

**VERENUS (VERN) J. CARTER**

**&**

**JESSIE E. CARTER**



*Nomination For Induction Into*

**THE UTAH AVIATION**

**HALL OF FAME**

It is the purpose of this text to follow the guidelines for nomination provided by Rear Admiral Jerry “Bear” Taylor and the website for the Utah Aviation Hall of Fame. As part of the guidelines for induction, we read, “we...usually select just one inductee per year...”. We also read, “In an exceptional case, a waiver may be requested. The selection committee will consider all waiver requests and include such requests in their recommendations to the Flight membership.” For this nomination, we will be requesting a waiver to the tradition of induction of one recipient for this honor per year..

As we read through the list of the prior inductees into the Utah Aviation Hall of Fame, most have been inducted due to their valiant aviation service to this country through the armed forces. Of the remaining civilian inductees, their aviation contribution came through their involvement while working for government entities, either Federal, Utah State, or through municipal management.

This nomination will be for contributions made through the private sector, without government financial and operational support. Although there is overlapping involvement by government entities, the contribution by Vern and Jessie Carter to Utah aviation comes from the pure love of aviation instruction. Students became the recipients of their dedication to the field of aviation, as will be evidenced through this text.

Since there were no government subsidies, Vern and Jessie Carter operated Carter Air Service as a simple business. Like many small mom-and-pop businesses, this business operated at times “on a wing and a prayer”, no pun intended. Because of financial dictation, their distinctive roles were defined early; Vern had the flying and teaching talent, while Jessie had the business skills. The only way a flying business could survive financially, especially during the hectic World War II years, was for one to fly, and the other to actually run the business and flight school; basically, one up and one down.

It is the purpose of this text to show the “exceptional case” that although Vern has taken most of the bows for the success of Carter Air Service because of his pioneering contribution to aviation, it was undoubtedly a team effort that continued over 30 years that warrants Vern and Jessie to be inducted as a team. For this purpose, we are requesting a waiver of tradition, and nominating Vern and Jessie Carter, jointly as inductees into the Utah Aviation Hall of Fame.

...Ray L. Carter



**VERENUS (VERN) J. CARTER**



**JESSIE E. CARTER**



**VERENUS (VERN) J.  
AND  
JESSIE E. CARTER**

Verenus Joseph Carter was born November 2, 1904 in Benjamin, Utah County, Utah. He grew up in the Spanish Fork area, attending grade school and graduating from Spanish Fork High School in May 1922. He was one of four children, and worked on the family farm.

Jessie Ellen Welsh was born March 20, 1910 in Scofield, Carbon County, Utah. She grew up in the Ogden area. She attended grade school in Uinta, at the mouth of Ogden Canyon. Her family later moved to the downtown Ogden area. She graduated from Ogden High School. Jessie was the second to the oldest of five children.

Around the age of 13, Vern's great-uncle, Cy Christopherson, who had reportedly worked with the Wright Brothers, flew into Spanish Fork, Utah in an aircraft that resembled the original Wright Brothers plane. After that, Vern could think of nothing else than being a pilot. Vern was raised on the family farm in the Lake Shore area of Utah County. In order to have spending money, Vern had raised cattle and would sell them for a profit. He had one calf remaining and sold it for \$50. He used the entire amount flying with barnstormers.

At the age of 15, Vern heard of job openings at the Mercur Mines, approximately 15 miles west of his home in Lake Shore. Not having any transportation, he began walking to the mines to apply for one of the employment opportunities. A man in a large car stopped Vern along the road to Mercur to see where Vern was going. When Vern explained that he needed employment in order to save up for flying lessons in southern California, the man gave him a ride to the mines. Ironically, the man was the owner of the mine and immediately gave Vern a surface job, since Vern was too young to be a miner. The man was very supportive of Vern's dream and admired Vern's hard work ethic.

Vern also worked during the school year at his Uncle Moroni's auto repair garage in Spanish Fork as a mechanic, in order to obtain enough money to go to California. This experience also opened up a knowledge of engines and mechanical technology which would benefit him later as an A&E mechanic.

With his money in hand, Vern bought a Ford touring car, and headed off to California. At age 16, Vern drove across the unforgiving desert of the American southwest towards Los Angeles. Vern began flying lessons on October 18, 1921. After a short stay in the Los Angeles area, Vern returned to Lake Shore in order to finish his senior year in high school.

Following graduation, Vern again drove to Los Angeles to continue his flight training. In order to pay for his flying lessons, Vern obtained a job as a mechanic in an exclusive auto repair garage in Hollywood. He lived with the Allen family as a boarder. They had a tremendous impact on his life. The Allen's believed in eating healthy foods and living a clean lifestyle. Vern adapted this same lifestyle, which resulted in him never having to miss a day of flying due to ill health, until just prior to his death.

On May 20, 1923, Vern took his first solo flight at the controls. Since logbooks were not mandatory until November 15, 1926, no records of his actual flight times were

recorded. His first entry in a logbook was on that date. It was recorded as a local flight in Los Angeles.

During this time, pilots in the Los Angeles area were looking for any kind of work that involved flying. Vern answered a call for stunt flying in a new movie being filmed in Hollywood. He was hired to fly as a German aviator in a World War I movie, entitled



*Vern beside a JN4-Jenny*

“Wings”. It was the first Academy Award winning movie for best picture in 1927.

During this period of time, Vern and many of the local pilots would hang out at the airport in San Pedro, looking for local flying jobs. On March 7, 1927, a tall slender pilot had come looking for navigational charts at an aviation shop in San Pedro for a flight he was planning across the Atlantic Ocean. While there, a Professor Weems from a local college, offered his expertise as a celestial expert. So Professor Weems gathered the other pilots in the shop along with this man known as “Slim” and gave an impromptu celestial navigation class. In another 10 weeks, this Charles “Slim” Lindbergh would need the lessons he learned that day in his historic flight across the Atlantic. Vern also benefited from the class as well. Many times when Vern would fly at night, he would rely on the lessons he learned from Professor Weems.

Vern, longing for his family, decided to return to Utah. On June 28, 1927 he drove back to his home in Lake Shore. Realizing that he needed his own airplane, Vern purchased his first airplane, a Hisso Standard, a biplane with an open cockpit. Because money was tight, he partnered with Milo Morrill. Mr. Morrill was a silent partner, but a very fair and honest man. In order to provide a living for himself, and to pay for the plane, Vern barnstormed around the central Utah area. Since there was no airport in Provo at that time, Vern flew off of the beach on Utah Lake, just west of Provo. He also would land in alfalfa fields around the area.



*Vern in Hisso Standard*

On January 20, 1928, Vern returned to Los Angeles in his own plane in pursuit of teaching. Although there were positions available, pilots had swarmed to the warm climate of southern California. With an overabundance of instructor pilots, Vern decided to leave Los Angeles after 3 months and decided to fly to Denver to follow up on some rumors of a lack of pilots in the Mile High City. So barnstorming along the way, Vern made his way to Denver via stops in Needles, California, and Gallup, New Mexico. He arrived in Denver on April 2, 1928. He continued flying in Denver until April 27, 1928, but there was a lack of organization in the flying industry in Denver at that time, so he returned to Salt Lake and resumed teaching and barnstorming here in the Salt Lake/Provo area.

During this time, Vern and Milo Morrill decided to buy another plane. Vern flew to Colorado Springs, Colorado to purchase a plane from the Eagle Rock plane factory. Due to delays on finishing the plane that they had purchased, Vern was stuck in Colorado Springs longer than he had anticipated. While there, he met J.T. Long from Louisiana, a member of the Huey Long political family. Mr. Long was developing an airport in Bogalusa, Louisiana and offered Vern the airport manager position. He was excited to take this offer; however, when he returned to Utah after picking up the plane, Dean R. Brimhall, along with Robert Hinckley, approached Vern with a nice offer to come to Ogden and fly for them. With some pressure from Vern's family, he elected to take up Mr. Brimhall's offer and stay in Utah. So Vern began instructing at Utah Pacific Airways, Inc. in Ogden on October 27, 1928 for Dean R. Brimhall, manager.

During this time, he met and began courting Jessie E. Welsh. On February 21, 1929, Vern and Jessie began their long partnership by being married in Brigham City. Her support for Vern's risky occupation began immediately and never waned.

PAGE 1 FORM AB-61  
 UNITED STATES OF AMERICA  
 DEPARTMENT OF COMMERCE  
 AERONAUTICS BRANCH  
 LICENSE NO. 6397  
 TRANSPORT PILOT'S LICENSE  
 Issued to VERENUS J CARTER  
 Date issued DECEMBER 7 1929  
 Age 25  
 Weight 160  
 Height 6'  
 Color hair LIGHT BROWN  
 Color eyes BLUE  
 PILOT'S SIGNATURE  
 This Certifies, That the pilot whose photograph and signature appear hereon is a Transport Pilot of "Aircraft of the United States." The holder may pilot all types of licensed aircraft, but may transport passengers for hire only in such classes and types specified in the accompanying Pilot's Rating and Authority which is made a part hereof.  
 Unless sooner suspended or revoked, this license and rating authority expires on indicated on pages 5 and 6 hereof.  
 ASSISTANT SECRETARY OF COMMERCE FOR AERONAUTICS

This Transport Pilot's License and attached Rating Authority expires  
 JUNE 15 1930  
 Unless extended below by proper endorsement of a duly authorized inspector of the Department of Commerce.

LICENSE RENEWALS	
INSPECTOR'S ENDORSEMENT	EXPIRATION DATE
W.D. Thorne	12-15-30
Wiley R. Wright	6-15-31
Glen W. Keel	12-15-31
W. H. ...	6-15-32
W. H. Winston	12-15-32
W. H. ...	6-15-33
Frank ...	12-15-33
John ...	6-15-34
E. E. ...	12-15-34

Notes: All provisions of the Air Commerce Regulations are made a part of the terms hereof as though written herein.

Flying for Dean R. Brimhall was a joy for Vern. His reputation for honesty and dedication to aviation was an inspiration for Vern. The rest of Vern's career was shaped by the integrity of Mr. Brimhall. Vern continued to work at Utah Pacific Airways until July 1932. Utah Pacific Airways had remained profitable during the onset of the

Great Depression, but in early July 1932, the bank where Mr. Brimhall had banked had a run on their money and they were forced to close their doors. This left Mr. Brimhall struggling to survive, so a layoff affected Vern.

With a wife and two children and no work, Vern immediately hit the pavement looking for a new employer. With the depression in full motion, Vern was not very



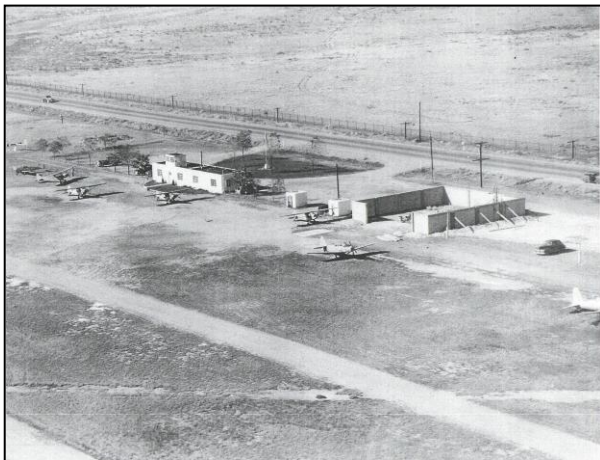
optimistic about finding meaningful labor. But by 1932, Vern's reputation had built in the aviation circles of Utah. C.B. Whitney, manager of Thompson Flying Service, Inc. at the Salt Lake Airport contacted Vern and hired him on the spot. Vern started on July 14, 1932. Mr. Brimhall had paid Vern a nice salary and commission, but the best that Mr. Whitney could do was to offer Vern a commission. Vern took the job with great optimism. His first month, he only made \$80, but his house rent was only \$12. They survived the hardest month. Thereafter, Vern was able to increase his earnings and survive through the heart of the depression.

On September 9, 1933, Ray L. Peck replaced C.B. Whitney as manager of Thompson Flying Service. Vern got along quite well with both managers, but had more in common with Mr. Peck. Vern had previously flown with Mr. Peck, so Ray knew better the talents that Vern possessed.

On April 14, 1935, Vern took an opportunity to move to Pocatello, Idaho to be an instructor. E.L. Anderson, airport manager, offered Vern the lucrative position with a promise that he would bring Vern on as a captain of the new National Parks Airways, Inc. airlines, a forerunner to Western Airlines. On November 12, 1935, Vern began the Route A.M. 19 route, but only as a co-pilot. More promises were made to promote him soon, but by March 22, 1936, Vern left National Parks Airways, not because of the broken promises of Mr. Anderson, but because of his love for teaching.

It was during this time that Vern affiliated himself with the Taylor/Piper Aircraft Company. He purchased a Piper J3 Cub. He also became the first Piper dealer when oilman William T. Piper purchased Taylor Aircraft. Vern developed a close and lasting relationship with Bill Piper, which lasted until Vern's death in 1966.

He flew for less than a month for Laurence Jorgenson while he was making arrangements to purchase some property on the west side of the Salt Lake Valley. Vern purchased 80 acres at 21<sup>st</sup> South and 3200 West in Salt Lake County with nothing down and \$25 per month. He borrowed a dump truck and leveled the ground for a landing strip.



He named the airport Utah Central Airport. He initially named the flying business Intermountain Air Service, as he anticipated having J.R. (Jimmy) Lund joining as a partner, but later renamed it Carter Flying Service when Mr. Lund took a different course.

Jessie Carter began her career as the office manager and bookkeeper for Carter Air Service, at this time. Until Vern's death in 1966, she continued the operation of the business while Vern did the flying instruction. As the business



continued to build, Jessie's role became more integral. For about 2 years, in order to accommodate the duties of a mother, Vern built an apartment in the corner of the shop/hangar for the children to be on-sight. The fourth child was born at this time, so proximity was important.

During the latter half of the 1930's, the flying elite of Utah were asked to be the mail carriers to the outer communities throughout the state. Vern was asked to fly the mail route weekly to Myton, Roosevelt, and Vernal. Another notable, J.E. Garn, flew the mail route to Mt. Pleasant, Richfield, Panguitch, and Kanab. Jimmy Lund flew to Provo, Price, and Green River. Ray L. Peck flew to Ogden, Brigham City, Logan, and Preston, Idaho. Clinton Seal flew the route to Eureka, Delta, Milford, Enterprise, St. George, and Cedar City. And finally, Captain D.W. Goodrich flew the route to Grantsville, and Wendover.

With the war breaking out in Europe, the federal government instituted the War Training Flying Service. Through West High School in Salt Lake City, a ground flight school was established for any young man that wanted to learn to fly. Any student that received good grades in this flight school was awarded 40 hours of flying time. Vern Carter and Carter Air Service was contracted to provide the flight instruction for these students. Jessie's role expanded to not only include the day-to-day business operation, but also to include the operation of the lunch counter and assist Vern in the ground school operation.

At the same time, groups of 50 students of young soldiers were being shipped into Salt Lake for flight training, mostly from the Navy Department. The typical daily operation began at the break of day and lasted until late evening. According to the airport logbook, on one day as Vern had as many as 56 flights recorded for over 20 hours of flight time.



During this time, one may easily see the impact that Jessie was making on the history of aviation. Vern and the other younger instructor pilots hired to teach the soldiers and sailors were so inundated with students, that they could not have continued this pace

if they would have had to stop to do the federal government's required paperwork. That alone was a full-time requirement for Jessie. One would also need to keep in mind that in 1943 and 1945 she gave birth to two more daughters, while also being responsible for the other 4 children. As former-Senator Jake Garn recently said, "Jessie ran the business, Vern got the fun job of flying all day!" It was a true partnership of two incredibly competent and committed pioneers of aviation.

To maintain their contract with the Navy Department, regulations required that a full-time law enforcement officer be on the premises at all times to prevent sabotage. Vern went to Salt Lake County Sheriff George Beckstead to inquire of the possibilities of having a deputy assigned to the airport. Because of political financial restraints, Sheriff Beckstead informed Vern that he would not be able to accommodate that need, but offered a counter-proposal. He suggested to Vern to receive training for both he and Jessie as deputies, and then it would meet the federal mandate. So they quickly finished the required training and were deputized. Jessie received the dubious honor of becoming the first female deputy sheriff in Salt Lake County history. The family still possesses their badges and service revolvers.

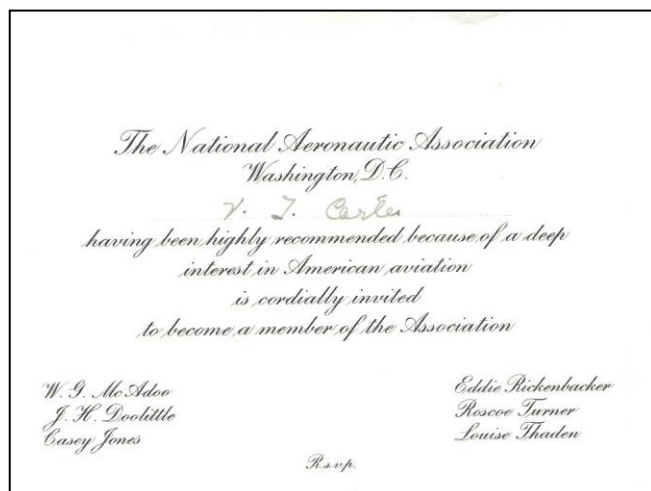
During the war, the business was expanded to include many new instructor pilots, many who Vern had previously taught to fly. One of Vern's favorite instructors was Vyrl Bangerter. Vyrl became a "son figure" to Vern. Vyrl was diligent in his work and accumulated 4,675 logged hours during the war and post-war years. The low-point in Vern's flying career occurred on the afternoon of May 20, 1947 when Vyrl and a student by the name of Leo E. Walters were killed in an airplane crash west of the Utah Central Airport. They had been performing snap rolls in a plane that was not designed for the stress that a snap roll would place on it. One wing tip broke off and before they could get their parachutes deployed, they both plummeted to the ground.

When Vern returned to the airport, he was greeted with the tragic news. Because of his love for Vyrl, and knowing Leo Walters as a neighbor, Vern was devastated. If ever there was a time that Vern lost his drive for flying, this was it. For months, Jessie would almost have to force him to get out and fly. Eventually, Vern was able to revitalize his love for aviation and move on from this tragedy..

It was around this time when more honors were coming to him and his accomplishments in aviation. He was asked on August 24, 1945 by the Civil Aeronautics Administration to be a Private Pilot Examiner, shortly following the end of World War II. On April 9, 1946, the CAA asked him to be a Designated Aircraft Maintenance Inspector.

He was also invited to join The National Aeronautic Association in Washington, a prestigious honor association of acknowledged pilots and aviators. Included in this society were the likes of notable aviators

Eddie Rickenbacker, Jimmy Doolittle, Roscoe Turner, and Louise Thaden.





Partially as a result of the death of Vyril Bangerter, as well as the expansion of the Salt Lake Municipal Airport causing overlapping flight patterns with the Utah Central Airport, Vern decided he wanted to relocate Carter Air Service to the south end of the Salt Lake Valley to the Draper sand hill. In 1950, Vern purchased 170 acres and began leveling a landing strip. On August 20, 1950, the first flight in and out of the new Carter Sky Ranch Airport in Draper occurred. Over the next two years, he continued operation of Carter Air Service at both airports. By latter 1953, he moved the entire operation to the Draper location. With the eighth and ninth child now added to the home, a new house, as well as an office and hanger were needed. Vern and Jessie literally began from scratch in building those structures. With the help of many of their students and friends, construction began. But the bulk of the work had to be done by Vern and Jessie. They literally built the house and hangar while Vern was between students. It was a hammer a few nails, then fly; hammer some more nails, then fly again. While Vern was flying, Jessie would continue with the roofing, or laying cinder block, or anything else that needed work. This was the typical life of pioneers of aviation.



This was also the time when Jessie began a desire to be a part of the flying end of the business. She had yearned to fly from the first time she laid eyes on Vern. So she began her flight training in Draper. She also would accompany Vern on his trips to the Piper factory in Lock Haven, Pennsylvania or Vero Beach Florida. This enabled her to pick up more hours in her logbook.



In April 1960, Jessie joined the International 99's, the lady pilots association. Her membership number was P1335200 in the Utah Chapter, Southwest Section. Women in Utah aviation history were few and far between. Jessie found great camaraderie with these other lady pilots. As the group continued expanding, so did Jessie's love of aviation. She felt that she was inspiring so many of the new, younger female pilots. In 1963, Jessie was elected to a one-year term of president of the Utah Chapter. Her inclusion into The Utah Aviation Hall of Fame will be a milestone of honor for all the women in Utah that have assisted in the growth of aviation.

In 1960, Vern and Jessie had the opportunity to sell the Carter Sky Ranch property to developers and eliminate their debt and other obligations. They continued to operate Carter Air Service for 4 years on a leaseback. Vern and Jessie moved the family off the airport to a new house in Sandy, and purchase undeveloped property in Lehi, Utah County for their third airport.

On February 25, 1962, Vern, with youngest son Ray, flew Western Airlines to Los Angeles to meet with Hughes Aircraft executives about becoming a regional sales representative for the new Model 269A helicopter. As they were moving to the front door to exit the Boeing 707, a flight attendant opened the cockpit door. The flight crew looked out of the door just in time to see Vern standing there. The copilot jumped out of his seat and came to the door to shake Vern's hand. When the captain saw who it was, he too got out of his seat to shake Vern's hand. Then the flight engineer got up and did the same. Vern had taught all three of the flight crew to fly, and neither man knew that they had all been taught to fly by the same instructor. Vern remembered the names of Paul Gilleland and Tom Kelso, but couldn't remember the name of the third crewmember. As Vern walked through the terminal with Ray, three more former students in pilot's uniforms stopped him to chat. His influence as a flight instructor was becoming more evident in time.

May 4, 1962 was another milestone in the development of aviation in Vern and Jessie's history book: The first flight in and out of the Lehi Airport. Even though Vern and Jessie continued the operation of the Carter Sky Ranch in Draper until 1964, the Lehi Airport started pulling new pilots in from northern Utah County. The excitement of brand new students en-masse was propelling Vern on again. This was his love: teaching new students and watching their starry-eyed enthusiasm for aviation. This was his fulfillment.

Vern talked of many of the great events of his career. He also talked about the sad moments too. He kept a file of the aviators that lost their lives while flying. Many of these losses wore heavily in his heart. The day that Garth Edde of Edde Airlines in Salt Lake City crashed his plane into the mountain above Camp Williams in 1965 was a great disappointment. Garth had been one of his better students, and the cause of the crash was obviously pilot error. On July 8, 1965, Vern's long-time friend, Paul Mantz, who Vern had flown with in the movie *Wings* in 1926-27, crashed while flying the Phoenix in the filming of the movie *The Flight of the Phoenix*, in which Jimmy Stewart had starred. Alexander R. "Tommy" Thompson, who owned Thompson Flying Service in Salt Lake City where Vern had worked during the depression, flew his passenger airliner into the San Francisco Bay on February 9, 1937, killing 11 people. Vern had been so safety conscious his entire career, that he could not understand the simple errors that took so many good pilots.

On April 15, 1966, Vern was standing in the hangar at the new Lehi Airport when a young student on a cross-country flight made an emergency landing at the airport in a



horrific windstorm. Vern ran out and motioned for the student to pull up to the tie-downs. The student did not follow Vern's motions to turn away from the wind, but instead just cut power to the engine. Vern grabbed the chain tie-down and grabbed the strut to prevent the plane from flipping in the windstorm. As he jumped to reach the strut, Vern twisted his leg and tore some ligaments in his leg. Blood clots from this injury would take his life in four more months.

Plans were being made to dedicate the Lehi Airport in July. Bill Piper was asked by Vern to do the honors. Mr. Piper was able to come out on July 29, 1966 to Utah, so the dedication was scheduled for that day. With the press having been notified of the occurrence, the dedication was well attended, especially by many who flew in. Many of Vern's former students attended, as well as the local contingency of new students and prospects. Mr. Piper flew in with Bob Farley, Thunderbird Aviation, a Piper dealer at the Salt Lake Municipal Airport. The ribbon cutting was momentous as this offered so much hope for the future of aviation in northern Utah County.

But 20 days later, on August 18, 1966, Vern Carter, after finishing up with his morning students and while waiting for Jessie to come pick him up for lunch, collapsed and died on the floor of the hangar from a pulmonary embolism. Blood clots from the leg injury in April began moving around his body and lodged in the pulmonary artery. For a man who took such good care of his body over his lifetime, the final pulmonary embolism permitted him to die a quick death while standing up.



Even in his death, the number of mourners that attended his viewing and funeral best measured the tribute to the man. The night of the viewing, the mourners were lined up for four hours in the mortuary and outside for two blocks. The funeral had to be changed to the LDS Stake Center to accommodate all the well-wishers. The businesses in Lehi closed during the funeral to allow local friends to attend the funeral.

However, one of the greater tributes happened to Vern and Jessie's daughter, Mary. She recounts the following: "This occurred toward the end of August of 1966 while I was working as a stewardess for Frontier Airlines out of Salt Lake City. I had just returned to flying after Dad's funeral when I was caught up in a conversation with about a dozen pilots and copilots in the flight room area at the Salt Lake Airport. One of them, Captain McEwan, said that he'd heard I was Vern Carter's daughter. I answered that I was and that he had recently died. He, and several other pilots, gathered around and

acknowledged that he had taught them at some point in their careers: private, commercial licenses as well as various ratings. I was genuinely touched by their reminiscences about him as a “Granddaddy Pilot” who contributed to their knowledge of and love for aviation. They told several heartfelt and amusing stories of his calm, easygoing manner while he also expected unwavering focus on the demands of flying. Flying wasn’t just a career vocation for him—it was a magnificent obsession. And if the spontaneous tribute to him by the pilots I worked with was any indication, he managed to ignite that same passion in many more of his students and fellow pilots.”

Jessie continued to fly after Vern’s death until she sold the last Piper Cherokee. She would fly alone into Phoenix and Los Angeles amidst those heavily congested areas without fear. She had learned under the master instructor, as had all of his other students.

Jessie died March 17, 1994 in American Fork, Utah from congestive heart failure at the age of 83, just 3 days short of her 84<sup>th</sup> birthday. Being an Irish woman, what better day than St. Patrick’s Day to leave this life and join up with your eternal sweetheart and partner.

One final note! In preparing this text for this nomination, we decided that we were only going to include any stories or events from Vern and Jessie’s life that we could document. For example, we could not document the timing of Vern and Charles Lindbergh meeting up to fly together back to San Diego in 1927, so it was omitted from this text.

However, in the pursuit to verify Vern being in the impromptu celestial navigation class in Los Angeles, I inserted the name of Charles Lindbergh into my search engine on my computer. The first item listed was the Lindbergh Foundation. I telephoned them and they informed me that they have nothing there but his money. They gave me the number for the museum in Little Falls, Minnesota, which sits on the Lindbergh property. They informed me that they are an appendage to the main museum out of St. Paul, Minnesota. I spoke with the curator of that museum, Brian Horrigan. He confirmed that Lindbergh was in the Los Angeles area on March 7, 1927, but he didn’t have any personal knowledge of what Lindy did there, other than he was looking for navigational charts at the aviation shop referred to in our text. But Mr. Horrigan gave me a list of names of authorities on Lindbergh that I could call directly.

The first name on the list was Everett “Ev” Cassagneres, in Cheshire, Connecticut. I called him and he confirmed that Lindy was in San Pedro, but in his book, *“The Untold Story of The Spirit of St. Louis”*, Mr. Cassagneres confirms the celestial navigation class. That was great to hear, because we had heard Vern talk about it many times. But what followed confirms the impact of how many were touched by Vern Carter.

When we were concluding our phone conversation, Mr. Cassagneres asked me again from where I was calling. When I told him Salt Lake City, he recounted an incident he had in 1953. He had just returned from flying in the Korean War, and by self-confession, he became a 1953’s hippie. He bought a touring car and drove around the country. When he arrived in Salt Lake City, he looked up another flying buddy that lived in Magna. His buddy invited him to stay with him, so he did for 3 months, according to Mr. Cassagneres. On one of the trips from Salt Lake City back to Magna, they drove by a little airport on the way. I quizzed him to see if he was referring to the Salt Lake Municipal Airport. He said, “No, this was a little airport on the south side of the road



between Magna and Salt Lake City.” He talked his buddy into stopping at the airport. They chartered a plane so they could fly around the valley and see the Bingham Copper Mine. He said they chartered a “Piper Super Cruiser” (I think he meant “Piper Super Cub”) from a really nice gentleman. Since Vern was the only Piper dealer in Utah at that time, it had to be him. He informed me that he kept good records and he could go upstairs and confirm the incident, if I needed. All I wanted was the confirmation of the celestial navigation class, which he provided. So I thanked him and got the information to send my check for his book to confirm the class with Lindy and Vern.

What are the odds that this man, which confirmed important information for this text, had also crossed paths with the man we are discussing about today. Vern Carter was indeed a pioneer of aviation in the state of Utah. He paved the way for so many to enjoy the joys of flying. There are so many careers in aviation that have been opened up because of Vern Carter. And he did it with the humility that is second-to-none. He was so humble in his accomplishments that I did not even know of my father and mother’s accomplishment until after they had died.

So today, we commend to you the brief knowledge of the tremendous accomplishments of Vern and Jessie Carter in the field of aviation. As a team, they paved the way for so many to reap the benefits from this exciting form of transportation, national defense, and relaxing hobby. They helped so many to learn that you can reach for the stars and touch them. As former-Senator Jake Garn told me, “Your father was an institution in and of himself. There was no one in the state of Utah aviation that did not know him.”

So we petition you today for their induction into The Utah Aviation Hall of Fame. Your cooperation and courtesy will be greatly appreciated.

# Home

TEENS • TV • FEATURES



### The Cover

**M**ORE THAN 40 years of flying—that's the career of Vern J. Carter, who has seen aviation grow up from Jennies to jets. One of the pioneers of flying in the Intermountain country, Vern Carter is still going strong following the sky trails blazed in his boyhood. Read about him on page 7.



From Jennies to Jets, page 7



# From Jennies To Jets

**A Salt Lake pilot has been a part of the growth of Intermountain aviation**

**J**UST AS in these days the ambition of a great many youngsters is to be an astronaut—visit the world of outer space—the ambition of youngsters in the early 20s was to climb into the open cockpit of a biplane and roar up into the sky.

Vern J. Carter is one of the youngsters of the early 20s who did just that, and today is one of Utah's pioneers of flight.

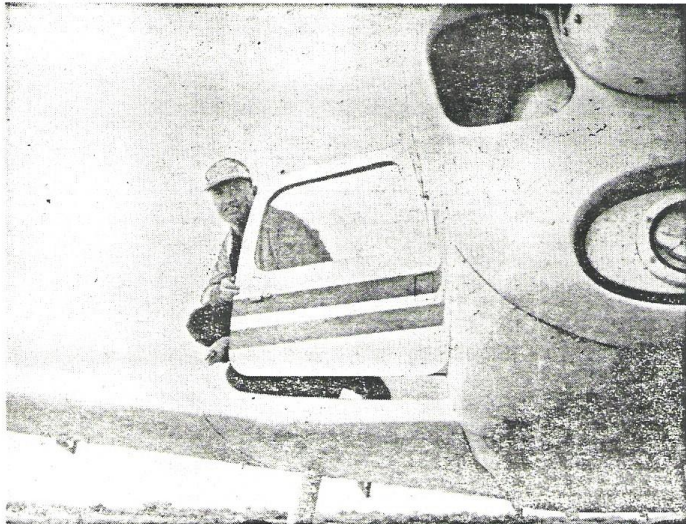
It was back in the fall of 1921, he recalls, that he began his long career in flying. He used to hang around California Institute of Technology listening and watching the professors trying to work out the bugs of aeroplanes, which to many were still just a passing fad.

AND WHEN he wasn't watching the pros, he was busy earning money to buy lessons on how to fly the World War I planes that had been returned from France.

The plane used for a trainer was the old Curtis OX5 Jenny, a 90 h.p. job, which Vern recalls "could make you or break you."

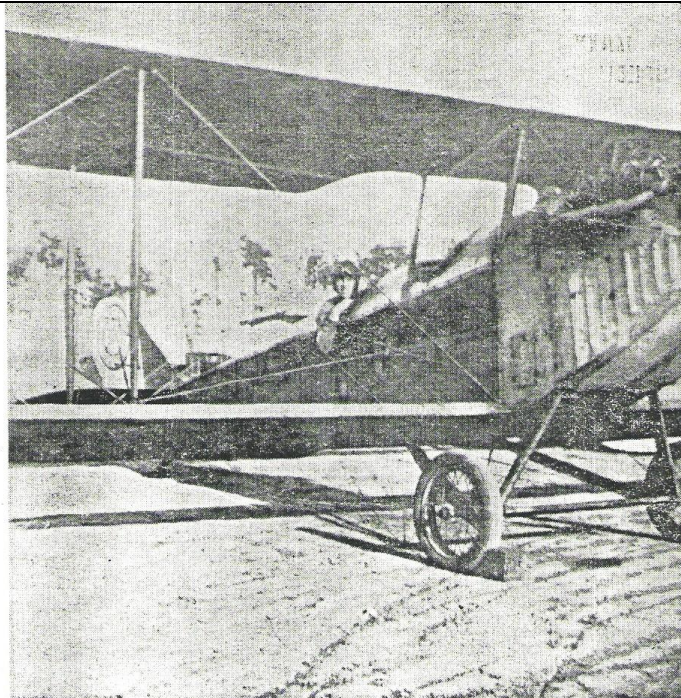
"They used to tell us we better wear our helmets and shatter-proof goggles in case the overhead valve mechanism broke and flew back into our eyes, but we didn't pay much attention. We would turn our caps backwards and fly anyway," he said. He added that at times the planes did shed certain parts in spite of the careful attention given them.

After training, the early pilot graduated into flying the Thomas Morse Scout, powered with rotary engines and also the Hispano-Suiza Spad, and the 400 h.p. Liberty DeHaviland—planes of World War I fame. The old standby Hiss Standard was used for passengers and barnstorming.



Vern J. Carter's plane is a far cry from the old days of fabric wings and wooden struts.

Salt Lake City, November 24, 1963



Vern J. Carter, veteran Intermountain pilot, shown in the cockpit of a Jenny in 1925.

PILOTS IN THOSE DAYS had to do all sorts of flying to make a living. The most dependable source was the flight school, where flyers passed on to other youngsters what they had learned.

Vern recalls that he taught many Chinese and Japanese, and because they could not speak English, the instruction had to be carried on by sign language and an occasional interpreter.

Barnstorming was another way of making a buck. The flyers made the rounds of county fairs and celebrations, giving air shows, making parachute jumps and performing wing-walking stunts to drum up interest

in selling rides and instruction.

There were few established airports in those days, so the pilots landed in pastures, grain and hay fields—any place with room enough for a landing or take-off—"and some of them were pretty short," Vern said.

DURING ALL THIS TIME he was "keeping up" with the progress being made in aviation. And one class, in particular stands out in his mind.

"While flying in Los Angeles a few of us fellows were taking a class in navigation from a famous navigator by the name of Weems. He had a request for instruction in celestial navigation from a tall, slim young pilot, and told us students that we could sit in and listen if we liked. We did and we learned a lot, as did the young visitor—Charles A. Lindberg, preparing for his historic solo flight across the Atlantic."

Mr. Carter has flown just about every job in the aviation book.

He has counted game for the U.S. Forest Service, he has flown on fire patrol over the mountains of the western states, he has operated one of the early flying services, and for a while flew for Dr. Dean R. Brimhall and Robert H. Hinckley at Ogden, both of whom went to national prominence in the field of aviation.

IN THE EARLY 30s, he worked for the legendary Tommy Thompson, and from this job flew for National Parks Airways which later merged with Western Air Lines.

Married in 1929—to Jessie Ellen Welsh—he is the father of nine children all of whom like to fly. Mrs. Carter is a licensed pilot, and is chairman elect of the Utah Chapter of the Ninety-Nines, Inc., an international organization of women flyers.

One son, Glen, has his commercial certificate and is an airway traffic controller at the center at Salt Lake Airport, a place that has improved considerably from the early one that Vern remembers—one brick hangar and a little weather station, with the landing strip a line of cinders.

IN THE SPRING of 1936, Mr. Carter bought a large tract of land on 21st South at 3400 West, and established the Utah Central Airport, which he owned and operated for 18 years. In 1948 he purchased land and established the Carter Sky Ranch Airport at Draper, and currently is readying an airport at Lehi.

So this man, who has seen aviation progress from Jennies to jets, has had a rich life in flying, but one of the big thrills is to hear from former students. "I've always liked to work with students, and it's a great pleasure to follow their progress. Many of them have gone on to fine, rewarding jobs in aviation, plying their trade all over the world."





# The United States of America

## U. S. Department of Commerce

### Civil Aeronautics Administration

T. P. Wright

Administrator of Civil Aeronautics

To all who shall see these presents, greeting:

*I know you that reposing special trust and confidence in the integrity, diligence, and discretion of*

**VERENUS J. CARTER**

*and finding that his skill, experience, judgment, and impartiality merit such special public responsibility, I have designated him to act as*

**Private Pilot Examiner**

*and authorize him to administer the required examinations and tests to applicants for Private Pilot Certificates, in accordance with applicable Regulations and Instructions, and to certify regarding the fitness of such applicants to exercise the privileges of said certificates as prescribed by law, and in the interests of public safety.*

Washington, D. C.

Date **8-24-45**

Certificate Number

**69**

*William A. ...*  
Director of Aeronautics Service

*T. P. Wright*  
Administrator of Civil Aeronautics

# The United States of America

## U. S. Department of Commerce

### Civil Aeronautics Administration

T. H. Wright  
Administrator of Civil Aeronautics

To all who shall see these presents, greeting:

*Know Ye, that respecting special trust and confidence in the integrity, diligence, and discretion of*

**Verevus J. Carter**

*and finding that he has the necessary facilities and equipment available, and that his knowledge, skill, experience, and impartial judgment merit special public responsibility, I have empowered him to act as a*

**Designated Aircraft Maintenance Inspector**

*and authorize him to perform the required inspections of non-air carrier aircraft for continued airworthiness in accordance with applicable regulations and instructions, and to verify regarding the condition of such aircraft in the interests of public safety, as provided by law.*

*Charles F. Dyer*  
Director of Aircraft and Components Service

Washington, D. C.  
Date **4-9-46**

*T. H. Wright*  
Administrator

Designation number **69**



**The United States of America**  
**U. S. Department of Commerce**  
**Civil Aeronautics Administration**

*Reserving special trust and confidence in the integrity, diligence, and discretion of*

**Verenus J. Carter**

*and finding that he has the necessary knowledge, skill, experience, and impartial judgment to merit special public responsibility, I have designated him as an*

**Aviation Safety Representative**

*and authorize him to act as*

**Commercial Pilot Examiner**

*in accordance with the procedures prescribed by the Civil Aeronautics Administration relating to this designation.*

Washington, D. C.

Date April 14, 1954

*Cardinals No.*

69

BY DIRECTION OF THE ADMINISTRATOR

*Ed W. Huslow*  
DIVISION CHIEF

# Six Pilots Will 'Cover' State In Airmail Week Flights

Aviators Will Pick Up Letters From 21  
Utah Airports, One in Idaho

Celebrating the twentieth anniversary of the establishment of regular airmail service, six Utah pilots will bring mail from 21 Utah airports and one Idaho airport May 19 in the first pick-up airmail service from many of these centers.

Those who will fly in the special demonstration of the speed and convenience of the modern airmail service are Clinton Seal, J. E. Garn, J. R. Lund, Vern Carter, Ray Peck and Captain D. W. Goodrich. Floyd Hansen of Logan, Idaho, to Logan, where Mr. Peck will pick it up.

### Blood Cites Advance

The planes will be timed to reach the Salt Lake City airport between 4 and 5 p. m. on that date.

Utah airports from which they will pick up mail are Cedar City, St. George, Enterprise, Milford, Delta, Eureka, Kanab, Panguitch, Richfield, Mt. Pleasant, Greenvier, Price, Provo, Vernal, Roosevelt, Myton, Logan, Brigham City, Ogden, Wendover and Grantsville.

Governor Henry H. Blood issued a proclamation, pointing out "remarkable advancement made in this communication (airmail) facility has been a matter of pride to every American."

### Prominent Place

"The citizenry of Utah has a particularly lively interest in the development of air mail and this state holds a prominent place in the national set-up," the governor said, urging liberal use of air mail in appreciation of the federal government's efforts.

A statement by Mayor John M. Wallace explains aviation is becoming increasingly important to Salt Lake City with airmail lines extending in all directions. "Therefore, I urge the citizenry to use airmail services whenever possible and to stress to friends and associates the advantages of sending mail by air."

Part 2

May 15 1938

SALT LAKE CITY, U

## Routes and Fliers for Special Postal Hops

Routes planes will follow on May 19, observing National Airmail week, to bring mail from 21 Utah airports and one in Idaho. Insets show the pilots who will fly the special routes.

