



OX5 NEWS

Published by and for Members of the OX5 Aviation Pioneers®

VOLUME 29 — NUMBER 5

OCTOBER 1987

JESSIE WOODS and the FLYING ACES AIR CIRCUS



About the time World War I ended, there emerged in this country a group of pilots known as barnstormers. They thrilled people with their feats as wingwalkers, stunt pilots, parachutists, etc. As times and competition became more difficult, they banded together to create the Air Show Flying Circuses. Some were well organized and did quite well, such as the Gates Flying Circus, Doug Davis Flying Circus, Mabel Cody Flying Circus and Fordon-Brown National Air Show. The one with the longest, continuous operating record, however, was the Flying Aces Air Circus with a performance record of an air show every week for nine years, from 1929 through 1938.

It all started when Jimmie Woods bought an OX5 Swallow in Kansas in 1920 and began barnstorming, flying passengers, and giving flight instruction. In 1928 Miss Jessie Martin returned to Kansas from Washington where she had just completed her second year of college. After a whirlwind courtship she and Jimmie were married. As winter ap-

proached and money became scarce, they departed for Florida in an OXX6 Swallow, working their way south barnstorming passengers. Enroute, Jimmie taught Jessie to fly and she soloed in the Swallow. Business was poor; Jimmie decided they needed an attraction to draw the crowd, and decided on a wingwalker. Jessie was elected and learned the trade by trial and error. They began barnstorming around the country, attracting other barnstorming pilots. They developed a few standard acts — air racing, parachute jumping, a rope ladder routine, and wingwalking, and in 1929 formally organized the air show.

Jimmie purchased the Wichita Airway Sales and Service Company in 1930, a fixed base operation which served as headquarters for the Flying Aces Air Circus. By 1934 they owned all their own airplanes including two Swallows, a Travel Air 4D, three Stearmans, a Ryan B-1 Brougham and a hot air balloon. They also owned equipment such as cars, trucks, and a sound system and had 15 employees which included pilots, ground crews and advance publicity men.

Completely self-contained, they traveled over two-thirds of the United States. The show lasted about two and one-half hours and followed a set pattern.

Jimmie Woods performed in almost all of the different acts of the air show. He was also an outstanding mechanic, and insisted that the equipment be maintained in excellent condition. Each pilot was responsible for minor maintenance, but Jimmie performed the major work such as engine overhauls, recovering and inspections which he made periodically.



(continued on page 10)

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PRESIDENT'S MESSAGE

We live in a world of words. No matter what something happens to be, we have a word for it. And some words mean a great deal to us . . . words such as love, happiness, success, achievement, joy, ability. These words describe conditions all of us want. But there is one word that "controls" them all. That is, there is one word that describes a condition that will bring us all these things, or keep us from getting any one of them. It has been called the most important word on earth.



J. Max
Freeman, Jr.

If someone asked you what that word was or is, could you tell them? Or, if from all the many thousands of words in the language, you were asked to select one that would influence your life more than any other, could you pick the right word? Well, I call it the "magic" word, and in our English language, it's pronounced "attitude." For once we are fully grown and on our own, this word controls our environment, our entire world. You see, if your attitude toward the world is good, you will obtain good results. If your attitude is excellent, you will obtain excellent results. But, if your attitude is poor or bad, or if you are constantly finding fault, then you will not obtain any meaningful results at all.

Now, I have said all of this to say this: Our attitudes towards our Wing; our attitude towards our National Organization; our attitude towards our leaders actually mirrors our results. If we like these things, we will get a great many benefits from them. If we have a sour, carping type of attitude and are always finding fault, then we will never reap the benefits our association gives for free to all of us. That benefit is a closeness to the great pioneers of our great land who have created the greatest civilization on earth and the greatest aviation industry along with it. And remember: we are those people!

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• BRIEFS •

Ray Vaughn, P.O. Box 601, Walbridge, Ohio 43463 was the subject of a very interesting article in *The Blade*, Toledo, Ohio. Ray learned to fly in 1921 in a Canadian-built Curtiss Jenny. Now 66 years later at the age of 84, he is rebuilding a Waco 4 in an automobile repair shop on Main Street in Walbridge. Most of the material is new except for the 60 year old 90 h.p. OX5 engine and a 50 year old propeller. He expects to have the plane ready for its maiden flight next spring, and when he updates his pilot's license, he will be ready to fly the Waco.

Ray's entire life has been spent in aviation — barnstorming, instructing, buying and selling planes, airport management, etc. Today he is selling specialty advertising to keep busy and to finance the airplane rebuilding project.

With the passing of a member we are frequently asked by their widows, "Can I continue to get the OX5 NEWS and how?" We will be happy to continue the NEWS to the widow of a member at a cost of \$5.00 per year. Many are doing this — you can too, if you desire. Send your check made payable to OX5 Aviation Pioneers, to 2961 West Liberty Avenue, Pittsburgh, PA 15216. Please make a notation on the check that this is a widow's sub.

We are looking for interesting and useable pictures for our Scrap Book section of the NEWS. We are interested in airplanes and people — anything that has an OX5 engine, even old airplane advertisements, airplane rebuilding projects, unusual or little known airplanes, or just good pics. Please identify all aircraft and persons, dates and any other pertinent data. We cannot guarantee publication of all photos received, but we will, however, select the best and most interesting. Send your material to the National Office. Please include your name and address so the pictures can be returned.

From time to time we receive inquiries from our Life Members regarding the replacement of their life membership plates. The cost of replacing the plate is \$11.00 and includes the engraving of your name and membership number plus all handling and postage charges.

If you, as a Life Member, are interested, please drop a line to the National Office — and please be sure to include your check for \$11.00.

John D. Fradet, Box 6045, Sheridan, Wyoming 82801, a retired colonel in the U.S. Air Force, was selected by the F.A.A. to participate in the "Wings" program at West Yellowstone, Montana. He was among 75 volunteer flight instructors who, last July, provided an opportunity for pilots in the region to upgrade their skills and meet current F.A.A. requirements. Although the 72-year-old World War I veteran no longer gives instruction, he has logged over 8,000 hours of military and civilian flying. He served as an Air Force instructor at bases in Texas and Florida. One of our newest members, Col. Fradet is an Air Force Liaison Officer for the Air Force Academy and Air Force ROTC in northeast Wyoming.

SECRETARY'S REPORT



Oliver V. Phillips

The 1987 Reunion is close at hand and all programs are in place and waiting their time. We have had another good year with many candidates participating. The Hall of Fame has good inductees and the National Awards are going to deserving people.

One of the Secretary's jobs becomes very unpleasant at this time when the letters must go out to those who were short on yes votes at the Hall of Fame Screening Committee level. We want to say that we hope each will try again. We know that over the years many have been resubmitted more than once, some three or four times.

I feel that there are people in the membership who have, for one reason or another, not been advised of the process of selecting candidates for the Hall of Fame. Contact your Wing officers, standard forms are available and can be submitted to the Wing selection committee. Members-at-large, those not belonging to a Wing, may write to the National President or Secretary for forms. Their names and addresses are in the OX5 NEWS. Candidates to the Hall of Fame *do not* need to be OX5 members. Candidates for National Awards *must be* OX5 members.

Once again I wish to thank all those chairmen and their committees for the extra time and effort spent in carrying out all the various programs. Thanks too, to the National Staff for all the extra things they do to make it easier for all of us.

Hope to see many of you at the Reunion.

Remember: Thinking is when your mouth stays shut and your head keeps talking to itself.

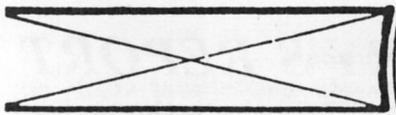
RALPH RANSOM, IOWA WING JOINS NATIONAL BOARD OF GOVERNORS

The tragic death of National Governor Al Newby of Belgrade, Montana, in August, created a vacancy on the National Board. With the approval of President Max Freeman and the National Board of Governors, and as stated in our National By-Laws, Article VI, Section 5: "Upon the death, disability, resignation, or removal of a National Governor, the National Board of Governors shall select from the most recent ballot or from the general membership and appoint a successor to serve the balance of the term. Next highest nominee on the most recent ballot, if any, should be given first consideration."

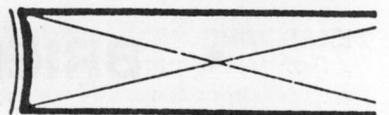
The most recent ballot, election of 1986, the candidate on the ballot with the next highest vote is Ralph W. Ransom. Ralph has agreed to serve the balance of the term of Al Newby (1988 and 1989).

Ralph is a very early member of OX5, having joined in 1961. He is presently a life member. He served several terms as President and Secretary of the Iowa Wing and is presently serving as a Wing Governor.

He learned to fly in 1930 and holds a degree in mechanical engineering. After a 42 year career with John Morrell & Co., he was manager of the Ottumwa Industrial Airport until 1972 when he retired.



WING STRUTS



ORANGE/SAN DIEGO WING

By Tro Ohman, Secretary

Jay Kimball, owner and operator of A Beautiful Morning Balloon Company, presented an interesting and informative program, "Up, Up and Away," at our September 13th brunch at the El Camino Country Club. Chuck Taylor was Program Chairman.

Our members are still buzzing over the enlightening and interesting program presented thru multiple television sets by Frank Dolinsky and Leo Dorney on the Concorde, at our last meeting. Our thanks to them and to Ed Schadeck who helped set up the TV's.

WASHINGTON WING

By W. E. "Red" Slaughter, President

Our new Wing Rosters were distributed at our meeting on September 6 at Renton Elks Club, Renton.

In addition to the names and addresses of our members, the charter members are noted, the Wing officers, governors, chairpersons, Hall of Fame Inductees and Past Presidents are listed. The roster also contains a brief history of the Washington Wing, qualifications for membership, and the Wing By-Laws.

EDITOR'S NOTE: Congratulations Washington Wing on a beautiful job on your roster.

LONG ISLAND WING

By Ed Gardyan, Editor

On Sunday, September 27, the Wing held its regular quarterly meeting at the Presbyterian Church of Sweet Hollow, Melville, N. Y., at 2 P.M. Speakers were Vincent Luisi and Andrew Yelaney of the Cradle of Aviation Museum staff.

The date for the annual Thanksgiving Dinner was set for November 22nd at the same place.

EDITOR'S NOTE: We are sorry to report that Ed Gardyan and Susan Currie have resigned as editors of the Long Island Wing Newsletter, which was one of the best prepared and best written newsletters among the Wings. Explaining the many responsibilities and other demands on their time, Ed said, "After five years volunteering our services as editor, we are far behind on planned projects. The time has arrived for someone else to take over the Wing Newsletter."

Thanks Ed and Susan for a superb job. We always looked forward to receiving our copy and read it with much interest.

COLORADO MILE HI WING

By Bev Phillips, Editor

Our annual Summer Potluck Picnic was held at the "Phillips Strip" on Saturday, August 29. This is always a nice affair with lots of good food, fun and camaraderie.

Colorado Wing has a good representation at the National Reunion. We hope many are planning on attending this year in Charleston, S.C., October 15-17.

GOLDEN GATE WING

By Bob Lockness, President

The Wing's Summer Reunion was held at Francesco's at Oakland on Saturday, August 22. This event highlighted a long period of remarkably fine weather, and the meeting was well attended considering the number of vacationing Wing members at that time of year. An excellent dinner was served and we all enjoyed the good cheer that followed.

Hall of Famer "Bobbi" Trout was present to personally autograph copies of her biography "Just Plane Crazy" recently published by Carol Osborne, together with a similar volume, "Amelia, My Courageous Sister" co-authored by Muriel Earhart Morrissey, based upon the achievements of her famous sister, Amelia Earhart. Both are excellent books.

Our Wing is rich in history and, perhaps because of this, includes numerous members throughout the country. A special tribute is given to Wing member Paul Schultz of Menominee, Michigan, who flew from Michigan on Saturday to attend the meeting, returning home on Sunday! We believe this might be a record for distance traveled to attend a Wing meeting!

An unusual slide presentation prepared by Frank Egbert, based on illustrations from 1928 and 1929 aviation journals, was shown after dinner. Try this sometime if you want some lively discussions from the audience.

All who attended left Francesco's with a warm glow and lifted spirits, looking forward to our next Fall Reunion on Saturday, November 14, 1987 at the same place. All visiting OX5ers are most cordially invited to attend.

PENNSYLVANIA WING

By Kathryn Hackenburg, Secretary

The Pennsylvania Wing held its Fall meeting on Saturday, September 26, 1987 at the Elk's Country Club, Boalsburg, State College. A meeting of governors, officers and members was held at 11:00 A.M.

A "Dutch Treat" luncheon (soup and sandwiches) was served at 12:30 P.M.

The results of our election will be announced in the next OX5 NEWS.

ILLINOIS WING

By Glen Courtwright, Secretary

Despite the bad storms and flooding of two nights, approximately 65 members and guests made it to the annual Picnic on August 15 at Koerner Airport in Kankakee, Illinois. No formal business meeting was conducted due to the absence of both President Sally Stempel and Vice President Dick Hawker. Sally was hospitalized and Dick had a previous commitment.

The Koerner family outdid themselves in arranging for good weather and good food which was greatly enjoyed by all. We thank all whose help, contributions of goodies and presence made this a very enjoyable day.

Glen and Wanda Courtwright had their recently completed Noorduyn Norseman restoration on display and appreciated the many kind comments on the big bird.

TEXAS WING

By Bob Gettelman, President

Summer is about over and we hope you'all have had a good year.

The following Wing members were up to EAA Oshkosh and visited the OX5 tent: Edna Gardner Whyte, Ben Towle, Ray Hegy, Tommy Givens, Irv Hall, Huey Picco, Linley Wright (who flew his Tiger Moth to the event), and Bob Gettelman.

The Wing is invited to a Hangar Party sponsored by Virginia and Bob Gettelman on November 7th at our hangar on the Mineral Wells Airport. The location is on FM 1195, the north building of the three on the west side of the field. If you are flying, use the Century Flight Systems taxi way to the blue building. We are the sand color next door to the north.

It is a big event. Fred Ridenour will have his OX5 in flying condition and will start it if you ask if it runs. We will furnish beer and soft drinks. There will be a catered lunch at 12:30 (about \$7.00). If you wish to stay at the motel, it will be \$30.00 single or \$35.00 double. It will not be necessary to make motel reservations. For further information, call Bob Gettelman at (817) 325-3313 days; or (817) 325-0050 evenings.

See you at the National Reunion in Charleston, South Carolina, October 14-17.

MICHIGAN WING

By Laurence E. Davies, President

A general membership meeting was held on Sunday, September 27 at 12:00 Noon, at the cafeteria, Capitol City Airport, Lansing. Les Steen had his KR31 on display and we were all invited to see it. Should be flying by October.

Our last meeting was held at the Yankee Air Force Museum, with lunch at the Tin Lizzie on Bellville Road. We had a good tour of the Museum and found that several of our members help the Museum whenever time permits. Thanks to Mike Erard and the Detroit area members for arranging the program.

Swan Allen had his OX5 overhauled and is covering the Eagle, so it shouldn't be long before it's flying.

We lost our Treasurer in August. Roland Amos was scheduled for surgery, but passed away in the hospital before the operation could be performed. Long time member, Harold Chappell, who attended most meetings both local and national, also passed away recently.

OKLAHOMA WING

By Edgar W. Adams, Secretary

Oklahoma Wing members assisted in the dedication of the Star Cavalier at noon on August 15, at the Oklahoma Aviation and Space Museum, Oklahoma City.

The airplane, built by R. H. Meek and completed in 1979, is a replica of the Bartlesville built Cavalier designed by E. A. Riggs and Billy Parker, famous early day pilots. It was donated to the Museum by Jerry D. Ferrel of Temple, Texas. According to Ted D. Foster, Executive Director of the Museum, Meek won many trophies with the airplane at airshows and fly-ins across the country.

Our Board of Governors met at noon on August 15th to elect new officers for 1988, and to conduct other Wing business.

OREGON WING

By Walt Bohrer, Vice President

Oregon OX5 Wingers became quick-change artists immediately prior to their September wing-ding, when their regular meeting and eating spot (the Exec-U-Lodge) was reduced to near-ashes in a \$4,000,000 fire.

This necessitated a quick-change to the Sheraton Hotel at PDX (Portland International Airport). Fortunately "our day" was one of the very few not already booked.

Our program, following a lusty buffet brunch in the hotel's "Garden Room," was presented by Air Traffic Controller Jack Mulligan who related what takes place in the PDX tower on a normal (!) day.

Fortunately all OX5ers were able to find the airport, and are now looking forward with great gusto to the National Reunion at Charleston, South Carolina, in the United States of Y'all!

SOUTHERN CALIFORNIA WING

By John F. Clark, Editor

"The Wright Stuff" was the theme of our Annual General Membership Meeting held on Sunday, September 13 at the Proud Bird Restaurant, right at the runway threshold at Los Angeles International Airport. Eighty-one of us gathered there for luncheon and a fascinating program devoted to aviation history.

President Mickie Bodell presided over the meeting, introducing our Board of Governors and Past Wing Presidents, including Eldon Cessna, our only member present who is also in the OX5 Hall of Fame. Complying with Government requirements for non-profit corporations such as ours, President Bodell presented to the general membership his report on the past year's accomplishments and current status of the Wing, also incorporating salient points of the Treasurer's Report in his remarks. He announced the names of the six members who are candidates for the upcoming Board elections.

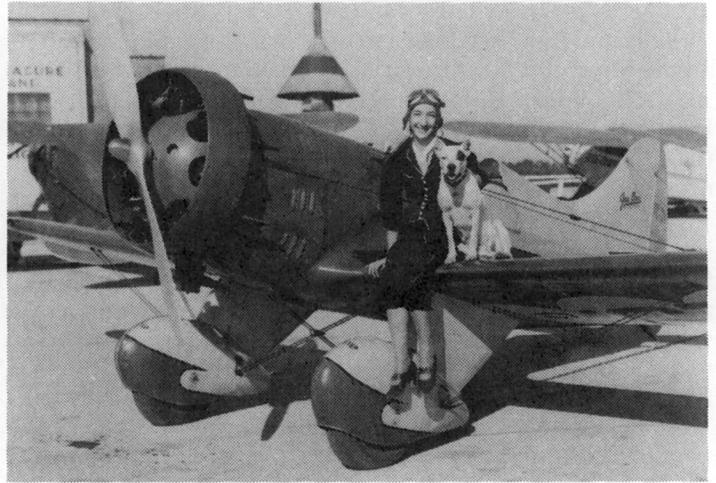
The "Wright Stuff" theme for this meeting was set by our guest speaker, Dr. Fred Culick of the California Institute of Technology. He is Professor of Applied Physics and Jet Propulsion there, and is a nationally recognized authority in aeronautical science. His interest in aviation history led to years of personal research into the accomplishments of Orville and Wilbur Wright, and along the way he has collected many intimate stories and little-known facts about the reclusive brothers which he shared with us in his slide-and-film illustrated talk. The film is the first-ever motion picture made from an airplane in flight, and was shot from the *right* seat of a Wright by a professional photographer named Dwyer during a 1909 demonstration to government officials in Italy.

Dr. Culick heads up a volunteer team of scientists and technicians who, over a seven-year span, are building not one, but two full size replicas of a 1903 Wright Flyer aircraft. The first for wind tunnel testing, is presently being covered with fabric. The second, which is being designed for better aerodynamic stability than the original airplane, is planned for flight tests in about two years. Dr. Culick was most generous in his gratitude to our late Past Wing President Harlan "Bud" Gurney for his assistance in this project, which included providing the space for the early fabrication and assembly operations on replica number one.

OX5 Scrap Book



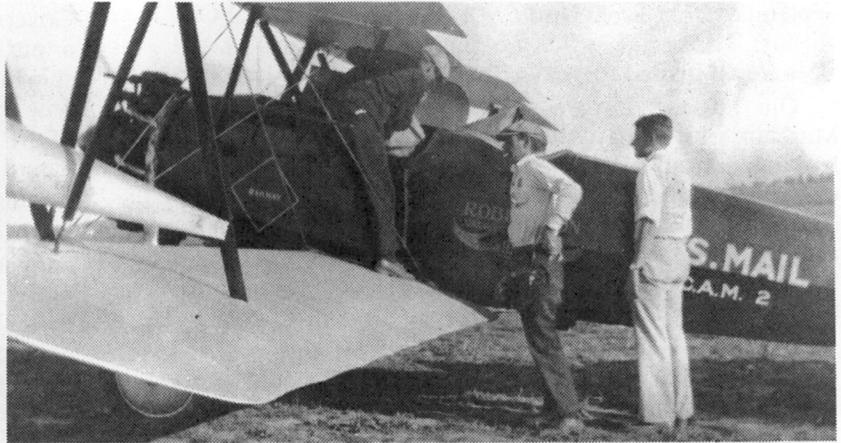
Jessie Woods with Travel Air 4D, NC696H. Note the ropes tied around the centersection of the upper wing which were her only means of hanging onto the airplane while it was flown through aerobatics.



Jessie Woods and Chandelle "The Flying Dog." The plane was owned by Johnny Crowell.



Eddie Croft — barnstorming at Clear Lake, Wisconsin — June, 1937.



Robertson Aircraft Company . . . C.A.M. 2 Loading the mail at Robertson Airport, St. Louis. Can you identify any of the people in the picture?

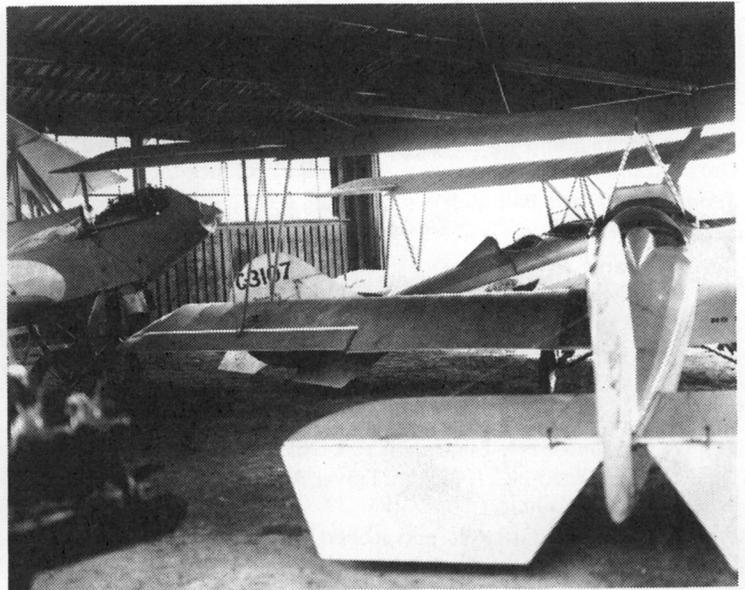


Val Miner's OX5-powered Travel Air #5296 pictured at the former Elmira, New York Caton Avenue Airport in the early 30's. Val was killed when flying this airplane in a race

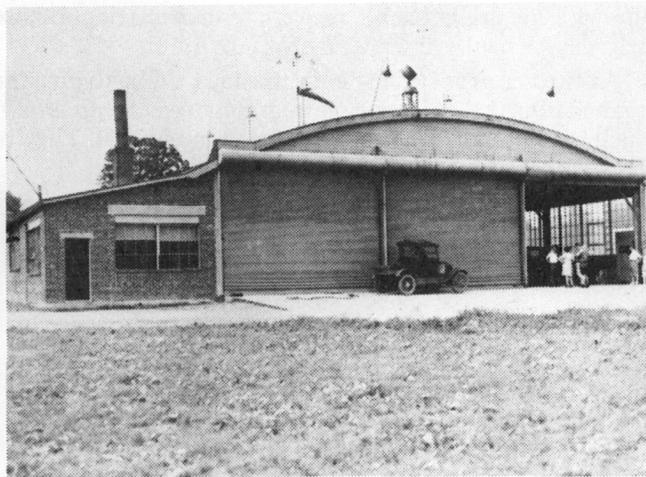
at Binghamton, N.Y. when a fellow flyer cut across a pylon and sheared the Travel Air's tail section with his running gear.



Hangar at the Gettysburg, Pa. Airport in the 30's.



Three Eaglerocks inside the Gettysburg hangar.



U.S. Government hangar at Bellefonte, Pa. in the 30's. This was a fuel and check-stop for transcontinental mail planes.



Pitcairn Field hangar north of Philadelphia in the 30's. This was a terminal of the Philadelphia-Atlanta, Georgia air mail route.

TALBERT ABRAMS
 LANSING PILOT, INVENTOR AND MANUFACTURER OF TECHNICAL EQUIPMENT



LEARNED TO FLY WITH U.S. MARINES IN WORLD WAR I. FLEW ON FIRST U.S. AIR MAIL ROUTE IN 1920.



INVENTOR AND MANUFACTURER OF INSTRUMENTS AND DEVICES FOR PHOTOGRAPHIC, CARTOGRAPHIC AND AERONAUTICAL USES



TOOK PART IN VARIOUS TECHNICAL AND MAPPING MISSIONS



HOLDS A NUMBER OF HONORS, AND IS MEMBER OF MANY SELECT SOCIETIES



These pictures were sent to us through the courtesy of a new member, G. Wells Crandall, 918 W. Clinton Street, Elmira, N.Y. 14905. The last four photos were made when he was enroute to Washington, D.C., with a Chamber of Commerce Committee which hoped to convince the Assistant Postmaster General in charge of airmail that Elmira should be made a regular stop rather than a flagstop. They left empty-handed. They had come too early.

MEET NEW MEMBERS . . .

Bliton, Albert Henry "Al"

8625 S.W. Morgan Drive, Beaverton, Ore. 97005
Pilot, mechanic and owner of Waco 10 NC 7663 at Medford,
Oregon. Soloed 1937. Instructor was Robert Reinicke.
Sponsors: Edward Ball and Walt Bohrer.

Carelli, Frank J.

5011 24th Avenue, Kenosha, Wis. 53140
Owner and pilot of Waco 10 NC 6964, 1939-41.
Sponsors: Earl J. Wittig and Harold K. Kaiser.

Crandall, G. Wells

918 W. Clinton Street, Elmira, N.Y. 14905
Dual time in Waco NC 1078 and Travel Air 5296 at old Caton
Avenue Airport, Elmira, N.Y., 1931-32.
Sponsors: Richard Griswold and Robert Boardman.

Funk, Albert Ross, Sr.

3725 E. Mountain View, Phoenix, Ariz. 85028
Soloed OX5 International in 1931 at Cincinnati, Ohio. Pilot,
mechanic. Instructors were Harry Cushman and Ray Jones.
Sponsor: Charles J. Opalack.

Heckman, M. E. "Ace"

326 E. Farragut Street, Brookfield, Missouri 64628
Soloed 1930 in Standard J1 #208 at Brookfield, Missouri. Instructor
was Carl Bivins. Also flew Waco, American Eagle and Eaglerock.
Sponsors: Edward Birmingham, Douglas Bolton and Gerald L.
Baker.

Jennings, J. L. Sibley

420 W. Montgomery Street, Milledgeville, Georgia 31061
Dual time in Waco #NC 8566, 1939, in Milledgeville, Georgia. In-
structor was Tom Glassburner.
Sponsor: Tom Glassburner.

Kelly, Bernard J. "Ben"

796 Bonita Avenue, Elk Grove Village, Ill. 60007
Active part in rebuilding OX5 Waco 10. Dual time in same, 1932-34
at Ashburn Airport, Chicago, Ill.
Sponsors: Edward Prospero and Delbert Koerner.

Lantz, James W. "Jim"

17773 Grand Avenue, Elsinore, Calif. 92320
Dual time in JN4 1935-36 at Elmhurst Airport. Instructor was Andy
Anderson.
Sponsors: Russell F. Lantz and George L. Lantz.

Palermo, Julius S.

6526 Burlwood Road, Charlotte, N.C. 28211
Mechanical work on American Eagle late 1930's at Becker Flying
Service, Becker Field, Buffalo, N.Y.
Sponsors: J. Max Freeman, Kendall Willis, Jr. and Thomas
Winchester.

Savage, James L. "Doc"

15 Duane Street, Apt. #11, Redwood City, Calif. 94062
Mechanic's helper. Dual time in Waco 9 and 10, Earl Vance Fly-
ing Service, Montana, 1929.
Sponsors: W. A. Thomas and Hugh Cone.

LETTERS TO THE EDITOR

Dear Flora:

Hope these photos are what you wanted. I have al-
lowed things to get very much out of order — need the
C.I.A. squad to help find anything around here.

I hope the Reunion will be a big success. I think I told
you Jimmie and I lived in the Carolinas for 20 years, he is
buried in Charleston. I know there will be many old friends
there. I will be thinking of all of you thru all the Reunion
days. Have fun!

Sincerely,
Jessie Woods
920 North Lake Ave., #184
Lakeland, Florida 33801

Dear Ms. Balmer:

It is very exciting, indeed, to be accepted in the
distinguished ranks of the OX5 Aviation Pioneers. It just
automatically brings back some very fond memories of those
early days when flying was truly fun.

As further proof of my enthusiasm, I'd like to give the
organization the enclosed photographs (see *Scrap Book*)
which have been in my files for more than 50 years. They're
yours to do with as you wish.

If I run across any more photos or artifacts that may
be of interest to the OX5ers, I'll send them along.

Again, many thanks.

Sincerely yours,
G. Wells Crandall
918 W. Clinton Street
Elmira, N.Y. 14905

Dear Ms. Balmer:

Thank you for accepting my photos for display in the
August issue of the OX5 NEWS. They were also very well
placed.

I also received the recently ordered volume of "OX5
Aviation Pioneers" (my third copy). Thank you for taking
care of the details here as well.

Sincerely,
Ernest O. Randall
833 Southampton Road
Westfield, Ma. 01085

Editor, OX5 NEWS:

The poem, page 2, August OX5 NEWS, is titled "The
Man in the Glass."

My long-time friend, Marvin W. Stevenson of Cheyenne,
Wyoming, who is a veteran barnstormer, military contract
instructor, Navy pilot and is now retired as former Direc-
tor of Aeronautics, State of Wyoming, is the author.

Marvin had recited this poem to me and others, may
years ago. He said he wrote it and he's a practical person,
beyond question.

Thought you might be interested who he author really
is and is not "Unknown."

Cecil L. Archer
114 Oakview Drive
Kerrville, Texas 78028

FOLDED WINGS

In Memoriam

ROLAND AMOS

213 S. Holmes Street, Lansing, Mich.

SIG H. BADT

4205 Southwestern, Dallas, Texas

KELSO G. BARNETT

107 Dagama Drive, Universal City, Texas

JOHN P. BLANKS

1220 Highlands Drive, Lake Placid, Fla.

CECIL C. BOOTH

322 Herschel, Wichita, Kan.

ALBERT V. CRAIG

9015 Keever Drive, Indianapolis, Ind.

MAYNARD T. CRAIG

P.O. Box 810, Newport, Wash.

HARRY DAVIS

2820 Harmony Drive, Bakersfield, Calif.

SIDNEY DuBOSE

4802 West Wind Trail, #101, Austin, Texas

BERNARD HILL

R.F.D. #1, Box 376, Big Pine Key, Fla.

HERBERT F. JONES

211 Carville Circle, Carson City, Nev.

O. J. "JOE" MAGILL

3257 Madison, Alameda, Calif.

LEN D. MARTIN

1301 Pearson Street, Houston, Texas

HAYDEN A. OVERSTREET

130 Jellico Circle, Southlake, Texas

LANSING E. RATELLE

47 Lakeside Ranch, Winter Haven, Fla.

MORGAN RIES

1163 E. Washington Avenue, #C, El Cajon, Calif.

RICHARD D. ROBINSON

82-565 Dillon Road, Desert Hot Spring, Calif.

MILO A. SCHNEE

10610 N.E. 19th Street, Bothell, Wash.

RICHARD F. SCHOLTZ

622 Brown Thrush, Wichita, Kan.

L. ROSS SEELY

1600 Ardmore, Apt. #224, Hermosa Beach, Calif.

WILLIAM E. STURN, JR.

7-4 Meadowlawn Drive, Mentor, Ohio

DAVID L. WILLIS

333 Yorkmont Road, Charlotte, N.C.

It is with sadness that we report the death of National Governor, **AL NEWBY**, of Belgrade, Montana. Al was involved in a plane crash on August 14 when the Great Lakes Bi-plane he was flying struck a building. A television crew was videotaping Newby in preparation of a story for an air show to be staged that weekend in Three Forks.

A native of Portland, Oregon, Al served during the war years as a flight instructor in the Air Corps Cadet Program. Upon entering the service, he was in the Air Transport Command Fifth Ferrying Group at Love Field. After the war he was employed by the Lynch Flying Service in Bozeman, which he purchased and renamed Flightline, Inc.

As a pilot he logged over 24,000 hours flying time. Al was well-known in Montana as a commercial pilot and an authority on agricultural spraying. Active in political life, he served two terms on the Belgrade City Council, two terms in the State Legislature, and three years on the State Aeronautics Commission. He was active in local government as well as military and civic organizations.

A Past President of the Big Sky Wing, he was serving as their 2nd Vice President at the time of his death.

We extend our sincerest sympathies to his wife and family and wish Al C.A.V.U. on his journey West.

Oregon Wing sadly reports the death of its Treasurer and Historian, **ROBERT W. POTTSCHEIDT**, 8325 S.W. Mohawk Street, #136, Tualatin, Oregon 97062. One of the Wing's two candidates for the 1987 Hall of Fame, Bob died of a heart attack during the last week of August, following a cruise to Alaska. He was a retired Captain of China National Airways Company, and a member of the China-Burma-India Hump Pilots Association. He maintained his pilot's license and flew rental aircraft up to the time of his demise. We will all miss him.

The passing of **FREDERICK S. TROGER** of 4435 Mt. Lindsey Avenue, San Diego, California 92117 on July 16, 1987 was reported by his good friend, Harold Kellogg, also an OX5er. Harold and Fred flew together in the Civilian Flight Training Program. Harold stated that Fred was a very fine flight instructor. He also flew gliders in Germany under Hermann Goering. About the time the Germans started putting 30 hp engines in their gliders, Fred moved to New York where he started to fly in the CPT Program. A loyal and ardent member of OX5, he will be sorely missed by his many friends.

WARREN (Wimpy) MOSSOR, a native of Spencer, West Virginia, passed away on August 8, 1987. A member of the Carolinas Wing, he began flying in 1933 in an Eaglerock, barnstorming through the south. A World War II Air Force instructor, he flew for Eastern Airlines, then went into the crop dusting business. As operator of Statesville, N.C. Airport, he ran a flight school and charter and maintenance service. He was executive pilot for J. C. Steel & Sons. A heart attack and stroke ended his flying career in 1982 after 49 years of flying. He was recognized on the TV show "That's Incredible" when he was able to save a woman whose husband died of a heart attack while flying a plane. By flying along side her he talked her down to safety.

JESSIE WOODS (Continued)

Jessie was the other partner of the Flying Aces Air Circus. As a featured performer at all their air shows, she was billed as "Lady Redbird" and was very proficient at parachute jumping, wingwalking, and in rope ladder acts. She specialized in sitting on top the wing center section while the airplane was flown through barrel rolls, spins and loops, and she claims a record of seven consecutive loops and several consecutive rolls. She never wore a parachute while wingwalking except when taking publicity photographs.

Jessie fell off an airplane only once — in Oklahoma City while making a film for Paramount News. She was wearing a parachute then.

Jessie had a pet dog known as "Chandelle, the Flying Dog." She traveled with Jessie and after fourteen years acquired 1000 hours of flying time and gained fame as one of the best known dogs in the country.

There were other great performers who flew with them for many years, such as Clem Whittenbeck, a champion inverted aerobatic flyer; Vincent "Squeek" Burnett, a famous aerobatic pilot; Jack Huber, America's foremost jumper; Duke Widiger, "The Falling Meteor," who jumped from a hot air balloon from the altitude of several thousand feet, and many others.

By 1936 the CAA was beginning to place many restrictions on the Flying Aces Air Circus. They did not want the air shows any more; they wanted to educate the public to the safety of flight and to encourage the growth of business aviation and the airlines. As Jessie recalls, "We kept aviation before the eyes of the public and showed airplanes and flying to people all over the country who might not have been aware that airplanes existed. We developed pilots and mechanics who later went on to the airlines and the military. Who knows how many kids our air show influenced into becoming pilots."

The last performance of the Flying Aces Air Circus was in the fall of 1938 at Kannapolis, North Carolina (near Charlotte). In its nine year existence, the Flying Aces Air Circus flew more than 480 air shows, summer and winter. They flew many other air shows at small fairs, race tracks and town celebrations on weekdays between their weekend shows. They flew all over the United States except for the far west and the New England area. Jessie recalled that they performed 53 different towns in Texas, some of them two and three times.

After the Flying Aces Air Circus folded, the personnel scattered all over the country and today only a few of them are alive.

Jimmie and Jessie continued in aviation for several years, operating the airport at Camden, South Carolina, flying at Charlotte, North Carolina, and conducting a non-college CPT program at Rock Hill, South Carolina.

Jimmie passed away in 1959, Jessie is now retired and living at 920 North Lake Avenue, #184, Lakeland, Florida 33801.

Jessie was instrumental in establishing the OX5 Hospitality Building at the Sun 'n Fun Fly-in in Lakeland. In 1985 she was inducted into the OX5 Aviation Pioneers Hall of Fame. We are extremely proud to count her among our members.

WING STRUTS (Continued)

INDIANA WING

By Bob Schott, Secretary

The general membership Fall meeting of the Indiana Wing was held at Monte's in Kokomo on Saturday, October 3rd.

Shortly after the Spring meeting, which set a record in attendance, the Wing was saddened by the loss of its Treasurer, John H. Blouch, who took an active part in the Spring meeting. Jim Torphy has graciously accepted to fill the unexpired term of the Treasurer.

Our speaker was Clarence Cornish, Indiana Wing's first Hall of Fame member.

GLENN CURTISS WING

By Wayne Webber, Secretary

The Glenn Curtiss Wing met at the Curtiss Museum at Hammondsport on September 12. After a membership meeting we adjourned for lunch, returning to the Museum to see a video of early Navy Aircraft and their progress to modern day aircraft.

The marble work on the Glenn Curtiss Memorial at the south end of Keuka Lake was completed in July, 1987. James Allen deserves much credit for his work on the project.

Our annual meeting is scheduled for Saturday, May 21, 1988 at the Soaring Museum, Harris Hill, at 10 A.M.

MIDWEST FLORIDA WING

By Homer Jones

A meeting is scheduled for November 14th at Lone Palm Country Club, Lakeland. OX5ers visiting in the area are cordially invited to attend. Call Homer Jones at (904) 796-8911 for full details.

WESTERN PENNSYLVANIA WING

By Jim Phillips, President

The 32nd anniversary of the founding of the OX5 Aviation Pioneers at Latrobe, Pennsylvania in 1955, was celebrated by the Western Pennsylvania Wing on Saturday, September 26, 1987 with a luncheon on the spot where it all began. Members and guests boarded a chartered bus at Allegheny County Airport, West Mifflin, for the trip to Latrobe. Several members who were at that first meeting in 1955 were present at this celebration.

Don Riggs, local TV personality and aviation enthusiast, made a brief appearance at the luncheon in the Blue Angels Restaurant, Airport Administration Building. Don served as announcer for the Air Show and he welcomed the OX5ers and reminisced a bit with his many friends and acquaintances.

Among those we should thank for this annual event is Mike Hamas, Secretary of the Wing, Bucky Newton, Vice President, and Jim Phillips, President.

We were blessed with beautiful weather, a super bus trip, delicious food, and an excellent air show. The OX5ers returned home with a very warm feeling and with big expectations for another reunion next year.

Through the efforts of John Hayward, a friend of OX5 (too young to be a member) the original display case for the Old Crow has been repaired and refurbished. John also furnished a bottle of Old Crow and thoughtfully glued it in the case. To insure its safekeeping, he put it in the care of Mrs. John (Betty) Evans, in whose keep it now rests.

JUST A REMINDER . . .

In order to save postage and printing costs, it is hoped that all members will send in their dues early using the above form. We're still holding at \$10.00

Life memberships are available as follows:

60 to 65 years	\$150.00
65 to 70 years	\$125.00
70 years and over	\$100.00

Life members, as the title implies, receive all the rights and privileges of membership as long as they live. They own a life subscription to the OX5 NEWS, and carry a special gold plated Life Membership card, engraved with their name and membership number.

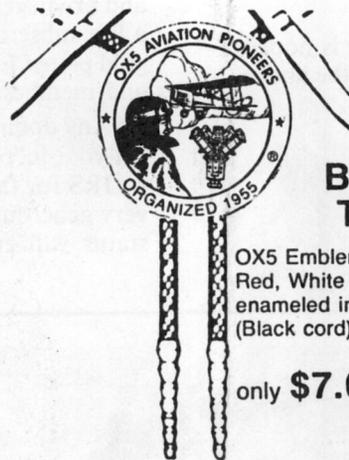
Any donations to the organization as such may be taken off your income tax. (The headquarters office is authorized by IRS for tax-exempt purposes). Our members have been very generous in the past and we hope that our current tax status will encourage an increase in these fine gestures.



John W. Underwood of Glendale, California supplied this photo and said, "This Swallow will ring a few bells if you publish it. It belonged to Russ Simpson at Hempstead, Long Island, N.Y." Do you hear any bells ringing???



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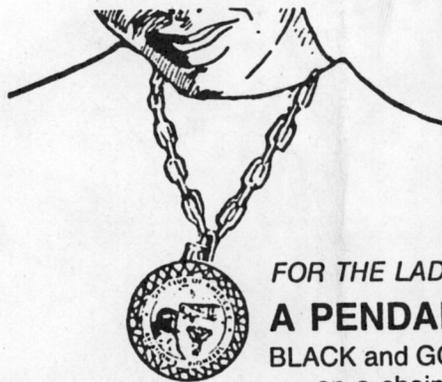
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