Another organization that I have been a member of for a large number of years is the Air Mail Pioneers "an organization of, by and for the former employees of the U.S. Airmail Service Post Office Department between May 15, 1918 and August 31, 1927". It was 62 years ago that I worked for the Airmail in Maywood, Illinois, and the membership is dwindling rapidly. There used to be a number of chapters in different areas, and I attended some meetings of the Florida division, but it is no more. One of the members was Carlton Kemper, who had worked with me at the NACA at Langley in the 1920's and 30's. One of the pilots I had known in the early days, Tex Marshall, visited me here at Piper in the 1960's. The president for the last few years has been Jerome Lederer, now living in California, an old friend. I have been in some touch with him recently and he was formerly associated with the Flight Safety Foundation, among other things. He was chairman of the Board of Awards when in 1975 I received the Laura Taber Barbour Air Safety Award from the Flight Safety Foundation for "a lifetime of contributions to the safety and efficiency of aircraft", which recognition I naturally appreciated very much. Now the ranks of the Airmail Pioneers are thinning out to the point where it looks as if it may be near the end.
FLYING ENGINEERS INTERNATIONAL

For about 15 years there has been an organization entitled the Flying Engineers International and in May 1983 I received a letter from the president, W. J. Kessler, informing me that I had been elected to become a lifetime honorary member of the organization, although I had not belonged to it before. I have met some of the members at other meetings, but I have never attended one of the Flying Engineers meetings. They are likely to include highly technical papers, particularly in regard to transportation and electronic means therefor. Most of them seem to have instrument ratings and very well equipped airplanes. Arrangements had been made for Bill Kessler the president, who lives in Orlando to take me to a meeting in Springfield, Ohio, in his Bonanza. But unfortunately I had to cancel this because of my gall bladder difficulty. The meetings are held in various parts of the country and I hope that I will be able to attend some of them.

The following are mostly social organizations associated with flying.

QUIET BIRD MEN

A short time after the close of World War I a number of men who had been pilots during the war met periodically in a restaurant bar in New York City for hangar flying and companionship. Five of them founded an organization called the
"Quiet Birdmen" or QB's. Two of these men I knew for many years. One was Casey Jones whom I met at the 1923 Air Races in St. Louis where, as I believe I have mentioned, he flew in the races with a Curtis Oriole airplane. He died a few years ago and the last time I saw him was at the dedication of one of Ed Link's submersibles for underwater exploration down to 2000' below sea level. The other is Earl Dodge Osborne, maker of EDO seaplane floats and so far as I have heard, still alive in his 90's, but I have not seen him for many years. QB gradually grew and chapters called "Hangars" were formed in various cities throughout the country. I did not become a member until the early 1940's when Harry Agerter, sales manager at Erco, sponsored me in the Washington, D.C. hangar. When we moved to College Station, Texas, in 1948 I was 100 miles from the nearest hangar and became a member-at-large. About 10 years ago a hangar was formed in Melbourne, Florida, about 35 miles north of here, and I became a member there. Then about 5 years ago a hangar was formed right here in Vero Beach and I have been a member here since then. I enjoy visiting not only with my Vero Beach pilot friends, a number of whom are from Piper, but also with my old friends, Mel Gough, who is now a member of the Melbourne hangar, and Bob Sanders, who is still a member of the Washington hangar, but spends his winters in Melbourne, both of whom occasionally visit our Vero Beach hangar. I also enjoy reading "the ramblings" by the Earle of Steinhauer each month.
in the QB "Beam". Earle Steinhauer was the Key Man in the Washington hangar when I was initiated there.

End of Side 1.

Now Side 2.

Florida Aero Club, OX-5 Pioneers, AOPA, UFO, National Air & Space Museum

FLORIDA AERO CLUB

The Florida Aero Club with various chapters around the state was in full swing when we came to Vero Beach in 1957 and we became members that year. It had been formed and was led by Harry Collins of the Miami area and he had led a couple of flights to Mexico and back, although most of the fly-ins were within the state itself. Lately there have been some to the Bahamas and there are state-wide fly-ins involving all the chapters every quarter. Some of the original chapters have petered out and some new ones have been added. At the present time the active chapters are in Miami, Vero Beach, Jacksonville, Sun Coast near St. Petersburg, Clearwater, North Perry, Gainesville, Palm Beach and Ft. Lauderdale. I believe that Doro and I are now the only ones who were members in 1957 when we started. The Vero Beach club has been kept small enough so that we could hold our meetings in our private homes and we have a very congenial and relatively active group. Larger clubs meet in
restaurants and when the Vero Beach club tended to grow too large for this another club called the Treasure Coast Club was formed in Vero Beach also. We have enjoyed the activities of the Florida Aero Club since we have been here.

OX-5 AVIATION PIONEERS

The OX-5 Club of America now called the OX-5 Aviation Pioneers was founded in 1955 to include those who have flown aircraft powered by the OX-5 engine or have been mechanics working on the engine. Since my dual instruction and 100-mile solo flight in 1923 were made in Curtis Jennies with OX-5 engines I was invited to join, and did. William T. Piper Sr. attended the organizational meeting and was immediately acclaimed "Mr. OX-5 for 1955". It has grown to several thousand members and includes many of my old friends and acquaintances. Doro and I have attended many of the Florida Wing dinners in the Miami area and kept up with some of our old friends there. The only national meeting that we have attended was in Hammondsport, New York, on May 19, 1973. I mentioned stopping there previously on a flight from Washington, D.C. to London, Ontario, in a Cherokee 235. There is a Curtis museum there, including a replica of the Curtis June-Bug, the first plane in which Curtis made a successful flight, as I remember it, in 1908. In 1971 the OX-5 club had started an aviation hall of fame, keeping the list in the museum at Hammondsport. The 1973 inductees included Alexander Graham Bell, Clyde Cessna, Howard Hughes and Noel
Wien of Wien Airlines in Alaska, none of whom I knew personally, but it also included Cliff Henderson who ran most of the national air races, Bevo Howard who was on the Non-Scheduled Flying Advisory Committee of the CAA with me, Ed Link, with whom I was associated in some ventures here in the Vero Beach, Len Povey, a famed old-time pilot who checked me out for my private pilot's license, and Lloyd Stearman of Stearman Aircraft and the Stearman-Hammond airplane. Over the years I have enjoyed very much reading the club's publication "The OX-5 News" edited by my old friend Carl E. Voelter who flew with me in the Jeep, the experimental pre-Ercoupe airplane when he was with the CAA. He was very active until he died, about a year ago.

ROTARY CLUB

I have been a member of the Rotary Club for 45 years, first in College Park, Maryland, then in College Station-Bryan, Texas and now in Vero Beach, Florida. For the last several years I have been a member of the International Fellowship of Flying Rotarians and have attended a couple of meetings, such as those held at the Oshkosh EAA conventions. The annual Rotary International Convention this year, 1984, was held in Birmingham, England and a number of American Rotarians flew their own airplanes over to the meeting. Pilots from many countries attended and they had the biggest meeting of any to date. I'm sorry I missed the gathering at the EAA convention at Oshkosh this summer.
SILVER WINGS

Another organization to which I have belonged for a number of years is the Silver Wings Fraternity, which requires that a member should have soloed at least 25 years before. If a member has soloed 50 years previously, he can get a gold card. My solo date, 1923, is now 61 years ago. Russ Brinkley, a well-known old-time pilot from Harrisburg, Pennsylvania, is the president of the organization and has kept it going very well.

AOPA

My first contact with the AOPA, the Aircraft Owners and Pilots Association, occurred in a meeting in Washington, D.C., as I remember it sometime before World War II in which the then president, "Doc" J. B. Hartranft, Jr. and Max Karant, a vice-president, explained what it was about. It was organized by a group of wealthy flying enthusiasts in the Philadelphia area, some of whom are still on the Board of Trustees. Two of them were the Sharples brothers whose firm made centrifuges including cream separators. One of them after visiting the NACA Langley lab in about 1930 and seeing that I wanted to drive a 6" wind tunnel with a 12" propeller fan at about 10,000 rpm, which was a very high speed at that time, provided me with a very thin fabric belt which served the purpose very well. During a conversation with him a few years ago in Philadelphia I mentioned that during a summer vacation working for a farmer in 1917 he had a dairy herd and
a cream separator which I ran and I wondered whether it could have been one of his. He asked whether it was red or green and when I said I thought it was green, he said that was too bad, for his were red and his competitors' were green. Another one of the founding trustees was Alfred L. "Abby" Wolf who is still active and has not only been a trustee all these years but has also been secretary and general counsel for the organization and in addition has each month prepared an article called "Legally Speaking" for the AOPA Pilot, the organization's monthly magazine. We first met at the foot of Kill Devil Hill at the 50th anniversary of the Wright Brothers' Flight where each of us was taking a picture of the monument on the top of the hill. He took a picture of me and the monument with my camera and I did the same for him, as I have mentioned before. Max Karant had previously been with Popular Aviation magazine and a section of it was used each month for the AOPA news. When AOPA started to publish its own "Pilot", Max became the editor. Popular Aviation was renamed Flying magazine, which has become one of the best and is edited by Richard Collins, son of Leighton Collins of "Air Facts" fame.

The AOPA renders excellent services. It represents general aviation in the Washington area, particularly in Congress and with regard to the FAA. It helps its members with regard to flight planning, both for individual occasions
and with a general chart service. It has meetings in various parts of the country and carries on educational courses to help pilots improve their performance and to get higher ratings. Each year it has a large meeting or conference called a "Plantation Party" which is both educational and pleasurable. This year it will be held in a couple of weeks at the Opryland Hotel in Nashville, Tennessee . . . and I will leave some space here in order to tell about it after it has occurred. (We attended, stayed in the largest hotel that we have been in, saw a number of old friends, and visited Leighton Collins and my brother Art in Hendersonville and our son Donald and his family in Camden on the way back.)
Two years ago an organization was formed called the UFO, or the United Flying Octogenarians. Members must be at least 80 years old and have a valid pilot's license and a current medical certificate. At that time, 1982, there were 174 persons in the United States that qualified. I believe about 50 of these now belong to the organization; one of them is my old friend Harold Hoekstra. I have been a member for a year, but my medical certificate expired at the end of September 1984, about a week ago and I am now a member emeritus, at least until my right eye gets bad enough to have a cataract operation and my vision meets the requirements again. The annual meetings of the UFO are held at the time and place of the annual AOPA Convention and Plantation Party. Doro and I are planning to attend both the AOPA and the UFO meetings in Nashville within a couple of weeks and I will save a little space here to tell about that. One of the members, Fred E. Jacob, has written a book entitled "Take-Offs and Touch-Downs; My Sixty Years of Flying" which I have read with great interest and I hope to meet him at the meeting in Nashville. (Unfortunately he didn't attend.)

NATIONAL AIR AND SPACE MUSEUM

Jack Jiruska, formerly in our Vero Beach Piper engineering department, now rebuilding antique Waco airplanes in 1976 and a fellow Vero Beach QB, having just returned from a visit to the new National Air & Space Museum of the Smithsonian Institution in Washington, D.C., asked me if I knew that my
name was on a wall panel listing people who had made significant contributions to flight technology over the years. This was a pleasant surprise to me, for I had not yet had an opportunity to visit the beautiful and immense new air museum which had been in operation only a few months then in 1976. A curator at the National Air & Space Museum, Dr. Tom D. Crouch, who had been inquiring about the W-1 and the W-1A for a paper that he was preparing, also mentioned in a letter that my name had been included. Within a few months on a trip to Washington I managed to visit the new museum. As you walk in, directly ahead are shown the milestones of flight. It is a very impressive display, including the Wright brothers' first flier which I had first seen on December 17, 1948, the 45th anniversary of the Wright brothers' first flight, at the ceremonies attending its presentation to the Smithsonian Institution. I felt very fortunate to receive an invitation because the seating was quite limited in the old castle of the Smithsonian Institution. As I believe I have mentioned previously, the original flier was in the museum in England from 1928 until after Orville Wright died in January 1948. The Wright brothers would not put it in the Smithsonian because the Smithsonian was displaying the Langley Aerodrome with the statement that it was "the first man-carrying aeroplane in the history of the world capable of sustained free flight". Dr. G. C. Abbott became executive officer of the Smithsonian Institution in 1928 and after 14 years of
negotiation arrived at a proposal that was satisfactory to Orville Wright who arranged that the Smithsonian could have it after his death. Seeing the original Wright flier again in the new Air & Space Museum reminded me of the marvellous job that the Wright brothers had done. Others, particularly Lilienthal, had proved that man can be supported by wings in gliding flight, but they had not had satisfactory control. Langley had made powered models with sufficient stability to fly substantially straight ahead, but neither his models nor his later full-sized machine had means for direct lateral or roll control. The Wright brothers had concentrated from the beginning on obtaining control as well as the other requirements for flight. In his study of birds in soaring flight when they were not flapping their wings, Wilbur Wright noticed that they could roll from a bank and turn in one direction to a bank and turn in the opposite direction with ease, and he deduced from this that they did it by slight deflections or warping of their wings. The Wright brothers applied this principle to their kites and gliders and were the first to use aerodynamic means to obtain lateral control. When they could make extended glides and attempted turns and recoveries, they ran into a fundamental difficulty: often they could not raise the low wing and recover from a turn. As their lateral control twisted the wings to get more lift from the lower one and less lift from the upper one, there was induced an extra drag accompanying the higher lift on the
lower wing which tended to hold it back and the opposite for the upper wing. This effect was often great enough to prevent recovery from the turn. Fortunately in their good judgement they stayed close to the hill surface during their glides and no great catastrophes occurred. Later on, as aerodynamic theory was developed, this effect was said to be due to the adverse yawing moment accompanying the lateral control. The Wright brothers finally solved it by adding vertical rudders to the rear of their aircraft and connecting them so that they operated with the lateral wing-warping control and opposed this adverse yawing moment. The secret of controlled flight had then been attained and they made many hundreds of satisfactory, extended glides at Kill Devil Hills in 1902. They were then ready to apply power to their machine. It is interesting to me that what they had done up to this time could have been done with the materials and methods available hundreds of years before, as far as the construction was concerned.

The main principles of controlled flight by man had been solved and the brothers went back to Dayton and worked out a power plant for the next glider, slightly larger to accommodate the extra weight. They designed and had built in their shop an engine of 12 hp that was lighter than anything that could have been purchased, but not nearly as powerful with respect to its weight as the radial engine designed by
Manly for Langley's Aerodrome, but it turned out to be adequate for the purpose, just barely. They did a most remarkable job on the propellers, however. They could get no help from marine propellers which had been developed empirically and operated in a fluid 800 times as dense, and they worked out their own propeller design theory, treating each blade as a twisted wing operating along differing helical paths from the hub to the tip. Two large diameter opposite rotating propellers operated on a large amount of air and a high efficiency was obtained which exceeded that of any of their competitors for many years. This is an example of the Wright brothers' extraordinary scientific ability and their competence in recognizing their problems and working them out, step by step; and the highly efficient propeller system was needed because the first flier just barely made the grade requiring a wind of about 25 mph in order to take off from a level surface. It did it, however, and they went back to Dayton and for the next several years spent the time improving the airplane further as well as they own piloting ability. In 1908 they showed other people for the first time what they could do. Orville, in an airplane for the Army, demonstrated in Fort Meyer across the Potomac River from Washington, D.C. and Wilbur in France. From then on the construction of airplanes spread like wildfire and by 1910 over a thousand had been built in Europe and in this country. I was born in the summer of 1899 when the Wright brothers
started making their glider trials at Kill Devil Hills, was four years old when they made their first powered flight, and was 12 years old in 1911 when I saw my first air meet in Chicago with Wright, Curtis, Bleriot, Farman and other airplanes flying, and now in 1984, just think what incredible advances have been made in transportation and communication since the Wright brothers started it.
Jean, please insert the following just before the paragraph starting "On Monday the 5th" which is near the end of side 2 of Tape #34.

In 1981, an attorney by the name of Frank R. Saletri compiled a book entitled "The Ercoupe - A Touch of Class", no less! He also published the book and sent us the first copy inscribed "To Fred and Dorothy Weick, a work of love not complete, but a foundation upon which the history of the Ercoupe can be recorded". The book is a comprehensive collection of material including a great mass of information, some of which was new to me, and it covered the Ercoupe story from the beginning in 1931 until 1981, a period of 50 years. We had a little correspondence after that and Frank Saletri attended the Ercoupe national fly-in at Loveland in the summer of 1982, where we had a chance to meet. He realized that his information was not quite complete and I invited him to come and visit us in Vero Beach and go over all of my Ercoupe information. He agreed to do this and thought he might add a supplement, a volume #2, to his book. Unfortunately a few days later, on July 12, 1982, he was found dead, shot in his own home in Hollywood, California.

End of insert.