



Chiropractor the Coast Ship B. 11 in August 1920

CHIROPRACTIC (GENERAL)

Flying Chiro's, Part 1 of 2

Joseph Keating Jr., PhD

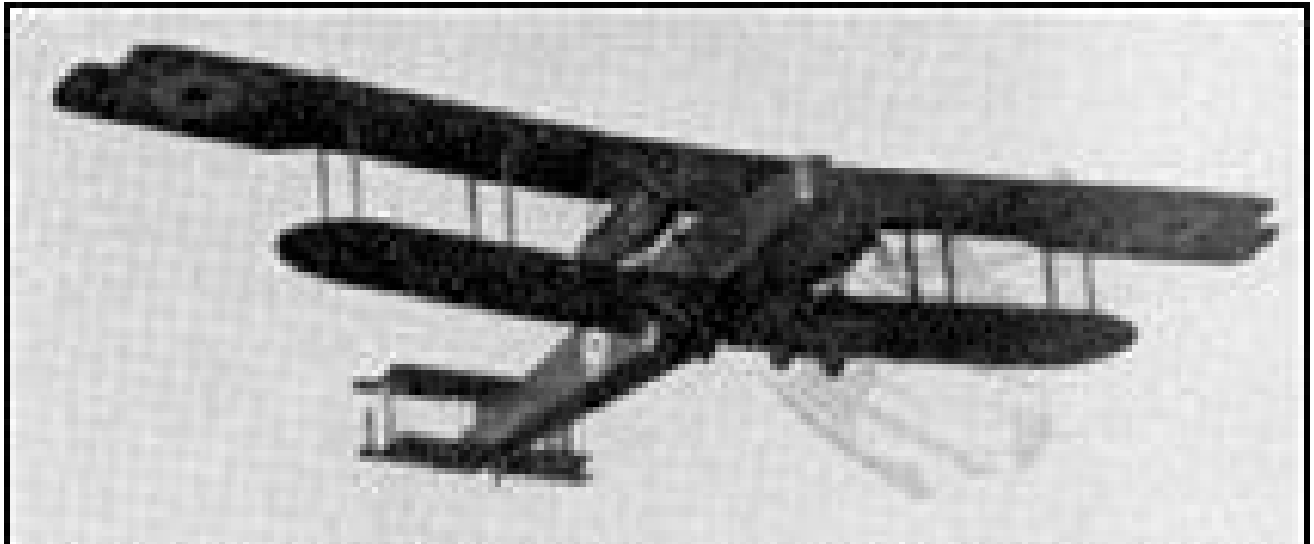
This month, the world celebrates its 100th anniversary of aviation, in remembrance of that day at Kitty Hawk, N.C., in 1903, when Orville and Wilbur Wright made their first sustained, controlled, motor-powered flights. The evolution of chiropractic parallels that of aviation. For instance, Otto Lillienthal built and first successfully flew his biplane hang gliders in 1895, about the same time D.D. Palmer was getting chiropractic off the ground. In addition, the world wars were potent stimuli for development in both industries.¹



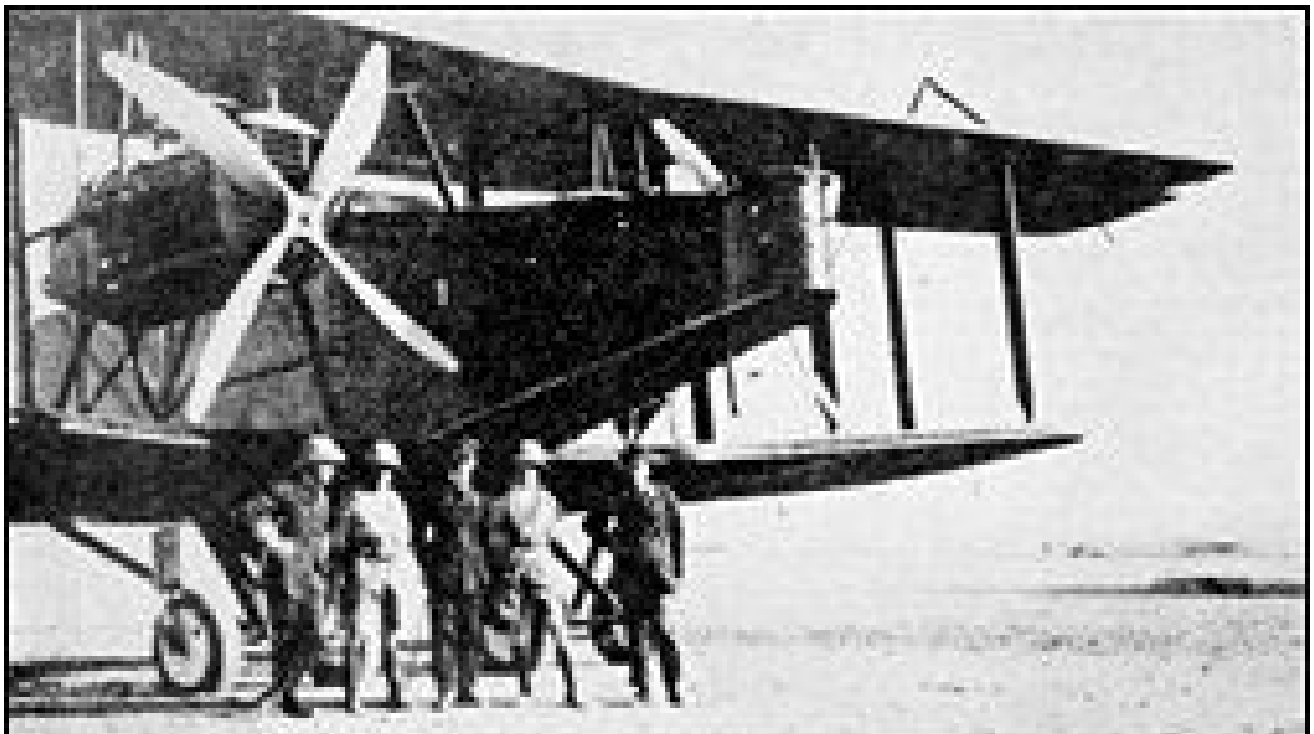
***"Christening the Good Ship B.J." in August 1920
(courtesy of the Special Collections section of the
David D. Palmer Health Sciences Library).***



Lieutenant Harry Yates of the Royal Air Force, future chiropractor, flew a record-setting mission in 1919.



The twin-engine Handley-Page was built as a bomber for use in World War I.



Colonel Lawrence took this picture of the Handley-Page F.318 after its arrival in Cairo with (l to r.) Lieutenant Yates, mechanics Stedman and Hand (no known ranks) and Mr. Philby²

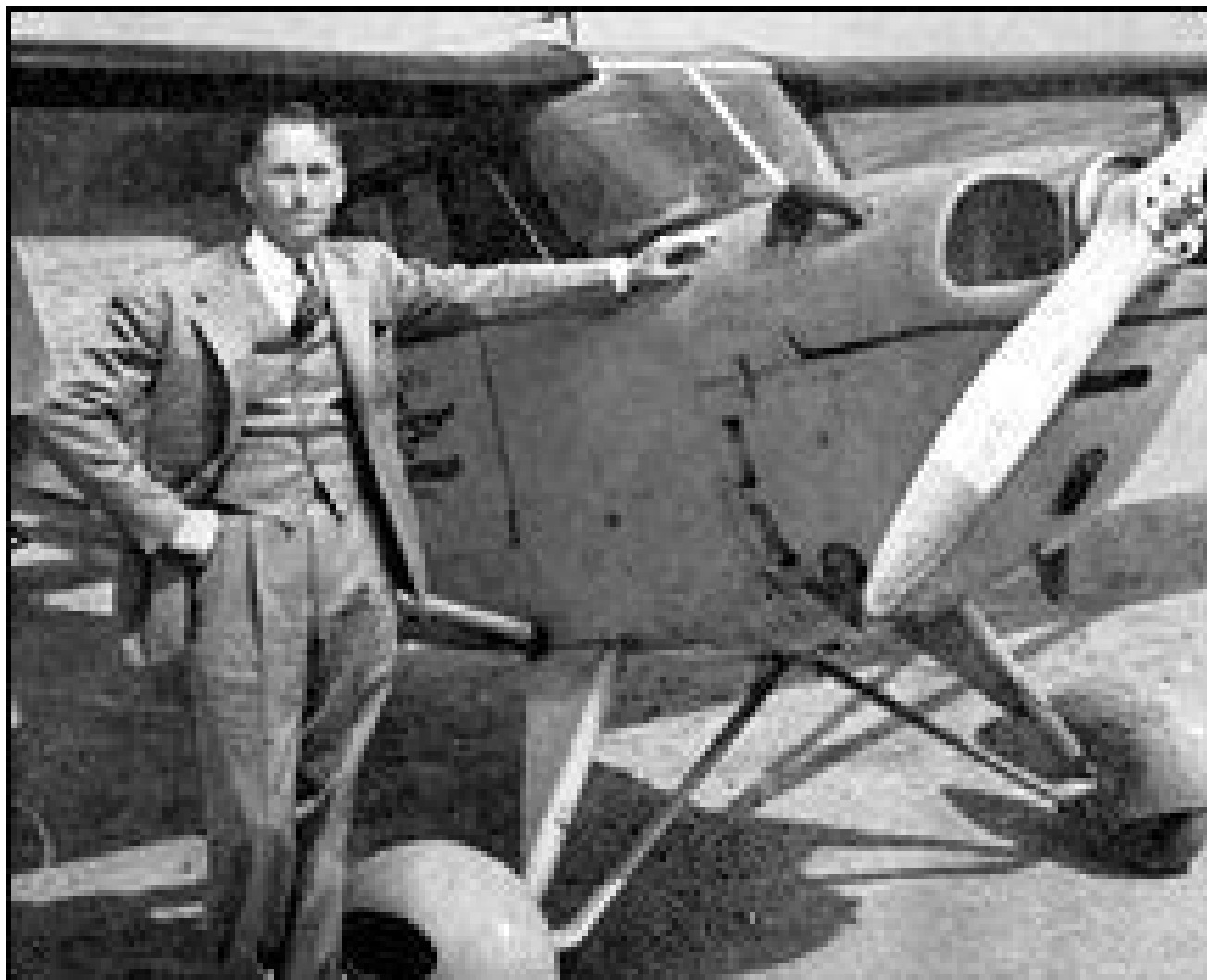


Chiropractors have long been involved in aviation. B.J. Palmer apparently first took to the air in 1920, and was described as "an enthusiastic booster for aviation after having thoroughly studied the equipment at Wallace Field"³ in Bettendorf, Iowa. Canadian Harry A. Yates was an accomplished Royal Air Force flyer who set a record for his trip from Britain to Egypt in 1919.^{2,4} One of his passengers during part of the trek was Lawrence of Arabia, who was on his way to mediate between the British and the Arab tribes. Yates later served for many years as president of the licensing authority, president of the provincial association of chiropractors in Ontario, and as a member of the board of governors of the Canadian Memorial Chiropractic College (CMCC).

Chiropractors were active in aviation between the wars. W.E. Methvin, DC, of Tennessee, invented "an unusual slot" for his mono-wing "safety plane," which, it was purported, "prevents spinning and adds to the rate of climb and quickness of take-off."⁵ Several leaders of the broad-scope-tolerant National Chiropractic Association (NCA) might have hoped for a safer aircraft the following year, when they made a forced landing in a golf course:

"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 2,500 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.³⁹"

Chiropractor Roy Larson made his rounds as a salesman and technician for Pathometric, Inc., a manufacturer of radionics devices, in his single-engine aircraft; he was featured in advertisements in the NCA's *Journal* in the 1940s. National alumnus Wayne F. Crider, DC, of Hagerstown, Md., who led the Council of State Chiropractic Examining Boards (COSCEB; the forerunner of today's FCLB) in the 1930s, and issued some of the first guidelines for the accreditation of chiropractic colleges,⁷ was another aviation enthusiast. He attained the rank of major in Maryland's Civil Air Patrol; he and his wife died in the crash of their private plane in rural Lancaster County, Pa., on Oct. 8, 1950.⁷

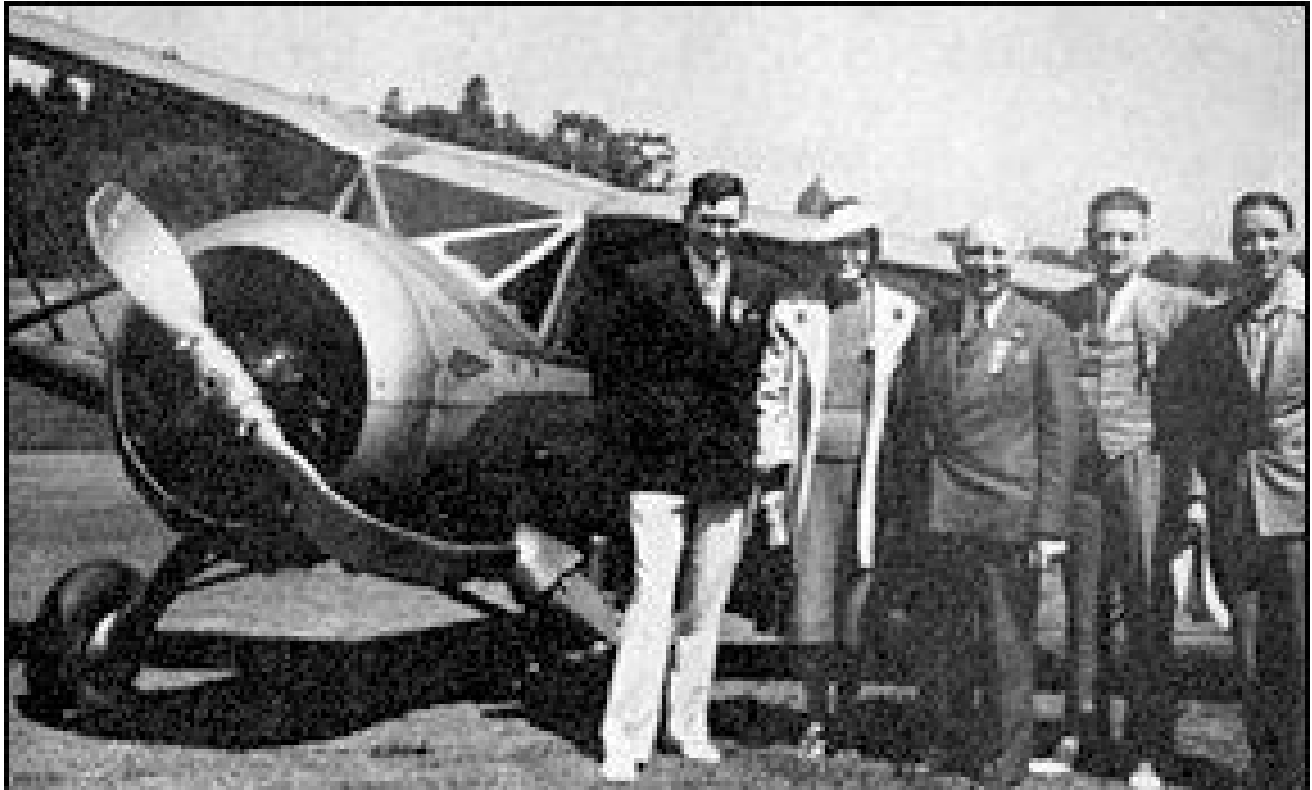


Roy Larsen, DC, and his aircraft, as seen in the NCA Journal for November 1940.



Dr. Wayne Crider, in his Civil Air Patrol uniform, presumably during World War II (courtesy of Mr. Wayne S. Crider).

In the 1930s, chiropractic leaders found that commercial aviation assisted them in their professional activities, by shortening travel times greatly, in comparison with train travel. Palmer graduate John J. Nugent, DC, president of the COSCEB (when he was appointed the NCA's first director of education in 1941), made extensive use of commercial aviation to fulfill his responsibilities as inspector of chiropractic schools. Ten years later, he was said to have flown more than 180,000 miles in the line of duty, considered quite a record in an era before commercial jet travel, and worthy of mention in his hometown paper, the *New Haven Sunday Register*. United Airlines presented him with a plaque to honor the 100,000 miles he had logged with them.⁸



Smiling happily at their fortunate escape are Dr. and Mrs. EC Ingham, Dr. DE Christensen, Dr. RD Ketchum and Dr. Howard Ernst, pilot.



*Robinson, DC, president of
the NCA in 1939.*



John A. Schnick, DC of Hamilton, Ontario, president of the NCA in 1940, arrives at the Minneapolis airport for the NCA's convention, where he is greeted by Robert Ramsay, DC.



Dr. John J. Nugent, 1941.

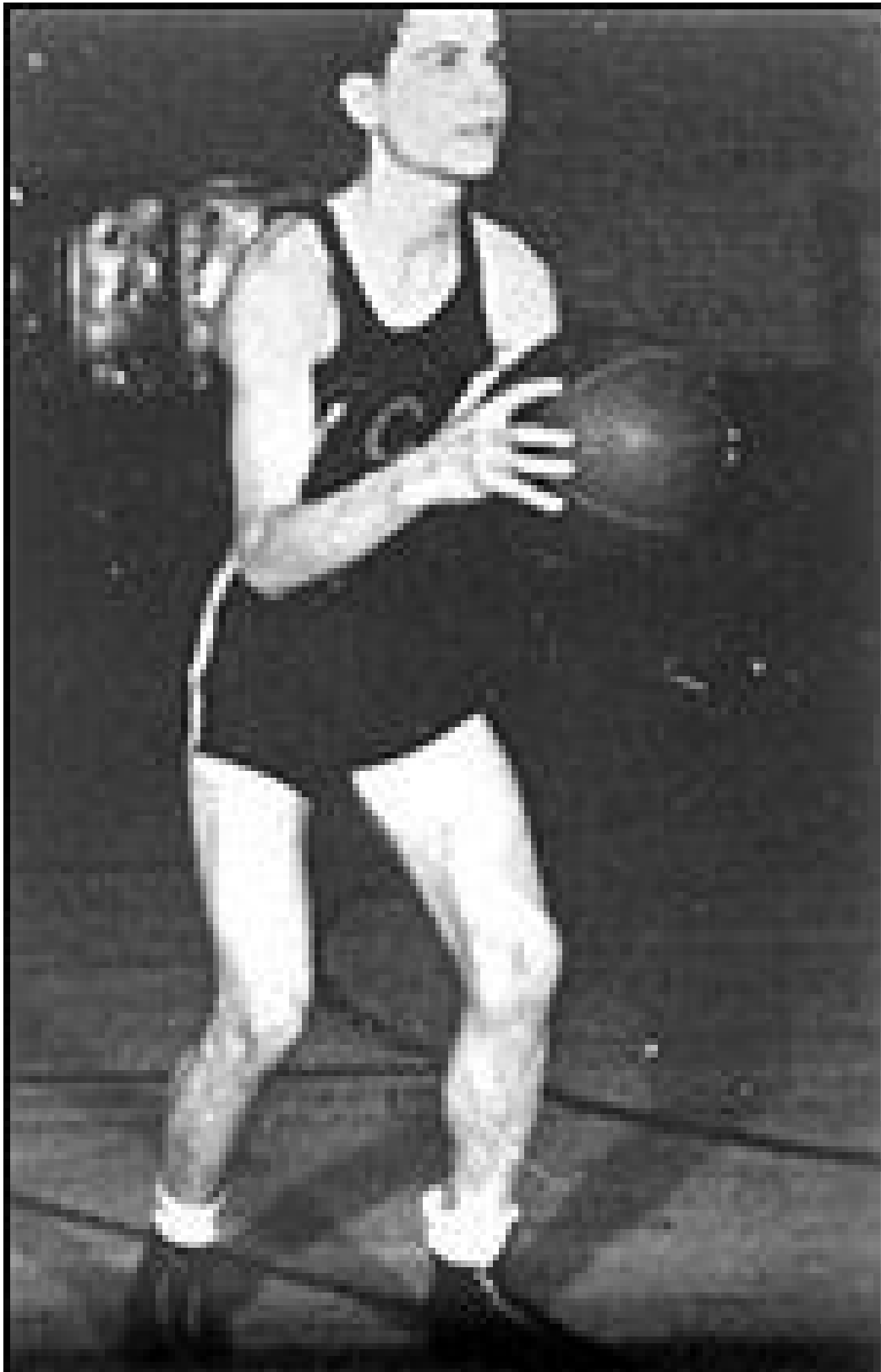
Dr. James C. Drain, son of the longtime president and co-owner of the Texas Chiropractic College,⁹ was commissioned in the Army Air Corps during World War II, and maintained his flying interest after the war. Second-generation chiropractor George Goodheart, DC, a 1939 National College graduate, also flew with the U.S. Army's Eighth and Ninth Air Forces during the "Big One," and served in the Air Force Reserve until 1956.¹⁰ He made use of various aviation metaphors in his educational seminars as the founder of applied kinesiology. "On the beam," a reference to the early electronic guidance system of triangulation used to direct bombers to their targets during the European air war, was also a popular metaphor for Thurman Fleet, DC, founder of Concept-Therapy.¹¹ Students of Dr. Fleet were known as "beamers."



*James C. Drain, DC, 1943
(courtesy of Dr. Drain).*



*Dr. James C. Drain, 1948
(courtesy of Dr. Drain).*



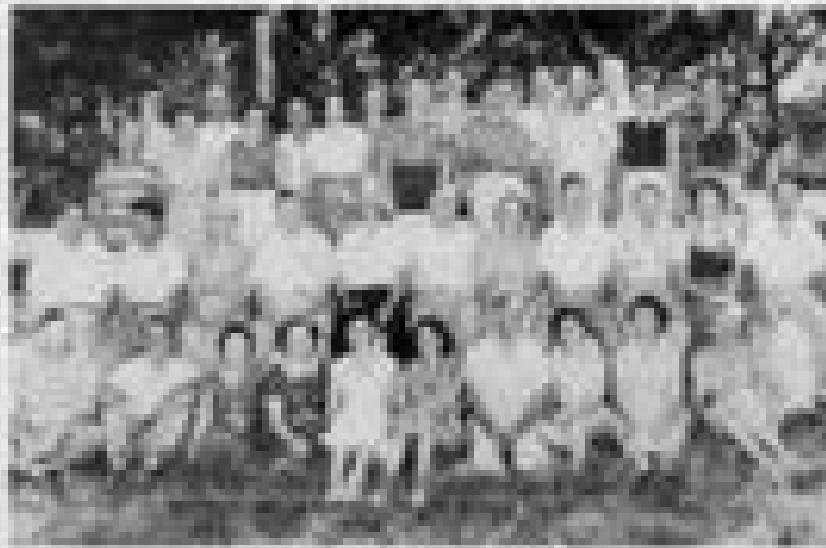
***"Goodie" Goodheart,
shooting hoops at the
National in the late 1930s.***



Dr. Goodheart was a major in the Army Air Corps during World War II.

The **BEAMER**

CONCEPT-THERAPY USHERS IN A NEW AGE



ABOUT THE TEACHER CLASS

BY GEORGE FLEET, DIRECTOR OF THE CONCEPT-THERAPY INSTITUTE
THE CONCEPT-THERAPY INSTITUTE HAS BEEN ORGANIZED TO
BRING ABOUT A NEW AGE OF CONCEPT-THERAPY IN THE
PSYCHOLOGICAL AREA THROUGH THE ESTABLISHMENT OF A
TEACHER CLASS TO TRAIN THE TEACHERS OF THE FUTURE.

TEACHERS' CLASS OUTSTANDING

The Concept-Therapy Institute has organized a new class for teachers of the future. This class is being held at the Concept-Therapy Institute, 1000 North 10th Street, Minneapolis, Minnesota. The class is being held from September 1st to September 15th, 1952. The class is being held for the purpose of training teachers of the future in the use of Concept-Therapy. The class is being held for the purpose of training teachers of the future in the use of Concept-Therapy.

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All Your Teachers Enthusiastic

The class is being held for the purpose of training teachers of the future in the use of Concept-Therapy. The class is being held for the purpose of training teachers of the future in the use of Concept-Therapy.

Remember For Continued Success

The class is being held for the purpose of training teachers of the future in the use of Concept-Therapy. The class is being held for the purpose of training teachers of the future in the use of Concept-Therapy.

DO YOU KNOW?
The Concept-Therapy Institute is available in printed form. For further information, write the Concept-Therapy Institute.

Cover photo from the fall 1952 issue of the Concept-Therapy Institute's newsletter, *The Beamer*, includes young James W. Parker, DC, in a class for concept-therapy instructors (courtesy of George Fleet).

As had been true after the First World War, the second global conflict was a boon to enrollment for colleges generally, including chiropractic schools. Veterans' benefits in Canada and the United States included tuition for chiropractic studies. Classes at the newly opened CMCC in Toronto were comprised mainly of veterans, including the school's future dean, Herbert J. Vear. The young man had enlisted in the Royal Canadian Air Force (RCAF) in 1942, trained as an air navigator, and flew with the RCAF Bomber Command over Germany during 1944-1945.¹² He served with the RCAF reserve forces during 1961-68, and retired a major.

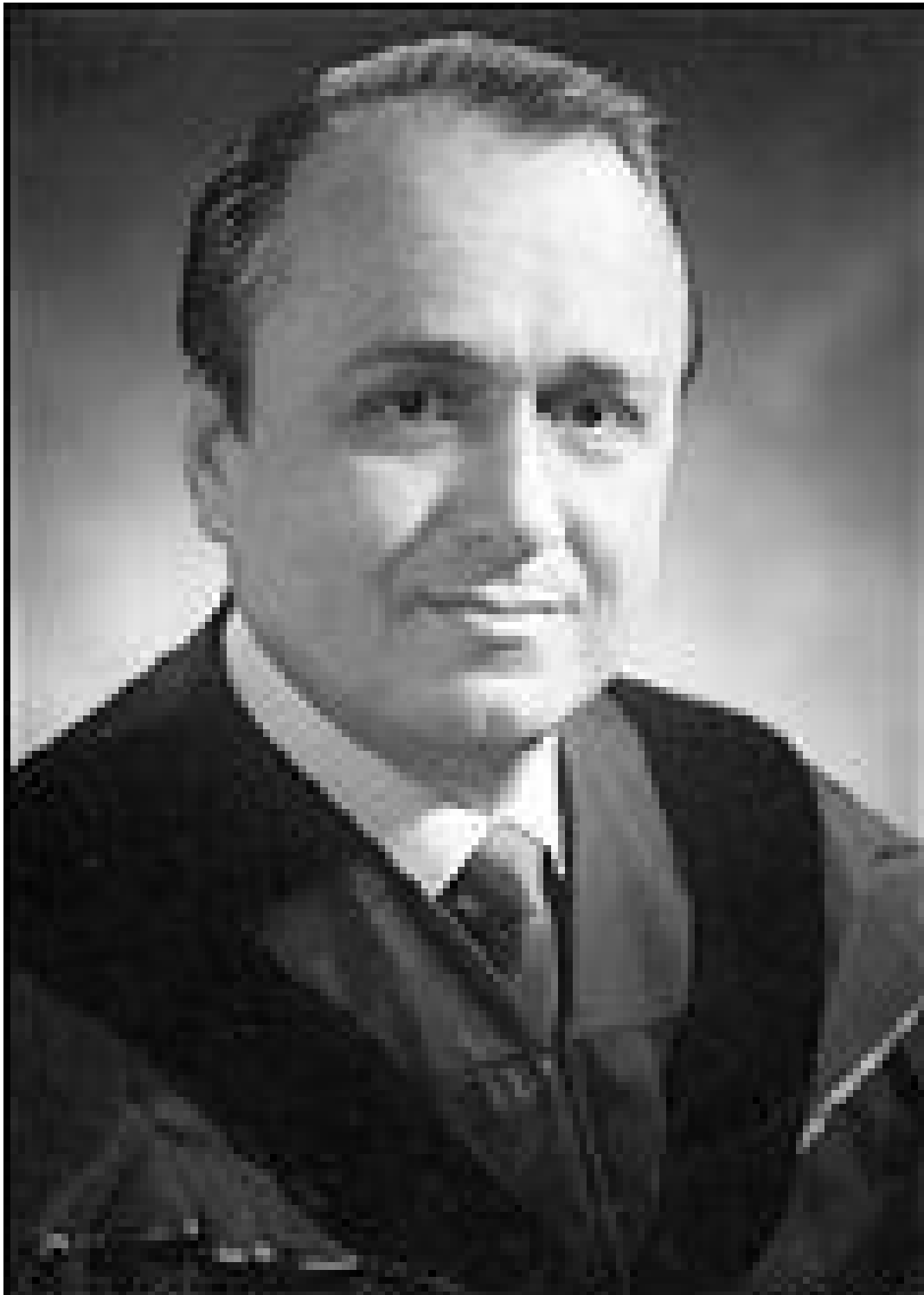


*RCAF officer Herb Vear, April
1994.*



"Young and reckless": The future Dr. Year stands in front of his four-engine Lancaster bomber in Europe during the final years of World War II.

Dr. Vear was not the only aviation enthusiast among the administration of CMCC in the late 1960s. Robert N. Thompson, DC, MP, who graduated from the Palmer School of Chiropractic in 1939 with classmate William Harris, joined the RCAF in Alberta, was assigned as a flight instructor and attained the rank of colonel.¹³ Following World War II, he was instrumental in establishing the Ethiopian Air Force. He is better remembered for his supervision of a leper colony at Sheshemane, Ethiopia; election to the Canadian Federal Parliament; leadership of the Social Credit Party; service as president of CMCC; and his involvement in the founding of Trinity Western University in British Columbia, where he earned a PhD in political science at the age of 75.¹⁴



***Dr. Herbert Vear, circa 1969:
dean of the CMCC and
future president of Western
States Chiropractic College.***



*Dr. Bob Thompson (right)
with Emperor Haile
Selassie of Ethiopia (left).*



Dr. Bob Thompson (right) greets fellow 1938 Palmer graduate and flying enthusiast William Harris of Albany, Ga., 1962.

The postwar era saw a surge in aviation interest, and chiropractors were part of that trend. Philip E. Singer, DC, and his wife, Edythe, renewed their marriage vows after 25 years, while floating in a blimp 3,000 feet over Los Angeles in 1955.¹⁵ John Q. Thaxton, DC, of Raton, N.M., future president of the International Chiropractors' Association (ICA), participated as a "starter" in the third Women's National Aeronautical Association's race.¹⁶ Leonard K. Griffin, DC, a member of the ICA's Representative Assembly from Texas, and later a founding member of the American Chiropractic Association (ACA), was also an aviation enthusiast, and flew his single-engine aircraft to Palmer lyceums and on jaunts to Mexico.¹⁷ Randa Sutherland, wife of John W. Sutherland, DC, of Albuquerque,

participated in air races in an aircraft that advertised the ICA.



D. W. Macmillan, D.C.



E. H. Thompson, D.C.



J. M. Hunt, D.C.



R. M. Hove, D.C.



J. Lamb, D.C.



W. J. Potykanpe, D.C.



Gary Glasson, D.C.

The cover of the Journal of the Canadian Chiropractic Association for August 1981 depicted the new administrative leadership of the CMCC.



Dr. William Harris (right), with his son Tommy as they plan a trip in 1961.



Dr. Bob Thompson at the dedication of CMCC's Bayview Avenue campus in Toronto, 1969



Dr. John Q. Thaxton, 1954.



Caption from the cover of the ICA Review for September 1952 reads: "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."



Caption from the September 1955 issue of the ICA Review reads: "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."



Caption from the cover of the June 1956 issue of ICA Review reads: "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."



Members of the PSC flying club, 1958: 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 and Georges Curchod (seated).



Caption from the June 1957 issue of the ICA Review reads: "This Piper Tri-Pacer is the chiropractic entry in the Powder Puff Derby."



Caption from the August 1957 issue of the ICA Review reads: "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."



Dr. Donald Pharoah

(Editor's note: References for this article will be included at the end of part II.)

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