

Louis E. Leverone
1430 Merchandise Mart
Chicago 54, Illinois

August 1, 1951

Mr. Amon G. Carter
Fort Worth, Texas

Dear Mr. Carter:

So sorry you couldn't have attended the meeting held at the Wings Club, at the Biltmore on July 17, this to consider the future course of action on part of the NAA. I was going to drop you a line and tell you what happened, but a transcript of the meeting was made, and inasmuch as that is the complete story I am taking the liberty of forwarding a copy to you.

I know that you would have been with us if you could have made it. I am sorry you missed it but I will be grateful to you if you will read over the proceedings and then, at your early convenience, drop me a line, giving any thoughts or suggestions that you may have in connection with the future of NAA.

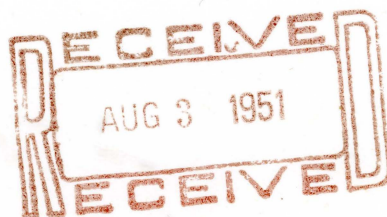
Your letter then will be submitted to a committee, composed of Casey Jones, Bill MacCracken and John Victory. They then will come up with the final recommendation, which will be submitted at the annual meeting of NAA, this to be held at the Book Cadillac Hotel in Detroit, August 16 and 17. If it is decided to merge with NAC, further meetings will then be necessary.

Hope you can make the Detroit Convention. Do let me hear from you.

Sincerely yours

LELeverone/bc

L. E. Leverone



NEED FOR A STRONG UNIFIED PROGRAM
CALLING FOR AMALGAMATION OF
NATIONAL AERONAUTIC ASSOCIATION AND
NATIONAL AIR COUNCIL

Summary of Discussion and Recommendations
Luncheon Meeting at Wings Club
Hotel Biltmore, New York City
July 17, 1951

Pursuant to invitation of Louis E. Leverone, President of the National Aeronautic Association, the following persons assembled at the Wings Club, Hotel Biltmore, New York City, at 12:15 p.m., July 17, 1951, for an informal discussion of certain desirable national policies affecting the organization and activities of the National Aeronautic Association:

Officers of NAA:

Louis E. Leverone, Chicago, President
Mrs. Mary E. Brown, Akron, Secretary
Horace Bromfield, New York City, immediate Past Treasurer
(Vice President, Corn Exchange Bank Trust Company)
Hon. Wm. P. MacCracken, Jr., Washington, General Counsel

Officers of NAC:

C. S. (Casey) Jones, New York, President
(President, Casey Jones School of Aeronautics)
Charles D. Frazer, Washington, Executive Secretary

Directors of NAA:

Dudley Dorr, Boston Chapter of NAA
Mrs. Frances Nolde, Colonel, CAP
Ben Regan, Chicago, executive assistant to Mr. Leverone
Colonel Roscoe Turner, Turner Aviation, Indianapolis
Dr. John F. Victory, Executive Secretary, NACA, Washington

Special Invitees:

Kenneth J. Boedecker, Wright Aeronautical Corp.
Ken Ellington, Republic Aircraft
William R. Enyart, Past President of NAA, President, Simmonds
Aerocessories, Inc.
Roger Fleming, Allison Division, General Motors Corp.
Kendall K. Hoyt, acting Editor of NATIONAL AERONAUTICS
Albert L. Lewis, Past President, Academy of Model Aeronautics
O. M. Mosier, Vice President, American Airlines, New York City
Donald D. Webster, Colonel, CAP, President, Aero Club of
Washington
Gill Robb Wilson, Past President of NAA

Regrets were received from: Mrs. Kay Brick, President of the Ninety-Nines; Hon. W. A. M. Burden; Roger Wolfe Kahn, NAA Vice-President for FAI; and James Straubel, Air Force Association.

Excerpts from July 5 letter, Louis E. Leverone, President, NAA, calling this meeting:

Purpose of special conference to discuss present weaknesses of NAA in order to develop a new national aeronautical policy and a sound, virile, national, grass-roots type of organization for the accomplishment of such objectives as may be approved.

"In retiring as President of the NAA it is my hope that a new group of leaders will carry into effect such new policies and programs as may be agreed upon for the advancement and strengthening of military, civilian and commercial aviation in all their aspects in the United States."

After the luncheon, President Leverone called the meeting to order; stated briefly the purpose of this informal gathering; stated that NAA is progressing; has \$8,000 in the bank with all bills paid, but is not on a course that is best serving the needs of American aeronautics; suggested consideration of merger with National Air Council; and added that any recommendations from this meeting would be for formal consideration at the next meeting of the NAA Board of Directors in Detroit, August 16, and perhaps also by the Board of the National Air Council. In calling for general discussion he suggested that, in order to hear from all present, remarks be brief and to the point.

Victory (former Treasurer of NAA and former President, Aero Club of Washington), "Although the name National Aeronautic Association is appropriate and its aims and purposes sound, NAA faces uphill struggle to regain confidence of many influential leaders in aeronautics; suggested merger with one or more existing aeronautical organizations, specifically the National Air Council, and suggested simplification and restatement of aims of a new organization with new name and new officers.

Leverone suggested affiliation of local and national groups with less emphasis on individual memberships in national organization.

Webster. NAA could develop a National Association of Flying Clubs. Present clubs are a big factor in civil flying. They have local and regional associations here and there but no national federation. They could be taken into NAA as chapters, CAP units, the Flying Farmers, NATA, and others might join on that basis. NAA could build a "tremendously fine" organization.

Mrs. Nolde. Agreed with Victory and Webster. We have to develop a stronger national policy within NAA before we can attract flying clubs and aero clubs. Should be closer to groups such as Flying Farmers, American Association of Airport Executives, and National Aviation Trades Association.

Bromfield. Job is to sell the product. Any organization is only as good as the man who is running it. NAA must support air youth and trophy program, maintain its FAI representation, and encourage national and world record attempts. Those interested commercially and otherwise should provide a \$50,000 pot. Agree with Victory on changing the name.

Dorr. The NAA name is Ok. Organization should be patterned after the Boy Scouts of America. Get four corporations to donate \$25,000 each. Find workers who can build big chapters. Personalities who can command local support are responsible for success where NAA has chapters that are big. The same principle of leadership applies nationally.

Lewis. NAA needs an air youth program. Its model work is good. But four out of five boys and girls interested in aviation can't or won't build and fly model airplanes. If held to models, a program loses 80% of its potential. Millions of youngsters, though their interest is greater, are getting less information and help than ever before. They can be a powerful influence in aviation in years to come. Money now comes largely from outside of aviation because we have failed to sell aviation people on an air youth program and airplane model building, also failed to stimulate and guide high school teachers.

Bromfield. Recent inquiries on the West Coast showed no disagreement with policies of NAA; just the feeling that not enough is being done.

Wilson. NAA leaders have a thankless task but there is much to be done. FAI looks to America. NAA has drained off too much from aero clubs. Washington policies are nebulous; no results. Local clubs should be built. They can't sell if there is nothing to sell, regardless of leadership. A crying need is a youth education program. A strong parent organization is needed for aviation in America, with vice president for FAI, like Doolittle, deFlores, C. R. Smith, or others, and another vice president for air youth education. President should devote his full time to the organization. Change of tone is more important than change of name. If John Smith joins Alcoholics Anonymous and is cured, he is still John Smith. Expressed gratitude to Leverone for his "patience, courage, generosity, and human understanding" and said he should be commended for holding the organization together.

Webster. Maj. Gen. Lucas V. Beau, National Commander, Civil Air Patrol, and Maj. Gen. Earl Hoge, Civilian Components Division, USAF, concur in need for building a strong unified organization out of NAA.

Enyart. Endorsed Wilson's remarks; joined in praise of Leverone.

Frazer. Yield to Jones. Point out that NAC has affiliated 11 other organizations including NAA.

Leverone. One organization, unified, could best work with industry. Canvasses have shown that industry is unwilling to support NAA and NAC but would support a combined organization.

Jones. Not a candidate for NAA president, but a member for many years. Doubtful that bringing in a big shot executive would develop successful grass-roots organization. Even the Air Force Association can't built more than 40,000 despite Air Force backing. Aviation needs to be taught in schools, starting with the teachers. Should have an overall policy organization. I am afraid there might be some duplication of effort between NAA and NAC. NAA was originally supposed to be an organization to attract support from outside of aviation ranks.

Mosier. Agree with Jones as to grass-roots organization. Continued leadership has been lacking. American Airlines has contributed \$250,000 to such causes, including \$175,000 to Air Age Education and \$35,000 to Air Power League, as well as help to NAA, and substantial money to the Air Force Association. American Airlines has not taken any interest recently in NAA. I personally think we could combine NAA and NAC to advantage. We ought to establish strong leadership locally throughout the country. When we go back into local clubs you will find controversy between the old leaders and the new leaders. I would like to see us, even if we use old policies, use a new name and a new emblem. I think a national board of arbiters or counselors including heads of other aeronautical organizations would result in sound policies that would command respect. Many leaders I believe would be glad to serve on such a panel to give advice on national policies. I hope that at your meeting in Detroit you can present a summary of the ideas presented today and try to convince your group of the need for a new organization with new life and new vitality.

Ellington. Four large companies on the West Coast, in response to inquiry, show no enthusiasm for NAA. New life is needed. Old aims are out of date because (Ellington later disagreed with this) it is no longer necessary to sell the American public on aviation. NAA-NAC union is desirable and might bring support. NAA will not be supported unless more value is forthcoming.

Fleming. I feel as Ken Ellington does. It makes sense to have one, rather than two organizations. Industry wants more value out of NAA and NAC.

Mosier. Airlines would support a parent organization that really helps all aviation organizations.

Enyart. Better organizational structure is needed; club affiliation rather than individual members.

Leverone. Would industry support united organization?

Fleming. Companies have evidenced their interest in the past. Believe they would take favorable look. But they would be wary of a deal in which a few of them would be expected to carry the ball.

Mosier. I am thinking about a good hard-headed, intelligent organization with a good strong panel that is willing to fight for aviation as a whole. It will not take a lot of money.

Enyart. Favor NAA and NAC. Latter works on national aviation policy.

Bromfield. New by-laws make it possible to set up divisions in NAA as Enyart favors.

Mrs. Brown. From efforts to organize in grass-roots, have observed that aero clubs want to be affiliated with a national organization. But they balk at \$3.00 per person. Washington office, NAA, has not done enough. Need speakers. Need to simplify office procedure. Many aero clubs could be affiliated at low rate.

MacCracken. Presided at organization meeting of NAA in Detroit in 1922. Roscoe and Casey were there, mostly out tuning engines on racing planes whose speeds would be in the model class now. NAA has done some good things; some sloppy. Is there a job to be done? Contrast to 1922 when aviation had no voice. Now there are many voices. Yet there is much to be done in education, in model building, in trophies, and in running record trials. AOPA has done well on aggressive course. NAA will not compete. Development of a good magazine is needed. NAA-NAC good and Casey Jones is the man to head NAA and bring about merger.

Hoyt. Had better NAA before war with many of the same leaders and conditions not as good as now. Dis-unity ... tower of babel ... resulted from springing up of many post-war organizations. The price of dis-unity was the 48-group Air Force. Must unite.

Turner. We do have to sell aviation or else Russia will out-sell us. Manufacturers are short-sighted.

RECOMMENDATIONS

Mr. Leverone then summarized the discussion and invited motions expressing sense of meeting for consideration by the Boards of NAA and of NAC. Upon separate vote on each proposal, it was

RESOLVED, That the special informal conference on aeronautical policy held at the Wings Club, New York City, July 17, 1951, recommend to the National Aeronautic Association and to the National Air Council:

1. That the National Aeronautic Association and the National Air Council be merged; and, to facilitate the merger, Casey Jones, the new President of NAC, be elected President of NAA;
2. That there is still an aviation selling job to be done in America which, insofar as present NAA functions are concerned, calls for separate vice presidents to give strong emphasis to such activities as:
 - (a) Air youth education, including teachers, and national cooperation of present youth agencies;
 - (b) Model aeronautical activities under the Academy of Model Aeronautics;
 - (c) Continuing FAI representation in the United States on a national level, including the sanctioning of air meets and of record trials, and the awarding of certificates and trophies.
3. That heads of other aeronautical organizations be invited to serve on a national board to formulate national aeronautical policy and annual national legislative program for the consideration of the President and of the Congress;
4. That the organization of local aero clubs and private flying organizations be stimulated in all parts of the country, with emphasis upon club affiliation rather than upon individual membership in the national organization, without necessarily changing the present chapter relations to NAA, and with the matter of dues of affiliated organizations left to the new national organization to decide.

Enyart. This program would solve the problem of the FAI in the United States.

Mosier. I want to make it clear that industry people may act as advisers without trying to run the business of the new organization.

Leverone. We could have an advisory council of industry people in addition to the NAA Board of Directors.

Jones. I am willing to work on NAA-NAC merger, but not as NAA president.

Leverone. I could put Jones on MacCracken's NAA nominating committee.

Enyart. A national vice president for each NAA division would relieve the president of much detailed responsibility, so Casey could function as President of NAA during the organization period without undue burden.

In accordance with several further suggestions, Mr. Leverone delegated Dr. Victory to edit an official report of this meeting and its recommendations which, upon clearance with Messrs. MacCracken and Jones, will be transmitted to the Presidents of the NAA and of the NAC for the further consideration of their organizations.

Mr. Dorr proposed a rising vote of thanks to Mr. Leverone. All rose. Thereupon, Mr. Leverone thanked those present for giving their time to the important matters discussed and at 4:00 p.m. declared the meeting adjourned.