

SEVEN ZERO

A legacy to be proud of and a future of excellence



AOPA SEVEN ZERO

1939-2009

**AIRCRAFT OWNERS AND
PILOTS ASSOCIATION**

Membership Committee: I herewith apply for membership in the AOPA as aircraft pilots and request that you issue me a membership card. These individuals are:

IF AN AIRCRAFT PILOT (Past or present)

Is your license now in force? _____

(If not, state year in force) _____

License Number _____

When did you first solo? _____

Instructor's Name _____

Total hours to date _____

Types of aircraft currently flown _____

Charge to the account of _____

CLASS OF SERVICE DESIRED		CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE	DOMESTIC	CABLE
TELEGRAM	ORDINARY		
DAY LETTER	URGENT		
SERIAL	DEFERRED		
NIGHT LETTER	NIGHT LETTER		
SPECIAL SERVICE	SHIP RADIOGRAM		

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

Send the following message:

L.P. Sharple
c/o J Stor
Philadelphia
Wings Field
Ambler, Pa

Approved
Satisfactory
issue.
satisfactory
follows.



AOPA has come so very far as an organization these past 70 years, yet today we share the very threats our founders

faced in their day. Just as our founders did in the past, we have the solemn task of ensuring that each month and each year we make general aviation more rewarding and fulfilling to pilots who seek the freedom found in flying. I approach the future and this task with a passion for general aviation that is strong and a commitment to continued excellence.

—Craig L. Fuller
AOPA President

fifty. Others pending
notice and cover in Sep
AOPA Joliet Navig
Breakfast flight Sunday

Expect very
Regards.

The Aircraft Owners and Pilots Association, a not-for-profit organization dedicated to general aviation, was incorporated on May 15, 1939.

From the start, AOPA has fought to keep general aviation fun, safe, and affordable. Growth in the early years was slow, but by mid-1995, membership in AOPA had reached about 335,000, just over half of all pilots with current medical certificates.

Today's robust and growing AOPA is a far cry from the early years. As part of a deal struck with Ziff-Davis Publishing Company even before incorporation, AOPA would have a special section in each month's Popular Aviation, the predecessor of Flying magazine, to communicate with its members. Ziff-Davis drove a hard bargain, however, with a clause that threatened cancellation of the deal if AOPA membership didn't reach 2,500 in the first year.

Even the name of the Association was "up in the air" until just before incorporation. The five founding fathers met in April, 1939, to work out the details, and spent hours wrangling over a proper name for the organization. Founder C. Townsend Ludington proposed "the Aircraft Owners and Pilots Association," and there was unanimous approval.

J.B. "Doc" Hartranft was AOPA's first employee, with an executive director title, and moved the offices from Philadelphia to Chicago, right next to the Ziff-Davis publishing house. From there, Hartranft launched a whirlwind of activity to benefit private fliers.

AOPA's first political activity was to urge passage of a Senate bill that would establish the Civilian Pilot Training Program. This important piece of legislation allowed thousands to earn their pilot certificates under a government subsidy. It also stimulated general aviation activity and aircraft sales, and provided a solid aviation education for those who would later serve in the air forces of World War II.

AOPA also secured a reduction in the cost of the medical examination fee (from \$10 to \$6), urged the Civil Aeronautics Authority (CAA) to construct more airports to handle the increased flying activity, and conducted the first study of the various state aviation fuel tax policies. Discussions with the National Advisory Council for Aeronautics (NACA — the predecessor of



No digital data in 1939!
Member names were entered by hand in hard cover a bank ledger. Member number one - Gill Robb Wilson - served as the editor of AOPA's first publication. Number two went to AOPA's first employee - Joseph B. ("Doc") Hartranft, Jr. . Inset (above, right) shows early sketches of the design concepts for AOPA's distinctive wings.

NASA) centered on design parameters for an easily affordable single-engine airplane. A drive was also started to recognize general aviation's improving safety record, in part to help reduce insurance rates.

AOPA's first year ended on an upbeat note, with a membership of 2,000. Just three months later, that figure had doubled, and local pilot groups called "AOPA Units" were being formed around the country.

In 1940 AOPA formed the "AOPA Air Guard" to introduce civilian pilots to military rules and procedures, and form a manpower base from which the air forces could draw additional pilots. Some 5,000 pilots took courses required by the military.

America's entry into World War II brought a drastic change in civil flying. The government



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GILL ROBB WILSON
JOSEPH B. HARTRANFT, JR.
C. TOWNSEND LUDINGTON

~~J. FERRATT~~
ALFRED L. WOLF
LAWRENCE R. SHARPLES

J. STAFF SMITH
WILLIAM SLATER ALLEN
BRIGH AMERNE
LEWIS B. BARRIN

LEWIS A. BARRIN
LEWIS A. BARRIN
LEWIS A. BARRIN
LEWIS A. BARRIN
LEWIS A. BARRIN

deceased

DECEASED



sought to ban all civilian flying, but AOPA helped in establishing an identification program that persuaded the CAA and the military to allow properly registered pilots to fly in all airspace, except for coastal Air Defense Identification Zones. AOPA offices moved to New York, then — in 1942 — to the Washington, D.C. area.

The years following World War II were years of explosive growth in aviation, and AOPA staff members worked long hours to help bureaucrats and lawmakers understand the special needs of general aviation pilots. AOPA opposed a proposal requiring all airplanes to have heavy, tube-laden radios. Ultimately, a compromise required communication radios only in the busiest airspace.

By late 1948, AOPA was helping educate pilots about the new VOR navigation system. The association also helped in test programs for VOR and ILS equipment. Also in 1948, Hartranft hired the legendary Max Karant, formerly of *Flying* magazine, to serve as assistant general manager of AOPA and editorial director for *AOPA Pilot* magazine. During the next three decades, the team of Hartranft and Karant would set a leadership style that would quadruple AOPA membership from 50,000 to more than 200,000 by the mid-1970s.

The late 1940s were also when AOPA assumed a major lobbying role. To help Congress understand general aviation, Hartranft formed the Congressional Flying Club, which still exists.

In the 1950s, several midair collisions between airliners and general aviation aircraft led to vigorous debates over whether to ban general aviation from any airport used by air carriers. As a result of this battle, the “Unicom” frequency — a term invented by Hartranft and Karant — was brought into being to help pilots know of each other’s presence.

AOPA created the AOPA Air Safety Foundation in 1950, and within 10 years there would be thousands of pilots who took its “180-degree” course that provided basic instrument instruction for non-instrument-rated pilots.

Major battles fought on behalf of general aviation pilots in the 1950s included reductions in insurance rates, charting of VOR stations, and retaining highways on sectional aeronautical charts.

Ultimately, AOPA founders settled on a wing design (left) that resembles those used by the United Kingdom’s Royal Air Force. These “droopy” wings couldn’t be confused with American military wings — another reason for their selection. Jewelry designer O.C. Tanner of Salt Lake City was chosen to make all of AOPA’s wings and logo jewelry — and still does to this day.

“Doc” Hartranft at work during the World War II years. Below, members who joined AOPA’s wartime Air Guard were issued badges that identified them as being on an emergency pilot registry.





Rare archival treasures (far right): The first AOPA membership application, and a handwritten log of charter members.



In 1958, *AOPA Pilot* magazine made its debut as a stand-alone magazine, severing the long-time connection with Ziff-Davis Publishing.

Boom times came to general aviation in the 1960s, with aircraft manufacturers introducing new models left and right and producing an average of 9,000 airplanes a year. With the increased flying activity, communications became more important. AOPA pushed for additional radio frequencies for aviation. A plan to close many flight service stations was averted, and the first AOPA “Airports USA” airport directory was issued.

The International Council of Aircraft Owners and Pilots Association was created in 1962, with the first members including Canada, Australia, and the Union of South Africa.

Saving general aviation airports--then and now--also became a major effort. On average, the United States still loses one public-use general aviation airport per week.

Two midair collisions in 1967 helped drive public opinion toward mandatory use of transponders. Instead, AOPA recommended creating climb and descent corridors for general aviation airplanes flying in busy airspace.

In 1969 mid-air collision between an Allegheny Airlines DC-9 and a Piper Cherokee led to

urgent calls for terminal control areas (TCAs) around high-density airports. Through the 1970s, AOPA worked to maintain general aviation access to major airports, keeping control area restrictions to a minimum.

By the end of the 1960s, AOPA membership had climbed to 141,000. The 1970s would include some of the most important political battles AOPA had ever fought, including those over TCAs, the Airport and Airways Development Act, the fuel crisis, and ever-tightening federal regulations. A Nixon proposal to “raid” the aviation trust fund was also stopped.

The 1973 oil embargo took all of AOPA’s persuasive power to prevent catastrophic cuts in general aviation fuel allocation. Hartranft pointed out that “while general aviation has 98% of all aircraft, it uses only 8.6% of civil aviation fuels [while] 91.4% is used by the airlines.





During World War II, AOPA lobbied successfully for general aviation access to U.S. airspace not identified as coastal Air Defense Identification Zones. The military wanted to stop *all* civilian flying. The AOPA Foundation (inset) was originally founded in 1951 for the purpose of funding safety initiatives. This foundation eventually was folded into the newly-created AOPA Air Safety Foundation.

In May 1977, Hartranft assumed chairmanship of the AOPA Board of Trustees, and former FAA assistant administrator John L. Baker took over the reins of the association. Just two years later, at the end of the decade, more than 245,000 pilots were members of AOPA. Meanwhile, general aviation aircraft sales soared. More than 18,000 airplanes would be delivered in 1979 alone—a still-unbeaten record.

The AOPA Political Action Committee was formed in 1980 for more lobbying effectiveness. It would be needed, as an increasing number of politicians involved themselves in aviation technical matters in the name of aviation safety.

Air traffic controllers went on strike on August 3, 1981, and ATC underwent the most massive changes seen to date. General aviation was singled out for virtual elimination from the ATC system until AOPA helped work out a flow-control method that allowed IFR flights.

In May 1983, AOPA made its last move, from its Bethesda, Maryland offices to a newly-built facility at the Frederick (Maryland) Municipal Airport. The association now had 265,000 members, and was recognized as one of the most effective voices for any special-interest group in Washington.

AOPA urged that the FAA establish an office to monitor traffic in terminal areas, install more ILSs, provide more airport improvement program funds to outlying reliever and

PILOTS!

Cut Your

FLYING COSTS THROUGH AOPA

Do you want to reduce your cross-country flying costs? Then do as over 6,000 non-scheduled pilots have done—take full advantage of the special money-saving services offered by the Aircraft Owners and Pilots Association, the largest and most progressive non-scheduled flying organization in America!

SUBSTANTIAL SAVINGS ASSURED!

As a registered AOPA pilot, you can save on overnight hangar charges, on ground transportation, on hotel rates. You are entitled to receive valuable emergency assistance from TWA pilots, "one-stop" airport service, free radio frequency checks. These benefits, plus a full-time professional staff to service your flying problems, are yours as an AOPA pilot.

A SAVINGS OF \$30.00 REPORTED!

AOPA pilot No. 327 on a recent flight from New York to Miami saved \$30—a savings that was possible only because of the special services available to AOPA registrants. This is just one of the many instances of actual savings in flying costs that have been reported by AOPA pilots. Other cases are equally as noteworthy.

GET ALL OF THE FACTS AT ONCE!

We want you to know more about how you can cut your flying costs through AOPA: how you can reap the many benefits and valuable services of AOPA for less than 2¢ a day! A special illustrated folder describing how AOPA is making flying more useful, less expensive, safer, and more fun for its members is yours for the asking.

Clip Out and Mail Convenient Coupon Today!



AIRCRAFT OWNERS AND PILOTS ASSOCIATION
National Service Office, Dept. 441, Transportation Bldg., Chicago, Ill.

Please send me all these special illustrated folders describing how AOPA is making flying more useful, less expensive, safer and more fun for its members.
(This reply to private aircraft owners of non-scheduled aircraft only. Not valid.)

NAME

ADDRESS

CITY & STATE

AIRCRAFT
AND PILOTS
ASSOCIATION

NATIONAL SERVICE OFFICE
Philadelphia, Pa.
NATIONAL SERVICE OFFICE
Chicago, Illinois

By the early 1950s, AOPA membership advertisements were regular features of the "AOPA Pilot" section in *Flying* magazine. Only AOPA members received *Flying* with the AOPA insert until AOPA Pilot's independent self-publication in March 1958.

You
hold the
key



to Private Flying Progress

Our group of private and sportsmen pilots must have greater safety! We need increased landing facilities; low cost insurance; technical research to improve the performance of private aircraft (without increasing the cost); we respectfully demand a complete and formal recognition by the Federal government of the vital needs of our private flying activities.

The ONLY answer to these problems is ORGANIZATION
These are the reasons for our consolidating into one solid group, the

AIRCRAFT OWNERS AND PILOTS ASSOCIATION

The AOPA has a membership of pilots and aircraft owners, hailing from all of the 48 states, Canada and Alaska. All are accredited pilots who have soloed aircraft of their own certified aircraft. The official emblem of AOPA is an insignia with real meaning. Where ever you will know that the wearer is an accredited pilot or owner and is a thoughtful citizen who has taken this organized effort to improve private flying seriously. The AOPA operates under sound auspices, is fully financed, and is directed by a professional organization. AOPA was formed to get ACTION and WE ARE GETTING IT.

That is why we have restricted the membership exclusively to aircraft owners and pilots who have soloed. If YOU are in this classification, YOU should be wearing the insignia of the AOPA. Don't delay. Send in your application TODAY!

Send your application for membership (or write for literature) to Membership Headquarters, AIRCRAFT OWNERS AND PILOTS ASSOCIATION, Transportation Building, Chicago, Illinois. Charter membership fee, \$3.00 per year, entitles qualified members to all privileges, aluminum membership identification card, gold lapel insignia, emblems for car or aircraft, and a one-year subscription to our official organ.

Reprinted from the POPULAR AVIATION October, 1939, Issue

potential reliever airports, build more runways at existing airports, and designate more military airports as joint-use facilities.

The effects of a burgeoning product-liability caseload caused general aviation aircraft sales to virtually cease in the mid-1980s. In 1985, Cessna Chairman Russell W. Meyer Jr. reported that between 20 and 30 percent of the cost of a new airplane represented product liability insurance. AOPA worked to introduce reform measures, galvanizing members to write their elected representatives.

By 1989, AOPA membership was close to the 300,000 mark.

As the 1990s opened, the fight for general aviation airports accelerated. Closings and restrictions threatened many airports around the country, with development pressures and noise complaints heaping work on AOPA's plate. At each turn, AOPA fought to keep airports open.

To encourage favorable attention to general aviation airports, AOPA in 1990 instituted journalism awards named for retired *Pilot* editor Max Karant. Separate awards are available each year for radio, television/cable and print journalists.

In 1991, another milestone in AOPA history occurred when Phil Boyer, a former senior vice president with ABC Television, assumed the presidency of the association. The next year, he launched AOPA Pilot Town Meetings, bringing AOPA's leaders to members at the grass-roots level.

In 1995, AOPA launched its Web site, AOPA Online.

Surveys conducted by AOPA told us that protection for local airports is one of the greatest concerns among pilots of all experience levels. In the United States, we have been losing public use airports at a rate of almost one per week. Many of these are privately owned airports, but there has been an alarming increase in efforts to close public facilities. One prominent example was Meigs Field, Chicago's lakefront general aviation reliever only minutes from the downtown business district. Mayor Richard M. Daley ordered the airport closed so that a \$28 million park could be constructed on the site. But the airport reopened on February 10, 1997, after a major effort by AOPA, local airport



John L. Baker took over as president in 1977, and served until 1990. An Air Force fighter pilot in the Korean War, Baker held executive positions with the Air Line Pilots Association, and was the FAA's assistant administrator for general aviation.

support group Friends of Meigs Field, and the State of Illinois. Unfortunately, Daley eventually closed the airport when an agreement with the state expired in 2002.

To further increase effectiveness in local airport issues, in 1997 AOPA launched the Airport Support Network. The goal of this important program is to identify a volunteer representative at every public-use airport in the country. These individuals serve two primary roles, informing the association of potential threats to the airport and, when necessary, rallying the support of local pilots.

Also in 1997, renters and aircraft owners alike began benefiting from AOPA's FBO Rebate Program. Under the program, MBNA America — the bank that issues AOPA MasterCard and Visa credit cards — rebates to the member a full five percent of aviation-related purchases made with an AOPA credit card. In 2006, Bank of America acquired MBNA America, and the AOPA FBO Rebate was replaced with the AOPA WorldPoints Rewards credit card program, offering unlimited points on all purchases and double points on aviation-related purchases. The credit card continues to provide valuable revenue for AOPA.

AOPA staffers fought hundreds of battles for pilots in the first half of the 1990s, including funding for DUATS and effective opposition

ΑΟΡΑ





AOPA moved to new offices in Bethesda, Maryland (inset) in 1951. But by May 1983, the association was more than ready to move into its newly built headquarters at the Frederick (Maryland) Municipal Airport.

for both a “shoot-em-down” proposal from U.S. Customs and a suggestion for costly renewals of pilot certificates.

The biggest “win” for all of general aviation, however, was the 1994 passage of product liability reform legislation, which led directly to an announcement that Cessna would resume aircraft production. AOPA presented the first new Cessna 172 off the production line to Sharon Hauser, February 1, 1997, as the 1995 membership sweepstakes winner.

General aviation showed significant growth during 1998. More new aircraft were delivered than in any year since 1984, and the number of student pilot starts was up for the first time in years. Students were completing their training, too — the FAA issued 22 percent more new private pilot certificates than during the previous year. The number of new instrument ratings increased an impressive 36.6 percent. AOPA recognized the need to increase its value to student pilots, and bought Flight Training magazine—the only magazine dedicated to the student pilot and certificated flight instructor. The purchase was completed in January 1999, and the <http://flightraining.aopa.org> Web site was launched.

AOPA moved as fast as modern communications technology demanded when the national spotlight focused on John F. Kennedy Jr.’s fatal crash off Martha’s Vineyard in July 1999. The staff began what would total 150 media interviews in four days. The emphasis was on countering misconceptions and bias against general aviation and small-airplane flying. The unprecedented effort won kudos throughout the aviation industry, including editorials from aviation officials and editors across the nation. Most gratifying was a coveted Aviation Week and Space Technology “Laurel” — essentially an aviation Oscar — awarded to members of the AOPA team.

In late 1999, AOPA launched yet another publication — its weekly email newsletter, ePilot.

AOPA closed the 1990s with 357,644 members.

For more than a decade, AOPA had been working to free money from the aviation trust fund. That effort paid off with passage of the Aviation Investment and Reform Act (AIR-



Former AOPA President Phil Boyer (inset, left) served from 1990 to 2008. A former television executive, he was an activist who was central in convincing Congress to discard user fees as a budgetary fundraising tool.

21), which authorized funds for airport and airway modernization. Although AOPA staff personally worked with members of Congress to gain their support, AOPA members' contacting elected representatives and senators helped to make the difference. This marked only the third time in the past 10 years AOPA had rallied the membership to write on a national issue. In addition, AOPA waged a public campaign for AIR-21, with press releases, interviews, and a special "advertorial" published in the aviation trade magazines that carried the message to thousands of nonmembers, prompting them to write their legislators in support of this important bill.

When we awoke on September 11, 2001, none of us expected the world to change so completely and irrevocably as it did that day. Even as we moved through the shock and grief of the terrorist attack — and agonized that aviation was used as the weapon of destruction — AOPA kept pilots informed, and worked to lift unnecessary restrictions and defend the right and privilege to fly. In the name of national security, all flying was halted in the days immediately after the attack.

In the weeks following the 9/11 attacks, one of the greatest member needs was for accurate, clear information regarding airspace, temporary flight restrictions (TFRs), airport closures, intercept procedures, notams, and more. AOPA was ready

with AOPA Online. Not only could members find plain-language translations and graphical depictions of notams and TFRs, they could get answers to their questions about the rapidly changing environment. In September alone, the Web site had more than 2 million visits.

At the same time, the AOPA Pilot Information Center was flooded with as many as 1,600 member calls per day. For the first time in the association's history, the Center stayed open over two weekends.

Accurate information about general aviation was also critical to lawmakers, the public, and the media. Information from AOPA Online appeared in such newspapers as *The New York Times*, *The Wall Street Journal*, *The Washington Post*, and *Chicago Tribune*, as well as on CNN, MSNBC, Fox, CBS, ABC, and other television, and radio news outlets. In addition, AOPA representatives conducted more than 500 on-air media interviews, cutting through the fear and overreactions to tell the real story of general aviation and how it serves America every day.

Just as important as staying informed was getting back in the air. AOPA Legislative Affairs, the association's lobbying arm on Capitol Hill, got to work arranging meetings with influential policy makers and telling general aviation's side of the story. Boyer personally met with a number of legislators to provide them with insight as to how GA operates and the enormous economic impact of keeping lightplanes on the ground. Meanwhile, an AOPA staffer was stationed at FAA headquarters, where she was able to help clarify these rules, often before they were released. With an on-the-spot advocate for general aviation, AOPA helped stop some of the most onerous proposals from ever becoming reality.

President Clinton signs the General Aviation Revitalization Act in 1994, freeing manufacturers of product liability burdens. AOPA was central in lobbying for product liability reform.







AOPA was at the forefront of technology in the 1990s, urging “direct-to” GPS navigation, wide area augmentation system (WAAS) for more precision in GPS-based instrument approaches, and more GPS approaches to more airports—many of them previously unserved by any instrument approach. Disappointments were few indeed, but among them was the closure of Chicago’s Meigs Field (left) by Mayor Richard Daley. AOPA fought long and hard, but after earning an initial legal stay Chicago lost its only city-center, general aviation-friendly airport.

In the weeks following the attacks, as much of aviation returned to some semblance of normalcy, a handful of airports tucked under so-called enhanced Class B airspace and within temporary flight restrictions around Washington, D.C., New York, and Boston remained closed. AOPA’s persistent efforts eventually reopened those fields.

To raise the money needed to fund public awareness and educational campaigns is available, AOPA launched the General Aviation Restoration Fund, which had raised some \$500,000 by the end of 2001. Plans for 2002 included major newspaper advertisements extolling the positive role GA plays in America and directing readers to a newly designed Web site devoted exclusively to describing all aspects of general aviation, gaservingamerica.org.

Even as AOPA fought to keep restrictions imposed on GA to a reasonable level, some pilots ran afoul of the complex and rapidly changing rules. Our legal services team was able to work with the FAA to establish no-violations agreements for certain transgressions caused by faulty information passed to pilots through flight service and other official channels.

A return to normalcy is what everyone in aviation has hoped and worked for since the world changed on September 11, 2001. But the truth is that things will never be exactly the same. Today there’s a new definition of normal — and it includes new concerns about security, new government agencies, and new threats to the rights and privileges of general aviation pilots. As the definition of what’s “normal” continues to evolve, AOPA is working proactively to make sure that the interests of general aviation are represented at the highest levels.

In times of change it would have been easy to adopt a wait-and-see approach to setting organizational goals, but AOPA elected to be proactive. Because the association understands that there is strength in numbers, it decided to strive for membership growth. The year 2004 closed with a new record of 404,000 AOPA members, helping to keep AOPA the largest, most influential aviation association in the world.



A vision for excellence

After seventy years, the mission of AOPA remains the same—we exist to serve and protect our members' freedom to fly. Today, we enjoy new tools and an ability to reach people across the nation with our message that general aviation remains a vital

part of our Nation's transportation system. We commit ourselves to using these tools and our resources to serve our members and protect general aviation by telling our story in a campaign to enhance the perception and understanding of aviators who choose to fly



private aircraft. For those of us who share the passion of flying with our founders, it is an honor to represent the interests of general aviation and to secure the future for today's pilots as well as tomorrow's.

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