



OX5 NEWS

Published by and for Members of the OX5 Aviation Pioneers®

VOLUME 24 • NUMBER 6

DECEMBER 1982

President Paul McCully—Then and Now



Paul McCully

Paul McCully was born in 1906, the 4th of 7 sons of a pioneering couple who, in 1892, travelled from Mississippi to the Oklahoma Indian Territory in a wagon train pulled by oxen.

His love for aeroplanes and aviation began in 1910 when a fellow named Rodgers flew across the country. One of his stops was in Paul's home town. Paul just wanted to touch the airplane or the propeller, so you can imagine his delight when the pilot lifted him into the pilot's seat.

His next inspiration came

when a small flying circus came to town. It featured a lady balloonist who went aloft at night with a light in the gondola. Paul recalls how, as a child, he and a friend tried to imitate this feat, only to have the attempt end in total disaster, almost destroying a hay barn.

Paul's interest in aviation was renewed in World War I. He was living in Fort Worth which was almost surrounded by Army Air Corps flying fields. An older brother was a Quartermaster Sergeant, whose job was to supply the mess halls with the best meat products. In this capacity, the Sergeant met many flyers, among them were two who later became very famous — Eddie Rickenbacker and Vernon Castle. They visited the McCully home many times where Paul was privileged to meet them. He later met Vernon's wife and famous dancing partner, Irene. These visits only further generated Paul's interest in flying.

Paul's first job in aviation consisted of cleaning an airplane, selling tickets on Saturdays and Sundays, and helping with other chores for a local barnstormer who promised to pay him by teaching him to fly. Paul's mother approved of the new venture, but his father wasn't too enthusiastic, stating, "Do anything you want, but don't let me catch you going up in one of those things."

One Sunday morning, five airplanes circled a clearing in the Trinity River bottom, and went on to land there. After church services, Paul and his family visited the show, which was an all black flying circus. After his father saw first hand the aerobatics, wing walkers, parachutists, etc., he finally consented to let Paul try his hand at flying.

In 1980 Paul was able to locate some of the members of that flying circus. Called the Bessie Coleman Flying Club, they travelled across the country promoting aviation among the black people. One of the pilots was Tom Allen of Oklahoma City, an OX5er who brought Paul up-to-date on the members of this Flying Club.

Paul's first instructor in 1922 was Blackie Thompson. He began his lessons in a JN4-D. But times were hard, and through the next few years, he earned what instruction and flight time he could through his labor.

In 1929, Curtiss Wright opened a ground school in Grand Prairie, Texas, and Paul enrolled in the school, hoping to find enough money for the flight courses. After finishing this phase, Dame Fortune smiled again. The school permitted a small number of students to work in the ground school as assistant instructors in exchange for flight training. After finishing at Curtiss Wright, and courses in aeronautics at North Texas A & M, the world of aviation looked bright — except for one thing — the Great Depression. Jobs looked good in any line of endeavor.

Paul began to work as a technician on crews installing rotating course beacons and other navigation aids across the country. He found there was an opportunity for almost anyone with ideas along this line. More importantly, he learned that those technicians who were also pilots had the edge when there were chances for the presentation of new ideas or a higher job classification.

About this time, it was decided that a better system of runway edge lighting must be developed. When Paul applied for a position with a consultant of one of the large lighting manufacturers, his studies in Electrical Engineering at the University of Mexico and Industrial Engineering at UCLA were a definite plus, but he was selected from equally qualified applicants because he was a pilot.

The year 1940 found many of Paul's early day flying buddies employed by The Lockheed Corporation. Paul was enticed into the fold where the job was to design the electrical system for a new manufacturing plant. It was here that he designed the first high bay shadowless fluorescent lighting system, and was subsequently loaned to two other companies who wanted the same system.

December 7, 1941 changed the whole picture, and Paul was selected to direct the utilities division of a team assembled by Lockheed to design, construct and hire personnel for war zone air bases. This team was attached to the Eighth Air Force, and although given very high priority, the toughest job of all was trying to hire top engineers when only top supervision could be informed of the ultimate destination.

While in England, Paul worked with the Air Ministry on a system of blackout type street lighting and became a member of the Illuminating Engineering Society of Great Britain.

After World War II, Paul returned to the States for a short vacation and then visited his favorite foreign country, Mexico, where he was commissioned to design and construct the airport lighting system and navigation aids for six of Mexico's major airports. After completing this project, he was relaxing at his ranch near Chihuahua City when Lockheed again called with a project in Iceland which was supposedly to last three months. However, it lasted over three years.

Back in the States once again, he went to work for Lockheed, the Georgia Division, until the end of 1958 when he retired (so he thought) to a ranch he purchased in the Hill country of his native Oklahoma. Here, he and Peggy, his lovely wife, would travel about in his Cessna and enjoy life. But this wasn't to be.

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Published bi-monthly by the OX5 AVIATION PIONEERS
February, April, June, August, October, December
207 Dormont Village, 2961 West Liberty Ave., Pittsburgh, PA 15216
Second Class Postage Paid at Pittsburgh, PA (USPS 416-640)

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Secretary's Report



Oliver V. Phillips

My first report in the OX5 News was in 1975 as your National President. At that time I found difficulty in determining what I should say to this great group of aviation people who make up our membership. Having served on the National Board of Governors for several years prior, I wished to thank some of the members for their kind actions and assistance.

Karl Voelter was at the top of the list. My statement at that time was — "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 puts forth on behalf of OX5." And so it was with me and all others he came in contact with through the following years. We have lost a great friend, a true, honest and loyal member has folded his wings. Our loss is deep, for OX5 and for those of us who knew and loved him. God speed Karl.

I must remind the Wing officers that we need their completed election reports, both at Pittsburgh and at this office. Your first 1983 dues notice is on page 11 of the October issue — OX5 News. Save us some money by sending your dues to the National Office before we mail dues notices. We would really appreciate your help with this.

The new membership application count is down and we hope the Wings will put extra effort into picking up the pace, both with new members and renewals of delinquent members. Some Wings have found members with a small notice in a local newspaper inviting inquiry about OX5. Some find well qualified applicants in the various senior citizen organizations.

Bev and I wish you all a MERRY CHRISTMAS and a HAPPY NEW YEAR.

Remember: It's never too soon for kindness and you never know how soon it will be too late.

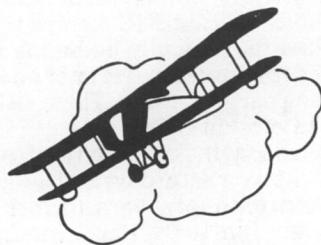
PRESIDENT'S MESSAGE

As another reunion fades into history, our reflections remind us that there is only one way to describe this one — "Great." Visiting with old friends and making a few new ones is always an extreme pleasure, and it is indeed ironic that we cannot do this more often. However, time, distance, and monetary considerations do not permit such luxuries.

The Golden Gate Wing did a beautiful job of overall planning, especially in the entertainment department. The air show was one of the best we have seen. Static displays are one thing, but such aircraft flown by pilots whose age more or less matched the age of the aircraft made it about as authentic as you can get. Our thanks for a job well done.

Last week we were shocked and our hearts saddened when we learned of the passing of our great OX5 NEWS Editor and Past President, Karl Voelter. As most of us are aware, Karl unselfishly contributed his time, talents, and resources since he first became an OX5er. We shall certainly miss his wit and expertise in the operation of our organization. His efforts are, in a large part, responsible for bringing us to where we are today.

While those of us who worked closely with Karl will certainly feel that something has been taken from our lives and our organization will be poorer because of his passing, let us be ever grateful that we were privileged to know and work with this great man. We know of his deep faith, his philosophy of life, and the love he had for his fellow man; and there is no doubt in our minds as to the course he will follow on his final journey.



President McCully—Then and Now

(Continued from Page 1)

The ranch business was expanded to other agricultural ventures, but still the attraction of airplanes and airports was too great.

Paul has designed and installed airport lighting systems in six foreign countries and several in the United States, both commercial and military.

Today, he is finishing a new house on the ranch and still operates Ark-River Industries, a construction firm, and does consulting work. After all, he is only seventy-six.

Does he still fly? Only on short trips and to check navigational aids he has designed or installed. He leaves the heavy stuff to the professionals now, but it all started with that solo flight in a Curtiss JN4-D in 1922.

KARL VOELTER — AVIATION PIONEER

Karl Voelter, a native of Little Rock, Ark., pioneer civil and military pilot, well-known throughout national aviation circles, took off on his last long flight November 1, 1982.

Karl, a seasoned racing, test and experimental pilot, first went to Miami in the winter of 1928-29 as a representative of Curtiss-Wright in NYC, to assist in the operation of the first All American Air Races. The following year he returned to Miami to manage Curtiss-Wright interests throughout the Southeast. Later, after also serving as Curtiss manager of Bettis Airport in Pittsburgh, he returned to Miami to open his own air service known as Karl Voelter, Inc. He operated both at the former All American, and Miami Municipal Airport which later became Amelia Earhart Field.

As a Marine Corps officer, Karl was attached to the original Naval Air Base at Opalocka. Early in 1938 he was recalled to active duty and at that time became Commanding Officer of Marines and Chief Flight Instructor at the Opalocka Base. Following several years' service in this



Karl E. Voelter

spot, he served concurrently at MCAS, Cherry Point, N.C., NAS, Bunker Hill, Ind., MCAS, El Centro, Calif., which he commanded, Pearl Harbor, Engebi, in the Marshall Islands, and finally as Air Base Commander at Ie Shima, beyond Okinawa. Ie Shima was the closest U.S. Fighter Base to Japan. Col. Voelter served on the planning staff for Okinawa. He retired from the Marine Corps with 23 years' service as a combat and command pilot, and as an administrative officer, specializing in Air Base Command.

After WWII, Karl joined the CAA as Chief of General Aviation Development in Chicago, serving an 8-state area. In 1954 he was assigned to CAA's Washington headquarters as Deputy Security Officer. Later he became General Aviation Advisor to three consecutive FAA Administrators. During his final two years in Washington he was in charge of Disaster Control Planning. Retired in 1962, he returned to Miami and Coral Gables.

Col Voelter was a 50-year honorary life member of Murat Shrine Temple of Indianapolis. And he was an honorary member of Murat's Flying Fezzes. He belonged to the Acacia Club of Miami. His aviation affiliations included Quiet Birdmen, OX5 Aviation Pioneers, of which he had been our National President, National Secretary, and Editor of the OX5 NEWS. In 1971 his name was enshrined in the OX5 Aviation Hall of Fame.

The numerous phone calls and messages of sympathy received as the news of his death spread across the nation are a tribute to the high esteem in which this fine gentleman was held.

A fond farewell to our old friend and close associate.

THE LAST GOODBYE

For several years at least, I have wondered each time I have said "goodbye" to a friend or loved one, if that might be the last "goodbye."

During my life I have had many chances to die — racing in both automobiles and aircraft, at war in Okinawa, and at Ie Shima, as a Marine, and while just living, I suppose. But during all of those times, I never felt like a loser — neither in my heart nor judgment — until I passed the age of 80. Then I accepted the fact that the end could not be far distant. The runway, truly, had become much shorter.

And so now it has come — that last time — as life has ebbed and ended for me. I have said my last goodbye to friends, and to my only loved one, my wife.

And may the last OX5er, whomever it may be, hold high our bottle of Old Crow and give a toast to those of us who have passed his way as we said our and my last "goodbye," and have been cleared — on final — forever.

Karl Voelter

WING STRUTS

KANSAS WING

By Mort Van Keuren, President

Our regular bi-monthly meeting was held October 29th in our own meeting room in Building One, McConnell Air Force Base. We had forty-six friends in attendance for a covered dish supper. Jack and Ramona Clark proved to be expert bartenders.

Thirty-four of our ninety-four members live outside Wichita. Los Angeles is the greatest distance. Many of our members make a real effort to get to the meetings.

Before the meeting, the Kansas Air National Guard displayed an F-4 airplane. Col. Rowland Smith, Chief Pilot, presented a fine story with movies and slides on the performance of this plane. The Kansas Air National Guard is headquarters for the United States and all units come here for training. We are privileged to share their facilities for our office and meeting headquarters.

Our Christmas meeting will be held December 11th at the Base. We will have a traditional Christmas menu, and will install new officers and governors for the coming year. We have wonderful time together.

WISCONSIN WING

By Charles E. Dewey, President

The Fall meeting of the Wisconsin Wing was hosted by Steve and Dorothy Wittman on October 2 at their home in Oshkosh. The outdoor affair was a day for eating, drinking, fun and frolic.

DISTRICT OF COLUMBIA WING

By Charles Stanton, Jr., Secretary

Thirty-nine "smiling faces" gathered at the Roma on October 11 for dinner and the usual lively meeting.

The speaker of the evening, Bill Hendricks, of the NTSB's Bureau of Accident Investigation, a 10,000 flight hour, ATP, type rated on DC-4, 6, 7, 9 pilot and naval aviator, reviewed some of the recent airline accidents. Slides of National, ONA, Southern, United, Eastern, PAA and KLM at Tenerife crashes were shown and briefly discussed. The Air Florida Flight 90 crash created lively discussion. The G.A. accident rate is going down and weather related accidents are still the largest category (40%). After Bill's interesting talk an energetic question and answer period occurred.

ORANGE-SAN DIEGO WING

By Richard Snyder, Secretary

Departing from our usual night holiday affair, due to the experience in past years of poor visibility which caused driving problems for many of our members and friends, we met at 10:30 A.M. (Happy Hour) with Brunch at 11:30 A.M. at the Oceanside Elks Club, Country Club Lane, Oceanside, Calif. We enjoyed a wonderful Christmas presentation. The program was an extra special arrangement by the Mexican American Foundation of San Diego, using young and adult Mexican artists who warmed the hearts of all viewers.

New officers serving the San Diego Wing include Leo J. Dorney, President, 8626 Hayes St., La Mesa, Calif. 92041; Harry G. Culver, Vice President; Richard E. Snyder, Secretary-Treasurer.

GLENN HAMMOND CURTISS WING

By Stephen D. Rycyna, President

Our second annual meeting of 1982 was held in Hammondsport, New York on October 9 with President Stephen

Rycyna presiding. Approximately sixty members and guests attended.

After a luncheon at the Ramada Inn in Bath, a business meeting including an election of officers was held. The election resulted as follows: James W. Allen, Route 1, White Gates, Alpine, N.Y. 14805, President; John C. Seal and Charles J. Duffy, 1st and 2nd Vice Presidents respectively; and Stephen D. Rycyna, Secretary-Treasurer.

The theme of the program was "Glenn H. Curtiss and Michael F. Steffen Day," honoring two great aviators who contributed greatly to the aviation industry during the Buffalo Sesquicentennial era.

The guest speaker was Dr. Leslie A. Bryan who gave an interesting talk on aviation. James W. Allen briefed the members on the events at the National Reunion in San Francisco.

Plaques were presented to Dr. Bryan and Robert E. Weller, designating them official witnesses of the "First Public Flight of one kilometer by Glenn H. Curtiss on July 4, 1908 at Hammondsport, New York."

LONG ISLAND WING

By Edward J. Gardyan, Secretary

The Cradle of Aviation Museum, Mitchel Field, Garden City, N.Y. was the site of the October 31st meeting of the Long Island Wing. One of the first orders of business was the election of a wing governor, Cliff Robbins, to replace Mel Sater who died recently. A nominating committee consisting of Art Romeo, Chairman, assisted by Ed Lyons and Sig Uylert will select a slate of candidates for the upcoming wing election.

The program consisted of a talk by George Dade on the model he made of the Bellanca flown across the ocean to Germany by Chamberlin and Levine in 1927. Jim LeVake showed photographs of the first Boeing seaplane of 1916 and talked about other early day flying machines. Paul Rizzo gave a short talk on the idiosyncrasies of Curtiss Jenny airplanes, and several members joined in this discussion.

Two short films, one on the experimental aircraft of the 1920's and early 1930's and one of the Grumman Hellcats during World War II were shown. Bill Trilling narrated the Grumman film.

Members in this area interested in a trip to the Smithsonian Institution at approximately \$75 for 2 days (which would include first-class hotel accommodations and breakfast) should contact the Wing Secretary, Edward J. Gardyan, 498 Sweet Hollow Road, Melville, N.Y. 11747.

OKLAHOMA WING

By Carl South, Secretary

Saturday evening, November 13, thirty-five members and guests gathered at OKC's GLEN'S HIK'RY INN to enjoy a fine dinner order from Glen's Senior Citizens Menu. We were again complimented by the company of Central Texas Wing President, John Crawford and Mrs. Crawford. Our newly elected National President, wing member Paul McCully, gave a fine run-down on OX5 including a report on the highly successful San Francisco reunion. At the invitation of President W. Byron Hook, a silent prayer was observed in memory of deceased OX5ers and in reflection upon the passing of our distinguished and greatly honored National OX5 NEWS Editor, Karl E. Voelter, Mr. OX5 1968; Hall of Fame 1971; National President 1971-2; and Distinguished Service Award 1977.

Karl Voelter shall ever be remembered by the membership. His recorded contributions are a treasure in the Central Office Archives and in the files of the Wings nationwide. Karl's many missions through this life were punctuated with the thoughtful human touch. He cared. He cared always to do his best. Karl Voelter's fine counsel will be sorely missed.

The next gathering of the Oklahoma Wing is set for Saturday evening next February 5, same place, Glen's Hik'ry Inn, NW 10th at North May Avenue, Oklahoma City. The welcome mat of the Oklahoma Wing extends to all OX5ers passing this way.

MID-WEST FLORIDA WING

By Everett H. Welch, Newsletter Editor

The Mid-West Florida Wing held its annual Fall/Winter meeting, election, and membership luncheon, at the Lone Palm Country Club, Lakeland, Fla., November 13, 1982 at 1 p.m., with an "Attitude Adjustment" period just prior. 85 members, wives, and guests attended.

Officers chosen for 1983 included Everett H. Welch, President; Mitchell S. Wiseman, Vice President; and Homer M. Jones, Secretary-Treasurer. New directors for the next three years were Le Roy Brown, Zellwood, Jack Endsley, Brooksville and Mitch Wiseman, Lakeland. Directors with two years remaining are Mel Jacobson, Roger Don Rae and Jessie Woods. Those with one year remaining are Homer Jones, Ev. Welch and Frank Valdes.

Honorary member Dean Tilton flew his beautiful OX5 Travel Air 2000 on to the last fairway and taxied it right up in front of the club house! Needless to say, that brought back many happy memories, and a lot of "Oh's" and "Ah's" from nostalgic Wing Members.

Reports on the upcoming EAA Fly-In at Lakeland, March 13th - 20th, 1983, were given by Director Billy Henderson, his wife Adair, and by Paul Hopkins, President of EAA Chapter 454. Volunteers are being assembled to operate the OX5 Hospitality Center during the Fly-In, and an invitation is issued to all Aviation Pioneers to attend their "Special Day" on Friday, the 18th. It will be a "Winner!"

Clem Whittenbeck, a real "Old Timer," gave an interesting resume of his early aviation experiences. You will remember Clem as "Mr. Upsidedown" in the old air show days.

SOUTHWEST FLORIDA WING

By Lee Higbee, President

1983 officers were introduced at our wing meeting on November 6th at the Spanish Main with 68 members and guests present. Lee Higbee, 1468 N. Lakewood Sq., Ft. Myers, Fla 33907, will again serve at President; Fred Cale occupies the Vice-President's chair; Ethel Middlekauff was appointed Secretary; and Al Wells will serve as Treasurer. Rounding out the board we have Carl Biro, Ken Doherty, Bob Fitzsimmons, Curly Krueger, Sol Marburger and Lee Wright.

Lee Higbee presented the program consisting of 100 pictures using an Episcope (for prints, not slides) which everyone enjoyed. Quoting Lee, "We have a lively group and everyone seems to have an enjoyable time, so I guess we are doing all right."

CENTRAL TEXAS WING

By Norman Orloff, Secretary-Treasurer

December 4th was the date selected for the annual Christmas meeting, at the home of Joan and Harry Buerschinger. The gathering started at 1:00 P.M. so members would have time to get a bite to eat after the meeting and get home before darkness.

The Wing made a memorial donation to the National organization in memory of our beloved NEWS Editor, Karl Voelter.

ARIZONA WING

By Herman A. Zierold, Vice President

Our annual Fall dinner meeting was held on October 10th, at the Raquet Club in Phoenix. It was well attended by those who were at the National Reunion, other members and guests. A short business meeting was held, followed by a report of the reunion.

Jerry Foster, a helicopter pilot for TV station 12 (NBC), was the guest speaker. Landing his Hughes 500D in the parking lot next to our meeting place, he gave an interesting talk on his past experience flying copters, especially in recent years and his association with the TV station. This included a number of difficult rescue missions. A question and answer period followed.

A Board of Governors meeting was held on November 12. The next dinner meeting was set for December 5th at the Deer Valley Airport Restaurant. New governors elected will be announced at that time.

Herman Zierold invites OX5ers visiting in Arizona to call him for news of future dinner meetings (974-8262).

COLORADO MILE HI WING

By Richard M. McCoy, Secretary

Colorado Mile Hi Wing held another very successful meeting on Sunday, November 14, when a luncheon was held at Writers' Manor Sommerset Room, Denver. Their newsletter *BARNSTORMER* gave a report with pictures of the Air Show which was a part of the 27th Annual Reunion in San Francisco.

ILLINOIS WING

By Glen E. Courtwright, Secretary

Fifty-five happy members and guests presented themselves for the dinner meeting at Louis' Restaurant, October 16th, a beautiful Fall day. Overhead oiling proceeded with much chatter over a photo display of old aircraft presented by their elder statesman, Mike Rezich.

After dinner, a few announcements were made which included a report on the National Convention.

An election of officers was held with the following results: President, John T. Seigle, 13549 Deerpath Drive, Orland Park, Ill. 60462; Secretary, Glen E. Courtwright, 4932 Stone Circle, Oak Lawn, Ill 60453; Vice Presidents, William Truver and Robert McDaniels; Treasurer, Harry C. Kruse. Other Governors include Richard Hawker, Sally Stremple, Bill Hlavacek, Roy Love and Mike Rezich.

Editor of the Wing Newsletter is Bob McDaniels. Very interesting biographies of Troy Dodd and Gordon M. Lambricht were featured in *OVERHEAD JIGGLES* the Wing newsletter.

GOLDEN GATE WING

By Hugh Coleman

The 27th Annual OX5 Reunion is history. We hope that the many who attended at least some part of it enjoyed it as much as we did in preparing and putting it on. We are now looking forward to next year in San Diego.

Next some good news. Those who saw the air show put on by Jim Nissen and Walt Addems the first day of the Reunion and even more those who missed it and wished they hadn't will get another chance. The producers of the TV program "REAL PEOPLE" (NBC) which is on at 8:00 P.M. on Wednesdays in this area, have just completed filming an episode to be shown in about two months (soon after the beginning of the year). The filming title was "Antique Aviation" but that may be changed later. Watch your listings and don't miss it.

Again, thanks to all of you who helped us put on your Reunion.

OX5 SCRAP BOOK

1982 REUNION



Bite Livingston with his daughter and wife.



Jim Richter, retiring National President, introduces the new President, Paul McCully.



Hugh Coleman, 1982 Reunion Chairman, welcomes the OX5ers to San Francisco.



Ladies' Night Banquet: Kelly Quick, National Governor, Mrs. Hugh Coleman, and Mary Alice Beatty, National Governor.



Mary and Karl Voelter



Juanita Jo Bailey, principal speaker Ladies' Night.



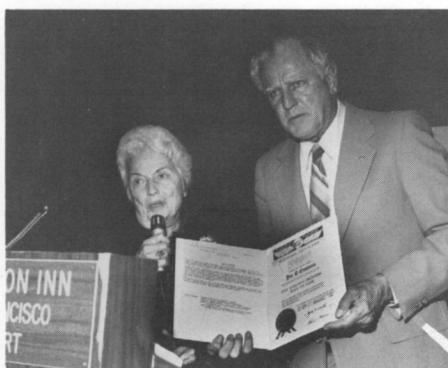
Paul and "Buttons" Garber enjoying one of the Reunion Banquets.



Clyde Ice, (extreme right), Hall of Fame Inductee, with three proud sons.



Mrs. Bernice Bach Hawkins accepts the Hall of Fame Certificate from National Secretary, Oliver Phillips, on behalf of her father, L. Morton Bach.



Lillian Crosson, widow of Joe E. Crosson, accepts his Hall of Fame Certificate from Jim Richter.



1982 Awards Chairman, Pete Hill, presents the Mr. OX5 Award to John Nagel.



Mr. and Mrs. Walt Addems

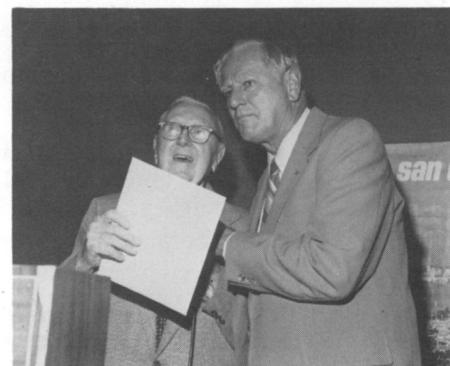
Pictures courtesy of
T.E PEIFFER
115 Hollyhockst
Livermore, Calif. 94550



Mr. and Mrs. John Nagel—Mr. OX5.



Jim Richter presents the Hall of Fame Certificate to the daughter of Zantford D. Granville.



Glen Rankin accepts the Clifford Ball Award from Jim Richter on behalf of Gil Smith, Editor of the Florida Wing Throttle Bender.

MEET NEW MEMBERS

Atwood, Roger L.

34 Hubbard Avenue, Northampton, Mass. 01060
1938 flew Robin and Waco 10. Sponsors: Raymond Dion and John Graham.

Barnett, Henry W.

270 North Dale St., Fullerton, Calif. 92633
Pilot, mechanic 1938-40. Maintenance OX5 Swallow and Waco 10 at Clear Water and Corning Airports in California. Sponsors: Leo J. Dorney and Richard E. Snyder.

Becvar, Charles, Jr.

26016 116th Ave., SE, Kent, Wash. 98031
Soloed 1929 in Waco 10 at Kent, Wash. Instructor was George Becvar. Pilot, owner — also instruction time in Curtiss Jenny. Sponsors: George Becvar and Elmer Hansen.

Becvar, Louis

519 S. Kennebeck Ave., Kent, Wash. 98031
Soloed Waco 10 at Kent, Wash. 1928. Instructor was George Becvar. Pilot, owner of Waco 10 and Jenny. Sponsors: George Becvar and Elmer Hansen.

Cunningham, Timothy M.

2567 Arnott St., San Diego, Calif. 92110
Mechanic on Waco 10, 1939. Sponsors: Walter Ballard, Kenneth Kirkwood and A. Llewellyn Wood.

Giles, Keith B. "Pappy"

10410 E. Live Oak Ave., Arcadia, Calif. 91006
Mechanic, late 20's and early 30's at Rogers Airport, Los Angeles. Sponsors: Fawn Peck and Elmer A. Riley.

Graves, B.J.

514 Dixie Ave., Titusville, Fla. 32750
Soloed JN4D, 1924, Stuttgart, Arkansas. Instructor was Dr. K.E. Yoder. 2100 hours. Sponsors: C. Glen and Mary Rankin.

Hale, Robert

1425 West Ave., Burlington, Iowa 52601
Pilot, mechanic, OX5 American Eagle NC-206M, 1930. Sponsors: Bob Gettelman and Irvin H. Hall.

Kenison, Radcliffe F. "Racky"

326 Elm St., E. Longmeadow, Mass. 01028
Soloed 1928 in Challenger at Dunn Field, Longmeadow, Mass. Instructor was Harry Herman. Sponsors: John R. Graham and Raymond J. Dion.

LeBon, Victor G.

5692 Woodland Ave., Watervliet, Mich. 49098
Dual in Waco, Bird and long wing Eaglerock. Also worked on OX5 Swallow. Sponsors: Victor Grahn, Harold Koehler and Charles E. Dewey.

MacCarthy, Eugene D.

4920 Matney Road, Monmouth, Ore. 97361
1934-36 flew American Eagle in and around Corvallis and Central Valley. Sponsors: Ralph McGinnis and Kenneth Coffman.

McGinnis, James W.

Rt. 30, 18317 Ostego Dr. S.E., Ft. Myers, Fla 33908
Mechanic, Provincial Institute of Technology, Calgary, Canada, 1937-39. Teardown, overhaul, assembly, adjustments and test run of OX5 engine. Sponsors: Robert Krueger and Kenneth Doherty.

McKay, George E.

4610 Homestead, Littleton, Colo. 80123
Soloed 1938 in Waco 10 NC-3724 at Red Bluff, Calif. Instructor was Ben Torrey. Sponsors: Oliver Phillips and Richard McCoy.

O'Donnell, Joseph J.

2283 W. Vina Del Mar Blvd., St. Petersburg Beach, Fla 33706. KR Challenger, 564 hours, soloed same at Pitcairn Field, Willow Grove, Pa. Instructor was William Engle. Sponsors: Everett H. Welch and Mitchell S. Wiseman.

Perry, Leon T.

2464 Wood Valley Drive, East Point, Ga. 30344
Participated in operation of Travel Air NC-6427 and repair of American Eagle NC-628E. Sponsor: Gordon Pierce.

Petry, H. Wayne

2819 2nd Ave. N., St. Petersburg, Fla. 33713
Soloed OX5 Challenger NC-7028 in 1930 at Philadelphia, Pa. Instructor was Bob Jefferson. Pilot, mechanic, owner, also flew Waco 10, KR-2 and Travel Air. Sponsors: Everett Welch and Mitchell Wiseman.

Pierson, Lenn M.

705 Miramar, Claremont, Calif. 91711
1932-33 flew Robin, Waco and Bird at La Grande, Oregon. Sponsor: Richard Downing.

Redecker, William J.

13399 White Plains St., Spring Hill, Fla. 33526
Pilot, mechanic at Parks Watson Airport, Cincinnati, Ohio, 1938-40. Instructor was Frank Farone. Sponsors: Robert W. Jones and Homer M. Jones.

Steiner, Walter P.

481 Oak Point Court, Santa Rosa, Calif. 95405
Pilot, owner of Travel Air C-9872—1931. Also flew American Eagle. Sponsors: Bob Gettelman, Irv Hall and Willis Clark.

Tabor, Edward Ware

3522 Don Lorenzo Drive, San Diego, Calif. 92117
Soloed 1938 in Travel Air at Woodland, Calif. Instructor was J.B. Duncan. Sponsors: Henry Hix and Leo Dorney.

Tranchida, Albert

4926 Equestrian Circle, Boynton Beach, Fla. 33436
Mechanic, graduated from U.S. Army Air Service Mechanics School, 1920. Sponsor: Larry Hillelson.

Tresner, Elwood Ferris

1313 Peterson Road, Burlington, Wash. 98233
Soloed Waco 10 at Sedro-Woolley, Wash. 1931. Instructor was Sig Berglund. Pilot, owner. Sponsors: Elmer R. Hansen and J.D. Hone.

• BRIEFS •

People are only as old as they feel and 74 year old OX5er Archie D. Lester of Van Nuys, California feels like a kid. He is a certified flight instructor for San Val Flying Service located at Van Nuys Airport, and he also has been disco skating for one year. His son, Lloyd, taught his father how to skate. He regularly skates with his friends at the skate park at Balboa Recreational Center in Encino. He also drives a Harley Davidson Cruiser wherever he goes.

It may be of interest to know that OX5ers Walt and Ann Bohrer are in the completion stage of their newest book, *SAFEN YOUR FASTY BELTS!*, a sequel to their last book, *THIS IS YOUR CAPTAIN SPEAKING* (Aero Publishers, Inc.) which enjoyed high sales worldwide and was also published in Japan as a Japanese-language paperback. In addition, Walt on his own is completing a new book on Tex Rankin entitled *TEX RANKIN — PILOT AND LEGEND* for which Jimmy Doolittle has written the Foreword. This will be a much larger and improved version of Walt's previously-published *TEX RANKIN PICTORIAL HISTORY*.

THE AIRCRAFT TREASURES OF SILVER HILL by Walter J. Boyne is available through the Special Sales Department, The Scribner Book Companies, Inc., 597 Fifth Avenue, New York, N.Y. 10017. Cost is \$22.95 plus \$1.50 postage and handling (\$24.45). Silver Hill, now known as the Paul E. Garber Restoration, Preservation and Storage Facility, is the premier restoration facility in the world. The book tells of the unusual facility where the best aircraft restoration in the world is done. 228 photographs illustrate the planes that are discussed. Walter Boyne is currently Deputy Director of the National Air and Space Museum, having joined the Museum in 1974.

We have just learned that the dates for the Sun 'n Fun Fly-In at Lakeland, Florida will be March 13-20, 1983. The special day honoring OX5ers will be Friday, March 18th. Please mark your calendar now — this is one of the outstanding events of the year for OX5ers.

Progress Report on the 1983 National Reunion at San Diego . . .

The dates have been established — September 8 through 11, 1983. The registration desk will be open from 9:00 a.m. on Wednesday, September 7th. The Hotel will be The Sheraton Inn Airport on beautiful Harbor Island. Rates: \$48.00 single OR Double. Free transportation to and from the airport.

FREE all day sightseeing buses will be provided. More things are in the planning stages.

Your Thoughtfulness is Appreciated . . .

Mary Voelter has been overwhelmed with sympathy cards and messages of condolence upon the death of Karl. And as you undoubtedly realize, it is just impossible to acknowledge each one individually.

She would, however, like to take this opportunity to say "thank you" to each and every one who sent a sympathy message. It is a beautiful tribute to the love, admiration and respect we all have for Karl.

FLYER'S ROSARY

By night on swift enchanted wings I fly,
Bright stars above become my Rosary,
Each star a lonely prayer which bids me try
To live in faith and hope and charity.
At times I seem to question truth above
And even doubt sublime eternity,
Yet countless stars tell me a Holy Love
Will watch and care for me, Eternally.

All through the night I prayed my Rosary
On Heavenly Beads where only Angels trod.
How can I ever doubt Life's mystery
When first at dawn my humbled soul is awed?
The generous sun gives me so tenderly
Another day — that I may live, for God.

MAX CONRAD, deceased
OX5 Member No. 5200



The National Officers, Governors and Headquarters Staff

join in extending to you best wishes for a

Merry Christmas and a Happy New Year



FOLDED WINGS

- ABEL, ALLISON A.**
5079 Bigelow Drive, Hilliard, Ohio
- GILMORE, DEAN CHARLES**
West 8th St., Box 949, Spencer, Iowa
- HAINES, VERLIN F.**
4313 E. Livingston Ave., Columbus, Ohio
- HAINES, RALPH E.**
206 Blue Rock Rd., West Chester, Pa.
- JAMES, FRANCIS X.**
1503 Woodland Lane, Port Richey, Fla.
- KLINE, EDWARD J.**
600 Higdon Rd., Apt. 904, Hot Springs, Ark.
- KIERSKI, EDWARD T.**
6809 Second Ave., So., Richfield, Minn.
- LINCOLN, ELTON P.**
455 E. Charleston Rd., B-130, Palo Alto, Calif.
- MESSEMER, HERBERT J.**
P.O. Box 57, Bonita Springs, Fla.
- MITCHELL, ARCHIE D.**
126 Harvard Place, Ontario, Calif.
- O'CONNELL, LAWRENCE**
8545-207 Mission Gorge Road, Santee, Calif.
- RALPHS, KENNETH O.**
203 Norristown Road, Warminster, Pa.
- RICHARDS, EDWIN R.**
Bigelow Apts., 329, Pittsburgh, Pa.
- SATER, MILFORD LEE**
Lloyd Harbor Road, Huntington, N.Y.
- SCHALLER, JOHN K.**
5518 Penn Ave., S., Minneapolis, Minn.
- SMITH, DWIGHT M.**
1715 S. W. 87th Ave., Portland, Ore.
- SNYDER, RICHARD R.**
2023 5th Avenue, Greeley, Colo.
- SOUKUP, M.J.**
1553 Highland Drive, Lake Oswego, Ore.
- STEWARD, JACK**
757 Windsor Road, Uniondale, N.Y.

The Senior English Class at Coral Gables High School was instructed to write a ballad about a local person, making their selection from the newspaper. Matthew Collard, upon reading the articles in the Miami News, reporting Karl Voelter's death, wrote the following:

THE BALLAD OF KARL VOELTER

By Matthew Collard

'Tis sad in Miami, Florida
'Tis sad in town today
For Karl Voelter is dead now
And U.S. skies are gray.

A Marine Officer was Karl
An old fighter pilot was he
In the days of World War II
Across the crystal sea.

Voelter raced his airplanes
Whenever he did come home
And o'er the skies of America
No greater flier was known.

"Why did you leave us Karl Voelter?
Why will you come here no more?"
"Because I have done my duty
And I'm tired of the war."

"What will you do in Heaven Karl?
Will you continue to fly?"
"I'm sorry, but that is not possible
For there are no planes when you die."

"But what of your wife, Mary, Karl.
And the country you hold so dear?"
"They'll go on as before my lad
Of that you should not fear."

"And who did death send for you
Karl?
Who was that ghastly page?"
"Alas, my own worst enemy
The messenger was age."

IN MEMORIAM

Henry Tindall (Dick) Merrill took off on his last flight October 31, 1982 just fifteen hours before Karl E. Voelter who was one of his closest friends. Holder of many records, Dick made the first roundtrip Atlantic flight in 1936. During 41 years of flying, mostly for Eastern, he logged nearly 50,000 hours, becoming their leading pilot. A memorial service was held at Shannon Museum, Fredericksburg, Virginia, where Dick was curator in recent years. He will be sorely missed by all his friends and associates.

Harold T. Kempton, one of our Canadian members and a life member, who immigrated from England in 1907, passed on in September. A veteran of two World Wars, he learned to fly in 1917 while in the Royal Air Force, and a few years later was the first amateur in Saskatchewan to make a free-fall parachute jump. We mourn the loss of this aviation pioneer.

Burnit (Bert) Shields has left us. Born in Canada, he learned to fly in the Royal Air Force and was a RAF flight instructor in World War I with license No. 13. He also held U.S. License No. 542 issued in May, 1919. During World War II Bert joined the Navy and wrote a book on pilot training that was adopted by the Navy as a Basic Instruction Manual. He later worked for the Civil Aeronautics Association where he wrote the CAA rules and regulations. In all, Bert wrote five books on aviation training. We say farewell to this great old timer.

WING STRUTS

SOUTHERN CALIFORNIA WING

By Ethel Collins, Secretary

A new crew is in the cockpit of the Southern California Wing. Eldon Cessna, Box 862, El Segundo, Calif. 90245 is the new President; Ethel Collins, 23035B Nadine Circle, Torrance, Calif. 90505, 1st Vice President and Secretary; George H. Cooke, 2nd Vice President and Earl V. Kampschmidt, Treasurer.

Other board members include John F. Clark, Tony LeVier, John Ball, Frances Burdette, Miles D. Sanders. John F. Clark is the Editor of the Wing Newsletter *TALE WINDS*.

INDIANA WING

By Ellsworth B. Crick, President

On October 9th, the Fall meeting of the Indiana Wing was held at Kokomo, Ind. At that time, officers were elected for 1983 as follows: President—Ellsworth B. Crick, 1331 Park Avenue, Fort Wayne, Ind. 46807; Vice President—John Ruzicka, 3416 W. Cord 250 S., Kokomo, Ind. 46901; Secretary—Floyd Henderson, 1510 Greenway Street, LaPorte, Ind. 46350, and Treasurer—John H. Blouch, 1532 So. 8th St., Terre Haute, Ind. 47802.

The officers are planning to hold the next meeting of the Indiana Wing in June, 1983 at the Mishawaka Pilots Club, Mishawaka, Ind.

OREGON WING

By Walt Bohrer

Seemingly not content with bi-monthly get-togethers, the Oregon Wing has elected to meet every month, and that's twelve times a year in anybody's money! As we have in the past, six times a year (every other month) we will hold our regular programmed brunch meetings at the Red Baron Restaurant at the Portland-Troutdale Airport on the last Sunday of January, March, May, etc. The remaining six meetings on the alternate months will be a pot luck dinner affair held in connection with our board meetings in the Northwest Antique Aircraft Association Clubhouse at Evergreen Airport, Vancouver, Washington. This will give each member their big chance to out-lie each other in twelve hangar flying sessions a year.

Our November 28th meeting at the Red Baron featured a special surprise program staged by our ex-National Governor Harold Wagner, but since this by necessity was written before that event took place, alas and alack, we can't tell you what it was.

WESTERN PENNSYLVANIA WING

By Johnny Evans

On November 19th, the largest crowd ever turned out for our wing meeting and to pay honor to Lloyd Santmyer, Hall of Famer, for his contribution to the development and perfection of the Instrument Landing System. In addition, Lloyd was selected in World War II by the Air Force to train the Night Fighter Squadrons that saved London during the Blitz when the Germans were coming over at will. Another great accomplishment was the development of the air pickup of gliders and the human pickup of downed pilots in enemy territory. Space does not permit the listing of all his accomplishments.

As an added feature, Herbert Morrison was present to relate of his experiences with the Hindenburg disaster. He was the only reporter on the scene with recording equipment to record this disaster.

TREASURER'S REPORT



Johnny Evans

The 1983 dues notices will be in the mail soon. It seems almost inconceivable that with the costs of everything advancing as they have, we should still continue to go along with no increase in dues. The latter has come about because of the donations that many of our members are including with their dues payments. We are especially mindful that many of our members are now living on Social Security—which is our first thought when the subject of dues increase is brought up.

We are tremendously grateful to the many, many members who have added a "little extra" to their checks when remitting 1983 dues. It would be impossible to list all the names in the limited space available. Your contributions will go a long way in helping us to reach our goal—and that is to hold the dues rate at \$10 per year in spite of steadily rising costs.

Please use the form above to send in your dues. This will save the national office the expense of preparing and mailing a dues notice to you.

Again we say "thank you."



MICHIGAN WING

By Bob Baron, Editor

A meeting and dinner was held at the Savory Street Restaurant in Grand Rapids on Sunday, November 7th. After dinner and a 15-minute report made by the President to bring us up-to-date on the status of our Wing, we adjourned to the JERRY FORD MUSEUM, about a 15 minute drive from the restaurant.

WING STRUTS

FLORIDA WING

By Bill Conrad, President

It is with deep sorrow that we report the deaths of two more of our beloved members who contributed materially to our industry and to the Florida Wing: Karl Voelter, President Emeritus of the Florida Wing, former Wing President, National President, National Secretary and Editor of the OX5 NEWS, and H.T. "Dick" Merrill, the ebullient Eastern Captain who epitomized all that was fine in airline pioneering and subsequent development. Last issue of the NEWS carried the report of the deaths of two prominent members of our Wing: Glen Gilbert and George Haldeman. Ironically all four had been elected to the OX5 Hall of Fame. As Karl would say, "May their journey to the West be CAVU!"

At our Fall Wing Governor's meeting, November 4, the following were elected to serve the wing for 1983: President, Bill Conrad; 1st Vice President, Don Chalmers; 2nd Vice President, Harry Pickering; 3rd Vice President, Warren Jamieson; Roving Vice President, Mary Rankin; Secretary, Larry deMarco; and Treasurer, Don Teel.

Our Fall Banquet took place on Friday evening, November 26, at the Coral Gables Country Club. The program, arranged by Bill Conrad, consisted of Jeffrey Zavik, Ph.D., Director of the Physicians Cyto Laboratory whose subject was "Cytotoxic Food Sensitivity Testing." Gus Halwardson provided the music at the cocktail hour.

CAROLINAS WING

By Max Freeman, President

Our fall homecoming was held as usual in the historic town of Camden, S.C., beginning Friday afternoon, October 15th and concluding with our grand banquet the following day.

Seventy-one signed up for lunch with an additional ten late comers who arrived after lunch. It was a most enjoyable affair with stand-up comedian and mime-clown John Edd Davis doing the entertaining.

Visitors included Bob and Freda Wallace from Baltimore and Dallas Sherman from New York. Al Crisler left his rental business at the World's Fair in Knoxville to attend and brought along some fine home-made wine.

After the Wing election, we adjourned to the airport for our group picture which has become an annual affair.

Saturday evening we were special guests of the EAA/Classic/Antique Chapter Awards banquet where our own Jack Priddy gave his story of a famous hijacking.

New officers for 1983 are: J. Max Freeman, President; William H. Burkhalter, 1st Vice President; Billy J. Poley, 2nd Vice President; Robert J. Morrison, 3rd Vice President; Rex Anger, Secretary; and Wilson Mills, Treasurer.

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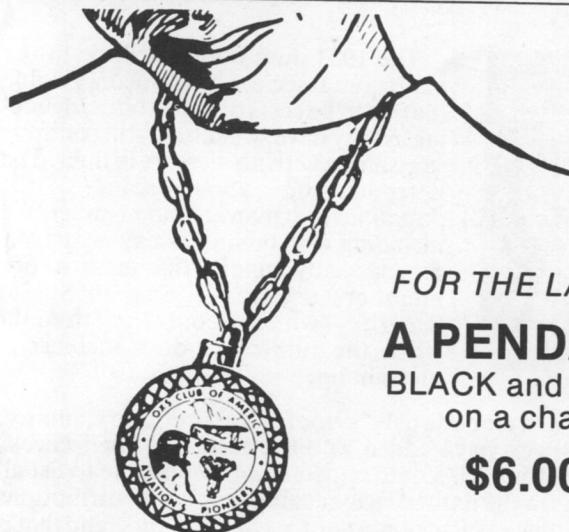
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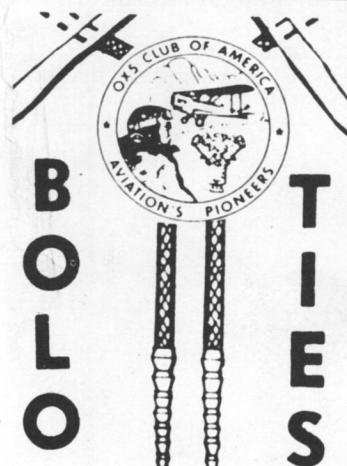


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