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2950 North Seventh Street, Suite 200, Phoenix AZ 85014 USA

(602) 224-0296; www.nicr.org

Flying Chiros

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Joseph C. Keating, Jr., Ph.D.

6135 N. Central Avenue, Phoenix AZ 85012-1232 USA

(602) 264-3182; JCKeating@aol.com

Color Code:

Red & Magenta: questionable or uncertain information

Green: for emphasis; **Blue:** not yet abstracted

Year/Volume Index to the *Journal of the National Chiropractic Association* (1949-1963), formerly *National Chiropractic Journal* (1939-1948), formerly *The Chiropractic Journal* (1933-1938), formerly *Journal of the International Chiropractic Congress* (1931-1932) and *Journal of the National Chiropractic Association* (1930-1932):

Year	Vol.	Year	Vol.	Year	Vol.	Year	Vol.
		1941	10	1951	21	1961	31
		1942	11	1952	22	1962	32
1933	1	1943	12	1953	23	1963	33
1934	3	1944	14	1954	24		
1935	4	1945	15	1955	25		
1936	5	1946	16	1956	26		
1937	6	1947	17	1957	27		
1938	7	1948	18	1958	28		
1939	8	1949	19	1959	29		
1940	9	1950	20	1960	30		

CHRONOLOGY

1895: Otto Lillienthal builds and flies successfully the first of his three biplane hang-gliders (Gibbs-Smith, 1974)

1903 (Dec 17): Orville & Wilbur Wright make first sustained, controlled flights in motor-powered airplane (Gibbs-Smith, 1974)

1920 (Aug 13): **FHN** [A.C. 24] [8(52)] includes:

-photo caption (pp. 17-23) reads:



Dr. Shaklee and B.J. talking over the arrival of THE GOOD SHIP B.J.

-photo caption (pp. 17-23) reads:



Sunday morning. Christening THE GOOD SHIP B.J.

1920 (Sept 11; Saturday): **FHN** [A.C. 25] [9(52)] includes:

-“Takes Movies of Flight” (p. 4):

Moving pictures of an airplane flight were taken at the Wallace field, Bettendorf, Sunday morning by R. Thoensen, Davenport camera man. Pictures were taken of a flight made by Frank Wallace as he carried Dr. B.J. Palmer as a passenger. – (The Davenport Daily Times, Monday, August 9, 1920.)

-“Moving Pictures of Air Flight” (p. 4):

An interesting event of Sunday morning at Wallace Field was a flight of two planes, one piloted by Fred Wallace with R. Thoensen and his moving picture machine in the passenger’s seat, filming a second plane which carried Frank Wallace with Dr. B.J. Palmer as passenger. Dr. Palmer is one of the enthusiastic boosters for aviation after having thoroly studied the equipment and operation of Wallace Field. – (Davenport Democrat and Leader, Monday, August 9, 1920.)

1936 (July); **The Chiropractic Journal** [5(7)] includes:

-photograph & caption (p. 21):



Dr. W.E. Methvin, Tennessee Chiropractor-inventor, points to the unusual shot in the wing of his new monoplane which, it is claimed, prevents spinning and adds to the rate of climb and quickness of take off. - Harris-Ewing Photo.” Title of article reads: “New safety plane invented by chiropractor undergoes tests. The following article about Dr. W.E. Methvin in the Washington, D.C. Sunday Star was sent in by Dr. E.J. Murphy of Washington, D.C.

1937 (Aug): **The Chiropractic Journal** (NCA) [6(8)] includes: -photograph of R.D. Ketchum, D.C. and plane following crash:

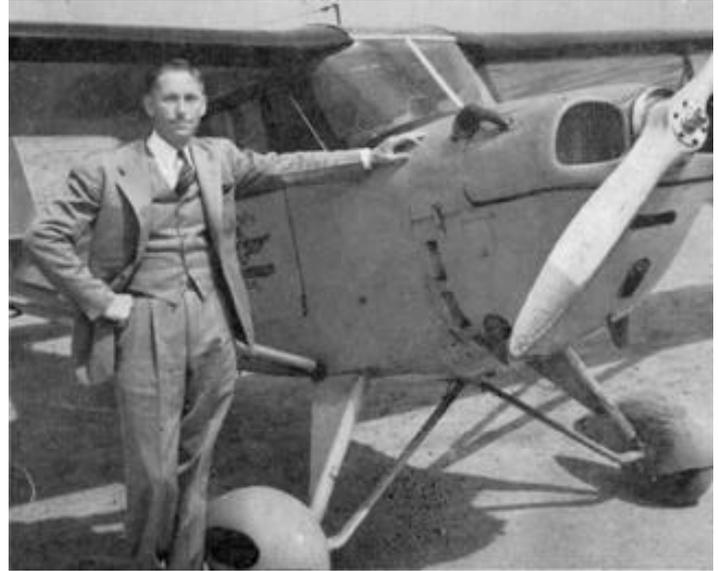


L-R: Dr. and Mrs. E.C. Ingham, Dr. D.E. Christiansen, Dr. R.D. Ketchum, and Dr. Howard Ernst, the pilot.

Dr. Gordon M. Goodfellow, NCA President, flew up from Los Angeles to the Oregon state convention in Portland recently. Dr. Howard W. Ernst was his pilot and a good one. Sunday Dr. Ernst took Dr. and Mrs. Emery C. Ingham, Dr. D.E. Christiansen, and Dr. R.D. Ketchum up for a short flight and the motor stalled at 2500 feet over the center of the city. Dr. Ernst made a forced landing in a small practice golf course, in the center of the East side business district. Only because of Dr. Ernst’s very clever flying were the passengers saved from instant death as he skimmed over the high voltage wires onto the 200 foot lot.

Dr. Ernst has been flying twelve years and this was his first crash or forced landing. He is considered a Class A pilot, and his passengers were grateful for his skillful handling of the plane and safe landing. Needless to say, Dr. Goodfellow took the train back to his home in Los Angeles.

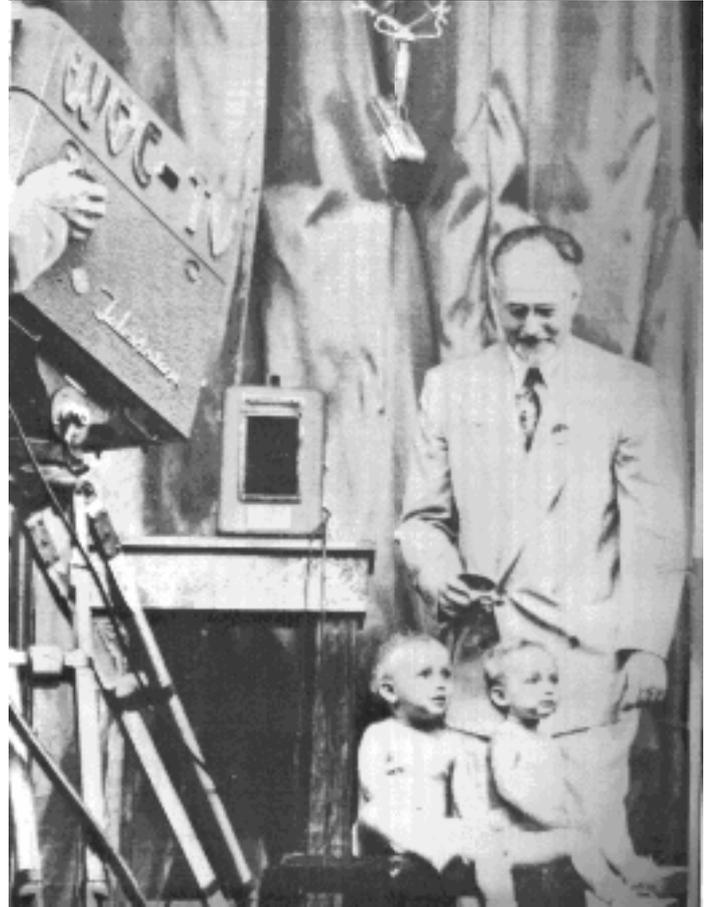
1940 (Nov): **The Chiropractic Journal** (NCA) [9(11)] includes: -ad for Pathometric, Inc. (rear cover) features Roy Larson, D.C., a Pathometric (radionics) instructor, who covers his “Southeast territory” in his own plane; photograph:



1944-45: Herbert J. Vear, future DC, serves with the RCAF Bomber Command in European Theatre; photographs from March-May 1945 of Herb Vear in front of Lancaster bomber, member of 434 Squadron stationed in Yorkshire UK:



1948: photograph of James C. Drain, D.C. (courtesy of James C. Drain, D.C.):



1947: **JN Haldeman**, D.C. is Vice President of the **Dominion Council, Canadian Chiropractors' Association** (Haldeman, 1950, patient pamphlet; Rehm's notes); JN Haldeman notes (Haldeman & Haldeman, undated, p. 19):

As my income was derived solely from my practice, and I had no assistant, it was necessary to miss as little time from the office as possible. I represented Saskatchewan on the Dominion Council of the Canadian Chiropractors and was a Director of the Canadian Memorial Chiropractic College in Toronto. This required two or more trips a year down East. The plane would be particularly useful on trips from Regina to Davenport, Iowa. Representing Canada on the **Board of Control of the International Chiropractors' Association** required two trips to Davenport a year. By train, it took forty-eight hours, by airline, because of poor connections, thirty-six hours. Going direct, it was only eight flying hours in the Luscombe and six in the Bellanca. I had to speak at meetings in various parts of Saskatchewan. The problem was to get to meetings up to two hundred and fifty miles away after office hours and be back the next morning in time for work.

1947: Dr. **Haldeman** began flying at age 45, at Regina, Saskatchewan, Canada (Rehm's notes)

1947 (July 16): "I took my first instruction on July 16, 1947, and did not get my license until March 15, eight months later" (Haldeman & Haldeman, undated, p. 11)

Photo from the *ICA International Review of Chiropractic* 1949 (Oct); 4(4): 13; original caption reads: "Television Plays a Part Too! Kaye and Maye Haldeman (or is it Maye and Kay), twin daughters of Dr. J.N. Haldeman, Regina, Saskatchewan, are shown with their father, as he demonstrates nerve pressure reading during special pre-Lyceum classes"

1949: Haldeman & Haldeman, undated, p. 22:

When they [twins] were three months old, we flew with them down to Davenport, Iowa, to attend the Palmer Chiropractic Lyceum.

Before leaving for Davenport, we went to Edmonton. I had a conference with **Premier Ernest Manning**. The nine-hundred-mile return flight to Edmonton had to be made occasionally, as I was organizing Saskatchewan and was **Chairman of the National Council of the Social Credit Association of Canada**. We depended on Premier Manning and Alberta for assistance. This was generously given and Bob Jorgenson, later Minister of Welfare, and Ernest Manning always gave me as much of their time as was needed when we visited them. Pictures of the "Flying Twins" were in the Edmonton papers and in Davenport, Iowa, papers in the one week.

The following year we flew to Davenport in the Bellanca. I was a guest speaker at the Palmer Lyceum before five thousand of my colleagues. On the same program was Bernard McFadden [Macfadden]. It was most interesting to meet a man who I had heard about all my life and whose magazines were always to be found in my living quarters.

Visiting the Palmer Lyceum is like a "pilgrimage to Mecca." Here, from the original school and the Fountainhead of Chiropractic, is disclosed the latest scientific developments in chiropractic. Chiropractic, having been discovered only in 1895 by Dr. D.D. Palmer, is in a state of continual development. One of the great sources of interest is Dr. B.J. Palmer's (son of the Founder) million dollar private clinic, where the most advanced types of modern medical equipment are used to prove actual body conditions, and the proof of the relief of these conditions by chiropractic only -- "the scientific adjusting of a bone in the spine to relieve nerve pressure to restore health.

At a year old, the flying twins were certainly "cute" and attracted a lot of attention. They had their first television appearance in Davenport over WHO-WOC. The radio artists coined the word "telegenic" for the twins.

1950 (Apr): patient pamphlet published by **JN Haldeman** entitled "Chiropractic: the safest, quickest, surest way to health" includes excellent **photo** of Dr. **Haldeman**; he lists his credits as:

Joshua Norman Haldeman

Member of the Executive Board of the Saskatchewan Chiropractors' Association, set up by an Act of the Saskatchewan Legislature, 1943.

Member of the Examining Board of the Saskatchewan Chiropractors' Association, 1943-1950.

Director of the Canadian Memorial Chiropractic College, Toronto, 1944-1950, one of the original sponsors.

Saskatchewan representative on the Dominion Council of the Canadian Chiropractors' Association, 1942-1950.

Vice-President fo the Dominion Council, Canadian Chiropractors' Association, 1947.

Canadian representative on the Board of Control of the International Chiropractors' Association, 1948-1950.

Holds a license to practice in Saskatchewan under the Chiropractic Act.

Has the following diplomas and certificates:

1. Diploma - Palmer School of Chiropractic, Davenport, Iowa Degree - Doctor of Chiropractic, 1926.
2. Diploma - X-ray and Spinography, P.S.C., 1926.
3. Certificate - St. John's Ambulance, First Aid, 1927.
4. Post Graduate Certificate, P.S.C., 1935.
5. Post Graduate Certificate, National College of Chiropractic, Chicago, Illinois, 1935.

6. Post Graduate Certificate, National College of Chiropractic, Indianapolis, Indiana, 1936.
7. Post Graduate Certificate, P.S.C., 1937.
8. Post Graduate Certificate, N.C.C., 1938
9. Post Graduate Certificate, P.S.C., 1938
10. Certificate of Competency in Use of X-Orays - Saskatchewan Chiropractors' Association, 1943.
11. Post Graduate Certificate, Canadian Memorial Chiropractic College, Toronto, Ontario, 1947.
12. Post Graduate Certificate, P.S.C., 1949.

-**photo** of "Twenty-room Residence of Dr. and Mrs. Haldeman at 2302 Cornwall St., Regina, Sask." (p. 13)

-autobiographical sketch (p. 13):

Joshua Norman Haldeman

was born in a log cabin in northern Minnesota on November 25, 1902; father, Dutch and Irish; mother, English. In 1904 his father contracted diabetes and was given six months to live. He went to a Chiropractor and recovered sufficiently to carry on with his normal activities for several years. The family, having benefitted from this new health method soon after its discovery, used it ever after. His mother studied Chiropractic to look after his father, the family and others. The family moved to Saskatchewan, Canada, in 1907.

During his college years the author's eyes failed him several times and he could get no relief except through Chiropractic, so he attended the Palmer School from 1922-1926. While obtaining his professional training his eye trouble cleared up so that even with intensive studying he did not require the use of glasses or other aids for over twenty years.

For the past fourteen years he has had a very successful practice in Regina, Saskatchewan, making a national and international name for himself in his profession. In 1942 he married Winnifred Josephine Fletcher. They have a boy, Scott, age 7, Edith Lynne, age 5, and twin daughters, Almeda Kaye and Winnifred Maye, age 2 years. Mrs. Haldeman was a teacher of Trinity College Dramatics and Royal Academy Ballet, and continued operating her studio after marriage, organizing the first Ballet company in Saskatchewan, becoming its director and choreographer.

Dr. and Mrs. Haldeman are flying enthusiasts. They have visited all parts of North America in their private plane, using it for rapid conveyance to the many professional conventions and activities in which they have taken an active part. In 1949 Dr. Haldeman was a guest speaker at the Palmer Lyceum before 5,000 members of his profession.

1950 (Nov): **JNCA** [20(11)] includes:

-Justin C. Wood DC authors "In memoriam" (pp. 56, 58) obit for Wayne F. Crider DC and wife, who died in plane crash:

The chiropractic profession, and a host of friends without it, were shocked at the tragic death of Dr. Wayne F. Crider, of Hagerstown, Maryland, and his wife, lovingly known as "Pinkie" to her friends.

Wayne was a flying enthusiast just recently elevated to major in the Civil Air Patrol, and this writer has flown hundreds of miles with him. What happened Sunday, October 7, will never be known, but it was drizzling rain and visibility was practically zero.

Wayne Crider was a man of many talents, all of which he used to the fullest. He was a man of character and moral integrity, plus a rugged individualism and determination which were often misunderstood. His love for and devotion to chiropractic often caused him to be impatient with those whom he felt were hindering the advance of his beloved profession.

He was among the first to advocate increased educational standards and some twenty years ago he inaugurated the program that is now the NCA accrediting committee's responsibility. His ability, energy, and drive have served both the NCA and the Maryland Chiropractic Association faithfully and well through many long years. His vision and counsel will be missed both locally and nationally. Ira, (Pinkie to me) his wife and pal was by his side to the last. She was one of the sweetest characters it has ever been my privilege to know. Her grace and charm were obvious to all, but especially in her home one noticed her queenly graciousness that endeared her to everyone she met.

They left three fine children who I am sure will prove worthy of the noble heritage left them by fine, upright Christian parents.

Personally, as their friend, I am happy here to record my debt to them for they both contributed greatly to my joy and happiness. Heaven is richer and earth poorer for their passing, but have left a record of unselfish service which should challenge us all to "go and do likewise."

Hail and fare-well, "Wayne and Pinkie," we shall some day be reunited in a fairer, brighter clime where joys forever shall be ours to enjoy.

A FATAL PLANE ACCIDENT

Dr. and Mrs. Wayne F. Crider, of Hagerstown, Maryland, were killed instantly on October 8, 1950, when their plane nosedived into a cornfield in Lancaster County, Pennsylvania. The couple were returning from a weekend trip to their summer home in northern New York.

The exact cause of the tragedy is not known. One witness, Dr. S.P. Millis, of Elizabethtown, stated he saw the plane flying approximately 100 feet above the ground and that suddenly it nosed down, rolled over, and disappeared over a slight hill. Dr. Millis immediately investigated and found the couple dead. It is believed that Dr. Crider, who was piloting his plane, descended from an overcast in the rainy weather to obtain his bearings, but was not able to regain control of his plane in time when he found he was so low. Investigation showed that there was ample fuel in the gas tanks to get them to their destination, and that there was no indication of engine malfunction. Dr. and Mrs. Crider had flown this same route many times before. Dr. Crider was widely known for his ability as an aviator, having only recently been promoted to the rank of major in the Maryland Wing Staff of the C.A.P.

Dr. Wayne F. Crider was born in Waynesboro, Pennsylvania on January 1, 1900. He was graduated from high school in Hagerstown, and later attended Valparaiso University and the National College of Chiropractic, where he received D.C. and Ph.C. degrees. He also holds an honorary Ph.C. degree from the Eastern College of Chiropractic, a B.S. degree from the Capital College of Washington, and an honorary B.Sc. degree from Metropolitan College of Chiropractic, Cleveland, Ohio.

Dr. Crider was a member of the Maryland Chiropractic Examining Board from 1928 to 1937 and served as its secretary from 1929 to 1934. He organized the NCA Council of Chiropractic Examining Boards of the United States and Canada and served as president for several years. He was elected to the Board of Directors of the International Congress and was elected secretary-treasurer of the State Examining Boards Congress in which capacity he served from 1932-34.

He was commissioned by the NCA Council in 1935 to form a standard for accrediting chiropractic colleges. The general principles of Dr. Crider's program were accepted by the council in 1937 at the Grand Rapids convention.

Dr. Crider was a member of the Sigma Phi Kappa Fraternity of the National College of Chiropractic, an honorary member of the Delta Sigma Chi chiropractic fraternities, an Ancient Free and Accepted Mason, a member of the Elks, Knights of Pythias, and was very active in the Trinity Lutheran Church.

Mrs. Crider was a member of the Women's Club and was a former member of the club's board of directors. She was very active in the church and in Red Cross work.

Dr. Crider's work for the chiropractic profession has done much to broaden the vision of chiropractic attainments through the years. His passing means a great loss to the profession.

Dr. and Mrs. Crider are survived by three children: John Crider, a student at the National College of Chiropractic; Miss Mary Jane Crider, of Washington, D.C., and Wayne Stuart Crider, a student at Mercersburg Academy.

1950: after extensive flying in Canada and the US, **JN Haldeman** crated and shipped his 1948 Bellanca airplane and took it to South Africa in 1950 (Rehm's notes)

1950-70: **JN Haldeman** flew across 80 countries and territories of the world (Rehm's notes)

1951 (Apr/May): **Research News** (official publication of I.B.T.R.I.) includes:

-cover photograph of I.N. Toftness, D.C.



-"Dr. I.N. Toftness" (p. 2):

Dr. I.N. Toftness, the eldest of eleven children, attended the Palmer School of Chiropractic. He interned one year at the Wisconsin Chiropractic Hospital at Prairie du Chien, Wisconsin. On October 10, 1932 he began practice in Cumberland, Wisconsin. In the spring of 1934 he took the post-graduate course in Basic Technique. Loyal to his state and national organizations, he served as President of the Wisconsin Basic Research Society in 1945. He has a perfect attendance record at the Basic Conventions in St. Louis since 1934. Served as President of the I.B.T.R.I., 1946-47, and is at present a member of the Board of Directors.

His trophy case, containing numerous State and National trophies, is indicative of his deep desire to relieve sick and suffering humanity. The bronze research plaque presented to him at the 1950 Convention for developing a new measurement for lateral spine X-rays was a signal honor.

Dr. I.N.'s enthusiasm has been responsible for many students in the Chiropractic field, including three brothers, the youngest a Junior now enrolled at the Logan College and a nephew, who is a Freshman. Four brothers-in-law, three practicing in Wisconsin, are all graduates of the Logan College and one just graduated.

On March 29th, 1949, a grand opening was held of the new Toftness Chiropractic Clinic, classed among the finest in the U.S.

Serving on the staff with him are two brothers; Dr. Gordon, who has been with him for 3.5 years, and Dr. L.S., who maintains his private practice in Amery, Wisconsin.

One hobby, photography, he has used to advantage in taking movies and stills of patients before and after adjustments which have been shown extensively to various types of lay organizations.

Our story would not be complete without mentioning that both he and his wife have been ardent flying enthusiasts for the past ten years. Both have private licenses. They have flown their plane to many points of interest throughout the United States.

Dr. Toftness dedicates his achievements to the teachings of the late Dr. Hugh B. Logan.

1951 (May): *ICA Review* [5(11): 12] publishes letter from JN Haldeman entitled "Chiropractic in South Africa: Former ICA Board Member Reports Excellent Opportunities for Chiropractors":

March 6th, 1951

International Chiropractors Association,
Davenport, Iowa, U.S.A.

Gentlemen:

Received your letter and anxious to receive the latest issues of the Review. We have been busy getting settled in our new home here in Pretoria. This country is a wide open field for good Chiropractors although most people have not heard of Chiropractic as there has been no advertising.

I was unable to get an office downtown, so bought a place 2.5 miles from the business district. We moved in on the first of December and started to practice that day. Had good success with the first patients so the practice built up to twenty-five appointments by the 15th of January and thirty-seven by the 5th of February, without any newspaper announcements or advertising other than personal contact and booklets.

We did put up two small signs on our gatepost, one in English and one in Afrikaans. The Afrikaans-English dictionary did not give Chiropractic, so I went to Dr. Bosman, who is in charge of making official translations for the Government and had Chiropractic and Chiropractor translated officially into Afrikaans. These words will appear in the next edition of the dictionary. Of course, everyone can speak English, except in possibly some of the outlying districts. Afrikaans is interesting and it is the only modern language, so we are learning it.

Many good sized towns have no Chiropractors at all. In Pretoria, a city of two hundred and seventy thousand, there are two others besides myself, a Carver and a Los Angeles graduate.

South Africa is a most pleasant and interesting place to live. The warmest we have experienced during the hot spell is 86 degrees. They have never had snow in Pretoria and only an occasional light frost in cold weather. Within driving and flying distance (we brought our plane with us) are innumerable interesting spots to visit.

There are no restrictions on Chiropractors immigrating to South Africa. There is no law. I applied for permanent entry to practice Chiropractic. With the acceptance of my application they informed me that I would not be permitted to do anything else.

If any Chiropractors wish to make a change or new graduates are looking for a good field, I would certainly recommend that they consider South Africa. We have found it most pleasant and interesting beyond our possible expectations.

Enclosed cheque for \$2.00.

Sincerely yours,
DR. JOSHUA N. HALDEMAN,
Chiropractor

P.S.: Will you please send me a copy of the Act passed by one of the States in Australia, also a report on the Micro-Dynameter following your survey of users.

1952 (June): *ICA Review* [6(12)] includes:

- "Dr. Haldeman addresses European chiropractors" (p. 25):

Dr. J.N. **Haldeman**, Rietondale, Pretoria, South Africa, has been invited to address the annual meeting of the European Chiropractic Union being held early this month in Oslo, Norway.

Dr. and Mrs. **Haldeman** left Rietondale May 10 in their private plane, flying through Africa, Spain, and France en route to London where they visited British Chiropractors before flying on to Oslo

- "Canadian Chiropractors in "Who's Who" (p. 25):

Dr. J.N. **Haldeman** (Palmer Graduate, 1926), Dr. **Haldeman** was listed in the 1948 "Who's Who" and the information for the recent edition was gathered prior to his intention to leave Canada. He is a former member of the I.C.A. Board of Control.

1952 (Sept): *ICA Review* [7(3)] includes:

- cover photograph & caption:



Dr. L.K. Griffin, one of the first convention delegates to arrive on the scene, flew to Davenport from his home in Ft. Worth, Texas, in his private plane.

- "Flying...two continents" (pp. 5-6, 34, 36) by J.N. **Haldeman** DC of Rientondale, Pretoria, South Africa, recounts aerial voyage over Africa and Europe, plus photograph of Dr. Haldeman and wife Winnie in front of airplane (p. 5):



Dr. and Mrs. Haldeman shown with the "Good Ship Winnie" as they leave for their two continent trip.

1952: with Mrs. Haldeman, he flew completely around Africa and Europe, up to Scotland and Norway in 1952, a trip of 25,000 miles (Rehm's notes)

1953: **JN Haldeman** did an 8,000 mile central African trip by air with Mrs. Haldeman and son Scott (Rehm's notes)

1954 (Aug): **ICA Review** [9(2)] includes:

- "Chiropractor featured in air show" (p. 24); includes photograph of John Q. Thaxton, D.C.:

Dr. John Q. Thaxton, Raton, New Mexico, took part in the third Women's National Aeronautical Association May 20 as the starter for the race.

This third annual Skylady Derby featured women flyers from different parts of the United States and was a national affair. The derby will be held in Raton again next year. – ACP.



Dr. John Q. Thaxton, Raton, New Mexico, acts as starter for air races.

1954 (Dec): **ICA International Review of Chiropractic** [9(6)] includes:

-cover includes photo of J.N. Haldeman, D.C. with his plane and Prime Minister & Mrs. Robert Gordon Menzies of Australia

-J.N. Haldeman, D.C. authors "We fly three continents...Josh and Wyn Haldeman" (pp. 4-5, 27-8); additional photo

- "State and Provincial News: Chiropractors Participate in Air Tour" (p. 24):

Dr. and Mrs. L.K. Griffin of Ft. Worth and Dr. and Mrs. S.T. McMurray of Dallas participated in a seven-day Texas to Mexico air tour in October. They flew in Dr. Griffin's Beechcraft Bonanza,

leaving Brownsville with 42 other private planes and flying to Mexico City via Tampico. - ACP

1954: **JN Haldeman** made a 30,000 mile trip in his single engine airplane up the coast of Africa, across the Asian Coast to Australia, around Australia and back to South Africa. He is generally considered to be the only private pilot to have made this trip in a single engine airplane (Rehm's notes)

1955 (Mar): **ICA International Review of Chiropractic** [9(9)] includes:

- "Chiropractor's Wife Flies Too" (p. 25):

Mrs. John W. Sutherland, Albuquerque, N.M., is the first New Mexico woman to enter the annual "Powder Puff Derby," the July 4 air race from San Diego to Boston for the fair sex only. Her husband, Dr. Sutherland, Albuquerque chiropractor and former Air Force pilot who was shot down over Italy in 1944, owns a Piper Tri-Pacer aircraft.

Mrs. Sutherland "caught" her flying enthusiasm from the doctor, and while learning to fly decided to enter the derby. For practice, she recently flew Dr. Sutherland and their three children to and from Death Valley, Calif. – ACP.

1955 (Apr): **ICA International Review of Chiropractic** [9(10)] includes:

- "Couple renew vows ,000 feet above Los Angeles" (p. 39):

North Hollywood, Calif. (ACP) – Philip E. Singer, D.C. and his wife, Edythe, were married 25 years ago in a Goodyear blimp, 3,000 feet above Los Angeles. To celebrate their 25th wedding anniversary, they recently duplicated the ceremony, again repeating their vows in a blimp in the clouds.

The re-enactment resulted in considerable publicity and photographs in metropolitan newspapers. At the time of the first ceremony, Singer was an entertainer and his wife was a swimming star and Candian beauty queen.

1955 (Sept): **ICA International Review of Chiropractic** [10(3)] includes:



"AIR-MINDED FAMILY – Posing in front of their plane which was sponsored by the New Mexico Chiropractic Association in two air derbies are Dr. and Mrs. John W. Sutherland of Albuquerque, with Ginger and Ann, eight-year-old twins, and Dixie Lee, 11. Dixie was co-pilot for her mother in the Sky Lady Derby."

- "Chiropractic entrant in air derbies" (p. 18); includes photograph and:

Albuquerque, N.M. (ACP) – Mrs. J.W. Sutherland, wife of Dr. J.W. Sutherland, recently participated in the Sky Lady and Powder

Puff Derbies. She was sponsored by the New Mexico Chiropractic Association.

The Sky Lady Derby started at Little Rock, Ark. And ended at Raton, N.M. This was a fuel and economy race, with 13 entrants. Mrs. Sutherland finished 7th.

The Powder Puff Derby started at Long Beach, Cal., and ended at Springfield, Mass. There were 59 entrants and Mrs. Sutherland finished 12th.

Mrs. Sutherland, who was a first-time entrant in both Derbies, had less than 200 flying hours, compared to the majority of entrants who had thousands of hours.

In several cities designated as race route stops, Mrs. Sutherland was met by delegations of chiropractors who gave her gifts.

1956 (June): *ICA International Review of Chiropractic* [10(12)] includes:

-cover photograph:



“ICA PLANE Among more than 20 planes competing in the ‘Powder Puff Derby’ on July 7-10 will be this Tri-Pacer Cub which will be piloted by Mrs. Randa Sutherland, wife of Dr. J.W. Sutherland of Albuquerque, N.M. The ‘chiropractic’ plane will be sponsored in the race by ICA members along the route from San Carlos, Calif., to Flint, Mich.”

1957 (June): *ICA International Review* [11(12)] includes:

-“Powder Puff Derby – 1957” (p. 13); notes Paul Mendy, ICA director of information, will accompany Mrs. Randa Sutherland, wife of chiropractor, on her cross-country flight in the airplane “Flying Chiropractor”; includes photographs of Mendy, Mrs. Sutherland, and:



“This Piper Tri-Pacer is the chiropractic entry in the Powder Puff Derby”

1957 (Aug): *ICA International Review* [12(2)] includes:

-B.J. Palmer authors “One unit” (pp. 1, 6)

-“Randy is 10th in derby; wins two ‘leg’ prizes” (p. 21); Mrs. Randa Sutherland’s continuing participation in Powder Puff Derby in her ICA plane; photograph:



“Pointing to map of Powder Puff Derby race route are (from left) Paul Mendy, Mrs. Randa Sutherland and Dr. Paul Greb of Palo Alto, Cal. Picture was taken at San Carlos, Cal., at start of “Randy’s” pre-race trip.

1957 (Sept): *ICA International Review* [12(3)] includes:

-photo of Mrs. Randa Sutherland (p. 29); caption reads:

GETTING HER PRIZE – Ms. Rand Sutherland of Albuquerque, N.M., ICA’s entry in the cross-country Powder Puff Derby air race, receives a share of stock worth \$100 in New Industries of Moline, Inc., as a “leg prize” for making the fastest time of all contestants in the race between Omaha, Neb., and Moline, Ill. Making the presentation at Philadelphia is Frederick, Mann, official greeter for the City of Brotherly Love.

1958 (June): *ICA International Review of Chiropractic* [12(12)] includes:

includes:



“Front row: Les Snooks (treasurer), Ron Whatuu, Clarence Cheff, Bill Fewell, Andre Fortier, Lou Jarvis, Ray Morse (secretary). Second row: Dr. Donald Pharaoh (Faculty advisor), Tom Kileen, Bill Dallas (president), Brian O’Hagan (vice-president; seated), Dean Crawford, Joe Hooks, Georges Curchod (seated).”

-PSC flying club; photograph (p. 17) and:

Twice as Far, Twice as Fast

October 4, 1957, was a red letter day for the world and for Chiropractic...

The Russians launched their Sputnik No. 1 into outer space – and the Flying Club of the Palmer School gave Chiropractic a flying start on the aerial highways.

The club hopes that before long, Chiropractic will be spreading twice as far, twice as fast on the wingtips and fingertips of chiropractors in many parts of the world.

The PSC Flying Cub is limited at present to 15 members, and there is a substantial waiting list. As a member graduates with his D.C. diploma and his pilot’s license, a prospective pilot fills his place.

The club owns a two-passenger Aeronca Champ and is based on the municipal airport at Bettendorf, about five miles from the PSC in Davenport. In the past six months, instructors have guided several students through the solo flight stage and some members have qualified for the C.A.A. commercial license.

Dr. Donald Pharaoh, popular head of the PSC Anatomy Department is among those who intend to qualify for a pilot's license. He is faculty advisor to the Flying Club.

1961 (Mar/Apr): *Digest of Chiropractic Economics* [3(5)] includes:
 -"Doctor Bill Harris; Albany, Georgia; A Digest personality profile" (pp. 4-5, 38, 40); many photographs, including:



"Son Tommy and Dr. Harris plan a trip in their plane"

1965 (Mar/Apr): *Digest of Chiropractic Economics* [7(5)] includes:
 -"College reports: Palmer College" (pp. 29-30); includes:
 ...The Palmer Flying Club, composed entirely of Palmer College of Chiropractic students, held an open house at the Davenport Municipal airport Sunday afternoon, Feb. 21st. The club's second plan was delivered Thursday, Feb. 18th.

1968 (Jan): *ACA Journal of Chiropractic* [5(1)] includes:
 -"Pennsylvania" (p. 50) includes photograph and story of Dr. Rothenberger:



Dr. Jesse R. Rothenberger, Marine Corps Reserve pilot, checks an F-8 Crusader, one of many high performance jets in the Navy-Marine team.

Captain Jesse R. Rothenberger, Marine Corps Reserve Pilot, is also Jesse R. Rothenberger, chiropractic physician. The Captain is a member of Headquarters and Maintenance Squadron 43, one of six organized Marine Corps Reserve Units located at the U.S. Naval Air Station, Willow Grove, Pa. One weekend each month he attends drills at the air station and maintains his proficiency as a jet pilot.

Dr. Rothenberger is a graduate of State College, West Chester, Pa., and of the National College of Chiropractic, Lombard, Ill. He has established a practice at his home, 310 West Philadelphia Avenue, Boyertown, Pa., where he presently resides with his wife Rosalie. He is a member of the American Chiropractic Association.

From May 1958 to February 1964 Dr. Rothenberger was on active duty with the Marine Corps as a fighter pilot and air controller. He has been a member of the reserves since December 1955.

1969 (Apr): *ACA Journal of Chiropractic* [6(4)] includes:
 -"California" (p. 58) includes **photo** and caption:

Dr. Gilbert Gagos, right, Hollywood doctor of chiropractic, is shown receiving honorary co-pilot's wings from Dick Probert, general manager of Catalina Seaplanes, Inc., in recognition of his more than 1,000 flights to and from Catalina Island. Dr. Gagos, who has been practicing for 20 years, has logged more than 25,000 miles – equaling a trip around the world – on round trip flights to Catalina, where he has conducted a weekend practice for the past nine years.

1969 (Oct): *ACA Journal of Chiropractic* [6(10)] includes:
 -"Flying Chiropractors Association" (p. 63):

The Flying Chiropractors Association, a national organization of doctors of chiropractic who are aircraft owners and pilots dedicated to further aviation safety, has just concluded its annual meeting at Indian Lake located in western Pennsylvania.

Dr. F.J. Miscoe, Johnstown, was elected president. Other officers are Dr. Marcella Ritter, Chicago, Illinois, vice president; and Dr. W.D. Purser, Portsmouth, Virginia, secretary.

Over one hundred doctors of chiropractic and their families attended this year's fly-in affair. The next event is tentatively scheduled for Chicago, Illinois the summer of 1970.

1970 (July): *Journal of the Canadian Chiropractic Association* [14(2)] includes:

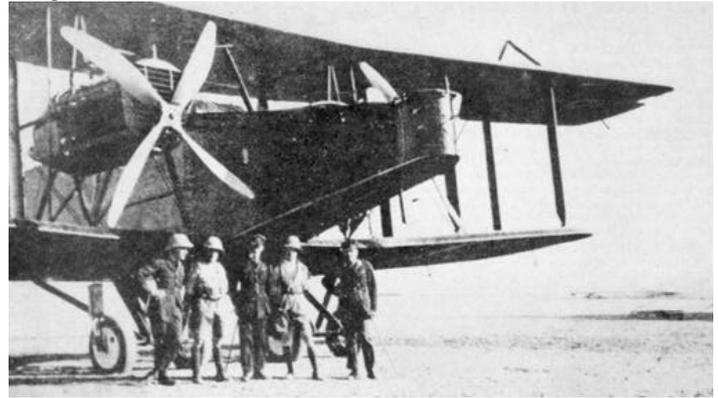
-Captain L.S. Pope authors "Another incredible journey" (pp. 31-33), reprinted from the Sentinel of October 1968; tells of 1919 record-setting flight of RAF Lieutenant Harry A. Yates (future DC) and team from England to Cairo to deliver Lawrence of Arabia; photographs & captions:



Lieutenant Harry A. Yates, whose record-breaking flight landed Lawrence of Arabia in Cairo, later served for many years as President of the Ontario Chiropractic Association and as the first chairman of the Board of Directors of Chiropractic of Ontario



The Handley-Page 0/400 was designed for bombardment of Berlin. By 1919 the bombers still in service were in a very poor state of repair.



Colonel Lawrence took this picture of Handley-Page F.318 after its arrival in Cairo with (l to r.) Lieutenant Yates, mechanics Stedman and Hand (no known ranks) and Mr. Philby.

1974: **JN Haldeman** practiced in Pretoria, South Africa from 1951 until his death in an airplane accident in 1974 (Rehm's notes)

1974 (Mar): *ICA International Review of Chiropractic* [27(2)] includes:

-William C. Chapel, D.C., EVP of Parker Chiropractic Research Foundation, authors "First passengers: Dr. and Mrs. Jim Parker, first passengers to set foot on World's largest airport at Dallas/Fort Worth, January 13, 1974" (p. 4); includes photograph & caption:



Left to Right: Mayor of Houston, Wes Wise; Dr. James W. Parker; Mrs. J.W. Parker; Mayor of Ft. Worth, R.M. Stovall

1991 (Summer): *PCC Alumni News* [32(2)] includes:

-F. Leo Kerwin, D.C. authors "Dr. Kerwin's business is flying high" (p. 15); includes photograph and:

A life-long love of aviation has led Dr. F. Leo Kerwin, '56, of Cape Canaveral, Fla., to begin a business dedicated to refurbishing vintage WWII aircraft. Here he gives the story behind his love for airplanes and one of the groups he helped found. Dr. Kerwin helped organize the Warbird portion of the Quad-City Air Show in Davenport in 1988.



Dr. F. Leo Kerwin, flying one of the many WWII planes which his company has refurbished.

Being in a military school during World War II, it was easy to be fascinated with airplanes. Starting at age 14, under the instruction of a recently discharged Navy fighter pilot, and without the knowledge of my parents, my grass cutting money went to flying lessons. By the time I graduated from high school, I had also graduated from Piper Cubs to military airplanes.

Up-grading my license qualifications to commercial pilot, I continued my love affair with the sky. It wasn't long before I was rated instructor and qualified to give airplane and instrument instruction in all types of aircraft.

To help satisfy our "Walter Mitty" dream, my patient and long-time friend Martin Caidin and I began a Wing of Confederate Air Force, an organization formed a few years earlier in Texas to fly and preserve the World War II aircraft.

We soon outgrew the small local group and formed a new organization, called the Valiant Air Command, dedicated to preserving the aircraft. Organized by me and about 30 other individuals in 1977, we now have a membership of over 1,500. I was the original Commander of the Valiant Air Command and served on the Board of Directors for 11 years. During that time, we completed a \$5 million hangar/museum complex, all with private donations.

In 1986, I acquired another large hangar. After a number of friends asked me to tinker with their Warbirds, it soon became necessary to turn the venture into a business.

Since there was nobody in the area who was really doing that kind of work, particularly refinishing the outside of the aircraft insofar as sheet metal and painting was concerned, we decided to specialize in that aspect. Along the way, I picked up three more FAA ratings, including one for "Inspection Authorization," so that I could oversee the mechanics and legally authorize repairs. The first year in business, we won two national awards.

While doing all of the above, I managed to keep my Chiropractic practice alive and well in order to pay the cost of a rather expensive hobby. Patients that have loyally put up wit some unusual office hours due to my flight schedules have long ago begun asking for "reservations" instead of appointments when they need chiropractic care.

2002 (June): *Chiropractic Journal of Australia* [32(2)] includes: -"In memoriam: Walter B. Wolf, 1913-2002" (p. 76):

Walter Benjamin Wolf was born in 1913 in Java, South Dakota. He attended the University of South Dakota for a year before entering the National College of Chiropractic, where he received his Doctor of Chiropractic degree in 1936. Later that year, he and his wife Mae, also a doctor of chiropractic, established a practice in Eureka, South Dakota, where he was widely known as a specialist in the treatment of fractures.

Dr. Wolf served as president of the South Dakota Chiropractors' Association from 1941 to 1942 and was a member of its executive board from 1948 to 1952. He also published and was editor of the *South Dakota Chiropractic Journal*. He was the recipient of the South Dakota Chiropractor of the Year award in 1960.

Dr. Wolf served on the South Dakota Basic Science Board for nine years, and as the South Dakota delegate to the National Chiropractic Association from 1945 to 1952. From 1947 until 1970, he was a continuous member of the NCA/ACA Committee on Educational Standards and Committee on Accreditation – forerunner of CCE – the last 12 years as chairman.

Community service was also an important part of Dr. Wolf's life. He was involved with many local organisations in Eureka, including the Chamber of Commerce and Masonic Lodge, and was President of the Eureka Independent School Board for 12 years from 1953 to 1965.

Many honours were bestowed on Dr. Wolf during his long career. He was elected to the International College of Chiropractors in 1950 and was the first president of the National College Alumni Association. In 1971, National College bestowed an honorary Doctor of Laws degree on Dr. Wolf, and the ACA honoured him for distinguished service on the Accrediting Committee; four years later he received the ACA Accreditation Pioneer Award. In 1995, he was the recipient of the Association for the History of Chiropractic's Lee-Homewood Chiropractic Heritage Award.

Both his children followed him into chiropractic. His son Jerome practices in Vandalia, Illinois, and his daughter Connie Mae is in practice with her husband John Gould in Pietermaritzburg, South Africa.

In a message from the family read when the Lee-Homewood award was presented to her father, Dr. Gould recalled, "He would fit his Cessna airplane with skis in winter and make flying house calls to stranded farming patients on the Dakota prairies." In presenting the award, AHC director Dr. Kerwin Winkler said, "Dr. Wolf's continuity of service in the field of educational policies and practice has been a tremendous benefit to this profession in the formulation of standards, the inspection and the grading of our colleges. Dr. Wolf never swayed from his course during those years of struggle. This was not an easy task considering the political struggles between organizations of the profession, political leaders of the times and the college presidents.

Dr. Wolf died peacefully on 15 March 2002 at the age of 88.

2003 (May): *News Update* (ICAK) [20(1)] includes: -photograph of George Goodheart, D.C. during WWII (p. 2):



A young Dr. Goodheart

2004 (Jan 27): e-mail from Rhonda Marty-Anderson, D.C. (rjmadc3@aol.com):

Hi Dr. Keating,

I've been following your "Flying Chiro's" articles. I'm a third generation chiropractor and my grandfather, Dr. E.G. Marty, Sr., a Palmer grad. of 1922 also flew planes to and from chiropractic meetings. I have a newspaper article on him with a photo next to his plane he flew.

I've been told by some old time chiro's still living that they remember my grandfather flying from his town of Spring Valley, Illinois, to Springfield, Illinois for chiropractic meetings and legislature at the state level and in getting chiropractic and association into the state of Illinois. Thought you might like this info. If you'd like more info or a copy of the newspaper article for future articles, you can reach me by my email rjmadc3@aol.com or by phoning me at home (815) 883-8297 or my office (815) 368-3421.

Thanks for the interesting articles thus far on the "Flying Chiro.'s"!

Yours in Chiropractic,
Rhonda Marty-Anderson, D.C.

2004 (Feb 3): e-mail from Paul D. Pringle, D.C. (pringle@iol.ie):

Dear Dr. Keating,

Was browsing the net & found your articles on flying chiropractors! - I have the honour of starting the first flying Chiropractic service in the "Outback" of Australia in 1973. I established a ltd. company called "Australian Flying Chiropractors" - I was also the most remote chiropractor in the world for 15 years (my only claim to fame) & loved every minute of it.

I now live in Ireland as that is my wife's home land. If you would like more info for your records let me know! I also flew into Clarence Gonstead's strip for a seminar back in 69 (I think??)

Keep turning the crank!

Paul
Dr. Paul D. Pringle
% Pringle Chiropractic
"The Hollywood Arches"
26-28 Hollywood Road
BELFAST - Co. Down
N. Ireland - BT4 1NT
(+44) 2890 20 20 03 (office)
(+44) 2890 42 56 97 (home)
(+44) 7899 763693 (mobile)

2004 (Feb 11): e-mail from Dayne Deeds DC2B (drddeeds@netzero.net):

Dr. Keating,

I just read your article in DC. I'm currently a Palmer student, graduating in June. I flew for the Marines Corps for 9 years, served 10 years, 8 months total.

I flew missions in Bosnia, Somalia, and Liberia. I was awarded an Air Medal, 1st and 2nd Strike flight awards, with a Combat "V".

Attached is a photo of me (I'm on the left) and my Gunny in Serra Leone, Africa 1996.

Thanks for your article, Dayne Deeds



-Rehm's (1980, pp. 322-3) biography:

HALDEMAN, JOSHUA N., D.C. an internationally renowned chiropractic leader for almost 40 years, was the son of Dr. Almeda Haldeman, believed to have been Canada's first chiropractor (1907). He was born in Pequot, Minn., Nov. 25, 1902, and grew up in Herbert, Sask., where his parents had emigrated as homesteaders. After taking college courses in Regina, Sask., and Winnipeg, Manitoba, he was graduated from the Palmer School of Chiropractic, Davenport, Iowa, in 1926. He also held 10 postgraduate certificates from leading chiropractic institutions.

"Practicing in Regina, Sask. until 1950, Dr. Haldeman was a member of the Saskatchewan Chiropractors Association executive board which was responsible for the Chiropractic Act passed by the legislature in 1943. He also served as a member of the Chiropractic Examining Board from 1943 to 1950. For eight years (1942-50), he was the provincial representative to the Dominion council of Canadian Chiropractors and was vice president of that organization in 1947. One of the original directors of the Canadian Memorial Chiropractic College, Toronto, he served in that capacity from 1944 to 1950.

"Dr. Haldeman moved to Pretoria, South Africa in 1952, where he built one of the largest chiropractic clinics in the country. He was a member of the national council of the South African Chiropractors' Association from 1952 to 1970 and held the offices of secretary and president. He was elected to honorary life membership in the association in 1969. Dr. Haldeman lectured before several international chiropractic meetings between 1949 and 1973, and on numerous occasions before the South African Chiropractors' Association. He was also elected president of the Second World Chiropractic Congress in 1973.

"Also an explorer, sportsman and political activist, Dr. Haldeman perhaps became best known in South Africa for his expertise in the 'Lost City of the Kalahari Desert.' His first expedition into the Kalahari desert was in 1953 to look for the Lost City described by Farini in 1885. The second was an 8,400-mile aerial search at 200 feet off the ground in uncharted desert. Altogether, he made 12

expeditions searching for the Lost City. On every occasion he was accompanied by Mrs. Haldeman and those of his children who were home. Two books on the Los City (by F. Goldie and A.J. Clement) devoted large sections to his travels. Though he found no evidence, Dr. Haldeman remained convinced there was indeed a Lost City in the Kalahari desert.

"Dr. Haldeman began private flying in 1947 at age 45. By 1970, he had flown across 80 countries and territories of the world. He was co-founder of the Aircraft Owners and Pilots Association of South Africa and a representative on the Civil Aviation Advisory Council and the Air Navigation Regulations Committee of South Africa.

"An organizer of the Pretoria Pistol Club and the first president of the South African Pistol Association (1958), both Dr. Haldeman and his wife received many honors and awards in this sport. They also shared a first prize in an over 8,000-mile motor rally in South Africa.

"For most of his adult life, Dr. Haldeman was involved in politics. He was an economy strategist as early as 1934, when he chaired a constituency for the Cooperative Commonwealth Federation, which later became the government of Saskatchewan. For several years he was a member of Technocracy, Inc., once heading the Canadian division of the worldwide organization engaged in economic research. Later, he was involved in the Social Credit party of Canada, and was chairman of the national council and administrator of the national office.

"Dr. Haldeman was killed in an air crash in South Africa in January, 1974. A son, Dr. Scott Haldeman, became a prominent chiropractic and medical researcher (see **Biographies**, this edition)."

References:

- Gibbs-Smith, C.H. *Flight through the ages*. New York: Thomas Y. Crowell Company, 1974
- Haldeman, Joshua N. & Haldeman, Winnie. *The flying Haldemans: "Pity the poor private pilot;"* self-published, undated