SOUVENIR BOOKLET

Home-coming Celebration for
WILMER STULTZ
From His Trans-Atlantic Flight

WILLIAMSBURG, PA. - JULY 18, 1928
The "Friendship"
FOREWORD

WILMER LOWER STULTZ, who today stands on the pinnacle of success in his chosen vocation, has contributed in liberal measure toward the development of that great American institution—Aviation. This booklet is published in connection with the very worthy project of his townspeople in Williamsburg, Pa., and also of his fellow citizens throughout Blair county, to welcome him home and to emphasize the regard in which he is held because of the signal triumph he achieved in piloting the monoplane “Friendship” across the Atlantic, carrying with him as passenger and assistant, Miss Amelia Earhart who has the honor of being the first woman to accomplish the journey from America to Europe by air. History is being made every day, especially in aviation. It is particularly gratifying to citizens of Blair county to realize that their section is destined to occupy a permanent place among the future chronicles of air flights and the triumphs resulting therefrom.
Wilmer Stultz

Amelia Earhart

Lou Gordon

HIGH SPOTS IN LIFE OF WILMER LOWER STULTZ

April 11, 1900—Born on a farm near Williamsburg, Pa.
August 4, 1917—Enlisted in United States army air force.
January 27, 1919—Advanced to rank of sergeant in army.
March 31, 1919—Honorably discharged from army.
August 4, 1919—Married to Miss Mildred Botts of Middletown.
December 22, 1919—Enlisted in naval air service.
December 1, 1923—Honorably discharged from navy.
1923—Assembled planes for government of Brazil.

April 15, 1927—Appointed second lieutenant in air corps reserves.
March 6, 1928—Made non-stop flight from New York to Havana.
June 17, 1928—Left Treseaay Bay, N. F., for London.
June 18, 1928—Landed in Burry Inlet, Wales.
June 28, 1928—Sailed for the United States.
July 6, 1928—Welcomed to New York.
July 9, 1928—Welcomed to Boston.
July 18, 1928—Welcomed to Williamsburg and Blair county.
WILLIAMSBURG, the beautiful town of 2,000 inhabitants in the southern part of Blair county, which has sent out so many great sons and daughters as well as many others perhaps less distinguished, who have helped to make the world better, has just achieved another distinction.

Wilmer Lower Stultz, one of Williamsburg’s sons, has crossed the Atlantic in a monoplane, the “Friendship”, carrying with him as passengers and assistants, Miss Amelia Earhart, Boston social worker, who is the only woman thus far to succeed in making this perilous journey through the air, and Lou Gordon, airplane mechanician, who had charge of the monoplane’s motors during the journey across the ocean.

No man ever burst upon the pages of history any more suddenly or achieved worldwide fame in a shorter time than Wilmer Lower Stultz, who has risen from an obscure youth in the town of Williamsburg to become one of America’s foremost aviators.

Wilmer Lower Stultz’s boyhood seems typically American and much the same as the boyhood of thousands of other youths. It is only when viewed in the light of what he subsequently has done that any particular significance attaches to it.

He was born on a farm three miles south of Williamsburg, of German parentage on April 11, 1900, the son of Norman (deceased) and Mrs. Clara (Lower) Stultz.

His father, Norman Stultz, died on March 29, 1914. His mother, two sisters, Mrs. John Straitiff, of Williamsburg, and Mrs. Robert Suckling, of Hollidaysburg, and one brother, Elwood Stultz, of Huntingdon, Pa., comprise his immediate family. His wife, Mrs. Mildred Botts Stultz, is a native of Middletown, Pa.
Through both the Stultz and Lower families there is a strain of determination and of application to the task in hand which seem to combine themselves in the young Wilmer. Stultz spent all of his early life on the farm, near Williamsburg, and was 14 years old when he went to Williamsburg, where his parents purchased a home at 305 Spring
street, which is still occupied by the flier's mother.

During his boyhood in Williamsburg, he displayed the same fine character, energy and zeal that have now brought him fame and fortune in the realms of aviation. He always busied himself in his youth and engaged in work after school hours and during summer vacations in various business establishments in Williamsburg.

The quiet and unassuming character that he has manifested in his recent great achievements in aviation, also marked his boyhood days in Williamsburg and has won for him the love and esteem of everyone in the community where he was a familiar figure as a boy and where he is better known as "Stultzy".

When he was 18 years old, this country was in the midst of the World War. Like thousands of other American youths, patriotism stirred him and led him to quit his studies as a freshman student in the Williamsburg High School to join the army.

His fondness for aviation developed immediately after he joined the army and he at once entered upon training which in due time qualified him as a flier. He is not only a flier of exceptional merit but also a highly experienced airplane mechanic, his qualifications in the latter capacity serving him well in his pursuit of fame and fortune as an aviator.

His government training in aviation included three years in the army air service during the World War, and a similar period of time in the navy air service.

He enlisted at the Altoona recruiting office on August 4, 1917, for service in the United States army air service. He was immediately sent to Columbus, Ohio, barracks, and then

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PROGRAMME

9.30 A. M. Arrival by train of “Friendship” Crew.

10:00 A. M.—Military Parade, covering principal streets in the town.

Military Organizations Participating in the Parade—American Legion Posts, of Altoona, Tyrone, Roaring Spring, Hollidaysburg, and Williamsburg; Veterans of Foreign Wars, Contingent of Officers Reserve Corps of Blair County.

Bands participating in the Parade—American Legion Drum Corps and Junior Drum Corps of Altoona, Veterans of Foreign Wars, Tyrone Municipal and American Legion Drum Corps, Hollidaysburg Liberty and High School, Claysburg, Duncansville, Erankstown, Brush Mountain and Williamsburg.

12:00 Noon—Luncheon.

Comfort Stations—
1. At Each Parking Field.
2. Near P. R. R. Station.
3. Ball Field.
4. Plum Street, Between First and Second Streets.

Lost and Found Station—
Hotel Williamsburg Office.

First Aid Stations—
1. Snively Furniture Store.
2. Ball Field.
PROGRAMME

2:00 P. M.—Formal Exercises at Athletic Field in the West End of Town.
Mr. E. S. Shelly, Presiding

Singing “America.”
Invocation........................................................................Rev. W. A. Graham
Address of Welcome.....................................................Burgess W. E. VonDreau
Introduction of Fliers—Miss Amelia Earhart, Wilmer Stultz, Lou Gordon
Music By Band.
Address........................................................................Hon. Thos. C. Hare
Address........................................................................Hon. Marion D. Patterson
Vocal Solo.
Address........................................................................Hon. J. Banks Kurtz
Music By Band.
Address........................................................................Hon. Charles M. Schwab
Music By Band.
Presentation of Gifts.
Singing “Star Spangled Banner.”
Adjournment.

4.30 P. M.—“Friendship” Crew leaves Williamsburg for Tipton Air-port.

7:00 P. M.—Banquet, at Penn-Alto Hotel, Altoona.
assigned to the signal corps at Fort Sam Houston, Texas.

While at Fort Sam Houston, Stultz was named first class private on September 7, 1917; chauffeur on October 25, 1917; and sergeant on January 27, 1919. He was honorably discharged March 31, 1919, as sergeant in the 634th aero supply squadron. His army service did not take him overseas.

His navy enlistment had its inception on December 2, 1919, and he was honorably discharged from the naval flight school, following his graduation, at Pensacola, Fla., on December 1, 1922, as machinist's mate, second class. He was appointed as a second lieutenant in the air corps reserves on April 15, 1927, accepting this government appointment five days later.

In his government training, Stultz was one of a class of men to receive special instruction in aviation. He personally conducted the tests made on the "Josephine Ford" plane in which Commander Richard Byrd made his famous journey to the North Pole.

Following his discharge from the navy air service, we next see him in South America in 1923, assembling and reconditioning a shipment of planes which were purchased from the Curtiss company by the Brazilian naval air service. During his stay in Brazil, he was honored in being elected to membership in the Aero Club of Brazil.

Upon returning to the United States, Stultz became associated with the Fokker Aircraft Co., Inc., and later was advanced to the position of Mr. Fokker's private flier.

Stultz was winner of a national airplane speed race at Dayton, Ohio, some years ago, and also won many other cups and medals in his participation in various air contests throughout the country.
His Birthplace
Stultz resided for some months in Blair county during 1926 and 1927 and it was during this period that he demonstrated his talents as a flier on numerous occasions before Blair county people.

It was in the summer of 1927, when Stultz left Blair county to go to New York, where he joined the staff of the Reynolds Airways company, Inc., after this concern had bought the fleet of airships, formerly operated by the Philadelphia Rapid Transit company between Philadelphia and Washington.

His reputation as a flier first assumed national importance during the fall of 1927 when he was approached by Commander Byrd who requested Stultz to serve in the capacity of assistant pilot on Byrd’s proposed South Pole flight.

He came into prominence when Mrs. Frances Wilson Grayson determined to cross the Atlantic in her plane “Dawn” and employed Stultz as the pilot. He made the first take-off, flew out over the ocean, developed engine trouble, ran into a tremendous storm and still brought the machine back for a safe landing after 500 miles of what he later termed “pure hell”.

Then came a disagreement with Mrs. Grayson; Stultz withdrew from the expedition when he came to realize that the woman’s plane was not suitable for the oceanic flight. Mrs. Grayson then employed another pilot, again went out over—and into—the waves.

Nothing daunted, Stultz continued his quest for ocean flying adventure. He next flew the Columbia, Charles Levine’s plane, to Havana and back, with Miss Mabel Boll, known as the “Queen of Diamonds,” and Levine as passengers.

The Columbia with Stultz as its pilot landed in Havana on March 6, 1928, and this was
His Mother's Home
the Williamsburg aviator’s first achievement at long distance flying.

There was some talk of Stultz trying a flight from New York to Rome in Levine’s plane, with Miss Boll as a passenger, but that venture went the way of others contemplated with the same ship.

There came next the chance for Stultz to make the flight with Miss Earhart, and he snapped it up. Carefully he tested the “Friendship” plane for weeks in and around Boston.

On June 3, 1928, Stultz, Miss Earhart and Lou Gordon left Boston for Trepassey Bay, N. F. On three different occasions the flight to London was scheduled to get under way. But with the heavy pontoons that were considered a factor of safety in a possible oceanic landing the giant ship was unable to get off the water. Finally, by jettisoning precious gasoline that, as has since been proven, might have made it possible for the plane to continue to Southampton, they took off on the morning of June 17th.

The country held its breath, but Stultz flew confidently ahead, never deviating from his course and on the morning of June 18, 1928, the whole world rose up and shouted its delight when word was flashed that Stultz, Miss Earhart and Gordon, in the monoplane “Friendship” had landed safely in Bury Inlet, Bristol channel, after a flight of 2,000 miles from Trepassey Bay, N. F. And their great adventure was won.

Shortage of gasoline caused the “Friendship’s” landing 135 miles from Southampton, England, the famous trio’s destination upon taking off from Trepassey Bay. The “Friendship” completed its flight in 20 hours, 40 minutes, averaging almost exactly 100 miles per hour. Favorable winds thus increased its normal cruising speed by 10 miles an hour. It left Trepassey Bay with only 750 gallons of fuel—barely enough under favorable conditions for the 2,070 mile flight to Southampton.

Their flight was of unusual scientific value in that it was possible for them to make the perilous journey over the Atlantic Ocean in an airplane fitted with pontoons. The “Friendship” was the first machine to accomplish this feat and gives positive proof of the practicability of such equipment for transoceanic flying.

Wilmer Lower Stultz—just a flier, he styles himself. He had ten years of flying, having been in the air more than 2,000 hours and in fifty different types of planes.
RECEPTION

CHAIRMEN OF WILLIAMSBURG COMMITTEES
Executive—E. S. Shelly, general chairman; H. Drew Stroup, James T. Patterson, Dr. R. R. Whittaker, Rev. W. A. Graham, Professor D. C. Kulp, J. E. Lang and H. R. Allender.
Information—J. E. Fay.
Program—F. P. Keller.
Concessions—J. K. Morrison.
Grounds—L. E. Wilt.
Motion Pictures—Maurice Friedland.
Badges and Souvenirs—J. A. Simpson.
Law and Order—W. E. VonDreau.
Finance—Dr. E. H. Good.
Reception—H. Drew Stroup.
Speakers—James T. Patterson.
Buildings—J. G. Metz.
Publicity—Professor D. B. Kulp.
Parking—C. A. Patterson.
Refreshments—James B. Flaig.
Invitations—J. Ed. Lang.
Gifts—C. D. White.
Parade—J. D. Bechtel.
Music—Dr. J. G. Butler.
Photography—H. S. Brehman.
First Aid—H. G. Bickley.
Broadcasting—Rev. W. A. Graham.
Lights—Newt Hoy.
Minute Men—Jean Kifer.
Decorations—Ray Metz.
Water—E. T. Clark.

E. S. SHELLY
General Chairman

BLAIR COUNTY COMMITTEES
Altoona—Mayor John J. McMurray, Hon. Thomas C. Hare, Donald J. Howard, Attorney David R. Perry, Sam Cohn, Fred G. Pearce, John P. Lozo and C. D. Brumbaugh.
Pennsylvania Railroad—Works Manager F. G. Grimshaw and Superintendent I. B. Sinclair of the Middle Division.
Tyrone—R. A. Hagerman and Roger Franciscus.
Juniata—David Murray and Thomas G. Peoples.

COMMITTEES
Duncansville—H. E. Hite, George H. Liebegott and W. V. Wilt.
Claysburg and Sproul—D. Emmert Brumbaugh, Lionel Y. Greene and Harry D. Stake.
Roaring Spring—Oder Burket, Jesse R. Wike and Leo Garber.
Frankstown—J. H. Rodkey and John Bice.
East Freedom—L. W. Green and Essington Claar.
Blairfour—T. J. McCarthy.
Newry—Stanley Conrad and Thomas Hoover.
McKee—C. O. Black.
Ganister—J. W. Baird.
Mines—John Dixon and John McDermit.
Bald Eagle—C. M. Sharer and Henry Lewis.
Tipton—J. G. Cornmesser and John Wilson.
Henrietta and Woodbury—John H. Kauffman.
Fredericksburg—George W. Garner.
Royer—Royer Hartman and W. M. Howett.