading *The PILOT* and marveling at the splendid work that has been accomplished over the years. I eagerly look forward to each new issue, as reading it makes me feel that I still am, although vicariously, an active part of a worthwhile group."

John M. Harper (AOPA 507), Danvers, Mass. During his more than 30 years of flying, AOPA member Harper has logged over 12,000 hours, including about 800 hours under instrument flight conditions. A U.S. Army Air Forces pilot during World War II, over the years he has received an ATR certificate with flight instructor, airplane and instrument, and airframe and powerplant mechanic ratings. Harper soloed on June 15, 1937, and has never suffered a flying accident.

L. D. Bonar, M.D. (AOPA 508), Mansfield, Ohio. "After 34 years of flying, accumulating some 3,500 hours of left-seat time, plus 1,500 hours as copilot for my wife Jean, I find the presently owned *S-Bonanza* ever increasing in convenience and pleasure and considerably enhanced by instrument capability in recent years. With present-day navigational aids and reliable aircraft and equipment making private flying fast and efficient, we have found it hard to believe that many more people don't consider flying part of routine living in this vast, affluent country." Bonar has used his airplanes for out-of-city medical consultations and conferences and handling other business ventures. He is chairman of the Mansfield Airport Commission.

Walter E. Ohlrich (AOPA 509), Tulsa, Okla. Maj. Ohlrich retired five years ago from the U.S. Air Force and now reports: "My wife and I are enjoying flying our *Bonanza* around the country, with *The AOPA PILOT* as our constant companion."

Fred C. Eaton (AOPA 513), Caracas, Venezuela. First pilot's license in 1936 while at Dartmouth; 102 combat missions in Europe and the Pacific, piloting a B-17; assignments as group commander, as wing operations officer, and on the War Department General Staff; pilot for American Airlines—these were just a few of the notes in Fred Eaton's log before he was appointed assistant sales manager for Republic Aviation Corporation. "We were manufacturing the *Seabee Amphibian*," he recalls, "and I had the pleasure of turning over the keys for one of these planes to AOPA President Hartranft, one of our first customers. Since 1947, I have been with Sears Roebuck, for the past nine years as president of our 14-store corporation in Venezuela. Although I did a few acrobatics recently with a friend's Stearman

PT-13, most of my flying is in a 'push-pull' Cessna. Summer finds my wife Peggy and our five children heading north to the island of Martha's Vineyard, Mass. The 'push-pull' and I join them during August. I used to make the trip from Venezuela in a *Skylane*, but must admit I now enjoy two engines over all that water."

William T. Swain (AOPA 520), Santa Barbara, Calif. On William Swain's first solo back in 1927, the OX-5 quit cold on the crosswind leg after climbout, and he settled down nicely in a marshlike field. For Swain, it was no bad omen, and during the following depression times and in good times—in and out—as airport manager, rancher, deputy sheriff, etc., he managed to keep flying. In 1942, with an instrument rating on his ticket, he was hired by Consolidated Vultee Aircraft Company at San Diego and flight-tested B-24's and PBV's as first pilot. After the war, Swain bought a defunct flying service, then took on management of a small county airport. In 1951, he was appointed airport manager for Santa Barbara Municipal Airport. Since retiring in 1965, Swain has kept active by instructing, repairing and relicensing small aircraft.

Edwin Fay Daughtrey (AOPA 529), Lake Placid, Fla. In World War II, Edwin Daughtrey was a reconnaissance pilot with the Fifth Air Force in the Pacific Theater, flying F-5's, the photo version of the P-38. After the war, with a fixed-base operator in Charlotte, N.C., he had the opportunity to pursue his primary interest, aerobatics. Daughtrey bought a Warner-powered, clipped-wing Great Lakes and for four years traveled with airshows. During the Korean War, he was with Bevo Howard's operation at Spence Air Base. In 1954, he stopped flying for a livelihood and joined his brother in a Pontiac dealership in his old hometown, Arcadia, Fla. "My flying during the past 14 years," he says, "has been primarily for fun, helping many young men of my community to know the joy of flying." With his wife and two sons, Daughtrey lives on that fine fishing ground, Lake Placid. "A neighbor is Joe Marrs [AOPA 158240]," he reports, "whom many old-timers will fondly recall."

Glen A. Gilbert (AOPA 533), Hialeah, Fla. Glen Gilbert established his own firm of aviation consultants in 1957, after six years as an aviation advisor with the United Nations' Technical Assistance Program and 15 previous years with the U.S. Government, during which time he was chief of the Federal Air Traffic Control Service and a special assistant to the Administrator of Civil Aeronautics. His company specializes in analyses and studies of a broad range of aviation problems, as well as product evaluation. Recently, he has been doing considerable flying in a *Twin Bonanza* for one of the firm's clients, Butler National Corporation, to demonstrate and develop flight techniques for "area navigation." With this concept, the pilot

navigates by use of special airborne equipment, without reference to specific airways. One of the elements is an airborne computer called the vector analog computer, or VAC, which permits direct operation between takeoff and landing points, as well as instrument approaches to airports within receiving range of a Vortac ground station. Gilbert told *The PILOT*: "Up to the present, I have made about 75 approaches with this equipment under simulated instrument conditions, and I am convinced that this technique will be of great value to general aviation in making possible instrument approaches, under reasonable weather minima, to an impressive number of airports without the need to have local landing aids."

Julius Goldman (AOPA 534), West Peabody, Mass. "Julie" Goldman is still very much a pilot, with 14,000 hours on his logbook. He is a wing commander and colonel in the Massachusetts Civil Air Patrol; a flight instructor and FAA commercial flight examiner; president of Revere Aviation, Inc.; and, as if this and membership and offices in myriad aviation-related organizations weren't enough, he also has his hand in several drive-in theaters and a whopping shopping center. The latter was built on the site of the old Revere Airport that he and Richard A. Berenson bought and rebuilt in 1945. Revere Airways, Inc., was formed in 1945 and flew 137,000 hours of flight training, charter and taxi service without an accident, until Revere Airport was shut down in 1963 to make way for the shopping center. The aviation operation shifted to Beverly (Mass.) Municipal Airport, where it was reorganized and now is known as Revere Aviation, Inc. Goldman is head of the operation.

Roy McGuire (AOPA 546), Dayton, O. Still logging time after more than 24,000 hours in the pilot's seat, Roy McGuire is now flying a *Comanche 250* he bought in 1959 after selling his 25-year-old *Monocoupe*. McGuire is a consulting engineer and developer-producer of electronic devices with his own firm, the McGuire Products Company, Dayton, O. During World War II, McGuire manufactured autopilots for glide bombs (he earlier had patented a tilted-rate gyro) and installed in his *Monocoupe* a single-axis autopilot that he made himself. The device put the aircraft into standard-rate turns by depressing a panel knob. Release of the knob brought the plane out of the turn and into straight flight. □

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 282 through 546. Statements and photographs from members holding AOPA numbers from 547 through 1,001 will appear in a final installment in next month's PILOT.
