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### Paul Studenski Collection - Early Birds of Aviation, Inc.

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## EARLY SOLO LED TO CAREER IN AVIATION

[[image - George A. Paige, Jr.]]

Trustee George A. Paige, Jr. made his first solo flight at Baldwin, Long Island in 1913. He was one of the earliest pilots to fly scheduled planes for foreign destinations when he flew for American Trans-Oceanic from Miami to B'mini and Nassau in 1920-21.

Except for brief leaves for flying, he has been engaged in aviation engineering capacities. The aeronautical [sic] aspects of George's career, in chronological order, are:

1910-'12 [sic] — Flew model airplane, self-made.  
1911 — Flew a Witterman glider.  
1913 — Flight instruction, Heinrich school and monoplane.  
1914 — Received FAI certificate 279; mechanic with Moisant Co.  
1915-'17 — Draftsman for Heinrich Aeroplane Co.  
1917 — Joined Curtis [sic] Engineering Corp., Garden City, as draftsman. (Was with Curtiss and Curtiss-Wright except in years 1920-'21, until 1951; final assignment, Director of Engineering.)  
1920-'21 — Pilot for American Trans-Oceanic Corp., flying H-16, "Big Fish."  
1951 to present — Aeronca Mfg. Corp. as Vice President, Engineering, until retirement in 1957. Now consultant to Aeronca.

## FLYING TO VENDING MARKS TREASURER'S CAREER

[[image - Ivan P. Wheaton]]

I learned to fly a Curtiss Flying Boat at Palm Beach, Florida, January 18th, 1916. June 1916 went with Signal Corps as a commissioned pilot. October 16 received a letter of commendation from the head of the aviation section, Lt. Col. Geo. M. Squires for night flying and bomb dropping. When World War I started, I became a flying instructor at Mineola, Long Island, New York. In July 1917 went to Wilbur Wright Field, Dayton, Ohio when they opened it as a Senior Flying instructor. In December 1917 went to Rich Field, Waco, Texas as chief instructor. June 1918 took commission with Marine Aviation. Flew in France as a pilot in 3rd Squadron, Northern Bombing Group, DH-4s with Liberty Motors. After the War graduated from Marine Officers Training. Also took pursuit and gunnery course with Army Aviation, flying Newports and Spads. Stopped flying professionally October, 1920. Started flying again in 1946. Have valid license today. Do my best flying today on DC-8 Jet (Hawaiian Islands, April and May) "707" Boeing around country, last year.

Business wise — forty years in Candy and Chocolate. Twenty-four years in Ice Cream business which I sold out three years ago. Ten years ago went into Vending business and now have a large operation in this field which is managed by my son. This one is known as W & W Vendors, Inc. Also have a small financing business, Wheaton, Inc. I am President of both these Corporations. I am a Director in the California Automatic Vending Association and this year my son is President of the Association. I am not retire as you can see but am taking it a lot easier these days.

### Early Solo Led to Career in Aviation

Trustee George A. Paige, Jr. made his first solo flight at Baldwin, Long Island in 1913. He was one of the earliest pilots to fly scheduled planes for foreign destinations when he flew for American Trans-Oceanic from Miami to B'mini and Nassau in 1920-21.



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1920-'21 — Pilot for American Trans-Oceanic Corp., flying H-16, "Big Fish."

### Flying to Vending Marks Treasurer's Career

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Business wise — forty years in Candy and Chocolate. Twenty-four years in Ice Cream business which I sold out three years ago. Ten years ago went into Vending business and now have a large operation in this field which is managed by my son. This one is known as W & W Vendors, Inc. Also have a small financing business, Wheaton, Inc. I am President of both these Corporations. I am a Director in the California Automatic Vending Association and this year my son is President of the Association. I am not retired as you can see but am taking it a lot easier these days.

### Aviatatrix Made First Solo in 1912



TRUSTEE - RUTH LAW OLIVER

1912 to present — Aeronca Mfg. Corp. as Vice President, Engineering, until retirement in 1957. Now consultant to Aeronca.



IVAN P. WHEATON

1912 to present — Aeronca Mfg. Corp. as Vice President, Engineering, until retirement in 1957. Now consultant to Aeronca.

Dear Mr. Anne:

I am enclosing a snapshot, the only one I have, taken at the Annual Meeting of the Early Birds here in San Francisco. I see the girl in the white hat. Mary I haven't a chance picture to send you.

Editor's Note — Since Mrs. Law's photograph is not too clear, I am taking the liberty of using an old picture of hers that I have in my files. It shows her at the controls of a Curtiss Pusher, just during 1912!

Short Biography: I bought a Wright Model B aeroplane from the Wright Bros. in Dayton, Ohio, shipped it to Lynn, Mass. where I made my first solo flight Aug. 3, 1912. Received my Pilot License F.A.I. No. 186 in November, 1912. I arrived in California flying and I arrived in 1912. I purchased a Curtiss Exhibition Plane in 1913 and was the first woman pilot to fly the loop, November, 1913 at Daytona Beach, Fla. I established an American long distance flight record, 5016, for both men and women pilots, November 13, 1918, from Chicago to Miami, N. Y., 512 miles, nonstop. Curtiss T-32 Air Mail in the Philippine Islands, April 1919.

Donations: Aero Club of America Medal, Philippine Aero Club Medal, State of Arkansas Medal, Curtiss Medal, and a diamond studded medal awarded by the National Committee for the First Liberty Loan in recognition of the many noteworthy flights I made for War-chipping aerists advertising the sale of Liberty Bonds.

Sincerely yours,  
RUTH LAW OLIVER

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AVIATRIX MADE FIRST SOLO IN 1912

[[image - Trustee — Ruth Law Oliver]]

Dear Mr. Arens:

I am enclosing a snapshot [sic], the only one I have, taken at the Annual Meeting of the Early Birds here in San Francisco, I am the gal in the white hat. Sorry I haven't a clearer picture to send you.

(Editor's Note — Since Mrs. Law's photograph is not too clear, I am taking the liberty of using an old picture of hers that I have in my files. It shows her at the controls of a Curtiss Pusher, thus dating itself.)

Short Biography: I bought a Wright Model B aeroplane from the Wright Bros. in Dayton, Ohio, shipped it to Lynn, Mass. where I made my first solo flight Aug. 1, 1912. Received my Pilots License F.A.I. No. 188 in November, 1912. I engaged in exhibition flying until I retired in 1922. I purchased a Curtiss Exhibition Plane in 1915 and was the first woman pilot to loop the loop, November, 1915 at Daytona Beach, Fla. I established an American long distance flight record solo, for both men and women pilots, November 19, 1916, from Chicago to Hornell, N.Y., 512 miles non-stop. Carried first Air Mail in the Philippine Islands, April 1919.

Decoration: Aero Club of America Medal, Philippine Aero Club Medal, State of Alabama Medal, Curtiss Medal, and a diamond studded medal awarded by the National Committee for the First Liberty Loan in recognition of the many crosscountry [sic] flights I made for them, dropping leaflets advertising the sale of Liberty Bonds.

Sincerely yours,  
RUTH LAW OLIVER

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