



OX5 NEWS

Published by and for Members of the OX5 Aviation Pioneers

VOLUME 18 – NUMBER 1

FEBRUARY 1976

FIRST LINDBERGH AIRPLANE UNDERGOING RESTORATION

We are reliably informed that one of our members – George C. Dade of Glen Head, N.Y. is currently engaged in the restoration of Charles A. Lindbergh's first airplane – a WW1, Curtiss JN-4 "Jenny." Dade, who has been an aviation enthusiast almost since childhood is rebuilding the airplane in his home.

Every Wednesday evening, old-timers from Long Island's aviation industry, and a few of their machine-happy sons, gather at the Dade home to assist in authentically restoring the old "Jenny" to its original condition. George Dade, now 63 years old, says "aviation has been good to a lot of us, and this is our opportunity to pay something back."

The old "Jenny" after 46 years of disintegrating in an Iowa pig barn, is heading back toward the condition it enjoyed when Lindbergh made his first solo flight in it 52 years ago. He later barnstormed the same airplane throughout the USA before selling it and moving on to larger aircraft, one of which he used in his flight to Paris in 1927.

George Dade's family lived in a hangar at old Curtiss Field, and at the age of 15 he was already doing odd jobs around the airport, where he watched "Slim" Lindbergh, 10 years his senior, prepare for the flight in the Spirit of St. Louis.

When Lindbergh returned – a hero, young George had his picture taken, fastening a parachute on the flier's back. Soon thereafter, George Dade, at 17, was the youngest flier in the USA. That was the pioneer time of aviation – including all the risks involved. Glen Fields, who taught George to fly, died in a crash, and a boarder at the Dade home – the famous Grumman test pilot – Jimmy Collins – also was killed in a crash.

But from the wreckage of crashed aircraft, Dade made a good living. He and his brother carted wrecked planes from the scenes of crashes, and shipped many



Charles A. Lindbergh and George C. Dade at Roosevelt Field in the summer of 1927. Dade, at the time was the youngest employee of the Curtiss Flying Service. Plane at the rear is an experimental Curtiss Falcon that Lindbergh was testing. He later used a similar plane to survey the proposed route of T.A.T. (TRANSCONTINENTAL AIR TRANSPORT) – NOW T.W.A.

of them overseas. This became a million-dollar business during WWII, and provided Dade the opportunity to enjoy vintage planes ever since.

Now President of the Long Island Early Fliers Club, Dade heard that the remains of Lindbergh's first "Jenny" was stored in the Iowa pig barn, as above noted, where a farmer by the name of Ernest LeClere had stored it through the years. LeClere, a former "Jenny" owner and pilot, whose farm is in Coggon, Iowa, was once head of the Iowa Wing of the OX5 Aviation Pioneers. LeClere had kept the irreplaceable parts of Lindbergh's plane intact, hoping that someone with sufficient interest and the necessary ability, would come along and restore it. George Dade happened to be the lucky man to arrive at the right time. And he even had with him a rented van, in which he carried the plane away.

We understand that LeClere had been completely aware for some time that the old plane in his barn had definitely belonged to Lind-

bergh. In fact, on a wing strut, were the initials "C.A.L." There was also an old Canadian rudder, that Lindbergh had installed and used. And it was only after much soul-searching on LeClere's part, that he agreed to let Dade and the LIEF Club have the old parts for the agreed upon restoration.

On the other hand, the Long Island Early Fliers Club was anxious to get into the "Jenny" restoration project, hopefully to encourage the Nassau County, New York, Board of Supervisors to move ahead with the building of a projected museum in their area, the latter being notably rich in the heritage of aviation history. The entire plan of all concerned seems to fit perfectly into completion of the project now in progress.

It is Dade's philosophy that those, such as the OX5ers who participated in the pioneering days of

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PRESIDENT'S MESSAGE

May I take this opportunity to wish all OX5ers and their families a very happy and productive new year. The days and months seem to pass by us faster each year and we never quite meet our projected accomplishments.



Oliver V. Phillips

The correspondence has been quite heavy since the Reunion and I have not been able to gain the lead — still catching up. Most of the committees will remain unchanged. However, there will be some new people involved and the details will appear in the next issue of the News.

A point of interest is the lack of concern in the operation of OX5 by some of the Governors. We have now issued bulletins on two occasions regarding one of the most discussed issues at the Board meetings in San Antonio. In both cases, some of the Governors have not responded on either bulletin. Major decisions should be a result of the consensus established by the opinions of the Governors representing their constituencies. It is my hope that this condition will improve. The business of managing OX5 is and will become more complex in the next few years and there are several reasons for this.

In the short time since the announcement of our new tax status, we have had a number of inquiries as to when we will be in a position to accept memorabilia, parts and even airplanes. There are many problems and ramifications connected with an overall program devoted to storage and display of such items — especially when they have important historical value. The OX5 Aviation Pioneers commitment to the preservation of historical data and effects of the Hall of Fame members could constitute a sizable display in itself, with the potential for expansion through the fact that many more will be inducted into the Hall of Fame in years to come. We must soon find a permanent home base on which to store our memories and memorabilia for the benefit of those who come after we have gone.

The National Board of Governors, with eleven affirmative replies, has approved a plan in which the 1976 OX5 Hall of Fame enshrinement ceremonies will be conducted at Latrobe, Pennsylvania. This will encompass commemoration of 20 years of existence by OX5 Aviation Pioneers at its birthplace and it will provide a fitting and appropriate setting for the dedicated personnel of early day aviation. Some have since folded their wings. But many of the original 100 will be present to witness their friends and fellow aviators enshrined in our Hall of Fame. We hope that many of you, who have never attended an enshrinement before, will come this year.

Let me leave you with a thought expressed by our good friend and founding force of OX5, Cliff Ball. "Man's greatest gift from the Gods is Memory — which permits him to warm himself at the fires of yesteryear; his second greatest gift is Forgetfulness, which permits him to shake off the bitterness of past defeats and injustices. Everybody shares in the first gift, but only the nobler spirits are able to take precious advantage of the latter."

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KARL E. VOELTER, Editor

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Editor's Cockpit

Elsewhere in this issue, you will find mention of a change of location for this year's OX5 Hall of Fame activities. And it is important that all 1975-76 Inductees and/or their sponsors, and all others, as a matter of fact, who plan to attend the ceremonies understand that a change has been effected.

The date for the ceremonies this year will be Saturday, June 5. The location has been moved from Hammondsport, N. Y., to Latrobe, Pennsylvania. The latter is where the OX5 organization was formed back in 1955. Latrobe has been beckoning us to their location — with its new and enlarged facilities, and we're going to give it a whirl. Committees there have been established for all purposes, and insofar as we can determine, there will be plenty of action for all concerned.

Our "Advance Man", Johnny Evans, who lives in Pittsburgh, has continuously been back and forth between Pittsburgh and Latrobe for the past two months. And Johnny assures us that everything we will need and depend on for the success of the occasion, is shaping up nicely, and that all concerned will be pleased with the change.

At this writing, it appears quite possible that all who attend the Induction ceremonies will be housed fairly nearby the site of the ceremonies, the latter to be at the airport, in perhaps a total of two good motels, and that local transportation will be plentiful. Getting from Pittsburgh to Latrobe should be no problem, especially as plans are in the making for other than the regular commercial bus service now available. Details on the latter will be published in the April OX5 NEWS.

It is expected that the Hall of Fame Dinner, always on Saturday night following the unveiling of new names on the Hall of Fame Plaque, will be a well-catered affair, in a large spacious room on the second floor of Latrobe Airport's beautiful new ad-

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KARL E. VOELTER

A STRANGE TALE . . . BUT IT'S TRUE!

Recently we received two membership applications — Memorial Memberships — for W. H. Irwin, Sr., and Grantland Irwin. They were Father and Son. Both are deceased. This recalls to me an instance in the early 30's when a chap flew into my airport with a beautiful new Ryan S-T. I asked him how long he planned to be aboard. He said "I'm leaving right away." "Okay", I said, "we'll gas your plane immediately." He replied — and very casually — "I'm not taking the plane — it's yours."

I said, "What do you mean — it's mine?" The visitor replied, "Mr. Irwin in Atlanta sent it to you." More or less in amazement, I asked what I was supposed to do with it. "I suppose you can do whatever you want with it," he said. "Mr. Irwin said 'Take this plane down to Karl Voelter and tell him I sent it with my regards.'"

Never having experienced anything like that before, I called Mr. Irwin who unhesitatingly corroborated what the arriving pilot had told me. Then I made one of the most foolish moves in my life. I explained to Mr. Irwin that I couldn't accept anything like that, and I told him I would return the airplane. I did return it immediately, and personally delivered it to Mr. Irwin.

Many years later I became quite well acquainted with "Griff" Irwin, and in conversation with him I asked if he was of the same family in Atlanta. When he told me he was a son of W. H. Irwin, I related the above experience. Griff then told me his Father was in the habit of doing things like that, and he wanted me to have the airplane he sent me. Griff said his Father had bought "quite a few of them" and he gave most of them away to people in the business. I can only add to this, that I'll never get over it.

FILE YOUR FLIGHT PLAN EARLY FOR THE HALL OF FAME INDUCTION CEREMONY JUNE 5, 1976 — LATROBE AIRPORT.

There are many motels in the vicinity of the Latrobe Airport. Please make your advance lodging reservations as early as possible by writing — or phoning — any of the motels listed below. Be sure to indicate that you are an OX5 Aviation Pioneer.

Holiday Inn, Ligonier, Pa. 15658
Phone: (412) 238-9545

Fort Ligonier Motor Lodge, Ligonier, Pa. 15658
Phone: (412) 238-9589

Mission Inn, Route 30, Latrobe, Pa. 15850
Phone: (412) 439-1606

Mountain View, Greensburg, Pa. 15601
Phone: (412) 834-5300

Full details regarding the banquet, transportation, entertainment, etc., will be available in the next issue of the NEWS.

NEW WING FORMED IN WISCONSIN

Despite sub-zero weather, forty members and guests were on hand, January 17, to usher in a new Wisconsin Wing of OX5's. Richard C. Robinson of Milwaukee was the "inspirator" of the occasion which became additionally noteworthy when E.A.A. President, Paul Poberezny, stepped in to host the affair.

We hear first-hand from Nick Rezich, V.P. of OX5's — National — who with his charming wife JoAnne went up from Rockford, Illinois, to attend the initial meeting of the new Wing at Hales Corners, that Paul Poberezny and his lovely wife, Audrey, all stops were pulled by the latter pair to make the event a memorable occasion. Nick tells us that Paul and Audrey hosted a cocktail party and dinner at their own expense plus a tour of the always great E.A.A. Museum, and the showing of two fine movies of aviation in the 20's and 30's. And through Paul's influence, there was coverage of the event by both TV and the press, with public showings that same night.

Announcement was made of a later meeting (the date to be announced) to take place following receipt of the Charter from National, at which time a large and notable attendance from nearby Wings, particularly Illinois, is expected.

Wing Officers for 1976, elected at the January meeting are: Richard C. Robinson, President; Herb Westfall, Vice President; Bob E. Heidel, Secretary and Treasurer. In addition to the latter names, other Governors for 1976 are: Irvin H. Hall, Steven H. Hay and Paul Poberezny.

COMING EVENTS

- | | |
|-------------------------------------|--|
| May 29-30, 1976 | FLY-IN sponsored by Delaware, Ohio — Kiwanis Clubs and Delaware Aviation, Inc.
(Rain date — June 5 and 6) |
| June 5, 1976 | OX5 AVIATION HALL OF FAME INDUCTION CEREMONY
Latrobe Airport
Latrobe, Pennsylvania |
| July 25, 1976 | EDNA GARDNER WHYTE Day Fly-In — Drive In
Aero Valley
(3 miles north of Roanoke, Texas) |
| Sept. 30,
Oct. 1-2, 1976 | National Reunion and Annual Meeting
San Diego, California |
| 2nd Monday of the Month — | Washington, D.C. Wing Dinner Meeting — Roma Restaurant |
| 3rd Saturday, odd numbered Months — | Oregon Wing Dinner Meetings |

WING STRUTS

MICHIGAN WING

By Robert N. Baron, Secretary

The Michigan Wing is in the process of electing Officers and Governors. The results of the election will be found in the next issue of the NEWS.

Members of the Wing are requested to be on the alert for a possible change in our second quarterly meeting date. It is contemplated the meeting will be postponed, from the first Sunday in May, to the fourth Sunday, May 23rd. This date is more in keeping with a proposed Bi-Centennial Aircraft Show to be conducted at Capital City Airport in Lansing, on May 22nd and 23rd. This affair promises to be a very outstanding "Wing-ding". Mark your calendar and let's celebrate.

Carl J. Lund

Alabama Wing President Elect, 1976



ALABAMA WING

By Owen Wyatt, Secretary-Treasurer

Carl J. Lund has been elected President of the Alabama Wing for the year 1976. Mr. Lund resides at 138 Myrtlewood Lane, Mobile, Ala. 36608. Other officers include Harold J. Cary, 1st Vice President, Northern Region; I. Miller Rush, 2nd Vice President, Southern Region; Axel E. Altberg, 3rd Vice President, Central Region; and Owen Wyatt, Secretary-Treasurer.

Other Wing Governors include John "Ed" Long, Glenn E. Messer, August Blettner, James O'Connor and Phillip F. Fox.

The Alabama Wing is divided into three regions, with a Vice President elected from each region. The Wing meetings are moved around to the various regions in order to give members in all parts of the state an opportunity to participate in wing activities.

NEW YORK WING

By Dave Fox

Due to business pressures Ray Coles had to resign from the Wing presidency. Jules De Crescenzo, retired FAA GADO, has been elected by the board to complete the term. Jules still is a consultant for Pan Am and V.P. of Monmoth Airline. Formation of possibly three Squadrons within the New York Wing may occur. Major Stephen D. Rycyna, USAF (Ret.) of Lockport, is coordinating the formation of the Western New York group. Bill Ross, of Schenectady, is working on formation of a Central group.

OX5 members, regardless of Wing affiliation, are invited to attend the Cradle of Aviation Bi-centennial Airshow at Hammondsport, N.Y. It will be a unique exhibition featuring planes from the beginning of flight through World War I. Mercury Aircraft has built an exact replica of Glenn Curtiss' "June Bug" which will be flown each of the 5 days (June 23-27), as well as such planes as 1909 Bleriot, 1910 Hauriot, an original Jenny and several others.

An informal dinner (order from the menu) Saturday night will occur for OX5 members. Details will be posted at the Saturday show. The vintage of both the aeroplanes and the wines is excellent. Relive, in one afternoon, the history of Aviation and relax with mellow old wines and good food in the evening.



Immediate Past President, Mrs. Frances Haussner, turns over the gavel to Ed Graham, newly elected President of the Maryland Wing. The gavel is made from parts of the "Jenny" in which member Alfred Ramsey trained in World War I. It has a gold plate which is appropriately inscribed and is a valuable joy stick both in memory and esthetics.

MARYLAND WING

By Bob Wallace

As a result of the recent election held by the Maryland Wing, the following officers have been elected to serve for 1976: President, Ed Graham; 1st Vice President, Pat Romano; 2nd Vice President, Bob Wallace; Secretary, John Landis; and Treasurer, Wilbrod (Bud) Goulet.

The Wing held its fall meeting at the Friendship Hotel in Baltimore on November 15th.

ARIZONA WING

By Peggy Vernon, Secretary

The Arizona Wing held its first meeting of the year Sunday afternoon, the 18th of January at Lenny Monti's House of Steaks in Phoenix. After a social hour commencing at 2 P.M., filet steaks were served with all the trimmings. Forty-one turned out for the meeting.

After the dinner, President Stites introduced members and guests at the head table, thanked his staff for their support and participation during the past year and turned the gavel over to incoming President John Romine.

President Romine announced that Melba Beard will be the Vice President for the coming year. He introduced the speaker Lt. Col. Thweatt, US Air Force, Commander of the 555th Fighter Squadron which is equipped with the new F 15 airplane and assigned to Luke Air Force Base.

The Colonel showed a few slides and discussed the 555th Squadron, its mission and accomplishments, followed by a colored movie of the F 15 demonstrating its performance and capabilities.

Our past President, Ben Minturn who lost his wife Jeanette last November, was back with us again. And we regret the passing of Claude Staton on 15 January 1976. The sincere sympathy of the members of the Arizona Wing go to both Ben and Mrs. Staton.

The next Wing meeting will be held the third Sunday in March.



Mr. and Mrs. Robert Mucklestone, and son Peter, were recent guests of the Washington Wing.

WASHINGTON WING

By Anna Marie Dilonardo

Robert, with his son Peter as co-pilot, set a new world record for Speed Around the World in Light Airplane Class C-1.c. Flying a Cessna T210, they made the 23,300 mile circuit of the globe in 12 days, 3 hours, 29 minutes for an average speed of 80 miles per hour, including all time spent on the ground. The Mucklestones departed Seattle, Washington on August 23rd and arrived back in Seattle on September 4th. The course took them through Canada, Iceland, U. K., Turkey, Iran, India, Malaysia, Singapore, Philippines, Taiwan, Japan, Aleutian Islands and Alaska. The flight was remarkable in that the time schedule was so closely maintained in spite of a couple of unscheduled stops. The greatest deviation from the programmed time was a 3-hour delay in Tehran due to a lost fuel truck. They arrived back in Seattle 6 minutes ahead of their ETA which was announced prior to the original departure.

OREGON WING

By Evelyn Waldren, President

Eighty-five OX5ers and guests enjoyed a Prime Rib dinner at our January get-together. Seventeen members received Certificates of Appreciation in recognition of work done for the wing. Those honored were Tom and Frances Taylor, Bob and Dorothy Sturges, Harold Wagner, Joe and Ellen Harrell, Lowell Moore, Vic Stuhr, Glen Watkins, Danny Grecco, Wally Morrison, Ed Ball, Bob Byrd, Inez Sauters, Holly Fletcher and Mel Lingren. Our group was pleasantly surprised by gifts of original pencil sketches of Tex Rankin and antique airplanes, from our talented member, Ken Coffman. OX5er Leo Purinton, Redding, Ca., Golden Gate Wing member, attended. Cecelia McGrotty, who once played with the Seattle Symphony, entertained the group by playing old-time sing-along numbers on the piano. Next meeting will feature the presentation of Dwight Smith's Kemp engine to the Oregon Historical Society, the first aircraft engine in Oregon.

DISTRICT OF COLUMBIA WING

By Jack Parker, Editor

Thirty-four members and guests were present at the Roma on Monday, December 8th, to top off the 1975 series of regular second Monday of the month dinner meetings. President Ken Medley was in the captain's seat.

As is becoming the D. C. Wing custom, this was a pre-Christmas party with presents for everyone. Door prizes were provided by Blanche Noyes, who chaired the arrangements Committee. Roger Medley, Ken's son, who attends the D. C. Wing Meetings frequently, sent clever little airplane Christmas tree ornaments which he made.

Three new board members were elected: Art Aston, A. B. McMullen and Si Clark each for a three year term, and Al Barnabei was elected for a two year term to complete the unexpired term of Carroll Carter.

On January 12, the D. C. Wing Board met to elect officers for 1976 as follows: President, Silas Clark; First Vice President, Stephen H. Rolle; 2nd Vice President, Alan Barnabei; and Secretary-Treasurer, Harold D. Hoekstra.

ALASKA WING

By John P. Gannon, President

On 5 December 1975 we held our Christmas meeting at the House of Prime Rib, 6th and I Sts., Anchorage, Alaska. Although the weather was otherwise beautiful the temperature did prevent a few from driving to Anchorage. We have had very little snow and practically none in the Anchorage Area, however, cold records have fallen day after day.

Attendance was excellent in spite of the weather. Everyone seemed to enjoy the program. Merle K. "Mudhole" Smith acted as our host. He was applauded and sometimes booed as he related stories about other Aviators and some of the escapades they got-away with or-caught at during the early days of flying in Alaska. Merle recognized our distinguished member Bob Reeve (OX5 and National Hall of Fame) and his wife Tillie who were unable to attend. Bob and Tillie were given a Standing Ovation that only the gavel could stop. Needless to say "Mudhole" was thanked in the ways that only good friends can do it when a guy insists on picking up the tab. "He must be doing it for something so look out"; "He's got something up his sleeve"; "He has a twinge of whatever conscience he has. Now he's trying to make it right for all the fuel and oil he filched from us" and on and on. "Mudhole" laughed as hard and as long as any of us.

A Committee was appointed to select a location to be recommended to Felicity Buranelli for her consideration in having the Father Hubbard Plaque set in the "most appropriate place in Alaska".

The meeting was saddened with the news of the death of one of our charter members, Charles Vernon Bookwalter. His first pilot's license was signed by Orville Wright. He was an active pilot until the time of his death.

KANSAS WING

By Marguerite Lawrence

December 14 was the date of the last meeting of the Kansas Wing at the Regal Inn, Wichita. The program was in charge of Earl Sayre who presented the speech which Maj. Gen. John Flynn delivered at the National Reunion in San Antonio. It was a very impressive talk on the experiences of General Flynn, the longest held prisoner of the Viet Nam War.

The Tellers Committee reported the following newly elected members for 1976-78: Don Flower, Harry Mead, and Keith Tobin, with Earl Sayre completing the 1976 term of Dave Brehm, recently deceased.

Upon returning home from the National Reunion at San Antonio, the Kansas Wing entertained Tiny Broadwick, newly elected Hall of Famer, Charles Lander of California, Deed Levy from Oklahoma, Smitty the Parachute Jumper from Arkansas, and Kelly Quick from Arizona at an OX5 dinner at the Regal Inn.

Marguerite Lawrence reports that Gene is still working on the identification of those in the panoramic picture taken at San Antonio (See center pages this issue). He has identified about half of them.

CAROLINAS WING

By Bob Bryant

Carolinas Wing Governor and Mrs. Dexter Martin, spent the Christmas holidays in Washington, D. C., and Dallas, Texas. They are back with rolled-up sleeves, ready to make the year 1976 an outstanding one for the Carolina OX5 Pioneers.

Last year, the Wing had ninety-three paid-up members. This year's goal will be more than a hundred. Two meetings are now scheduled for the year. Time and location will be announced later.

Members of the Carolinas Wing that attended the 1975 Reunion in San Antonio still are raving about the great job performed by Dick Downing and his committee — and what a great time was had by all.

OX5 Scrap Book



OFFICIAL PHOTO – 1975 ANNUAL MEETING AND REUNION – SAN ANTONIO, TEXAS



Mrs. Frances W. Haussner, Past President of the Maryland Wing, presenting the Glenn L. Martin Hall of Fame Certificate to Walter Mast, Vice President Chesapeake Park, Inc., representing the Martin Co.



Roy Bridges and Glenn E. Messer from Alabama; Dave Mauldin from Charlotte and John E. Crowell and Wilson Mills at Americus, Ga.

This group of OX5ers attended ceremonies at Souther Field, Americus, Georgia during which special honors were paid Charles A. Lindbergh. Souther Field is where Lindbergh first soloed, after he had purchased his JN4-D there. Johnny Crowell and Glenn Messer bought surplus Jennies at Americus at the same time that Lindbergh purchased his, and both flanked the portrait of Lindbergh made by Mark Allen, as it was unveiled.



Souther Field as it looks today, including the old water tower that has been there since 1918. Pictures courtesy of Wilson Mills.



Seated at the head-table as special guests of the Florida Wing – OX5 Aviation Pioneers at their 1975 Annual Dinner are – L to R – Mrs. Jim "Kelly" Bishop, Mary Voelter, Jim Bishop, noted columnist and writer, and Karl Voelter.



Jim Bishop, well known writer and columnist was the principal speaker at the Annual OX5 Florida Wing Party in Miami on 6 December, 1975. Karl Voelter, National Secretary of the OX5 Aviation Pioneers is an interested listener as Bishop relates some of his many aviation experiences.

– Photos by Gus Halwardson –

MEET NEW MEMBERS

AMUNDSEN, John A. — 6503 114th Ave. N.E., Kirkland, Wash. Soloed Aeronca C-3, 1933, at Boeing Field. Instructor was Elliott Merrill. Then flew OX5 Swallow. Flew as a Bush Pilot in Alaska 1936 to 1940. Joined PAA for whom he flew for 31 years, and is now retired.
Sponsors: Noel Wien and Gilbert R. Cook.

ASHWORTH, Wilfred B. — 12950 S.W. 67th Ave., Miami, Fla. Soloed Waco 10, NC 4615, in 1930, at Boston Airport, East Boston, Mass. Various National Guard Pilots were the instructors. Check Pilot was Wallace Holbrook. Flew and instructed in above Waco, in which he was part owner. Is retired USAF Colonel. Sponsors: Mary E. Rankin, C. Glen Rankin and Gus Crawford.

BIGGERS, William R. — 14201 Cypress Ct., Miami Lakes, Fla. Taught meteorology and navigation as ground instructor and assisted on flight line in maintenance on OX5-powered aircraft. Sponsors: George F. Bost, Jr., Ernest G. Pate and Mary Rankin.

BRAGHERO, Louis — 2526 S. E. 66th Ave., Portland, Ore. Soloed Waco F in 1930 at Pearson Field, Vancouver, Wash. Flew Wacos 9 and 10 in 1930. Instructor was Morris King. Also flew with Tex and Dick Rankin.
Sponsors: Dorothy Stenzel and Danny Grecco.

BUROKER, Verl — 5714 Highland Dr., Vancouver, Wash. Soloed J-3 in 1937 at Olympia, Wash. Jack R. Cram was instructor. Later flew OX5 Travel Air, Robin and Lincoln-Page. Worked as mechanic on OX5's from 1934 to 1941, assisting Father, an A&E.
Sponsors: Robert A. Byrd and Danny Grecco.

COLDREN, Kenneth N. — 5709 Carrington Drive, White Marsh, Md. Has A & P No. 18301. Is also licensed pilot of later date. Did maintenance on Waco 10 in 1932. Later instructed on repair and overhaul of OX5 engines (1937-38).
Sponsors: W. G. Bud Goulet and Pat Romano.

DROWN, Margaret Lennox (Peggy) — 508 S.E. 18th Court, Ft. Lauderdale, Fla. Soloed OX5 Travel Air 1929 at Cleveland Airport. Instructor was "Sunny" Sundorph. Also flew OX5 Swallow and passed license tests in OX5 Bird.
Sponsors: Glen and Mary Rankin and Jerry Wood.

FURMAN, Francis O. — 1109 Providence Rd., Baltimore, Md. After early training in Navy on OX5 engines, was a mechanic and flew with Wilmer Stultze in OX5 Waco at Clarion, Pa. in early 30's. Employed by Martin Aircraft Co. 1933-70.
Sponsors: Bob Wallace, W. G. Goulet and Pat Romano.

GARRATT, Frank — 8 Bay Ridge Road, Key Largo, Fla. Soloed a Wright Bi-plane in 1916, at Augusta, Ga. Instructor's name was "Rhinehart". Later flew JN-4's at Taliaferro Field, Fort Worth, Texas. Then flew in the RAF. Has flown many types. Is now retired.
Sponsor: John E. Grimm, Jr.

HALEY, Wendell P. — 1840 N.E. 92nd., Portland, Oregon. Soloed Cub in 1939 at Eugene, Ore. Instructor was Charles Mears. As a mechanic at Oregon Institute of Technology

worked on OX5 engines in 1939-40. Flew Eaglerock during that time. Is FAA Retiree.
Sponsors: Vic Stuhr and Lowell F. Moore.

JOLLIFFE, H. Eldridge — 150 South Finley Ave., Basking Ridge, N. J. Soloed Waco "F" in 1933 at Newark Airport. Instructor was Wally Schantz. Later - and before - flew OX5 powered aircraft. Also did instructing.
Sponsor: Paul H. Housel.

KOERNER, Delbert William — Rt. No. 1, Box 5, Kankakee, Ill. Soloed OX5 Standard in 1926 at Peoria, Ill. Instructor was Alexander Varney. Has operated airport at Kankakee since 1927. Was civilian test pilot in WWII.
Sponsors: Edward Prosperi and Richard V. Hawker.

KONECKI, Leonard J. — 3309 Dora St., Franklin Park, Ill. Soloed OX5 Commandaire (NC515E) at Elmhurst (Ill.) Airport. Instructor was Ernest Springer. Also owned and flew Travel Air 2000, 1935-38. Was liaison pilot with the military in WWII. Sponsor: John G. Cumberland.

LARSON, Bradley J. — 10044 Nicollet Ave. S., Minneapolis, Minn. Soloed C. W. Pusher (Junior) in 1934 at Detroit. Paul Hinds was instructor. Flew Waco 10 and JN4-D. Is also mechanic. Sponsors: Johan M. Larsen and Shekm Booen.

LAWLER, Edward W. — 28 Knollwood Dr., Watchung, N. J. Soloed OX5 Travel Air in 1929 at Hadley Field, New Brunswick, N. J. Instructor was John Morrison. Also worked on OX5 engines - and others. Sponsor: David R. Fox.

LINDSTAM, Gordon H., Rt. 2, Princeton, Minn. Soloed Curtiss Robin in 1935 at Oxboroheath, Minn. Instructor was Wally Neuman. Is retired Captain, Northwest Airlines.
Sponsors: Don O. Benson and John C. Foeller.

McFETRICH, Harold E. — 2236 Ellsworth Rd., Salem, Ohio. Soloed OX5 Air King in 1936 at Warren Airways Inc., Warren, Ohio. Instructor was Robert Lansing. Later flew Waco's 9 and 10 and Eaglerock.
Sponsors: Russell A. Miller and Arthur C. Moulin.

MEIBAUER, Ethel M. — 381 Flagg Pl., Staten Island, N. Y. Soloed Kinner-Fleet (NC416K) at Miller Field, S.I. in 1931. Instructor was Arthur Woodley. Then flew OX5 Swallow (NC8181) at Donovan Hughes Airport on S. I.
Sponsors: Gustav Crawford and Mary Rankin.

O'BRIEN, Duke — 801 E. Dania Beach Blvd., Dania, Fla. Soloed 1935 in OX5 Commandaire at Syracuse, N. Y. Instructor was Luke Sessler. Owned and flew OX5 American Eagle NC438E, and a Waco 10. Was also mechanic.
Sponsors: Karl Voelter and George C. Pomeroy.

OPALACK, Charles J. — 1138 Industrial Ave., Pottstown, Pa. Soloed 1926 in J-1 Standard at Bridgeton Aircraft Corp., Anglum, Mo. Instructor was Lt. Frank T. Dunn. Later owned and flew J-1 Standard. Is also mechanic. Retired machinist.
Sponsor: Emil S. Yandik.

OSWALD, B. J. — 6116 W. Lincoln, Yakima, Wash. Soloed OX5 Swallow in 1932 at Mueller-Harkins Airport, Tacoma, Wash. Instructor was George E. Fisher. Later owned and flew

OX5 Travel Air. Owner/Manager Oswald Flying Service at Yakima. Sponsors: T. J. Smith, Ben Barry and James Wall.

ROBERTSON, Cameron T. — Rt. 2, Box 144B8, Boerne, Texas. Soloed Waco 10 in 1928 at Little Rock, Ark. Then barnstormed Waco 1928. Flew for PAA 1929-68. Charter member ALPA. Also with military in WWII. Sponsors: Richard E. Downing and Sherman L. Willard.

SANDIN, Lawrence — 323 River Park Road, Loves Park, Ill. Soloed 1932 in OX5 Travel Air at Machesney Airport, Rockford, Ill. Instructor was Fred Machesney. Later flew other OX5 types and did mechanical work on OX5 engines. Is also a mechanic. Sponsors: Charles W. Kissel and Fred Machesney.

SITKO, Roman A. — 112 Park Ave., Hightstown, N. J. Soloed Waco 10 (NC9710) in 1931 at Hightstown Airport. Instructor was Leonard Norcross. Also flew OX5 Challenger. Sponsors: Elbert J. Fielder and Carl Mattes.

SWIDEN, Alick — 300 N. Lewis Ave., Sioux Falls, South Dakota. Soloed 1932 in Eaglerock at Renner Airport. Instructor was Earnest McCord. Currently flies a Bonanza. Sponsors: Russ Crawford and William Hallameck.

VIMR, Donald J. — 1461 Skyline Road, St. Paul, Minn. Soloed Cub (NC14731) in 1937 at Wayne County Airport, Detroit. Instructor was Leonard Lundquist. In 1936 had time in Waco 10 (NC5040) at Triangle Airport, Plymouth, Mich., and in 1937 logged time in Waco 10 (NC3579) with C. R. Sinclair. Sponsors: Erling Johnson and A. J. Stahel.

VINALL, Max — 5390 Benecia Dr., Riverside, Calif. Soloed 1935 in Curtiss Fledgling at Shannon Hills Airport, San Bernadino. Instructors were Owen Cook and Art Cheney. In 1936 purchased and flew OX5 Robin NC7499. Sponsors: Donald F. Green and Donovan Henley.

MEMORIAL MEMBERSHIPS

IRWIN, Grantland, formerly of Birmingham, Ala., (now deceased). This is a Memorial Membership initiated by "Griff" Irwin, a brother, and a current OX5 member. Grantland soloed a JN4-D in 1916 at Taylor Field, Montgomery, Ala., where he was a 2nd Lt. in the Signal Corps, U. S. Army. Later he had a flying circus, and he flew Waco's, Eaglerocks, Travel Airs and a C-6 Oriole. He taught many to fly at "no charge." Irwin was killed in Macon, Ga. in January 1928. Sponsors are: Griff Irwin, Glenn Messer and Ira J. Sellers, Jr.

IRWIN, W. H. Sr., formerly of Atlanta, Ga. (now deceased). This is a Memorial Membership, initiated by W. L. Irwin, a son. W. H. Irwin, at one time owned airplanes of many descriptions and types, including OX5-powered. He was a dealer in aircraft, but on occasions he gave brand new ones away to friends. Irwin owned property which later became Candler Field. And he owned the Pilot's Day and Night Bank and the Hangar Hotel at Candler Field, in the early 30's. Sponsors are: L. L. Brabham, Glenn Messer and W. L. Irwin.

WING STRUTS

COLORADO MILE-HI WING

By Richard M. McCoy, President

At the business luncheon meeting at the Holiday Inn Southeast on December 7th, there were thirty in attendance including twelve ladies.

The membership decided to conduct quarterly meetings in 1976 with the March meeting in Colorado Springs, and the June meeting probably in Steamboat Springs.

The members brought early flying and OX5 memorabilia which were displayed and discussed with great interest.

GOLDEN GATE WING

By Charles Dennis, President

Saturday, February 21 starts another great year for Golden Gate OX5ers. Each year attendance doubles and with help from all of you I promise 1976 will also be a year we will remember.

The Leopard, 140 Front & California, San Diego is a big place, very ideal for visiting with friends, as we enjoy a fine dinner complete with wine.

Our program is part of what each contributes in old photos and memorabilia together with a very rare Oakland Airport film of about 1927.

TEXAS WING

By Les Mauldin, President

The scheduled Mid-Winter Texas Wing Reunion at Brownsville will have been held when this report is read. We do, however, want to say it was a gala affair and attracted many out of state friends and members.

Headquarters were at the Fort Brown Motor Hotel, where a "BORDER BUTTERMILK" party attracted many. The following night saw a delicious cocktail hour and banquet at the Holiday Inn at Matamoros, where a Mexican Mariache Band furnished the music for dancing and a touch of Mexican life.

MINNESOTA WING

By Johan M. Larsen, President

At the annual Board of Directors meeting of the Minnesota Wing, the following officers were elected on December 30, 1975: Johan M. Larsen, President; Niels Sorensen, Vice President; and Vince Doyle, Secretary.

President Larsen reported that attendance at the Wing get-togethers has increased 67% during 1975. Meetings during 1976 will be held in January, April, July and October.

Several matters of importance were discussed such as the discontinuance of mailings to delinquent members, moving the meetings to a week night rather than a weekend due to crowded restaurant schedules, and the staging of tours or trips to points of interest outside the city.

Looks as though the Minnesota Wing members have many interesting events in store for them!

ILLINOIS WING

By John G. Cumberland, Secretary

The Illinois Wing has established the dates for their meetings in 1976; February 21, April 17, June 19, August 21, October 23 and December 18. The place is the Kings Plaza Hotel, 3010 N. Mannheim Road, Franklin Park, Illinois.

As John Cumberland said, "It was a real surprise and honor for me, as Editor of 'Overhead Jiggles' to receive the first Clifford Ball Memorial Award for editing and publishing the Illinois Wing Newsletter. In checking over the mailing list, I find our newsletter goes to 27 states, including Hawaii, and also to Canada, Scotland, England and Germany."

First Lindbergh Airplane Undergoing Restoration

(Continued from Page 1)

aviation, try to leave some of this heritage to future generations by encouraging the donations of airplanes, artifacts, scrap books and other aviation memorabilia to museums and/or other institutions commemorating these famous events. And while the reconstruction of the Lindbergh "Jenny" and the attending publicity is not the major reason, nevertheless a \$10,000,000



George C. Dade, age 16, first solo student of Roosevelt Aviation School. In 1975 Dade became President of the Long Island Early Fliers Club.

aviation facility is now on the drawing boards, and expected to be built on a part of the former Mitchell AFB on Long Island. The museum will be part of the County's Bi-centennial program.

It is to be noted that nine months before his death, Lindbergh personally visited George Dade, at which time he verified in a signed statement the original ownership of the plane — now in a state of rehabilitation. When finished, the plan is to donate it to the proposed Nassau County Aviation Museum.

It is only once in a lifetime that one might expect a "find" like the foregoing, and conversely, that an old and now famous aircraft could and is being rebuilt under the guidance and expertise of such an atmosphere of inherent "love" and admiration as George Dade and his group are now devoting to the project.

WITH APPRECIATION

Speaking for the OX5 Aviation Pioneers, I want to express our sincere appreciation to FLORIDA SPORT AVIATION — ANTIQUE & CLASSIC ASSOCIATION and to the EXPERIMENTAL AIRCRAFT ASSOCIATION, for their most courteous gesture in honoring OX5'ers who attended the SUN 'N FUN FLY-IN at Lakeland, Florida in January.

The overall show was tremendous, and the "Gathering of the Eagles" on Friday night was an event long to remember Karl Voelter.

Editor's Cockpit

(Continued from Page 2)

ministration building. And the dinner will again be preceded by a cocktail party. Registration, that will include the dinner and the cocktail party, all for \$10 per person, will be handled by the OX5 Headquarter's Office at Pittsburgh, with the individual tickets to be picked up at Latrobe.

Registration forms, together with all additional information will be in the April OX5 NEWS. And for obvious reasons — motel registrations must then be placed promptly to facilitate and insure proper handling.

All planning to attend the Latrobe activities should, however, understand that motel reservations must be placed direct with the motel. Please do not ask the OX5 Office to assume the latter responsibility as we cannot do it. All of this will be further explained in the next issue of the NEWS.

Finally, let us explain that we believe, the majority of those who plan to attend our Hall of Fame ceremonies this year, will be better served than was possible at the former location. Transportation into Hammondsport has always been a problem, and one over which we obviously had no control. Many who went there were unhappy with the scarcity of motels and their distance from the others and from the museum. Hammondsport in itself, always beautifully historic, and a delightful place to visit, including of course the Curtiss Museum that we truly hate to leave, just was never meant to cater to the number of visitors we have generated. Unhappily, we must agree that we have outgrown Hammondsport.

So then, you have the date for Latrobe, and you have the general information and plans concerning it. We believe you will be delighted with the new setup — the details of which will be fully covered later.

As a parting thought, and in closing, let us explain that our original plans were to have this year's Induction ceremonies on May 22. But we found confliction with previous commitments of several local establishments we are working with. The following weekend conflicts with Memorial Day for which we know many are planning. Therefore, we had little choice other than to accept June 5th. Next year, with the ability to make our plans earlier, we fully expect to return to the originally planned date, as previously established and adhered to.



As we are receiving inquiries concerning our tax exemption privileges under the new C-3 rating, all Wings and others concerned are advised as follows:

- DUES are not tax-exempt
- EXPENSES by National Governors to attend meetings are NOT tax-exempt
- DONATIONS TO NATIONAL ARE TAX-EXEMPT



PLEASE BE SURE TO NOTE THAT THE 1976 HALL OF FAME INDUCTION CEREMONIES WILL BE AT LATROBE, PA. INSTEAD OF AT HAMMONDSPORT. COMPLETE DETAILS WILL APPEAR IN THE APRIL ISSUE OF THE NEWS.

SHORTS FROM

THE EDITOR'S DESK

Many of our members will recall that Richard H. (Dick) Downing, then President of the Texas Wing, offered \$50 to the Wing that had the most members at the 1975 Annual OX5 Reunion. As an official count could not be made until after the Reunion, a tabulation had to be deferred. We now have received from Dick Downing a check for \$50 as a contribution from the Texas Wing. And with the check we have a letter from Dick stating that as in the final results several Wings shared top honors, he feels that the award should go to National to be used "towards the benefit of all Wings." So we say "Thanks, Dick, we need all the contributions we can get, as our desires are to serve all Wings equally well."

Our good friend and member Les Aris of the Arizona Wing has written the music and lyrics for a song titled, "This Great Land of Ours." We understand the number has been unanimously adopted as their theme song by the Farm and Land Institute of the National Association of Realtors, at their annual convention held in San Francisco on November 10, 1975. Nice going, Les.

Among the interesting letters we receive is one from Edwin S. Boyce, Retired TWA Captain. We quote in part from it as follows: "The October OX5 NEWS had an interesting article on a new Roster. I believe that such a Roster is valuable for each and every one of us, and that such an undertaking is of course costly. But might I suggest that such a Roster up-dated every five or so years, at an additional cost, is worth every cent involved to most of us. Communication is very poor after retirement. The OX5 Roster helps to hold us together."

We have just had an opportunity to review a beautifully reproduced copy of the June 1919 issue of Aerial Age which, among other things, carried the full story of the NC-4. Our members are offered "first crack" at 500 copies of this extraordinary edition which costs only \$3.50 each. The issue is truly a collector's item. Send your checks and orders to Bob Schott, P. O. Box 400, Wolcottville, Indiana 46795.

We hear that Mrs. Marie J. Wollam, widow of Mr. Wollam (Wollam Aircraft Instruments, Celina, Ohio) desires to sell her husband's aviation memorabilia. The latter includes a log book with Wollam's signature, plus that of Orville Wright as his instructor. Mrs. Wollam's address is 218 S. Mill St., Celina, Ohio 45822.

John McDonald of Jacksonville, Fla., writes:

Last month I stopped at EPP's aviation at Dannelly Field, Montgomery, Alabama. Saw an OX5 Eaglerock being rebuilt. I was told that the owner was having trouble locating someone to major his engine. Possibly some OX5 member with the knowledge could volunteer to help.

I am sure that some will agree with a slogan I saw the other day which read:

EVERY TIME OPPORTUNITY KNOCKS - I'M OUTSIDE -
TAKING OUT THE GARBAGE

FOLDED WINGS

- BEAMAN, Chester W. - 210 Wellington Rd., Indianapolis, Ind.
BOOKWALTER, Charles V. - Apt. 1038 - Bldg. 1, 1206 E. 8th, Anchorage, Alaska
BRANN, Mark - 3419 Tacon St., Tampa, Fla.
CLEMENTS, P. O. - Box 111, Vero Beach, Fla.
CRAMER, David C. - P. O. Box 364, Latrobe, Pa.
DALY, William H. - RR No. 2, Clear Lake, Iowa
DeSILVA, Woodruff - 1544 N. Beverly Ct., Ontario, Calif.
FRISBIE, J. Donald - 3081 NW 47th Terr., Ft. Lauderdale, Fla.
GRANT, Kingsley J. - 32090 Grand River, Farmington, Mich.
GRIFFIN, Dana G. - 1924 Bluebird, Fort Worth, Texas
HALL, Carl C. - 5795 SW 22nd St., Miami, Fla.
HODGES, Adrian - 6020 202nd SW, Lynwood, Wash.
JARVIS, Samuel G. - 55 Sturtevant Rd., Quincy, Mass.
KINGSBURY, M/Gen. Wm. C. - 229 Edgemont Dr., Redlands, Calif.
KNOWLES, E. Loyd - Box 152, Pawley's Island, S. C.
KUHLMAN, Orville E. - 1206 Stratford Rd., Kansas City, Mo.
LEACH, Col. Clare Ronald - P. O. Box 1825, Stuart, Fla.
LEEDY, W. E., Jr. - 151 Glenwood Rd., Wheeling, W.Va.
LUSK, Hilton F. - 2633 Marshall Way, Sacramento, Calif.
MANHART, Charles E. - 201 Boxwood St., Hill 'N Dale, Brooksville, Fla.
McBRIDE, W. P. - 1390 N. Lake Road, Lake Forest, Ill.
MEHL, Edward G. - 305 Oak St., Breckenridge, Minn.
MORGAN, John A. - 9172 Sunset, Los Angeles, Calif.
MORGENSTERN, Ed - c/o Robinson Milling Co., Salina, Kan.
PARRISH, James A. - P. O. Box 5158, Pensacola, Fla.
PENNY, Cecil W. - 631 W. 37th St., Riviera Beach, Fla.
PILLEY, Frank E. - 122 Dogwood Ave., Republic, Mo.
PINNEY, William L. - 11710 E. Forest Grove St., El Monte, Calif.
SCHETTER, Eugene - 1479 Piedmont Rd., San Jose, Calif.
SIKES, Lane - 3033 N. LaMadera, El Monte, Calif.
SIMONECHT, Harry W. - Star Route No. 1, Box 16C, Inverness, Fla.
STATON, Claude C. - 1126 W. Medlock Drive, Phoenix, Ariz.
TAYLOR, Roy R. - 7416 College Circle, So., Ft. Worth, Texas
TOWNER, Clifford W. - 726 Metropolitan Ave., Hyde Park, Mass.
VINKEMULDER, J. G. - 1650 Alexander, SE, Grand Rapids, Mich.
WHEATON, Ivan P. - Box 6398, Long Beach, Calif.
WILSON, John H. - 2731 Simpson St., Evanston, Ill.
ZYGMUNT, Larry F. - 19901 Merridy St., Chatsworth, Calif.

In Memoriam

Gerald V. Dack, one of Miami's pioneer pilots, a former military and commercial flier has passed on at the age of 78. A native of Iowa, Dack commenced his flying career after completing training in 1919 at Post Field, Fort Sill, Okla. He was a Barnstormer, Instructor, and Chief Pilot for Sanabria Mines in Columbia. Following this he worked for Eastern Airlines.

Although not a member of OX5's, Bill Wellman, producer of the movie WINGS was an eligible. We are advised by Jerry Halton No. 4379 of Burbank, Calif., that Wellman has passed down the Great Highway, and we want to pay tribute to him.



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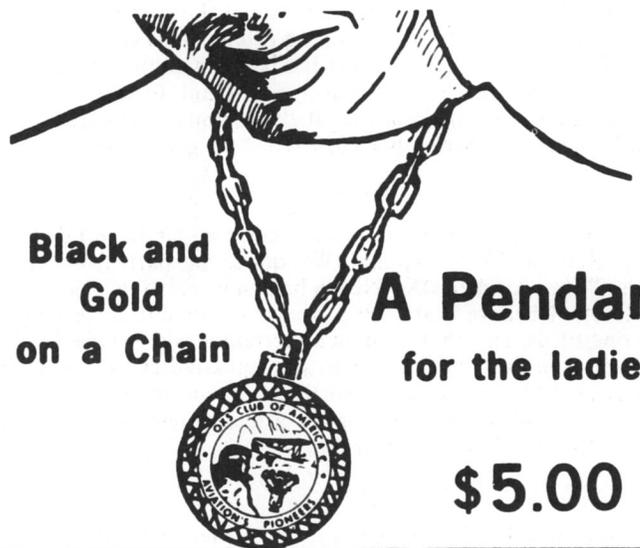
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