

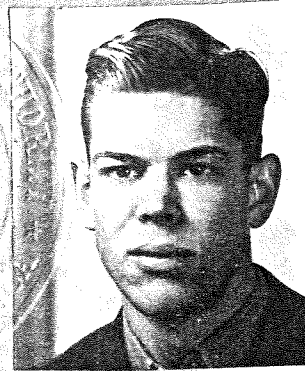
UNITED STATES OF AMERICA
CIVIL AERONAUTICS AUTHORITY
WASHINGTON, D. C.

STUDENT PILOT CERTIFICATE NO. 69033
PASSENGER CARRYING PROHIBITED

This certifies that **FRANKLIN BRUCE MERCER**
CONDON ORE
is rated as a student pilot

Age **19** Weight **155** Height **6'** Color hair **BROWN** Color eyes **BROWN**
Physical condition: **PRIVATE**

The terms of this certificate include each and every provision of the currently effective Civil Air Regulations, issued by the Civil Aeronautics Authority pursuant to law. Unless sooner suspended or revoked, this certificate expires **MAY 15 1940**



For Civil Aeronautics Authority.
Robert Reining
CHIEF, RECORDS DIVISION

Bruce Mercer
SIGNATURE OF STUDENT PILOT

HOLDER SHALL WEAR CORRECTING
LENSES WHILE OPERATING AIRCRAFT

Any alteration of this certificate is punishable by fine or imprisonment.

Learning to fly at OSC in 1939

by Bruce Mercer

I started my flying in 1939 at Corvallis when I was a Sophomore at Oregon State College. The airport was south of town, not too far from the present field. It was a pasture like field with a lot of rain filled holes on the runway. The flight instructor, mechanic, and owner was P. W. Lyndon, a very pleasant fellow with a lot of nerve.

I took my first lesson on January 21, 1939, flying a Piper Cub J-2 with a 40 hp. engine and no brakes. We checked the mags on the way to the end of the runway. On the takeoff and landing an effort was made to miss the rain filled holes because the splash came up through the openings in the floor boards. Most of the flight instruction was in 15 minute intervals, I presume because of cost. I don't remember how much per hour the costs were, but I flew about 11 hours and my total college expenses for the year, including the flying, was only \$585! I soloed in 8 hours with a flight of 5 minutes on June 22, 1939. I have included a copy of my log book and license.

There was not a flying club at the time, but a number of students were flying then. In 1941 a CPT program was being promoted but was instructed at the Albany airport. The advanced group flew Waco biplanes. Wow!!

DATE OF FLIGHT	AIRCRAFT AND ENGINE USED ON THESE FLIGHTS			DURATION OF FLIGHT	
	MAKE OR TYPE OF AIRCRAFT	Identification or License No.	MAKE OR TYPE OF ENGINE	HRS.	MIN.
5-22-39	Piper Cub J-2	NC-19503	Cont. A-40-4	8	05
5-26-39	Piper Cub J-2	NC-19503	Cont. A-40-4		10
5-26-39	Piper Cub J-2	NC-19503	Cont. A-40-4		10
5-28-39	Piper Cub J-2	NC-17557	Cont. A-40-4		05
5-27-39	Piper Cub J-2	NC-17557	Cont. A-40-4		20
5-30-39	Piper Cub J-2	NC-19503	Cont. A-40-4		05
5-30-39	Piper Cub J-2	NC-19503	Cont. A-40-4		15
5-31-39	Piper Cub J-2	NC-19503	Cont. A-40-4		25
TOTAL TIME TO BE CARRIED FORWARD				9	35

STATE POINTS BETWEEN WHICH FLIGHTS WERE MADE, OR IF LOCAL FLIGHTS, STATE NATURE OF SUCH FLIGHTS. IF SERIOUS DAMAGE TO AIRCRAFT OCCURS, MAKE NOTATION UNDER REMARKS. CHAPTER 5 SEC. 57 DEPT. OF COMMERCE REGULATIONS.

FROM	TO	REMARKS
	Corvallis	Solo flight P.W. Lyndon
	Corvallis	check
	Corvallis	landings
	Corvallis	check
	Corvallis	landings
	Corvallis	check
	Corvallis	landings
	Corvallis	landings

I CERTIFY THE ABOVE FLIGHTS WERE MADE

Signature of Pilot