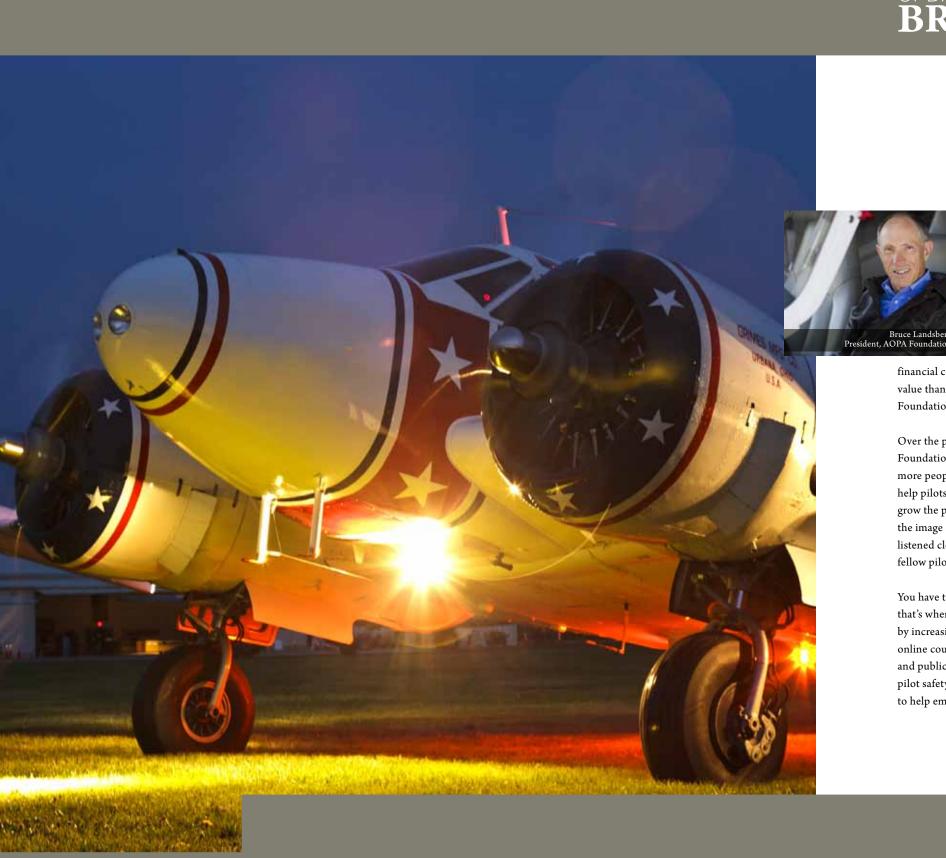


BRUCE LANDSBERG



MORE IS MORE. Sometimes it seems that, lately, we are paying more to get less. That's certainly true when it comes to the price of fuel, whether you're filling your car or

your aircraft. But there's one place where your

financial contribution is delivering greater value than ever. That place is the AOPA Foundation.

Over the past year, the AOPA Foundation—with your help—has reached more people and done more than ever to help pilots fly safely, preserve airports, grow the pilot population, and improve the image of general aviation. And we've listened closely to you—our donors and fellow pilots.

You have told us what matters to you, and that's where we've directed our efforts by increasing the number and variety of online courses, live seminars, webinars, and publications aimed at improving pilot safety. We've also provided funding to help embattled airports demonstrate

their worth. We've funded scholarships to help future pilots fulfill their dreams. And we've told the world just how much general aviation means to pilots and all the people who benefit, directly and indirectly, from GA.

As a non-profit 501(c)(3), the AOPA Foundation depends on taxdeductible contributions from philanthropists like you. It is your contributions that make possible our work on behalf of GA.

Your support is critical to all that we do to keep pilots safe, keep airports open, tackle the serious decline in the pilot population, and help decision makers, the media, and the public understand the uses and benefits of general aviation. Without you, none of these initiatives could exist, and the entire GA community would feel their loss.

It's your involvement, your commitment to ensuring a bright future for general aviation, that helps keep our community strong. That's why, on behalf of your fellow pilots, I want to extend my sincere appreciation for your ongoing support and give you my promise that, in a world where we so often seem to give more to get less, all of us at the AOPA Foundation are committed to giving you greater value for your investment in GA.

Safe skies,

Bruce Landsberg

President, AOPA Foundation

Bruce Landsberg

AOPA LEADERSHIP

ON. Like every presidential election year, this is a time of debate, controversy, and uncertainty about what the future holds. Fortunately, regardless of your political ideals, you can be confident that there are those who share your values and goals, are prepared to articulate your vision, and will act to protect what's important to you. That is what all of us at AOPA strive to do when it comes to representing general aviation and all of the people who enjoy and depend on the freedom to fly.

AOPA, in turn, depends on the support of the AOPA Foundation—and pilots like you—to tackle the big issues that affect our flying.

Safety is always of paramount importance to pilots, passengers, and the community at large. Through the work of the Air Safety Institute, the AOPA Foundation is educating pilots so they can fly safely in a changing environment.

To secure our future, we also need to do more to welcome new pilots into the general aviation community and keep certificated pilots flying. Again, the AOPA Foundation is helping by providing funding for research and programs such as the Flight Training Student Retention

Initiative, a combination of dedicated research and real-world solutions designed to help students complete their training.

None of us can fly without access to airports, and the AOPA Foundation is supporting efforts to build positive relationships between pilots, airports, and the communities they serve. And, of course, our way forward is made easier when decision makers and the public understand who we are, what we do, and how general aviation serves all Americans. Again, the AOPA Foundation is there, helping to expand the understanding of GA beyond the immediate pilot community.

At the heart of all of these efforts are people like you who are willing to step forward, make a contribution, and make their voices heard. Only with the active involvement of pilot philanthropists can AOPA and

the AOPA Foundation continue its efforts to make general aviation stronger and more vibrant for the pilots of today and for generations to come.

We want to thank you for getting engaged with GA. As you become more personally involved, we encourage you to consider just how important general aviation is in your life and the many ways the AOPA Foundation supports your ability to fly. From keeping airports open to educating the media and helping pilots fly safely, the work of the AOPA Foundation benefits us all. Please continue supporting the AOPA Foundation and the promise of a future that includes the freedom to fly.

Sincerely,

William C. Trimble III
Chairman, AOPA Board of Trustees

Craig L. Fuller
President & CEO, AOPA

Craig L. Fuller President & CEO, AOPA



PHILANTHROPIC OPPORTUNITIES

AOPA FOUNDATION MISSION

The AOPA Foundation Inc., a 501 (c) (3) tax-exempt charitable, educational, and scientific organization, educates the public on the value of general aviation. The AOPA Foundation works to improve aviation safety through the Air Safety Institute, preserve community airports, and encourage learning to fly for career and personal benefit—all in the interest of ensuring the future of general aviation in America.

PHILANTHROPIC OPPORTUNITIES

Pilots, aircraft owners, and aviation enthusiasts are all passionate about the freedom and joy flying brings to their lives. The AOPA Foundation provides a variety of unique philanthropic opportunities for individuals to support general aviation's future in a way that meets their needs.

NEW HORIZON FOUNDER'S SOCIETY This is the highest AOPA Foundation flight level of support, in which benefactors are dedicated to giving or raising \$1,000,000 or more.

LEADERSHIP SOCIETY Leading the mission to help keep pilots safe and to safeguard the future of general aviation, supporters make a commitment to give or raise \$500,000 to \$999,999 over a five-year period.

FOUNDER'S SOCIETY Founded on a passion for aviation, these contributors make a difference by committing to give or raise \$100,000 to \$499,999 over a five-year period.

PRESIDENT'S AMBASSADORS After satisfying the President's Council commitment, these donors further help preserve the future of general aviation with a continued commitment to give or raise \$50,000 over a five-year period.

PRESIDENT'S COUNCIL Chaired by John Nordstrom, these generous philanthropists commit to preserving our freedom to fly by giving or raising \$50,000 over a five-year period.

LEGACY SOCIETY Every day pilots create their legacy, whether it's building a family or logging more hours of flight time. The AOPA Foundation Legacy Society offers a way to further your legacy while also preserving general aviation's future by making an estate gift to the AOPA Foundation.

Estate gifts include bequests, charitable gift annuities, charitable remainder trusts, life insurance, retirement plans, and other "deferred" gifts. To learn more visit aopa.giftlegacy.com.

ENDOWMENTS Creating a Donor-Named Fund begins with cumulative endowment gifts totaling \$10,000 or more. The Silver Endowment Fund level starts at \$50,000. The Platinum Endowment Fund is attained in recognition of a gift of \$100,000 or greater.

HAT IN THE RING SOCIETY Chaired by Academy Award winning actor and pilot Morgan Freeman and named after Eddie Rickenbacker's 94th Aero Squadron, these members are asked to make a commitment of \$1,000 per year to support AOPA Foundation initiatives. The newly updated program will also include four new awards that will showcase achievements in general aviation. Three additional levels of membership recognize the exceptional commitment of these pilots, aircraft owners, and aviation enthusiasts. Gold

Level membership begins at \$10,000 per year, Silver Level membership begins at \$5,000 per year, and Bronze Level membership begins at \$2,500 per year.

FRIEND OF GA As a participant in this monthly giving program, donors will have the satisfaction of knowing that each and every month they are making a contribution to support the freedom pilots hold dear. Monthly contributions will be charged automatically to their credit card and members are able to cancel at any time.

DONOR EVENTS Throughout the year, the AOPA Foundation hosts events to thank our loyal supporters and give them opportunities to meet with each other, AOPA leadership, and staff. We welcome the chance to thank donors in person for their role in preserving general aviation.

AOPA FOUNDATION'S A NIGHT FOR FLIGHT BENEFIT &

AUCTION In just two years, the event's auction and table seat purchases totaled nearly \$700,000 for the AOPA Foundation. The 2012 Gala is being held in Palm Springs at the Riviera on October 11, 2012. The auction opens for bidding on August 27, 2012 and closes at 11:59 PM EDT on October 11, 2012.



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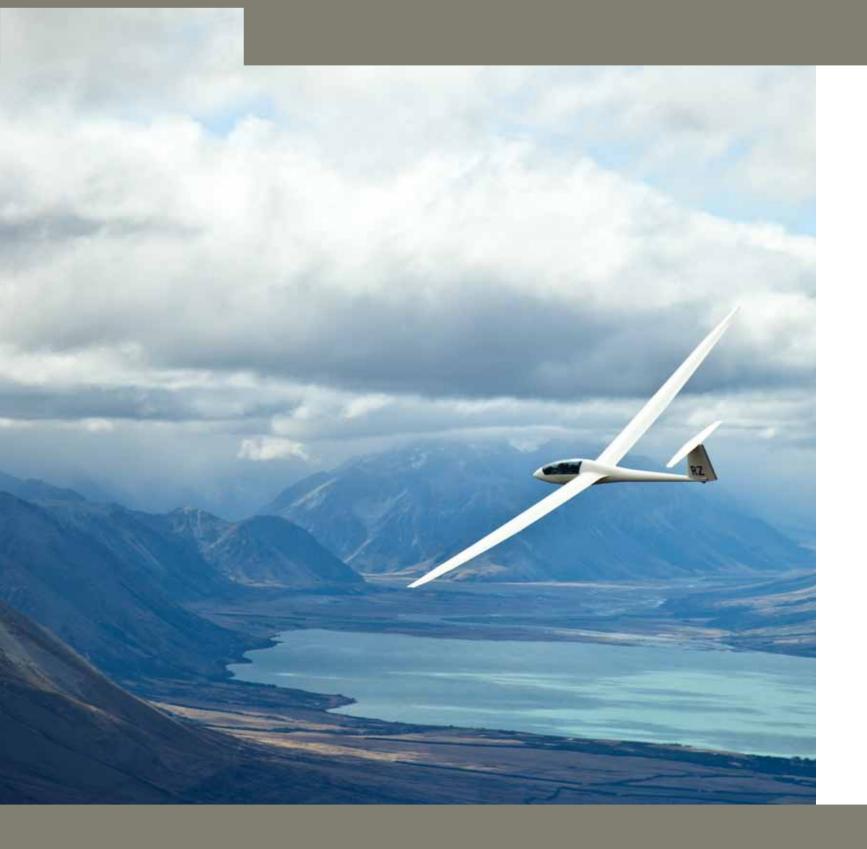
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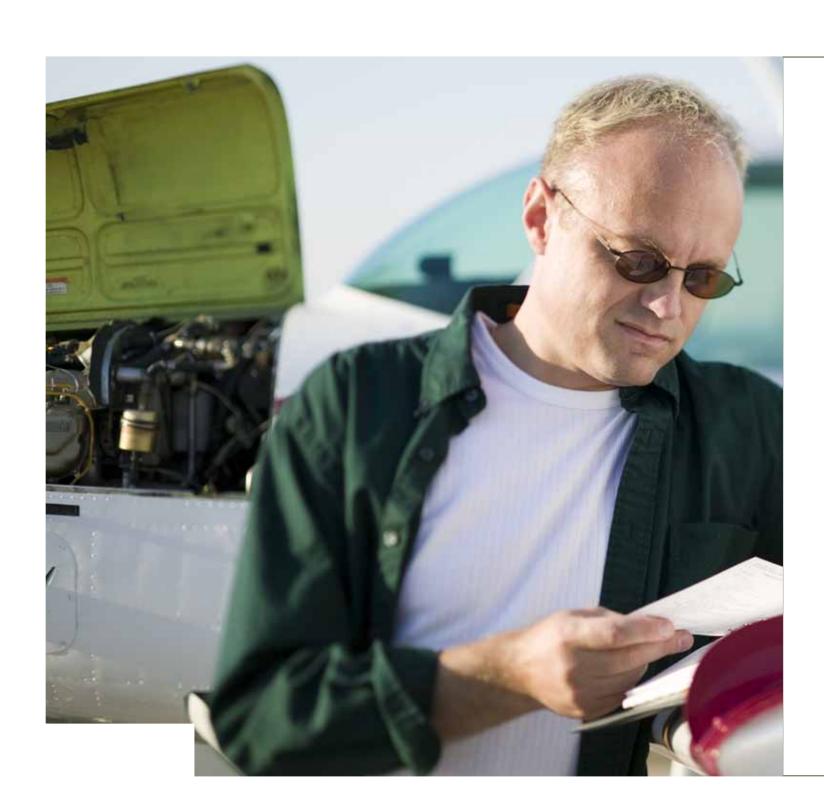


AOPA FOUNDATION UNAUDITED FINANCIALS Thanks to generous donors like you, in 2011 the AOPA Foundation raised more than \$6,000,000 to fund projects in the key initiative areas of improving safety – through the Air Safety Institute, growing the pilot population, preserving airports, and improving the image of general aviation. Over 86% of those contributions were used for programs that keep pilots safe and safeguard the future of GA.

The figures below represent the financial activities of the AOPA Foundation for the calendar year ended December 31, 2011.

REVENUE, GAINS, & OTHER SUPPORT	
Contributions	\$6,043,000
Endowment	121,000
Course Income	1,268,000
Return on Investments & Other Income	42,000
TOTAL REVENUE	7,474,000
Expenses	
Education & Safety Programs	6,182,000
Fundraising	875,000
Management & General	558,000
TOTAL EXPENSES	7,615,000
CHANGE IN NET ASSETS	(\$141,000)

Cash & Investments	\$23,510,000
General Accounts Receivable, Net	129,000
Contributions Receivable, Net	6,770,000
Other Assets	94,000
Property & Equipment, Net	287,000
TOTALASSETS	\$30,790,000
Liabilities & net assets	
Accounts Payable & Accrued Liabilities	\$551,00
Deferred Revenue	103,00
Long-Term Obligations	951,00
TOTAL LIABILITIES	1,605,00
Net Assets	
Unrestricted	9,191,00
Temporarily Restricted	10,115,00
Permanently Restricted	9,879,00
TOTAL NET ASSETS	29,185,00
TOTAL LIABILITIES & NET ASSETS	\$30,790,000



SAFETYFIRST

IT'S SOMETHING OF A CLICHÉ, but the truth is, that when it comes to flying, safety must be first—and so it is with the AOPA Foundation.

In 2011, thanks to the support of committed pilots and sponsors, the AOPA Foundation provided over \$4.6 million to support the safety programs pilots depend on, including webinars, seminars, online courses, safety publications, and more. In fact, the Air Safety Institute (ASI) had a record-breaking year with almost 1.1 million contacts.

The Air Safety Institute reached almost 34,000 individuals through its live seminars, hosted five webinars attended by more than 7,000 people, and provided a total of 181 free webinars and seminars at locations nationwide.

ASI, with the support of the AOPA Foundation, also reached tens of thousands of pilots through its numerous online safety programs, including 24 new safety quizzes with over 379,000 completions and new online courses on cockpit weather and flying as you age, which together with existing courses saw over 197,000 completions in 2011. In addition ASI produced three new Real Pilot Stories, which were viewed over 186,000 times and eight Ask ATC videos, which had over 65,000 views.

Reaching pilots and aviation enthusiasts through newsletters, articles, and other publications is also an important part of the institute's safety work. In 2011, ASI produced three newsletters distributed to 12,000 USAIG clients, four *CFI* to *CFI* newsletters with a quarterly distribution of 90,000, as well as the annual *Joseph T. Nall Report*.

With your support, the AOPA Foundation's Air Safety
Institute plans to continue expanding its safety outreach in
2012, developing two new seminars to be presented at nearly
200 venues nationwide and continuing to grow the library of
newsletters, publications, webinars, quizzes, and videos.



PLACES TO LAND

JUST AS HIGHWAYS need off-ramps and railways need stations, general aviation needs airports. But GA airports have been closing at a disturbing rate for decades. The AOPA Foundation works to keep airports open by supporting AOPA efforts to educate decision makers and the public about an airport's true value to the national transportation system, local communities, and the U.S. economy.

When an airport is under siege, whether by developers, cash-strapped local governments, or neighbors who don't understand how they benefit from GA, supporters often find themselves in need of powerful data to make their case for the value of the airport, data that isn't always easy to find.

In 2011, the AOPA Foundation granted approximately \$166,000 to help tell the economic story of 3 airports—
Mercer County in Bluefield, West Virginia; University Park in Centre County, Pennsylvania; and embattled Santa Monica Municipal in Santa Monica, California.

The AOPA Foundation is committed to keeping airports open and research and education are important parts of those preservation efforts. As with everything the AOPA Foundation does, these projects rely on financial support from contributors who recognize the importance of having somewhere to land.

With additional funding, the AOPA Foundation will provide support to the Airport Support Network, whose 2,500 volunteers keep watch over their airports, building positive relationships with decision makers and the community, and defusing potential conflicts before they lead to airport closures.



AIRPORT GUARDIANS



SUPPORTING THE PILOT POPULATION

ensuring safety and protecting airports mean little if there are no pilots to fly. And ensuring a robust pilot population means taking action on many fronts—from attracting newcomers into aviation to helping students complete their training to keeping certificated pilots in the air longer.

That's why the AOPA Foundation is working on many fronts to support long-term efforts to grow the pilot population. In 2011, the AOPA Foundation awarded its first flight training scholarship. A second scholarship will be awarded in 2012, and the AOPA Foundation hopes to make this an ongoing part of its work.

In addition, the AOPA Foundation in 2011 provided a \$125,000 grant to AOPA for its work on the Flight Training Student Retention Initiative, a revolutionary program aimed at halting the alarming 70-percent student dropout rate and developing a more robust and effective flight training infrastructure.

The AOPA Foundation has also been actively engaged in the development of the MyFlightTraining website, which provides personalized guidance and information to students at every stage of the training process.

The number of active pilots in the United States has been declining for decades, and there is no quick fix for such a longstanding problem. But with your ongoing support and commitment we can and must change this trend.

TAKE FLIGHT

IMPROVING GA'S IMAGE

practical experience prove that people are more likely to protect what they value—and less likely to protect what they don't understand.

The vast majority of Americans believe they have little or no direct experience with general aviation, and no idea that GA pumps more than \$150 billion in to the U.S. economy each year or that it is responsible for creating 1 million jobs. They are equally unaware that general aviation is a vital means of delivering goods, services, and people to areas not served by the airlines or that charitable flying is an important part of general aviation.

Telling that story is an important part of the AOPA Foundation's *GA Serves America* campaign to improve GA's image and educate the public on its value. In 2011, the AOPA Foundation supported an extensive public relations campaign to show people how general aviation serves their communities and neighbors. These messages, promoted through 71 new media alliances, reached an initial audience of more than 300,000, with viral website postings of these stories expanding the audience even further.

The AOPA Foundation also worked to help pilots help themselves, supporting an online training program, the "AOPA Guide to Talking to Reporters" to help pilots deal with the media, whether at an airport open house or following an accident. And the AOPA Foundation helped develop presentation materials to educate non-pilots about exactly what general aviation is and does, as well as who it serves.

With your continued support, the AOPA Foundation will continue to expand these programs to provide factual information to educate decision makers and the general public about general aviation, creating a more balanced understanding of GA.





PITTMAN

BY ANY MEASURE, Bob Pittman has had a remarkable career. From humble beginnings in his hometown of Jackson, Mississippi, the radio programming prodigy blazed a trail that would lead, among other things, to the founding of MTV, the leadership of AOL in its heyday, venture investments including social gaming leader Zynga, and the helm of global media and entertainment company Clear Channel Communications. And he owes it all to the fact that, as a 15-year-old boy, he needed money for flying lessons.

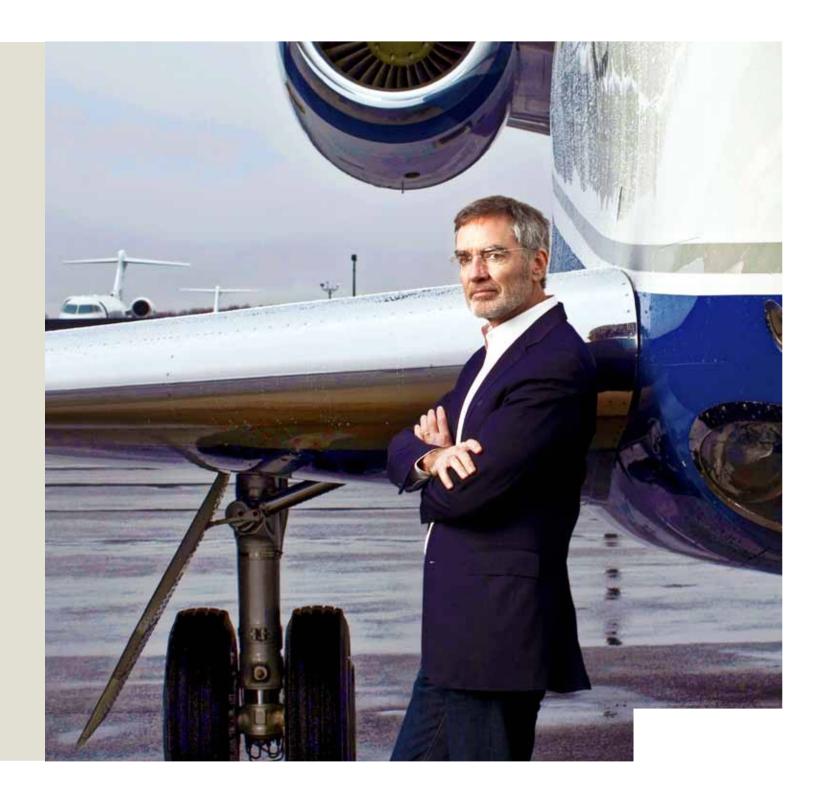
Well, sort of.

As a fifth grader, Pittman went for a ride in an Ercoupe owned by a family friend, and the aviation "bug" bit. Helped along by his grandfather—who, although not a pilot, took it upon himself to foster the boy's interest in aviation—he eventually reached the obvious conclusion and informed his parents that he needed to learn to fly. If that was the case, they replied, he needed to find a job. As it happened, the only job he could find was as an announcer at a local radio station. The rest, as they say, is history.

Pittman's career got busy in a big way, but the desire to fly never left him. After four decades and 5,000-plus hours, the ATP-rated pilot owns and flies a Falcon 900 jet and an Augusta A-109 helicopter, which, together, allow him to maintain a flexible business schedule that would otherwise be impossible: "I couldn't do my work without it." He also flies for pleasure, and has visited more than 50 countries on six continents. "I love to travel, and my wife and kids do as well. It's been a great way to see the world."

Asked about his reasons for supporting the AOPA Foundation, he speaks first of safety: "That's my numberone concern. I think it's important to support a group that's building programs to enhance safety." Pittman also talks about the need to build a new generation of pilots, and the challenge of helping the public better understand the importance of general aviation.

It's an importance that's certainly never been lost on him. Would he have ended up in the same place if he'd never learned to fly? There's no way of knowing, but there's also no doubt that Pittman considers aviation to have played a central role in his life. If you need evidence of that, look no further than the name of his private investment firm—Pilot Group, LLC.



AOPA PRESIDENT'S AMBASSADOR



THIERRY POUILLE

FEW PILOTS HAVE SEEN more of the world from a light aircraft than Thierry Pouille. A third-generation pilot, Pouille learned to fly as a teenager in his native France, performing right-seat duties in a succession of aircraft owned by his father. Emigrating to the United States in 1982, he flew mostly for recreation until 1998, when he founded Air Journey (www.airjourney. com). The Palm Beach, Florida-based company provides guided tours for pilots eager to see how the rest of the world flies.

It was a natural fit for the Florida transplant, who first flew the Atlantic as a teenager and later spent many happy hours nation-hopping through Europe in a Beech Bonanza. Air Journey—a collaborative venture between Pouille, his wife, and a handful of employees—offers pilots a chance to experience the joy of overseas flight without the stress of going at it alone. Sometimes riding in a customer's airplane, sometimes flying alongside in his B55 Baron, Pouille takes care of all the preflight planning, overflight permits, fuel arrangements, and other minutiae involved with crossing borders.

And there have been plenty of borders. Over the past 14 years, Air Journey has flown all over Central and South America, crossed the Atlantic, explored Africa, and circumnavigated the globe twice (the third world tour, an epic 28-country adventure, launches this spring). While he stresses that there's no substitute for caution and careful planning, Pouille finds that warm welcomes await in most locales. "We may not always share a language, but we have a love of flying in common, and doors tend to open for us," he says.

All the experience abroad provides a unique perspective on the challenges facing general aviation at home. "Many American pilots don't understand how lucky we are," he says. An AOPA member for nearly 30 years, Pouille has watched governments around the world progressively tighten their grip on private flying: "In Europe they've created a monster [user fees]. We need to pay our fair share, but I don't want that to happen here." His support for the AOPA Foundation is motivated by similar concerns about other threats to GA—the dwindling pilot population, disappearing local airports, safety issues, and public misperceptions.

Such worries aside, though, Pouille considers himself fortunate to have made a life doing something he loves. "I'm a very lucky guy," he says in reference to his work with Air Journey. "I start out with strangers and finish with family members."

AOPA PRESIDENT'S COUNCIL

PAUL **CULLMAN**

PAUL CULLMAN IS CONCERNED about the cost of flying. "When I started out," he says, "it was about eight dollars an hour for an airplane and instructor. Of course, it's hard to compare exactly what a dollar was worth then and now, but it's gotten a lot more expensive. A young person today has to be pretty driven to learn to fly and carry on with it."

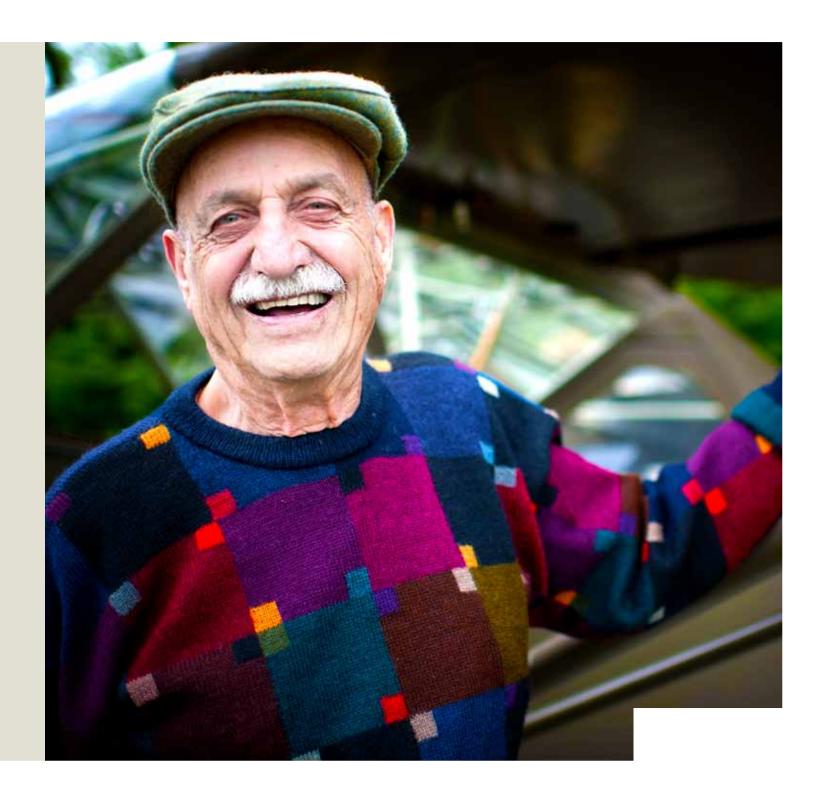
The rising cost of an hour aloft is a common worry among pilots, but few of them have a memory as long as Paul Cullman's. His first solo, on skis in deep Vermont snow ("I didn't know what wheels were until spring") was in January 1943—which, incidentally, was the same year he joined AOPA. In the decades since, Cullman, who spent most of his working life as a cattle rancher in central California, has never strayed far from aviation. He's owned and flown a number of aircraft, worked as an aerial applicator,

been named a Wright Brothers Master Pilot, and, even in his "wilder days," earned an expert parachutist certificate from the Fédération Aéronautique Internationale.

Still an active flier, Cullman owns a collection of vintage aircraft that would be the envy of most pilots. "I have a Meyers 145 and a Stinson L-5B—a genuine warbird that was shipped to Italy in '44. I also have an American Eagle Eaglet, a 1931 Curtiss-Wright Junior, and a Grob 109B motor glider."

Not surprisingly, given his nearly 70 years of membership, Cullman is a believer in AOPA—the pilot's "voice in the wilderness," as he puts it. That support extends to the AOPA Foundation, which he believes is doing important work with initiatives to ensure the long-term viability of general aviation. He enjoys attending the AOPA Foundation's Air Safety Institute seminars, and is glad to see efforts being made to share the joy of flight with a new generation.

"Lots of things get tedious, but every time you fly there's something different," he says. "Flying has been my life. It's always been the end to my means."



LEGACY SOCIETY



DUDLEY

FOR DUDLEY TAFT, the importance of efforts to improve aviation safety was driven home in a frightening way. "I was on approach to Philadelphia, IFR, and I had a passenger in the right seat," he recalls. "There was a VFR aircraft skirting around the airspace to the west, and as I was setting up for the approach, the right seat passenger yelled, 'Look out!' and I was just able to duck below the other aircraft. I was close enough to see the guy's face."

Thankfully, the incident led to nothing more than an elevated heart rate, but for Taft—who had survived a similar close call on another occasion—it drove home the importance of efforts to make the sky a safer place.

A pilot for nearly 50 years and with 8,500 hours, Taft has owned and flown a variety of different aircraft over the years, both for personal and business use. Starting in a Cessna 310, the successful executive

worked his way through an Aerostar and two different Cheyennes before joining the jet world with a Citation 501 in 1983. His current mount is a Citation CJ3, used extensively for both business and personal missions.

Asked about the impact of general aviation on his life, Taft is quick to reply, "It's been tremendous. It was of terrific use in business starting in the late 1960s. I had a broadcasting and media company with stations scattered in places that you couldn't easily get to with the airlines. I got tremendous use for the company, and then later as I spooled down I used it more for personal flying and pleasure."

Taft sees AOPA as an important bulwark against a rapacious regulatory culture (he was particularly concerned about the TSA's proposed Large Aircraft Security Program, now on hold). Of equal importance to such efforts to "keep the world sane" from a regulatory standpoint are initiatives to improve the safety record of general aviation. "I support the AOPA Foundation because of the job it does on safety and keeping people informed," he says, thinking back to his own close calls. "We need to improve our safety record, particularly on the lighter end. I've had personal experiences with that."

WALTER ROBERT **GATTI & WILSON**

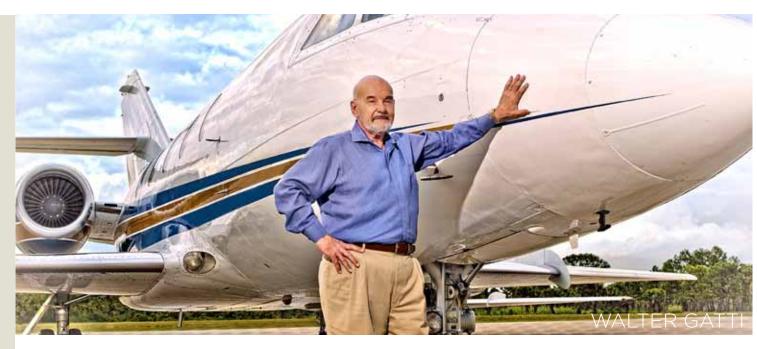
OF ALL PILOTS, those who volunteer their time and aircraft for humanitarian flights have perhaps the best understanding of general aviation's potential to do good works. They see firsthand what their efforts really mean to the people who need them to the little girl getting the medical care she needs, along with the joy and adventure of riding in an airplane. To her mother, who struggles with constant worry, but now has one less thing to worry about. To the earthquake survivor who lost his home, but will have clean water to drink tonight. To the young veteran facing life in a wheelchair, who won't have to endure a 12-hour car ride to be reunited with friends who understand what he's been through.

For many thousands of people like these, such individual acts of kindness—not noise, not accidents—are what general aviation stands for. It's a record of goodwill and compassion we can all be proud of. But although volunteer pilots experience the satisfaction of helping others on a regular basis, the general public only rarely hears about their efforts, or their impact.

Bob Wilson wanted to change that. A dedicated humanitarian pilot, he was frustrated with a media culture that pounces on anything negative about GA while largely ignoring its good deeds. Along with friend and fellow businessman, Walter Gatti, who also understands the importance of changing public attitudes about GA, Wilson proposed an initiative to raise awareness of the real-world impact of humanitarian flying. "It needed to be grassroots," he says. "I wanted people to hear about the individual pilots and the people they help."

Working from Wilson's proposal, a plan was developed that would allow AOPA to work with several groups such as Angel Flight and the Veterans Airlift Command to "seed" stories about humanitarian flying with both local and national media. The idea was to connect the public with news they otherwise wouldn't hear—human interest stories about the pilots who work for good and the people whose lives they change for the better. Among projects currently in the works are stories on the Veteran's Airlift Command for ABC's Nightline and an NBC health segment on medical transportation charities such as Angel Flight.

Thanks to Wilson and Gatti's generosity, it's a proud new effort for the AOPA Foundation to fund—one that aims not only to change the image of GA, but simply to tell stories that deserve to be told. "I just want to make people aware," says Wilson. "There's so much that is being given back, and so many ways you can give back with an aircraft."





PUBLIC BENEFIT FLYING PROGRAM



LUIS **ARANEDA**

AS A BOY GROWING UP in his native Chile, Luis Araneda looked to the sky with a sense of longing, wondering what it would be like to soar with the birds. Compelling as the desire to fly was, however, it wasn't until later in life after emigrating to the United States and becoming a physician in the U.S. Air Force—that he was able to act on his dream and start taking lessons.

Fast-forward several decades and Araneda has long since left the USAF, but the flying bug is still with him. The private pilot owns a Cessna 172, which he keeps at the Bedford, Pennsylvania, airport and flies "just for pleasure, just to feel something different." A specialist in anesthesiology and pain management, as well as an aviation medical examiner, he enjoys the excitement and sense of personal freedom that flying brings.

It's a feeling he hopes future generations will be able to enjoy as well. Like many in the pilot community, he worries that the cost of flying is becoming more of a deterrent, both to young people who would otherwise get involved and to existing pilots struggling to stay active. "The challenge today is money," he says. A frequent audience member at the AOPA Foundation's Air Safety Institute seminars, he is an enthusiastic supporter of efforts to help pilots fly safely, seeing them as integral to the long-term image of general aviation among non-pilots and would-be aviators.

Such earthly concerns aside, though, it's clear that Araneda still carries a sense of wonder at the miracle of flight. After a day filled with the stresses of twenty-first century medicine, there are few tonics as effective as a trip to the airport. "It's still exciting for me, flying like a bird—it's just a pleasure."

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—Bruce Landsberg, President, AOPA Foundation

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—Bill & Cindy Davidson

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Leslie Day
Jay Deakins
Frank H. Deal
Alfred H. Dean
Robert Dean
Daniel B. Dedona
Miles E. Dee
Hans DeKoning
John Delawyer
Robert J. DeLorenz
James DeMatteis
Nicholas D. Demisay
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Christopher J. Denney
Dennis DePaola
Francis V. DePeyster
Matthew J. Desch
Donald L. Deubler Sr.
Jim B. DeVarennes
Leslee H. Devies
Anita DeVillegas

gham	Andrew Dillard	Michael R. Dyar
oier	Patrick Dirks	Carl F. Dyess
uthbertson	Wesley Dixon Jr.	Dr. Calvin B. Early
wsky	Marc Dodge	Johnathan Easton
litsch III	George L. Doetsch	Dean S. Edmonds Jr.
all Jr.	Michael Dohrenwend	Daniel Edwards
nico	William J. Donahue	James Edwards III *
niels	Patrick D. Donovan	Scott A. Edwards
el David	Bennett Dorrance	Leo J. Eggert Jr.
dson	Daniel J. Dorsch *	Dr. Mark C. Eidson
on	Cynthia Lynn Douglas	Margot J. Eld
ris	Rex G. Dowtin	Thomas A. Ellenberger
is	John L. Doyle	Donald G. Elliott
avis *	Judith A. Doyle	Guy Ellsworth
avis	Teresa Drag	William B. Elmore
	Robert Draney	Byron D. Emerson
	Thomas Droumenq	Michael L. Emmons
1	Nathaniel Drourr	Robert Englander
an	T.A.M. Drubbel	Ralph J. Erb
	Donald W. DuBois *	Murray Erickson
lona	Scott Ducey	Craig A. Estep
	John Dudic	John F. Evans
ing	Henrietta J. Duff *	Peter J. Eversole
er	Leiland M. Duke Jr.	John Everson
Lorenz	Marc Dulude	Paul Eyerly
teis	Edmund W. Dumke	Arthur J. Fairbank
Demisay	Michael W. Dunaway	Arthur M. Fairley
Penio	Dana Duncan	Grace Farrelly
. Denney	Josh Duncan	Dr. Daphne G. Fautin
ola	Robert B. Duncan	Charles A. Fazio
Peyster	John L. Dunham	LeRoy P. Feather
esch	Michael Dunleavy	Brian Feaver
eubler Sr.	Thomas Louis Duquette	Douglas P. Felt
ennes	William R. Durham	Stephen Fenwick
vies	Robert Duris	John C. Fergus Jr.
egas	Stanley H. Durlacher	Robert S. Fergus
ries	Andrew K. Dustman	Luis Camilo Fernandez

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Max Braun *

William C. Bradford

August M. Branstner

"I WANTED PEOPLE TO HEAR ABOUT THE INDIVIDUAL PILOTS AND THE PEOPLE THEY HELP."

—Robert Wilson







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Javier Ferrea	Charles R. Fuller	Elliot Gindi *	H. R. Griffith *
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John W. Fisher *	Robert A. Gamache	Robyn Paul Gonsoulin	Robert M. Gunderson
Matthew Neil Fisher	Carlos Garcia	Max A. Gonzenbach	Robert E. Gustafson *
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Craig Foster	Rodney W. George	Roy Graves	Albert Halluin *
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Enrique Franco	Wilfred T. Gibo	Robert Green	C. Dice Hammer
Paul Frappollo	Bob S. Gibson	Dr. Robert H. Green	Hayden Hammer
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Frank Frauenhoff	Ron J. Gieser	Mark Greenberg	Daniel R. Hammond
John D. Frazer Jr.	Jon S. Gilbert	Richard Elliott Greene	Randall S. Hansen
Donald D. Frederick	Judith K. Gillette	Ned Greenop	Stephen D. Hanson
	•	•	•

Robert Carlisle Gillette

Mickey L. Gilley

Jack E. Gilson *

John H. Gimple

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James Harker	Frederick Herbert Jr.	Roy J. Horton	Peter S. Jensen
John R. Harman Jr.	Steven Herfield	Dr. William D. Hospers *	Robert S. Jepson
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Christopher Harris	Robert D. Heyde	C. Howard	David N. Johnson
Dr. Stanley E. Harris	John Hiatt	Frederick Howe	Delbert Johnson
William R. Harris Jr.	Barrie C. Hiern Sr. *	Patrick F. Howe	H. Warren Johnson
George B. Harrison	Marshall N. Higgins *	Joe Howley	Mike Johnson
Hager Stett Harrison	Carl F. Hilker Jr.	Peter Hricak	Philip Johnson
Coleman Hartigan	Charles W. Hillman	Alice Huang	Eric J. Jolly
Richard B. Hartley	James W. Hillman	J. Lloyd Huck	Daryn W. Jones
Walter E. Hartman	Barron Hilton	Fitzgerald S. Hudson *	Dennis M. Jones Jr.
Edwin Hartzler	Leon B. Hinkle	Joseph R. Hudson	Joel Jorgenson
Gerald Hatch	David R. Hinson	Layton A. Humphrey	Yatish Joshi
J. Michale Haubert	Donald C. Hintz	Richard L. Hunt *	Mark Jurash
C. K. Haun	H. Neel Hipp	Charles M. Hunter	Karen M. Kahn
Derek Hawkins	Hayne Hipp	Philip S. Hunter	Vaughn M. Kailian
James H. Hawse	Scott Timmons Hipp	Dr. Richard L. Hunter	Norman Kalat
Matthew J. Hayduk	Gary Hobbs	Michael Brian Hurd	Charles B. Kalvoda
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A. Bruce Heck	Timothy C. Hoiles	Douglas Hynden	Ashok N. Kapadia
Samuel F. Heffner Jr.	A. Bart Holaday	Eric Martin Hynnek	Adam Kaplan
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Bill Hegmann	Robert Hollander	Nanci Irwin	Steven M. Kaplan
Paul C. Heintz	J. Edwin Holliday	Robert E. Irwin	Steven Karol
James Heinz	Robert Hollingsworth	Dr. W. Bradford Isaacs	Daniel Katz
Isaac J. Heizer	Kenneth R. Hollrah	Howard Israel	Dr. Neil T. Katz
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Ronald Henriksen	Robert J. Hopkins	Thomas Jarecki	Randy Keiser
Gary Henry	Ira P. Horn	Rodney Jarrell	George D. Kelce
	Joseph A. Horton	Jon Jeffcoat	Robert L. Keller
• Deceased			

• De • Deceased

Tim Hardage

Steven Hardie

John R. Hardesty

Jonathan James Greenway

Charles W. Gregg Sr.

Steven Gridley

Chuck Griffith

Morgan Freeman

Dr. Ian Blair Fries

Dr. Howard S. Friedman

Dietmar Frey







"I THINK IT'S IMPORTANT TO SUPPORT A GROUP THAT'S BUILDING PROGRAMS TO ENHANCE SAFETY."

—Robert Pittman

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Gary Kelley	Aki Korhonen
Phillip G. Kelley	Eugene A. Korney
Pat Kelly	Jay B. Koven
Randy Kemp	Arthur Kover
Sherri Kennamer	Gregory A. Kozmetsky
James G. Kennedy	William Kramich
Annemarie E. Kent	Morrie Krasner
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Jeff Kincart	Lynn M. Krogh
Bill Kind	Arvid Krumm
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Jeffrey Marken

Ryan Marquette

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Joseph McEwen 5

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• Deceased • Deceased

Jeffrey L. Kodosky

John Koenig Terry J. Kohler

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"AOPA IS THE PILOT'S VOICE IN THE WILDERNESS." —Paul Cullman







Li	fe I	Memi	her	Con	ıtinu	ed

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William J. Nutt	Dr. Nils Parson	Henry B. Ponder Jr.	Howard E. Reeves
Art Nutter	Susan Parson	Gene Pope	Robert E. Regan *
Zoe Dell Nutter	Byron Parsons	Jeffrey Poplin	William J. Rehwald
Robert Nutting	Dick Parsons	James M. Powell	Sean Reigle
Taylor Wilde Nutting	Joe N. Patrick	Lowell Powers Jr.	Robert F. Reinoehl
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John Olson	Rosemarie Pelfrey	Theodore W. Price	Dr. Harlan R. Ribnik
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Renee Paine	Dale Phelon	Daniel Ramos	Robert J. Riordan
Scott Murray Paine	Albert Philion	David Randal	John F. Rippinger
Rodolfo Paiz	Christopher Phillips	William C. Randall	Robert Rippy
Bob Palmer Jr.	Duane Pickel	Joseph Raphael	Phares Risser III
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John F. Papp	Clinton P. Pitts Jr.	James C. Ray	Bernard I. Robertson
Russell Papsdorf	Hampton Pitts	Dr. J. Leighton Read	David L. Robertson

Robert L. Read

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Life Member Continued			
S. Harry Robertson	Michael D. Salinas	John Seeler	Dr. R. J. Slaughter
James W. Robins	Rayson Salt	Dale A. Seiberling	Richard Sloan
Louis Robins	Timothy Saltonstall	Paul S. Seketa	Earl L. Small
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Dr. Michael P. Rogers	Larry Sanford	Elijahu Shapira	Kirby Smith III
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Warren E. Rose	Joseph Sasso	Donald D. Shepardson	Stuart M. Smith
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Jonathan Rudolf	Robert A. Schumacker	Charles Edgar Simmons	Paul Speer
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Robert Ryker	Richard James Sears	Vincent J. Siren	Dwight Springthorpe
Robert J. Salerno	Jason Seavolt	Lionel Shawn Sisler	John Springthorpe III
D 1	Scott M. Sedam	Fred Slater	Wendell C. Sproul
• Deceased			

• Deceased • Deceased

Ian Jordan Pitts

R. E. Parcell Jr. *







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—Dudley Taft

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Phillip Stacy	Gene J. Stratton
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Larry B. Stotts	William P. Tew
Brian L. Stout	Steve T. Thibodaux
Ryan Stovall	Jason Thiemann
Michael S. Stowe	Claire Higham Thomas

Gifford Thomas

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John W. Thompson
Marilyn E. Thompson
R. Thompson Jr.
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Terrell A. Thompson
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Benjamin C. Tilghman
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Donnie D. Todd Jr.
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Lance Toland
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Michael C. Tormey
Lou Torres
William G. Totty
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Ronald W. Tracy

Harper Trammell

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Dr. Brian Turrisi
Elaine Turrisi
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Fred A. Underwood
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Frank L. Varsolona
Charles J. Vasilius
Michael Vecellio
Lowell E. Vereen
Ed M. Verner
Paul Vesely
John L. Vian
Ronald K. Vickrey
Brian Vidis
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James Angelo Viola
Greg Vogt
Karl E. Voigt
Steven H. Vollum
Bradford L. VonWeise
William C. Waggoner *
Stephen W. Wagner Jr.
Jess Waguespack

Henry Kit Wakeman III

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George W. Whelen Joseph R. White Wayne White Edward G. Whitman Dr. Lelan F. Whitmire David Whitney Sandy J. Wickham Anthony C. Wiederkehr Stephen Wilcoxson Ben Wilke Ginny Wilken Brian J. Willenbring Bruce P. Williams Dale A. Williams David Williams Jack K. Williams Kirk Williams Lacy H. Williams II Timothy A. Williams Gilbert Pemberton Williamson David L. Willingham Joe B. Willson Bob Wayne Wilson Craig A. Winkelmann Lawrence J. Winnerman Brion Wise Daniel J. Wisehart Terry Witt Dave Wittbrodt Peter Wolar * Richard B. Wolf Dr. Michael S. Wolkomir Allen J. Wolpert Adrian Wood Brian C. Wood Rick Auletta

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Howard Axtell

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• Deceased • Deceased Terry Fitzgerald

James Fouts

William J. Strand

T	. (C A	Continued

Jerry Fouts	Robert E. Kinne	Jeff Pene	Judi Smith
Robert Francis	Roger Klein	Dr. Stanley Perkins	Donald Spencer
John Fulton	Terrance Klotz	Dru Peterson	Loren Starcher
Matthew Fuoco	Jack Knudson	William Peterson	Ronald Stuntzner
Randy Furman	Charles Kohlerman IV	Vladimir Petrovic	Stephanus Surjaputra
Margery Gans	Gerald Lafont	Leroy Peugh	Thomas Swanson
David Garringer	William Lanman	Dwain Pittenger	Paul Tassinari
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David W. Greene	Brian Lerwick	Scott Rau	Thomas Velie
Syd Griffiths	Ronald Leuthardt	George Reaves IV	David Von Rump
Alex Guruprasad	Jeffrey Lewis	Thomas Reid	Randy Walls
Karl Gustafson	Jerilyn Lisoski	Michael Reilly	Kenneth Walter
Brooke Harding	Michael Littler	Anthony Renner	Lynn Walton
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