



OX5 NEWS

Published by and for Members of the OX5 Aviation Pioneers

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FEBRUARY 1975

MEET THE NEW NATIONAL PRESIDENT

Members of the OX5 Aviation Pioneers can feel they will be well-guided through the term of our new President. He is Oliver V. Phillips, now of Wheat Ridge, Colorado, but who hails from the Black Hills of Western South Dakota. Obviously he is a seasoned pilot, whose first-owned airplane was a damaged Curtiss Junior, later to be lost in a hangar fire.

Phillips then moved on to Southern California where he flew passengers on weekends at the Orange County Airport, which at the time was primitive to the extent that it had no buildings of any sort, although Phillips declares there was a house trailer there which served both as a home and an office for the operator. During this period Phillips flew six different makes of OX5-powered aircraft.

Following a course at Aero Industries Technical Institute at Glendale, from which he graduated, Phillips became an associate engineer of the Harvey Machine Company with whom the first electronic altimeter was developed and patented. Closely following came other sophisticated instruments, including electronic navigational systems, which immediately were taken over by the military, and shortly after Pearl Harbor were enveloped in security.

At about this time the Air Transport Command offered Oliver Phillips a commission. But he was refused an availability certificate so that he would be on-call for some prototype production work involving highly sensitized armament components to be used in test flights of military aircraft.

Later, with his family, Phillips moved to Denver and accepted a position with the instrument division of a major oil well service company. Then in 1960, having become Vice President of the company's International Division, he retired to become a consultant on electro-mechanical engineering and design, plus ownership of the Industrial Research and Development Company at Wheat Ridge, Colorado, where he currently holds forth. Small but busy, this company devotes its time to trouble-shooting in systems of automation, small parts design, and manufacturing.

Typical of the work being done by Phillips at this time is a highly developed tool he produced for the U.S. Geological Survey (USGS), used for the study of geological phenomenon and rock mechanics throughout the world. The latter instrument is capable of sensing the most minute changes in rock stresses and pressures - in three directions simultaneously, while still withstanding tremendous shock and impact, such as the monitor-

ing of underground nuclear testing.

The latter is one of the applications in which it is used.

The same tool is also equipped to monitor temperature changes of very fine increments, plus geo-phonics sound. They are used at atomic test sites, missile pads, mines, tunnels and elsewhere. Government distribution is controlled by the Special Projects Branch of USGS. Additional units are distributed by the Industrial Research and Development Company.

Phillips' aviation-oriented patents herein mentioned include the electronic altimeter, and many devices having to do with highly developed guidance systems for air and seacraft, their programming being based on the use of existing radio transmitting stations of all types and with equipment ranging from standard broadcast frequencies up through UHF. And there are others of note.

Throughout his career, flying has been Phillips' major interest. Ten of the twenty U. S. and foreign patents he developed are aviation-oriented. And he has personally done most of the test flying of the above instruments and systems.

Phillips' wife Beverly, being very knowledgeable on all operations of the company during their 35 years of marriage, is his "Girl Friday." They have four children, two girls and two boys, of which three are married. One boy, still at home, is in school. Oliver and "Bev" say they have no plans for complete retirement. They both enjoy what they are doing, and Phillips says they still have many things planned that need to be accomplished.

One final comment by the writer. It must be stated that whereas Oliver Phillips was not desirous that we use all of the foregoing material in this article, we believe that our members are sufficiently interested in the backgrounds and qualifications of their top-level officers to want to know the type of man who now will call the shots administratively. We are, therefore, happy and pleased to present the foregoing biographical sketch, and to welcome aboard "Prexy" Phillips, who officially assumed his new duties on 1 January, 1975.



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PRESIDENT'S MESSAGE

May I take this opportunity to wish each and every member of OX5 a New Year filled with happiness and good health. Since I cannot shake hands and visit, this media must be the way I convey my thoughts. I wish to especially thank all officers and committee members I have been associated with during my time as a Governor for the help, understanding and kindness extended me. I have been impressed with the quality of people I have met during this time. The administrations under which I have served have shown a dedication and desire to update the management of the organization. The membership will find a great reserve of qualified and capable people to carry on in the future. The Board of Governors has a good number of competent business oriented people who will in due time serve in its offices.

Every member of the OX5 Aviation Pioneers should, at one time or other, treat themselves to the opportunity of meeting and visiting with the Great American Heritage of Aviation which is present at a National Reunion. The people there form a walking living history, an ever changing group who have been responsible in some way for the development and growth of one of the world's greatest industries. Try it sometime, you'll like it.

The several committees necessary for the proper distribution of duties are now in the process of being formed. We are desirous of having many of those who have held various positions in the past, back with us to serve again. Some will not be available and replacements will be chosen.

I find our devoted National Secretary, Karl Voelter, a guiding light in helping me into the left seat. He is one great person and we all owe him a debt of gratitude for the extra effort he continuously puts forth in behalf of OX5.

In closing may I say that I am honored to serve as president, and with the cooperation and help of the good people comprising the Board of Governors, I will strive to serve you well. Please feel free to air any thoughts you may have which will benefit the administration of OX5 -- my mail box is open.

Editor's Cockpit



KARL E. VOELTER

Unfortunately, and very reluctantly, we find that because some Wing organizations are failing to do what is expected of them by their members, and by National, we now feel required to bring the matter to the front, in the hopes that an improved state of affairs will now prevail.

In an outfit like ours, where good organization is one of our most important virtues, it behooves all of us to do everything within reasonable means and experience to "keep the fires hot and the kettles boiling." The latter is especially important within the Wing organizations, where beyond the functional processes, and the engendering of good fellowship, there is little else one can do towards a means of success. In other words, Wing officials should be on their toes with plans for not less than two important membership gatherings annually. Unfortunately, some Wings do not meet even these minimal requirements, and their membership suffers accordingly.

Should the foregoing inactivity continue for any length of time, like perhaps a year, members become unhappy and restless, and are more likely to become disgruntled, than those in the more active groups. In the latter instance, National has to suffer with the negligent Wing. Usually such problems can quickly be classified as lackadaisical administration within the top echelon of the Wing itself.

In our twenty years of experience with the OX5 organization, we have seen instances where individuals after having gone beyond ordinary means to gain prominence within the Wing, in order to become its President, have, for some reason then slacked off. Some want to be the boss, and delegate duties which should be their own responsibilities. A few Wings have even folded because of such lack of administrative abilities.

Early in the history of the organization it was decided to return to the individual Wings \$2.00 annually from each paid up member belonging to the subject Wing. Ostensibly, this was to be for the purpose of having sufficient funds to get under way. The idea was not to be perpetual. But without doubt National continued to pay the refunds, irrespective of the results to its already slim financial status.

Many Wing organizations, however, learned early, how to operate successfully, and to eventually make their respective ways unaided. During the past year, at least three Wing Presidents have notified National that no further dues-refunds were desired. Yet, others, still maintain that without National's help in providing dues-refunds, they cannot exist. And some of the latter group, we have found, are not handling their funds wisely. As the old proverb goes -- some want to have their cake and eat it too.

Within the past few months, as a result of a decision within the National Board at the last Reunion, we have written a number of Wings, advising them that unless they gear-up and commence showing renewed activity, their dues-refunds will be discontinued. Some took the hint and got under way. A few are still wallowing around - trying to get on course. And several others -- all Wing Presidents, haven't bothered to reply to our letters. To the latter group we can only suggest that they change power-settings and conduct an election, aimed at interesting some new enthusiastic and knowledgeable members in taking over before something snaps within their respective organizations.

Considering the manner in which those of us in the headquarters element at National "put out," it is not a fair shake to have to contend with some of the indifferent and immature attitudes we sometimes find in the Wing organizations. And if we don't commence doing something about it, we ourselves will be remiss. Some of us in the small headquarters group work continuously, and without remuneration, other than expenses, to

(Continued on Page 3)

Editor's Cockpit

(Continued from Page 2)

ascertain that the organization is well-functioning, and on a high-plane. If we cannot get the support of the Wing organizations, we commence feeling that "love isn't worth that much sacrifice."

Finally, I would say to the membership generally, that if the Wing you are associated with is not showing the interest it should for its members, they should encourage the advent of some new blood at the administrative level. And I would say to the Wing officers in those situations, that for their own personal benefit, as well as for the welfare of their respective Wings, and the overall membership nationally, they should lose no time in giving their utmost to possible successors who can do the job in which they have not provided the leadership necessary for the conduct of a really successful Wing.

As we stand today, we are an organization of highly respected aviation pioneers, in which there are many members who still have many more good years to look forward to, and as OX5 members. Let's not let those fellows down. As Jeanne Eagles - that well-known actress of older days once said, "When I am dead it shall be from dying. But while I live, I shall never be dead." That makes good sense to me, and I am sure it does to all of us.

And so, I pass these same lines to all of you, to do with as you may, while keeping in mind the betterment of all concerned.

Obviously, we do want to thank and express our appreciation to the many Wing organizations who have carried on such commendable operations, and who in turn, have such responsive memberships, and money in the bank. Good wishes and a most successful 1975 to you all.

Ray Munro Honored in Canada

We have received word from friends in Canada that Ray A. Munro of Calgary, one of our own OX5 members, currently Manager of Canada's Aviation Hall of Fame, has been awarded Canada's highest honor, the Order of Canada, for his aviation contributions.

Born in Montreal, Mr. Munro, himself a Member of Canada's Aviation Hall of Fame, holder of 33 FAI national records, served with the RCAF as a fighter pilot, surviving three major air crashes in WWII, and was invalided home. As a parachutist, Mr. Munro is credited with 528 jumps, one of which was at the North Pole. He also flew 12,000 miles alone, across the high Arctic in 1967, in a single-engine plane, as Expo 67's Polar Ambassador to honor Canada's bush pilots. Among his other notable feats, Mr. Munro in 1971 became the first person ever to cross the Irish Sea from Ireland to England in a hot air balloon. In all, we are advised, Munro holds more than 200 honors and awards.

Att:

Former FAA Flight Standards Retirees

A relatively new organization whose membership is open to retirees of FAA Flight Standards has just come to our attention. Membership is limited to personnel, or former personnel of the Flight Standards Service, or any of its predecessor organizations, who are at least 50 years of age, and the surviving spouse of such member.

It should be noted that whereas we do not often print notices of this nature, we have many members who formerly were with the FAA and the CAA, and most we find, do not know of the existence of the FLIGHT STANDARDS RETIREES.

For further information in the above regard it is recommended that interested eligibles drop a line to Frank H. Hand, Jr., 5716 Starlight Drive, Fort Worth, Texas 76117.

Wilson L. Mills Now on National Board

We are happy and proud to announce that Wilson L. Mills of Camden, S. C., a very close runner-up in the 1974 national election, is now a member of the National Board of Governors. This appointment is the result of a vacancy that occurred on the Board shortly after the Reunion. Besides having achieved a splendid record as the organizer, inspirationalist and President of the Carolinas Wing, Mills made great inroads as the Chairman of the 1974 Annual OX5 Reunion this past October, where all who attended were high in their praise of Mills and his fine group of aides who put the Charleston Reunion in top-rank for all such gatherings. And, as a tribute to his outstanding leadership in Wing activities, Mills also was the recipient of the 1974 Wing President's Award. Kudos to this outstanding member are in order.

Messenger New Membership Chairman

Whereas it has not been possible to firm up all new Committee Chairman appointments in time to announce them in this issue, we do have the release on the new Membership Chairman - Charlie Messenger of Caledonia, N. Y. This appointment was made while W. Buriel Barclay still was the National President, and arose through the resignation of the former Membership Chairman - Bob McComb. As the latter occurred in October, a replacement was necessary prior to the advent of our new National President - Oliver Phillips, who took over on January 1.

As Bob McComb had done a great job, which unfortunately he had to give up, his general membership policies will at least temporarily continue in effect under the regime of Charlie Messenger. Charlie, however, is the lad who initiated such a surprising surge in membership several years ago, and very probably he has in mind a plan at this time to locate a few more of the many eligibles that we know are still "out there." But please don't overlook the fact that Charlie Messenger will need all the assistance he can get. All members, therefore, should feel that they are a part of the membership group, and we hope they will recall that axiom "Every Member Get A Member."

National Treasurer Reports . . .

Johnny Evans, our Treasurer, reports that 1975 dues notices have been mailed and the returns have been very encouraging.

If you have not paid your dues as yet, please take care of this matter as soon as you can. Just drop your check (\$10.00) in an envelope and mail to OX5 AVIATION PIONEERS, 419 Plaza Building, Pittsburgh, Pa. 15219. Your 1975 membership card will be sent to you by return mail.

We are extremely grateful to the many members who are adding a little extra when remitting their 1975 dues and we say, "Thank you."

Also, once again, we want to direct special attention to our Life Members, especially those of reasonably long standing as such. We believe that many of them will be happy to send us a donation. Some already have.

Members who have added their names to our illustrious group of life members include:

Conrad J. Wilke, Concord, Calif.; Don and Mary Alice Beatty, Birmingham, Ala.; Wm. Loyd Florence, Athens, Ga.; Frances Rousch Guy, Finley Park, Ill.; W. B. Osborne, Jr., San Antonio, Texas; Cdr. Michael Erard, Southgate, Mich.; Thomas C. Davey, Fort Lee, N. J.; Merrill E. Thayer, Coral Gables, Fla.; Col. H. R. Jordan, Arlington, Texas; Robert L. Hunt, Holden, Mass.; Irene Bolam, Jamesburg, N. J.; John Remsen, Ft. Pierce, Fla.; Victor Thiesing, Anaheim, Calif.; Harold B. Davidson, Hialeah, Fla. and C. K. Fewkes, Oklahoma City, Okla.

WING STRUTS



These men saw the dawn of Alaska Aviation Cecil Huggins, Merle Smith, Ray Petersen, Bob Reeve, Owen Meals and Jack Peck.
(Photo courtesy of Anchorage Times)

ALASKA WING

By John P. Gannon, President

The Alaska Wing honored Bob Reeve, Hall of Fame inductee, at a meeting on December 20 at the House of Prime Rib in Anchorage, Alaska. Bob Reeve, owner and operator of Reeve Aleutian Airways, has been the recipient of many awards, such as Alaskan of the Year, the Air Force's Exceptional Service Award, U. S. Army's Outstanding Civilian Service Medal, the Meritorious Civilian Achievement Medal from the Secretary of the Navy, a medal from the Adventurers Club of New York, Honorary Doctor of Science by the University of Alaska, and many others.

Among the guests were Merle "Mudhole" Smith, retired bush pilot and former operator of Cordova Airlines. Ray Petersen, old bush pilot and now President of Wein Airlines, Jack Peck, State Director of Aviation, and Owen Meals, one of Alaska's real aviation pioneers.

It was only six days after this gathering that the wing was saddened by the news of Owen Meal's death. Owen was noted for his generosity. After the 1964 Good Friday earthquake which totally destroyed Valdez, Owen donated one hundred acres of land so that Valdez could be rebuilt on high ground and in a much safer location from the effects of future seismic sea waves.

Al Young, formerly of the Alaska Wing and now residing in Oklahoma City is busy as a beaver along with his two sons, a grandson and a great grandson rebuilding the Alaska Wing's Bird Bi-plane. Al intends to fly it to Alaska when it is finished.

A date in May will be decided upon for another outdoor "Hobo" type meeting at Elmendorf Air Force Base.

OREGON WING

By Evelyn Waldren

It was election night at Oregon Wing's November party. Tom Taylor was re-elected President, Glenn Watkins new Vice President, Ed Ball Second Vice President and Lowell Moore was re-elected Secretary. Frances Taylor was nominated Treasurer from the floor and the vote was unanimous.

Harold Wagner reported on the enjoyable time he had at the Annual Reunion in Charleston. Then came the White Elephant Auction. Stacks of beautifully-wrapped packages were sold by auctioneer Bob Sturges, with Vic Stuhr delivering packages and collecting the money. Dorothy Hester Stenzel's \$5.00 bid was highest; purchasing a parachute in perfect condition, donated by Joe Harrell.

Previously unreported item: Usually talkative Ann Bohrer was speechless when presented with a propellor she broke on a Waco 10 in June, 1930. Bill Larsen had it all these years and he and Tom Taylor secretly connived to give it to Ann.

TEXAS WING

By Richard H. Downing, President

As the kickoff for activities relating to the National Reunion to be held in San Antonio, October 9-10-11, 1975, letters have been sent to all Wing Presidents, requesting their assistance to help defray the cost of what they maintain will be one of the greatest of all Reunions. One of the Wing's immediate projects is the preparation of a yearbook of unusual design and merit, on which a deadline of July 15th has been established by the printer. By this means, it is hoped that each Wing President will have a copy of the yearbook prior to the Reunion.

In appointing Gordon W. Heritage of San Antonio as the Reunion Chairman, President Downing believes no stone will be left unturned to make the "show" one of lasting memory to all who attend, and a full coverage of all proposed schedules and features will appear in the next issue of the OX5 NEWS.

MINNESOTA WING

By Carl G. Hickman, President

The Minnesota Wing meets on a quarterly basis January - April - July and October, usually at the North Central Airlines Cafeteria where the food is excellent.

At their last meeting eighty-six members and guests viewed a N.A.S.A. film which George Holey of the Minnesota Department of Aeronautics provided. It was a most interesting film, showing how space men lived in the space capsule. To see them floating around effortlessly and then having their feet strapped to the floor in order to shave caused a lot of comment and laughter.

As a result of a mail ballot election, the following three governors were elected to a 3-year term each: Johan Larsen, Vince Doyle and Vic Vacanti.

The new Board of Governors met and elected the following wing officers: President, Carl G. Hickman; Vice-President, W. E. Bolduc; Secretary-Treasurer, Johan Larsen, Past President Don Pennertz automatically takes over the Ex-officio post, and as such will still be part of the governing body.

The Wing plans to continue meeting four times a year, namely in January, April, July and October.

MICHIGAN WING

By Robert N. Baron

A program consisting of slide pictures of a "Mystery Airplane" was presented at the Wing's February 2nd meeting.

The primary purpose of this showing was to gain more information on the subject, and secondly to provide facts for the wing's noted artist, Harold Hawkins.

Harold's one man exhibition of paintings entitled "Michigan's World of Wings" is being received enthusiastically wherever shown. Showings are booked several months in advance. They are being shown throughout the state and should be seen by all OX5ers.

The Wing reports that Sinnie Sinclair, long time National Board member, is still in braces, but "getting around" (you can bet on that). And happily it is reported that Jess Barrows who had a heart attack in December, is recovering nicely.

The Wing is proud that five of their members are serving on the Michigan Aerospace History Committee. They are "Babe" Wyant Ruth - Cdr. Michael Erard - Harold Hawkins - Ward J. Mayrand - and James D. Ramsey.

This committee has been approved by the State's Bicentennial Commission to promote "an endeavor which has genuine merit and significance with the Bicentennial Commemoration in Michigan".

WING STRUTS



BOARD OF GOVERNORS OX5 KANSAS CITY WING

Front row:

Wilbert N. Baker — Ben G. Hart — Wayne Ross — Joe H. Bell

Second row:

D. B. North — Leonard J. Specht — Carl H. Bruns — John C. Talbott — L. L. Leamon

KANSAS CITY WING

By Carl H. Bruns, President

One hundred and six members and guests attended a dinner meeting held at the T W A Breech Training Academy, Overland Park, Kansas, in honor of William A. Ong, founder of the Kansas City Wing, who was recently voted into the OX5 Aviation Pioneers Hall of Fame.

During the cocktail hour, we were entertained by the Independence Men's Choral Group of over 20 voices. They were magnificent and we plan to have them return at a subsequent meeting.

Following the dinner a brief business session was held at which time the new incoming officers for 1975 were introduced. They are as follows: John C. Talbott, President; Joe H. Bell, Vice President; Mrs. Wilma Talbott, Secretary-Treasurer. The newly elected members of the Board of Governors were introduced and they are: Wilbert N. Baker (re-elected), Director; D. B. North (Past President), Director; Leonard J. Specht, Director.

Following a brief business meeting, we witnessed a movie of the 1948 Light Plane Races held in Cleveland, Ohio. This was followed by a program honoring Bill Ong, M C'd by John Talbott, Incoming President. While many old friends honored and paid tribute to him, they also disclosed some interesting facts about Bill Ong's early days as a Barnstormer, Racing Pilot and Business Executive. It was truly an interesting and entertaining evening.

DISTRICT OF COLUMBIA WING

By Jack Parker, Editor

Second Monday of the month - Roma Restaurant is the standing date and place for the District of Columbia Wing's monthly meeting.

Election of new officers for 1975 highlighted the January meeting. The results were: Ken Medley, President; Harold Hoekstra, 1st Vice President; Steve Rolle, 2nd Vice President; Si Clark, Secretary-Treasurer; and Jack Parker, Editor of Potomac Gosport (the Wing's monthly publication).

Chris Lample, on behalf of the Wing presented a splendid plaque to Jack Parker "for originating, writing and editing the Wing's Newsletter, Potomac Gosport".

Blanche Noyes and Chris Lample were honored by the Maryland Wing, Chris being presented a plaque with a well deserved citation reading "For a Lifetime of Meritorious and Outstanding Service to his Nation and to Aviation".

MARYLAND WING

By Frances Haussner, President

The Maryland Wing honored Mrs. Marion Rice Hart who soloed around the world at the age of 80, and Blanche Noyes, 1936 Bendix Trophy Winner and OX5 Hall of Famer at its fall meeting at the Holiday Inn, Baltimore.

The Wing produces a newsy Newsletter in which it featured OX5 Mini-Thumbnail sketches of its members. The three featured in the last issue were Warren B. McHenry, Albert F. Axtman and Pat Romano.

It gave an account of the East Coast Fly-In at Martin Airport, where John Landis had the wing's OX5 engine set up for static display.

WASHINGTON WING

By Anna Marie Dilonardo

One hundred and sixty-seven members and guests attended a Christmas dinner and election meeting at the Poodle Dog Conference Rooms in Fife, Washington.

We were pleased to have with us from Portland, Oregon, national governor Harold Wagner; OX5 Aviation Hall of Famer, Danny Grecco and his lovely wife, Bunny; and several other members of the Oregon Wing.

This affair was in honor of Clayton Scott, Washington Wing's inductee to the OX5 Aviation Hall of Fame. William Boeing, Jr., was our guest speaker. Scotty was the Boeing family's personal pilot, and in later years, served as chief of flight tests for Boeing Airplane Company.

Clayton was presented with an engraved memento in honor of the occasion by the wing.

Gilbert Cook, Governor of the Washington Wing, announced after counting the ballots that all wing officers were re-elected for another year to their same positions: President, James H. Dilonardo; 1st Vice President, Lloyd Jarman; 2nd Vice President, Russell Sorkness; Secretary-Treasurer, Anna Marie Dilonardo; Board of Governors, Gilbert Cook, Mrs. James (Marian) Galvin and Max Witters. The Wing's Historian is Peter Bowers.

ORANGE-SAN DIEGO WING

By Walt Bohrer, Past President and Program Chairman

The Christmas gathering of the Orange-San Diego Wing's OX5 clan was well in keeping with the high calibre programs they have been dishing up for the past two years . . . such as "The Builders of the 'Spirit of St. Louis' Night", the "13 Hollywood Black Cats Night", test pilot Tony LeVier, motion picture pilot Frank Tallman, and other equally big evenings.

This past meeting, held at the Oceanside Elks Club, December 2nd, was no exception with our good friend Cliff Henderson of the world-famous National Air Races doing the honors with a bang-up talk highly illustrated with Pathe News Reels of the races as held in Los Angeles, Chicago and Cleveland.

Over 150 members and guests were on hand for the festivities and the head table was a veritable "who's who" of aviation with such well-knowns as Tony LeVier, Martin Jensen, Betty Lund, Waldo Waterman, T. Claude Ryan and Henry Ogden of the Army Air Corps' first "Round-the-World Flight" and Mrs. Ogden gracing it. Also present for the evening was Ernest Gentle, president of Aero Publishers, Inc., and his pretty wife, Joy.

The evening was rounded out with a smattering of business, not the least of which was preparing for the 1976 National OX5 Convention, to be hosted by this wing.

Our next meeting is scheduled for the first Monday in March and will be "Bush Pilots Night" with old busher-Frank Whaley as speaker. Hopefully other bush pilots will be in attendance.

1974 REUNION IN RETROSPECT

PHOTOS COURTESY BOB BRYANT, CAROLINAS WING



President Barclay introduces George Haddaway at the Charleston Reunion. Haddaway, in addition to being a Hall of Fame inductee, was also the speaker for the Main Banquet.



A few of the lovely ladies who graced the recent 1974 Reunion at Charleston, South Carolina
L to R Viola Gentry, Louise Thaden, Tiny Broadwick, Melba Beard, Edna Gardner Whyte, Blanche Noyes, Mary Rankin and Jessie Woods.



John Wisda, President Southern California Wing, accepting Vance Breese's certificate.



President-elect, Oliver Phillips presents Hall of Fame Certificate to Sanford E. Greenwald at Charleston.



L to R Steve Wittman, Roger Rae, George Haddaway, Len Povey and Mike Murphy enjoying some good humor at the Awards Banquet.



Harlan A. "Bud" Gurney, Past President Southern California Wing, accepting Gordon Israel's certificate.



. . . . Robert C. "Bob" Reeve



. . . . John E. Crowell



. . . . Edna Gardner Whyte



. . . . Martin Jensen

MEET NEW MEMBERS

BALZER, Dale — P. O. Box 95, Elkin, N. C. Soloed 1937 at McKinley Airport, Canton, Ohio. Instructor: Earl Kail. Flew Travel Air, NC 5284; Waco, GXE NC5955; Curtiss Robin, N107E; and Waco 10, NC7264, all prior to 1940. Sponsors: Robert E. Bryant and Wilson L. Mills.

BECK, John W. — 24137 S. Skylane Dr., Canby, Oregon. Owner of OX5 Eaglerock 1937-39, and had dual in Waco 10 at same time. Walt Rupert, instructor. Later soloed Taylorcraft at Swan Island, Portland, Ore., George Finner, instructor. Sponsors: Wallie Morrison and E. H. Holly Fletcher.

BROUSSARD, Leon W. "Coon" — 7857 Pecan Villas, Houston, Texas. In 1934, soloed an OX5 Robin at Carter Airport, Houston, "Speck" Roberts was the instructor. Sponsors are: Jimmie Marshall and Roy Vencill.

CLAIRE, Glen E. — Rte. 3, Prior Lake, Minn. Soloed OX5 Robin, 1940 at Truman, Minn. Raymond Peets, instructor. Sponsors: Webster Jones and Carl Hickman.

CLARK, Robert P., Jr. — 7 Mentelle Park, (P. O. Box 295) Lexington, Ky. Soloed 1936 in a Waco 9 at Cynthiana, Ky. Instructor was Garland Pack. Did barnstorming with Garland Pack. Sponsor: George A. Lusk.

COCHRAN, Robert Brice — 1820 Dilworth Rd., W. Charlotte, N. C. Soloed a Canuck (Curtiss OX5) in 1918, at Benbrook Field, Fort Worth, Tex. Instructor: C. T. French. Later flew JN4D and DH-4 through DH-9. Sponsors: John E. Crowell and Wilson L. Mills.

CONTI, Angelo A. — 515 Old Joppa Rd., Joppa, Md. Soloed TP Swallow NC8743 in 1939 at Tuscaloosa, Alabama. Had considerable additional OX5 experience as furnished by xeroxed copies of pages of log book. Sponsor: Pat Romano.

DANICOURT, John — 412 So. 3rd St., Breckenridge, Minn. Soloed Waco 10 in 1929 at Wahpeton, N. D. Instructor was Art Sampson. Was also mechanic and owner. Serviced and maintained many types of OX5-powered aircraft from 1929 to 1941. Sponsors: Russ Crawford and William Hallameck.

DICKASON, Ralph E. — 151 E. Bruceton Rd., Pittsburgh, Pa. Soloed Waco 10 in 1939 at Wellington, Ohio. Instructor was R. W. McClenaghan of Lorain, Ohio. Later flew OX5 Millerized Bird and owned 6-OX5 engines. Is also a mechanic. Sponsors: W. B. Brown, E. E. Thomas and Wilson G. Dunn.

FEWKES, Charles K. — 1821 Dorchester Dr., Oklahoma City, Okla. Soloed OX5 Swallow at Ashburn Field, Chicago, in 1929, Spike McDonald, instructor. Later did free-lance writing in aviation. Sponsor: Karl Voelter.

FOUNTAIN, Gordon H. — 5 Bowles Place, Oakland, Calif. Soloed Cub in 1936 at Oakland Airport with Moreau Flying Service. In 1937 through 1939 flew Travel Air 2000, NC4259. Sponsor: John J. Maggi.

GILBERT, Walter Edwin — 1999 Holiday Lane, Point Roberts, Wash. Soloed in May 1917 in JN4 (Canadian) Jenny. Since that time has flown 37 different types in approximately 7,500 hours of flight time. Sponsor is Raymond A. Munro, Managing Director, Canada's Aviation Hall of Fame.

GRAHAM, Stuart — 543 Harbor Blvd., Port Charlotte, Fla. Soloed Caudron (Anzani) in 1915 at RNAS, Vendome, France. Instructor was W. O. Lacey. Later flew JN-4's in France and at Buffalo, N. Y., the latter with Deperdussin control. Sponsor: Raymond A. Munro.

HELLERT, Melvin G. — 3909 Dance Mill Rd., Phoenix, Md. Soloed Waco 10 in 1932 at Ann Arbor, Mich., D. E. Richardson, instructor. Flew many types of aircraft. Sponsors: Robert L. Wallace and Pat Romano.

KNAPP, Ruby Smith — 810 Colfax Dr., Nashville, Tenn. Soloed 1939 in Aeronca, at Outlaw Field, Clarksville, Tenn. Franklin N. Knapp, instructor. Later had dual on OX5 Waco, NC 2527. Sponsors: F. N. Knapp and Arthur H. Siebold.

LAWRENCE, Holden C. "Slim" — 6295 N. Jennings, Mt. Morris, Mich. Soloed an OX5 Waco 10, at Columbiaville, Mich. in 1934. Instructor was Arlington B. West. Sponsors: Arlington B. and Mary V. West.

LANGE, Ronald Walter — 515 E. Davis Blvd., Tampa, Fla. Soloed OX5 Standard in 1935 at Minneapolis. Instructor: Elmer M. Hinck. Also flew OX5 Waco, Travel Air, Eaglerock and Robin, and an OXX6 Travel Air. Sponsor: Lloyd O. Yost.

LUNDBLAD, C. L. "Charlie" — 5225 Howe Dr., Shawnee Mission, Kan. Soloed JN4, 1926 at Los Angeles, Bill Stock, instructor. Is retired from TWA. Sponsors: J. H. Bell and Busch Voights.

MILLS, Robert E. — 21599 Skywest, Hayward, Calif. Had dual in Travel Air, Waco and Robin. Is a mechanic. Worked at Burns Airport, Detroit 1934-1938 on above OX5-powered aircraft. Sponsors: F. M. Eachus, Jr. and John J. Maggi.

MILLER, George F. "Dusty" — 722 S. Main St., Eaton Rapids, Mich. Soloed Curtiss "F" Boat in 1917 at Deering Island, Coconut Grove, Fla., the latter then a Navy facility. Later was an instructor on "F" Boats for Navy. Sponsors: Art Davis, Dale Sheren and Nolan Bartow.

MURCH, Charles I. — 435 East Marshall St., Marion, Ind. Soloed Waco 9, NC3507, 1937, at Marion, Ind., Lewis Jackson, instructor. Sponsors: Rowell S. Weilert and George M. Davis.

NEWBERY, Earl H. — 881 Butternut Ter., Boca Raton, Fla. Soloed 1919 in Navy N-9 at Naval Air Station, San Diego, Calif. Various instructors were Ens. Lee, Holt, Chase, Condall, etc. Also flew N-9 on floats and "F" Boat at San Diego and Pensacola in 1919 and Rockaway, N. Y. in 1920. Sponsor is Raymond Coles.

NISSEN, James M. — 4300 Greenville Rd., Livermore, Calif. Soloed 1931 in Aeronca at Alameda Airport, Alameda, Calif. Instructor was F. Myrten Johnston. Later flew OX5 Travel Air (C623K), OX5 American Eagle, and Eaglerock (N8201). Sponsor: John J. Maggi.

PEIGE, John W. — Rt. 14, Box 490, Baltimore, Md. Soloed a Cub in 1936 at Stratford Airfield, Bridgeport, Conn. Instructors were Al Burnham and Sam LeBase. Joins, however, as a mechanic, and qualifies in having helped with inspection and repair on an OX5 Jenny in 1938, while employed by Sikorsky at Stratford, Conn. Airport. Sponsors: Pat Romano and Robert L. Wallace.

REAVES, Chester O. — 4151 Keller Ave., Oakland, Calif. Soloed in 1946 in Piper Cub, at Alameda, Calif. Instructor: Bob Lang. Had OX5 experience at Yuma, Arizona Airport in 1940. Sponsors: John J. Maggi and Charles G. Dennis.

RIISE, M. M. — 2500 N. E. 135th St., No. Miami, Fla. Soloed 1934 in OX5 Travel Air at Modesto, Calif., Roy Deaton, instructor. Prior to joining Navy in 1934, acquired 40 hours solo in OX5 Eaglerock. Sponsor: Joseph V. Pasteris.

SAMPSON, Walter J. — P. O. Box 35, Maple Glen, Pa. Soloed in E-2 Cub 1941, Norman Black and Hal Wallin, instructors. Worked on and flew OX5 Travel Air in high school 1937-38. Sponsors: Stanley W. Keck and William Smela.

SCROGGS, Harry B. "Happ" — 4616 Eugene Ave., Baltimore, Md. Soloed Curtiss OX5 Robin NC906K at Lipton Corner Farm, Baltimore in 1932. Instructor was D. Ruthvan. Then flew another Robin more than 200 hours between 1932 and Nov. 1935. Sponsors: Frances Haussner and Conrad J. Wilke

STOUDT, Charles Hiram — Benson Lake Dr., Box 400, Grapeview, Wash. Retired Capt. TWA and Air America. Soloed Porterfield, 1937, at Boeing Field, Seattle. Instructors Max Witters, Sr. and George Rivers. Then flew Waco 10, Travel Air and Robin. Sponsors: Ben P. Barry and James H. Dilonardo.

SUSAN, Oneita E. — 5701 Leona St., Oakland, Calif. Soloed OX5 Travel Air in 1930 at Oakland Airport. Instructor was Denny Wright. Sponsors: Verne Shrewsbury and John J. Maggi.

(Continued on Page 11)

WING STRUTS

PENNSYLVANIA WING

By Kathryn Hackenburg

Establishment of a national museum dedicated to perpetuating the history of the era of the OX5 engine, the "adolescent years" of our magnificent space age, has become an effort of the Pennsylvania Wing of the OX5 Aviation Pioneers.

At the Wing's Board of Governors meeting December 7 at Harrisburg, President Joe Ricker outlined in brief detail the initial efforts to be made in the program.

There will be two separate committees, the first to exert an effort nationally to gather artifacts and mementos to be placed in the museum, while the second group will work with the proper authorities at Latrobe Airport, the proposed site of the national museum.

Latrobe Airport has been selected as the site since it was the location of the first meeting that culminated in the creation of the national organization 20 years ago.

The Wing also plans to establish a "Roll of Honor" to be placed at Latrobe, hopefully before the museum is established, to recognize those Pennsylvania Wing members, alive and deceased, who have made significant contributions to the growth of the aviation industry.

In addition, efforts will be made to remove the OX5 engine now on display in the Greater Pittsburgh International Airport terminal building to a suitable location in the lobby of the Latrobe Airport terminal building soon.

The Wing's Spring meeting will be held April 19 at the Holiday Inn in State College.

ARIZONA WING

By Peggy Vernon, Secretary

"The Spirit of St. Louis through Apollo II" by John Glenn was the title of a film provided by Lowell White, Entertainment Chairman, at the Wing's January meeting.

New officers were elected to serve the Arizona Wing for 1975. They are as follows: President, Clarence Stites, Phoenix; Vice President, John Romine, Youngstown; Secretary, Peggy Vernon, Sun City; and Treasurer, Robert Reinhold, Phoenix.

The new Board members include Ruth Reinhold, Bill Gilmore, and Homer Monroe with Larry Sterns and Art Bolton serving as holdover governors.

We extend best wishes to the new officers for a very successful year.

NEW YORK WING

By David Fox, President

From Dave Fox we learn that a new Board of Governors has been elected to serve the Wing, and from which new officers will be chosen. It is also learned that thought is being given to the possibility of having several squadrons within the Wing to assist in development of area activities.

As at this writing we have yet to hear of the election of the new Wing Officers, an announcement to this effect must wait until later. The new Governors, however, include Raymond Coles, Jules DeCrescenzo, Vince Hazelton, Howard Babcock, David Fox, Charles Messenger, John Holderman and Al J. Nogard.

Charlie Messenger, currently Wing Secretary, urges that local members, and outsiders too, plan a visit to Hammondsport for a look at the OX5 Hall of Fame, and the museum, particularly if you have been unable to attend the May get-togethers. And Messenger says: don't forget Old Rhinebeck in the Eastern part of the State, where Wing President Fox and his cohorts hold forth every Sunday from May through October, reliving the days of World War I, by flying Spads, Sopwiths, and other aircraft of the day. It is a sight worth seeing and the best advice is to get there early on a Sunday morning.

OKLAHOMA WING

By G. E. Lockwood, Secretary

Oklahoma Wing's February meeting is scheduled at Furr's Cafeteria, Oklahoma City.

The program will consist of a slide presentation by Jack Huntress, Jr., Acting Chief Plant Engineer, FAA Center.

It will also be election night at which time new officers for 1975 will be elected.

ILLINOIS WING

By John G. Cumberland, Secretary

Over a hundred members and guests attended the Illinois Wing meeting and Christmas Party. It could well be the largest meeting the wing ever had. It was the first time in four years that the weather was decent on this meeting date, and some members traveled quite a distance to attend.

This meeting was conducted by out-going President Mike Rezich. He and Glen Courtwright, Wing Treasurer are to be congratulated for a job well done. Arthur Lake has taken over the reins of the Club and Nick Rezich will serve as Treasurer. John Cumberland will continue in the same slot as Secretary.

Our only business at this meeting was to have a good time and we did our very best in that department. Just about everyone present received a gift.

CAROLINAS WING

By Robert E. Bryant, Secretary

Among the activities for the Wing planned by President Wilson Mills for 1975 will be one to coincide with the Annual Spring Fly-In of the Virginia and North and South Carolina Antique Association. Also there will be a Wing group attending the Hammondsport Induction Ceremonies to witness the unveiling of the Johnnie Crowell Hall of Fame plate. Johnnie is the senior member of the Carolinas Wing.

The Wing is happy to report they still are receiving commendatory letters from throughout the country concerning the 1974 Reunion activities. The most recent letter came from Blanche Noyes who was lavish in her praise for the entertainment staged by the Wing; the fine and reasonable rates from the host hotel in both rooms and food, and for the really great door prizes. We are truly grateful for comments like these, and we must add once again our tremendous thanks and appreciation to all Wing members, and to the National Officers for their assistance.

ALABAMA WING

By Roy Bridges, President

On December 13-14, Alabama wing staged a 2-day affair at the Romada Inn, at Montgomery. As President Roy Bridges puts it, "This is our Great Big Beautiful Party of the Year".

The official business conducted at this gathering included reports of the various committees and election of new officers for 1975.

The Alabama wing provides its members with a list of current members, complete with addresses and telephone numbers. This is a big help to those members who want to "keep in touch" with one another.

KANSAS WING

"Aviation Development History" was the title of a film, provided by Jim Greenwood, and shown at the Kansas Wing's December get-together. The officers and committee chairmen gave their annual reports at this meeting.

Newly elected officers include: Elton Rowley, President; Jim Greenwood, 1st Vice President; Cecil Booth, 2nd Vice President; Hap Saunders, 3rd Vice President; Dave Brehm, Treasurer; John Thomas, Secretary.

Three newly elected Board members are Jim Greenwood, Tom Quick and Cecil Booth.

FOLDED WINGS

BACH, Roy — 543 New Norwalk Road, New Canaan, Conn.
BOARDMAN, N. Harold — 1160 Gordon Cir., Elmira, N. Y.
CONNER, Laurence B. — 825 Kline Drive, Lakewood, Colo.
DARE, L. A. — 1209 Main St., Elk River, Minn.
FERGUSON, Edward E. — 400 Palm Lake Ct., Longwood, Fla.
GILLIGAN, Clarence — Munderf Star Route, Brookville, Pa.
HYSOM, Clarence J. — 137 E. Sunset Dr., R. R. 1, Box 24,
Medford, Okla.
KRANTZ, Harry J., Jr. — 811 S. Chilson, Bay City, Mich.
MEALS, Owen E. — P. O. Box 305, Valdez, Alaska
MOORE, Roy E. — 534 East Curtiss, Midwest City, Okla.
PITTENGER, Frank S. — 5425 N. Mersington, Kansas City, Mo.
WATSON, Dumont — P. O. Box 331, Knights Landing, Calif.
WHITE, John C. — 8601 SW 128th St., Miami, Fla.

In Memoriam

We were shocked to learn of the passing of Robert M. Henry of Newport, Minn. Bob served on the Board of Governors of the Minnesota Wing; was Secretary-Treasurer in 1971 and 1972 and became Wing President in 1973. Bob was noted for his good humor and always had a smile and a good word for everyone.

We regret to report the passing of George F. Hamill, late of Coral Gables, Fla. In the early 30's Hamill was a mechanic with China National Airlines, in Shanghai. Three years later he joined PAA and was sent to the Azores. In 1940 he joined the FAA where he became Chief of Manufacturing and Inspection in the Ft. Worth Office. He retired in 1963 and moved to Miami.

CORRECTION

Careful as we are in reporting names in our "Folded Wings" column, we have to face the unusual. The latter unfortunately occurred when we reported the name of William H. Miller of Boca Raton, Florida. The name was correct but we had two William H. Millers, one of whom lived in Miami. The latter was the one we should have reported. Instead, and very inadvertently, we pulled the wrong Miller, and obviously didn't know there was another William H. Miller. To add to the problem, we didn't learn of it until too late to publish a correction in the December issue of the OX5 NEWS. At this very late date, although it is the first opportunity we have had to make the correction, we apologize to all concerned. The error was ours and we are very sorry.



Chris Lample, 3576 Cheswick Ct., Silver Spring, Md. 20906 provides another photo for identification — and offers the usual prize — to the first current member identifying this airport. Clue: One of today's busiest airports in the United States. Photo taken in 1928. Send your answer direct to Chris at the above address.

Josephine Richardson is Whirly-Girl #178

We are pleased to announce that Mrs. Josephine Richardson, an OX5er from Indiana, has received her commercial helicopter rating. Mrs. Richardson first soloed a chopper in 1970. As Secretary of the Adams County (Indiana) Civil Defense Advisory Board, she was instrumental in their obtaining an emergency/rescue chopper, for which she provides free hangar space at her airport and serves as its pilot.

New National Award is Added

At the Charleston Reunion, a recommendation proposed by Nick Rezich resulted in the establishment of a new Annual National Award, to be given the Outstanding Wing Editor, who publishes and appropriately distributes the most notable and newsworthy Newsletter. As this award will be determined at national level, it is recommended that any contestants forward copies of their respective newsletters both to the Pittsburgh office, and to the National Secretary.

Ever Wonder Why You Are Tired?

In just one day - - - the heart beats 103,369 times, the blood travels 168,000 miles - - - breathing was 23,040 times, during which 438 cu. ft. of air was inhaled. 3 lbs. of food was consumed, plus 2.9 lbs. of liquid. The perspiration rate was 1.43 pints, while 8.56 degrees of heat was given off. During the period, 450 tons of energy was generated, and 4,800 words were spoken. In the course of the same day, 750 major muscles moved, and 7,000,000 brain cells were exercised. The nails grew .00046 inches, and the hair grew .01714 inches. The knees were bent 50,000 times, and the fingers moved 100,000 times. Utilizing the 60,000 miles of blood vessels, the blood completed each cycle in 1 ¼ minutes. (Reprinted from FAA-NAFEC INTERCOM)

MEET NEW MEMBERS

SUSAN, Warren J. — 5701 Leona St., Oakland, Calif. Soloed Travel Air 2000 in 1929 at Oakland Airport. Instructor was William Fillmore. Is also mechanic.
Sponsors: Verne Shrewsbury and John J. Maggi.

UDELIUS, Arne E. — Rte. 2, Box 1905, Hood River, Oregon. Although did not solo until 1945, had two periods of instruction in OX5 Travel Air, 1933. Instructor was L. C. Moore at The Dalles, Ore.
Sponsors: Mel Lingreen and R. M. Sturges.

WILLIAMS, Thomas F. "Voss" — N4S 7V6 R.R. 1, Woodstock, Ont., Canada. Soloed on Maurice Farman in 1917, with R.F.C. in France. Then flew Camels in France and Northern Italy. Flew OX5 Eaglerocks on skis, 1928, in Northern Ontario. Is a member of Canadian Aviation Hall of Fame and recommended to us by R. A. Munro, Managing Director of that group. (OX5)
Sponsor: Karl Voelter.

ZARILLA, Peter Charles — 600 Virginia Ave., Rochester, Pa. Soloed J-3 in 1946 at Patterson Hgts., Beaver Falls, Pa. Instructor was Paul Moore. Previously (1935) had worked on OX5 Waco, belonging to C. Kress, a friend. Did maintenance of all sorts on the aircraft. Sponsor: Karl E. Voelter (after ascertaining the foregoing facts).

SHORTS FROM THE EDITOR'S DESK

All 1974-75 OX5 Aviation Pioneers Hall of Fame inductees - their sponsors, and others interested in attending the Hammondsport ceremonies this year, will be interested to know that as of this writing, May 17th will probably be the date. Please note however, that we say "probably." We will confirm in the next issue of the NEWS.

We are tremendously sorry to report that our National Treasurer, Johnny Evans of 1651 Brookline Boulevard, Pittsburgh, Pa. 15226 has been hospitalized. After a bout with pneumonia, Johnny underwent prostate surgery. He is recuperating at home at this writing. However, extensive tests while in the hospital revealed an aneurism on an artery. Johnny will be returning to the hospital in a few weeks to correct that condition. We all wish him well.

Past President W. Buri Barclay is now out of the hospital after undergoing major surgery on December 3rd and has returned home. Happily we can report that Buri and Ruth are spending January and February in Florida.

We are so glad to receive the many fine and expressive notes along with dues payments that now are reaching us in quantity. And it always makes us feel more than good to sometimes find some "extra bucks" as donations. Thanks to all of you who do these nice things for us.

The Ferry Command Ass'n of 405 Thorncrest Ave., Dorval, Quebec, H9S 2X9, Canada, in announcing the publication of their new book "Sky Routes to War" requests that any American pilots who flew with the Ferry Command during WWII, contact them in re to their 1976 Reunion to be held in Montreal. For additional info please contact Mrs. Lillian Wheeler, at the above address.

We are so pleased to know that our member Ross (Col - Ret) Jordan of Arlington, Texas was honored in Washington as "Mr. Silver Eagle." The award was made by Capt. (USN - Ret) Frank Culley, National President of the Silver Eagles Ass'n at their 1974 Convention.

COMING EVENTS

- | | |
|--|---|
| March 3, 1975 | SAN DIEGO WING
"Bush Pilots' Night"
Oceanside Elks Club |
| April 19, 1975 | PENNSYLVANIA WING
SPRING MEETING
Holiday Inn
State College, Pennsylvania |
| May 17, 1975
(Probable) | OX5 AVIATION HALL OF FAME
INDUCTION CEREMONY
Hammondsport, New York |
| Oct. 9, 10, 11, 1975 | OX5 AVIATION PIONEERS
ANNUAL MEETING & REUNION
San Antonio, Texas |
| 2nd Monday of the Month — | WASHINGTON, D.C. Wing Dinner
Meeting — Roma Restaurant |
| 3rd Weekend of the Month (except June, July, August) — | ARIZONA WING Dinner Meetings |
| 3rd Saturdays, odd numbered Months — | OREGON WING Dinner Meetings |



L to R Ted Horner - Past President, Youngstown, Ohio; Dr. Wynne Silbernagel, Columbus, Ohio; Harry Jordan - Wing Treasurer, Columbus, Ohio; Stanley Irons - Wing President, Oregon, Ohio; Homer M. Jones - Wing Secretary, Cincinnati, Ohio; George A. Page, Reynoldsburg, Ohio and Foster Lane, Columbus, Ohio.
(Not pictured - Board Member Karlton Stuhldreher, Massillon, Ohio)

OHIO WING

The Board of Governors of the Ohio Wing held their annual organizational meeting at Lane Aviation Headquarters, Columbus, Ohio on December 14, 1974, to plan for the wing meeting in June '75 and select candidates to replace the three board members whose terms expire in '75.

Our annual wing meeting this year will be held at Holiday Inn, Wapakoneta, Ohio on Saturday, June 14, 1975. A part of our program will be a guided tour visitation to the Neil Armstrong Museum, which is located next to Holiday Inn. We also expect to have an interesting speaker and an air force documentary film on the famous B-17 "The Memphis Bell".

Ohio Wing members will receive reservation information and other details in the next edition of the Ohio "Wing-Over". OX5ers other than Ohio members should contact wing Secretary, Homer M. Jones, 6278 Dawes Lane, Cincinnati, Ohio 45230, 513/231-8210.



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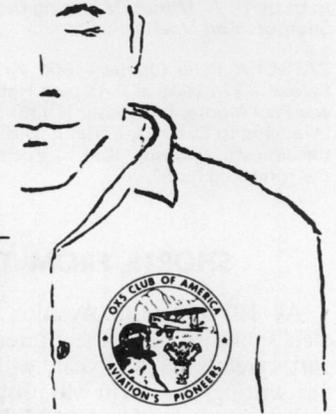
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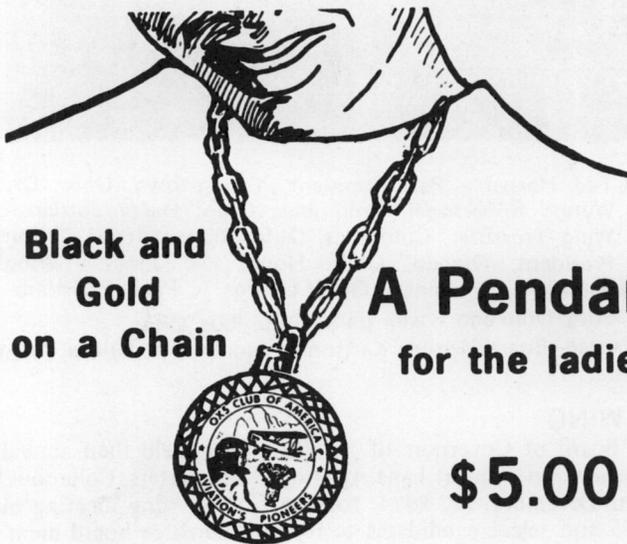
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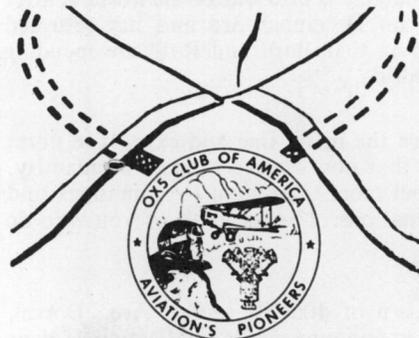
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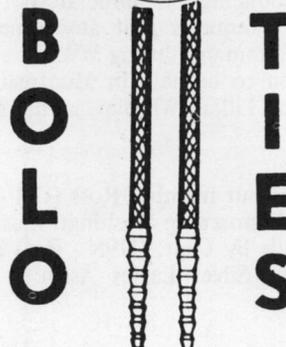
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