



OX5 NEWS

Published by and for Members of the OX5 Aviation Pioneers®

VOLUME 31 — NUMBER 1

FEBRUARY 1989

ELREY B. JEPPESEN World's Aerial Cartographer

Elrey B. Jeppesen's aviation career spans more than 60 years, during which time he logged over 20,000 flight hours and three million miles of flying. He is known around the flying world for his development of the guide systems leading to the safety of flying everywhere in the world.

It all began when Jepp was in his last year of school. He bought a Jenny and began barnstorming. He later bought an Eaglerock and joined Tex Rankin's Flying Circus in Portland, Oregon.

Barnstorming his way to Dallas, he went to work for Fairchild Aerial Surveys, photographing the entire Delta area around New Orleans.

In 1930 Jepp went to work for Varney out of Portland, and later he joined Boeing Air Transport where he was on reserve as a copilot on Boeing's experimental trimotors on the Salt Lake - Cheyenne, Salt Lake - Reno run. He wasn't getting much flying time, so he returned to Fairchild. This was during the Depression years, and Jepp soon found himself back flying the mail in Boeing 40B's.

Because there were no adequate navigational aids for pilots at that time, Jepp began developing his own hand-drawn charts in a 10-cent, loose-leaf notebook which highlighted landmarks, elevations of obstructions and airport runway information to help him on his mail runs.

He obtained the information for his charts from any place he could . . . city and county engineers, surveyors, farmers, etc., and started writing the information down. At one time he drove from Chicago to Oakland, checking out the emergency fields, obstructions around them, different ways to get into the field, how far they were from railroad tracks and roads.

Fellow pilots soon learned of his notebook and wanted copies. So with a \$400 loan, Jepp began printing additional

copies which he sold to his pilot friends. That's how the manual got started.

The chart business grew out of various basements around the country . . . Chicago, Omaha, Cheyenne. When Jepp and his wife, Nadine, were married in 1936 (she was a United Stewardess), they moved to Salt Lake City and worked out of their basement there.

Jepp was working at the business and flying for United. He would start at five in the morning and work until six or seven that evening. United would give him a big DC3 to

fly to San Francisco, which as Jepp states "was really relaxation for me." United was printing their own charts, but the pilots were not using them . . . they were buying Jepp's charts. Finally, United bought Jepp's service for their pilots.

Jepp did a lot of the drawing for the charts. He would hire undergraduate engineers from the University of Utah to do the final drafting — all in the basement of his house in Salt Lake City.

In 1941 Jepp moved to Denver and moved the business into a building near his home. When he looks back, he wonders how they accomplished so much in the basement. They were printing less than 100 charts at the time.

Until 1948, every letdown chart that left the plant was initialed by Jepp. He would come in from a United trip at 2 A.M. and go down to the plant where the workers would have a sack of letdown procedures and approach plates. He called it dry flying. He would go through it check and initial the flight. By 10 A.M. he was ready to go home . . . not one chart went out without his initials.

During World War II his "Jepp Charts," as they became known, were adopted by the United States Navy as their standard flight manual. Following the war the newly-created United States Air Force and the world's commercial airlines also contracted for Jepp's manuals and air navigational charts. New and revised pages for these manuals were mailed

(continued on page 11)



OX5 NEWS

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)
 POSTMASTER: Send address changes to OX5 NEWS,
 207 Dormont Village, 2961 West Liberty Avenue, Pittsburgh, PA 15216

OFFICERS AND GOVERNORS — 1989

PRESIDENT

Elmer H. Hansen, 12220 NE 39th, Bellevue, WA 98005

VICE PRESIDENT

Everett H. Welch, 140 Highland Avenue, Dunedin, FL 34698

SECRETARY

Robert F. Lang, P.O. Box 201299, Austin, TX 78720

TREASURER

Rex P. Robinson, 5066 San Joaquin Drive, San Diego, CA 92109

GOVERNORS

Walt Bohrer, W. H. Burkhalter, Eldon W. Cessna,
 William H. Conrad, George C. Dade, Elmer H. Hansen,
 Richard V. Hawker, Steven H. Hay, Robert A. Helms,
 W. Byron Hook, Marguerite M. Lawrence, Ralph W. Ransom,
 Rex P. Robinson, Charles M. Smith, Everett H. Welch

EDITOR EMERITUS

Karl E. Voelter
 (1895-1982)

Headquarters Office

Flora Balmer, Office Manager / Editor
 207 Dormont Village • 2961 West Liberty Avenue
 Pittsburgh, PA 15216
 (412) 341-5650

PAST NATIONAL PRESIDENTS

1955-58	Russ Brinkley	1975-76	Oliver V. Phillips
1959-60	John H. Livingston*	1977	Nick P. Rezich*
1961	James J. Mattern*	1978	Foster A. Lane
1962-65	E. A. Goff, Jr.	1979-80	Wilson L. Mills
1966	William L. Atwood*	1981-82	James M. Richter
1967-68	Arthur C. Goebel*	1983-84	Paul McCully
1969-70	John P. Morris*	1985-86	Robert F. Lang
1971-72	Karl E. Voelter*	1987	J. Max Freeman, Jr.
1973-74	W. Buriel Barclay	1988	Elmer Hansen

*Deceased

MEMBERSHIP CONTEST RULES

New membership applications must be submitted on the standard membership form. Forms may be obtained through your local Wing or by contacting the National Office.

Only applications that have been received and approved after January 1, 1989 and before June 30, 1989 will be considered in this contest.

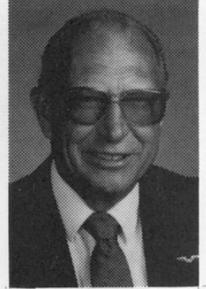
Members who sign the application under "sponsors" will be given credit for the new members. Be sure to include your membership number. In cases where two sponsors sign the application, both members will be given credit.

To help get you started, a membership application form is enclosed in this issue of the OX5 NEWS.

First, second and third prizes will be awarded the winners.

PRESIDENT'S MESSAGE

More than 13,000 memberships have been issued since the founding of our great organization. Our total membership has been on a decline since the late seventies and today we have about 3700 members in good standing. The decline is attributed to folded wings and delinquents.



Elmer Hansen

Here is your chance to make a worthwhile contribution to your organization and be rewarded. I invite each and every member to participate in a new membership drive starting now. We know there are qualified members out there that have not yet joined. To get you started a Membership Application blank is included in this issue of OX5 NEWS and additional copies may be obtained from either your local Wing officers or National Headquarters. Prizes will be awarded to the top three soliciting the greatest number of accepted new members. See the Contest Rules in the box on this page.

Concurrently, I am in the process of sending a letter and delinquent list to all Wing Presidents with a plan of action. There are hundreds (nearly a thousand) that are anywhere from several to over twenty years delinquent. The only requirement to become current is for them to send \$10.00 with their name, current address and hopefully their membership number to National Headquarters. Again I ask each of you to help as you may know a delinquent member or you may contact your Wing President to offer your help.

Also concurrently a committee comprised of Chairman Ev Welch, Eldon Cessna and Dick Hawker are investigating any possible ways of prolonging the identity of our organization. Anyone with suggestions is urged to contact any one of these committee persons.

Our 1989 National Reunion Chairman, Art Sparks, is busy planning all kinds of good things for our meeting in Wichita at the Hilton East Hotel, September 20-23.

Sun 'n Fun was such a worthwhile event for me to attend last year that I plan to attend again this coming April 9-15. Hope to see many of you again in Lakeland.

At the time of this writing our friend and National Governor Bill Conrad is in the hospital. We all wish you a speedy recovery, Bill.

STATEMENT OF FINANCIAL TRANSACTIONS TO JANUARY 31, 1989

Savings Income.....	\$ 790.38
Checking Income.....	10,905.72
Total Income.....	11,696.10
Expenses.....	(3,693.42)
Net Profit.....	8,002.68
Prudential-Bache Net Earnings.....	\$ 85.00

• BRIEFS •

Mary Alice Beatty, Birmingham, Alabama, reports that all the records of AVIATRIX have been placed in the International Women's Air and Space Museum in Centerville, Ohio. "IWASM was delighted to get them, and we are very grateful to have such an outstanding spot for the safe keeping of our valuables. Our memorabilia is not only appreciated at IWASM, it will also be useful," she said.

Congratulations to Jerry Lederer, President Emeritus of Flight Safety Foundation, who was presented the K. E. Tsiolkovsky Medal by the Soviet Federation of Cosmonauts at the annual meeting of the International Society of Air Safety Investigators in Vancouver, B.C., Canada on November 3, 1988. He was recognized for his contribution to the National Aeronautics and Space Administration's (NASA) Apollo Spacecraft Program. K. E. Tsiolkovsky was a pioneer (1895-1903) in technical and mathematical planning that contributed to the voyage to the moon.

Thousands of people, from hundreds of cities in America, Canada, Australia and England will mark the 50th Anniversary of the B-24 Bomber this year. The "reunion" of people who have never met, but who built, flew and fought in the slab-sided four-engine bomber will be held in Fort Worth, Texas on May 17-21 and in San Diego, California on September 20-24, 1989.

The reunions are sponsored, in part, by the International B-24 Liberator Club. Information on members of the club in your area or on the reunion can be obtained from Bob McGuire, International B-24 Liberator Club, P.O. Box 841, San Diego, Calif. 92112, phone (619) 582-5445.

Retired Air Force Colonel John Fradet of Sheridan, Wyoming, serves as Air Force Academy Liaison Officer and is a member of the Wyoming Aerospace Education Advisory Committee. He assisted in setting up a program last fall at Holy Name School in Sheridan where 32 third and fourth graders meet once a week in an effort to get them interested in aviation and space. Last month a trip to the airport was arranged, where they toured the National Weather Service, the Flight Service Station, a United Express Convair 580, and examined Col. Fradet's private plane. This was in conjunction with Wyoming Aerospace Education Month and Young Astronauts Week.

A Cal-Aero Reunion of former Instructor Pilots, Cadets and Military Supervisory Officers will be held on Saturday, May 6, 1989, Ontario, California. All those who flew at Oxnard, Lancaster and Ontario are invited, including wives, friends and anyone associated with this group. For details contact Chairman, Jack Roberts, 1511 Ramillo Avenue, Long Beach, California 90815, phone (213) 597-3227.

SECRETARY'S REPORT

Hopefully, everyone has settled into the New Year and all is on the right track.

Much talk, already, regarding our 1989 National Reunion. The dates as published are September 20-23 in Wichita, Kansas. I am aware that Wing President, Art Sparks, National Governor, Marguerite Lawrence, and other committee members have really been working. The reunion should be a great one.



Robert F. Lang

Wings have had their elections of officers and most are ready to announce their award committees for 1989. For those Wings that have not gotten to this project, I would urge you to do so as soon as possible. The Hall of Fame, National Governor and Pioneer Women's Award are but a few of the many awards. We need your input.

Flora and Lorraine at National have been quite busy preparing 1989 Membership Cards for those paid members. Are you in this group?

Correspondence continues to arrive and I thank you for this. If you have OX5 questions . . . let me know.

Remember: *Don't try to get something for nothing and then complain about the quality.*



SUN 'N FUN — 1989

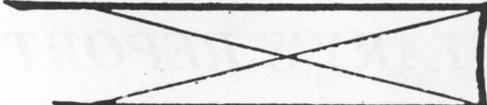
The Spring Celebration of Flight, Sun 'n Fun EAA Fly-In, will be held at the Lakeland Airport, Lakeland, Florida, on April 9-15, 1989.

This will be the 16th Annual Fly-In and it has grown better each of those 16 years! Billy Henderson, Executive Director of Sun 'n Fun, Inc., has once again invited all OX5ers as guests of "Pioneer" Day, which will be April 14 (Friday). Admission will be free and the OX5 Hospitality Center will be in full swing as your "headquarters." Mr. Henderson has also offered "transportation" out on the flight line for those of us who have problems walking any distance. Your admission ticket, plus the yellow "Pioneer" Ribbon will get you past the flight line guards — the next "trailer" that goes by on the circuit, get aboard for the tour!

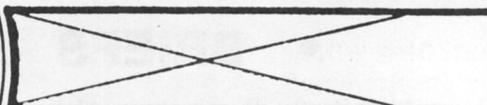
The "Pioneer" Party will be held at the Cleveland Heights Country Club, Friday night — cash bar starting at 6 P.M. — buffet dinner starting at 7 P.M. Tickets will be available at the OX5 Building.

This promises to be the biggest and best Sun 'n Fun EAA Fly-In to date. Antiques, war birds, ultra lights will all be featured. The new museum will be about ready and the exhibits, as well as the air show, promise to be outstanding. Please try to attend this one!

Everett H. Welch, National Governor
140 Highland Avenue
Dunedin, Fla. 34698
(813) 733-3849



WING STRUTS



MARYLAND WING **By Bob Wallace**

The Maryland Wing will host a Homecoming at our Annual Spring Meeting, May 13, 1989 when we all gather at the Towson Quality Inn at noon. Special rates with the hotel are available for anyone desiring to stay overnight.

The tentative schedule is: hors d'oeuvres 12:30 P.M.; sit down lunch at 1:15 P.M.; short business meeting at 3:00 P.M. with presentations at 3:30 P.M. All of this will be followed by videos or movies of some of our members' past histories. A special announcement concerning museums, memorabilia and facts concerning our future will be presented. Videos or movies will continue as long as they are desired.

Several members will be recognized for service or contributions to the industry or to our organization. Good food and camaraderie will be enjoyed. Our Hall of Fame nominee for 1989 will be announced.

Every member who has ever had an OX5 membership card will be notified with special emphasis on parts of Virginia, Delaware and New Jersey where there are no active Wings.

NOTE: This is one week later this year as several of our members are "addicted" to attending the Carolinas OX5 meeting at Burlington, N.C. each spring. Jack King will be one of the speakers. They always have a wonderful and pleasant meeting.

A Waco NX 140Y based there is the very same one Frances Haussner owned. She will go to see it this year for the first time in over 50 years. Yes, a half century has passed.

Come and have fun!

GOLDEN GATE WING **By Bob Lockness**

As 1988 drew to a close, Golden Gaters were singing "Auld Lang Syne," reflecting on the past year of good fellowship and reunions with old friends and new OX5 members, and looking forward to this year, 1989, in anticipation of the good times in store for this Wing.

Our Board of Governors, at their last meeting, elected Wing officers for 1989. Serving the Wing this year will be: Ron Klawitter, President; Jim Nissen, Vice President; Jim Ricklefs, Secretary; T. E. "Ed" Peiffer, Treasurer. Committee Chairmen will be: Ed Cornell, Membership; Verne Shrewsbury, National Awards; Ben Donahue, Nominations; Ben Donahue and Frank Egbert, Programs and Entertainment.

Our next general meeting will be our Winter Reunion at Francesco's in Oakland during February. In spite of a rather chilly winter we expect a great turn-out for this meeting! As usual, any visiting OX5ers in the area will be warmly welcomed to this event so plan on attending Saturday,

February 18, 1989, E.T.A. at Francesco's is 1900 hours. SEE Y'ALL THERE.

SOUTHWEST FLORIDA WING **By Ali Higbee**

As this goes to press, the Southwest Florida Wing will be enjoying their luncheon meeting at Main Street Restaurant, Ft. Myers, on February 4th. Two special aviation-related speakers were on hand. First, one of our newer members, Stiles Whipple, described his trip in a glider pulled by his wife, who was driving their car, from Illinois to Florida. Then Dan Schult, Airport Operations Manager, talked about his complex and interesting job.

Our November get-together was a outstanding success. We enjoyed the hangar flying and Jim McGinness's tale about his four years with the Royal Air Force Ferry Command.

We are proud of our new OX5 Banner which was made by Sol Marburger. It graces the podium during our luncheon meetings. Recently we displayed it at the OX5 exhibit at the Lee County Port Authority's Aviation Day celebration at Page Field.

WASHINGTON WING **By R. R. Dickson, Historian**

Vice President Marian Galvin chaired the December 11, 1988 meeting as President Bill Blake was still recovering from his recent surgery.

Eddie LePenske reflected briefly on his short acquaintance with Amelia Earhart and read a short but memorable piece on the hopes that some day we will know the truth about her mission and fate. Following that, he gave the Invocation.

Nippy Opsahl announced the results of the balloting on the election of three Governors whose terms were expiring. The incumbents, Marian Galvin, Jim Dilonardo and Pat O'Grady were re-elected.

The theme of the December meeting was "Ladies In Aviation." A total of 132 members and friends were entertained by the special guests at the head table who briefly spoke of their experiences in aviation organizations, fixed base operations and flight operations locally and internationally. These ladies so honored were: Betty Green, representing the Mission Aviation Fellowship; Virginia Nestlund, Phyllis Baer, Lillian Crosson Frizzell, Katherine Tosch, Betty Blake and Anna Marie Dilonardo.

Members and guests enjoyed a slide presentation "Women In Boeing" presented by Dr. Paul Spitzer of the Boeing Historical Archives. The Board of Governors retired to elect new officers for 1989 who are: Gil Cook, President; Jerry Rutherford, Vice President; Marian Galvin, Secretary; and Red Slaughter, Treasurer.

ARIZONA WING

By Joseph Krieg, Secretary

Forty-nine people were in attendance on December 4, 1988 at our annual Christmas gathering at the Deer Valley Airport in Phoenix. They came for all the usual reasons, but especially to hear first-hand the remarkable air experience of a courageous 83 year old lady.

Quite by coincidence her saga began on November 20, 1983 at this very same airport, five years and two weeks ago. Editha Merrill and her two friends, Jane and Dorothy, were to join Bruce Turner, a friend and licensed pilot of a 4-Place Piper Cherokee 180, for a leisurely sightseeing flight to Sedona, Arizona. Over the spectacular red rock countryside they were viewing the scenery when Mrs. Merrill turned to the pilot and asked "Isn't the view beautiful?" Mr. Turner replied, "It sure is." At that very moment his hands fell off the controls and he slumped forward suffering a heart attack. He never regained consciousness. Jane immediately reached over from the rear seat, patting his face and holding him upright, thinking he had fallen asleep. After evaluating the situation, Jane proceeded to put out the May Day call while Dorothy took over, trying to revive Bruce. To survive, it was up to Editha in the co-pilot's seat to take over the controls. She, nor any of the others, knew how to fly.

Jack Seely, a pilot and member of the Civil Air Patrol, had just landed at Sedona Airport when the distress call came over the radio. He jumped back into his airplane along with Bob Baker and took off in search of the stranded aircraft. Air traffic controllers established radio contact and instructed Mrs. Merrill to turn on the aircraft's flashing lights and a short while later, Mr. Seely spotted them. Simple instructions were provided Mrs. Merrill to fly the plane and maintain air speed. It was concluded by Mr. Seely that the safest place to attempt to bring the Piper to earth was at Luke AFB. It had the emergency equipment, the widest airstrips in the state and was well prepared for crash landings.

Emergency crews were ready, fire trucks and ambulances were along the runway as Mr. Seely talked Mrs. Merrill down to a near perfect three point landing, coming to a stop 150 feet from the end of the field. Mrs. Merrill is quick to explain that she learned to fly and earned her wings the hard way, and that you better believe that Jack Seely is very special to her.

Mr. Seely was also present at the meeting and gave a vivid account of the episode from his viewpoint. It is his belief that the odds were 20,000 to 1 against this operation being successfully carried out. Fortunately they beat the odds.

CURTISS WING

By Walter Rutski, President

Many of our members are spending the winter in the summer climates. "Eagle" Middlebrook is in Lakeland, Fla., helping Marv Hembel erect an addition to the back deck of the OX5 Building, headquarters for OX5ers and guests who attend the Sun 'n Fun Fly-In. Most of us "Snow Birds" wish we could be there to help them. They are also working on Marv's Curtiss Pusher which is in a hangar there.

Wayne Webber, Wing Secretary, was forced to resign his office due to health problems at home. We will all miss him.

TEXAS WING

By Bob Gettelman, President

1988 was probably our most active year in a long time. The highlight was the December 17th program, which was to have honored Jimmie Mattern. As some of you know, Jimmie made his last flight West six days before the meeting. We will all miss him but his accomplishments will be remembered forever.

Mrs. Jimmie Mattern and her two daughters were present. One granddaughter who works on the White House staff, brought a proclamation signed by President Reagan relating to the 85th Anniversary of the Wright Brothers first flight.

Ed Rice eulogized Jimmie Mattern. What a moving experience this was.

The speaker's job was handled by James R. Greenwood, aviation historian. We learned much about the Wright Brothers and what geniuses they were with little formal education.

There were close to 200 people for the banquet. We owe George Haddaway a big thanks for such a successful event. Also thanks to all the people whose efforts contributed.

As the NEWS goes to press, Texas Wing, in conjunction with Central Texas Wing, will host the 1989 Mid-Winter OX5 Fun in the Sun Meeting, February 9, 10, 11, at Brownsville, Texas, Ft. Brown Hotel.

Arrangements were made for a Matamoras Market Tour which included a bi-lingual tour guide to assist in purchases and a trip to Harlingen to see and fly the Geshwender (Ford Conversion).

The Annual Banquet was at the Ft. Brown Hotel.

CENTRAL TEXAS WING

By Harry Buerschinger, President

We joined the Texas Wing at the 1989 Mid-Winter OX5 Fun in the Sun Meeting, February 9, 10, 11, in Brownsville, Texas. The Central Texas Wing meeting was held during this get-together.

We recently elected officers for 1989 as follows: President, Harry Buerschinger; Vice President, Dick Downing; Treasurer, Harry Cheate. Governors include Bob Lang, Norman Orloff, Bob Reischling and Ray Rudd.

SOUTHERN CALIFORNIA WING

By John Clark, Editor

As we go to press with this issue of the NEWS, Southern California Wing officers are taking reservations for their February 12th meeting and sit-down luncheon banquet at Covina Bowl, Covina, Calif. In addition to this get-together, the Wing Board has tentatively set May 7, August 13 and November 12 as the dates for other meetings. More details and a full report of the February 12th meeting will be made in the April NEWS.

GOLDEN GATE WING

By Ben Donahue, Editor

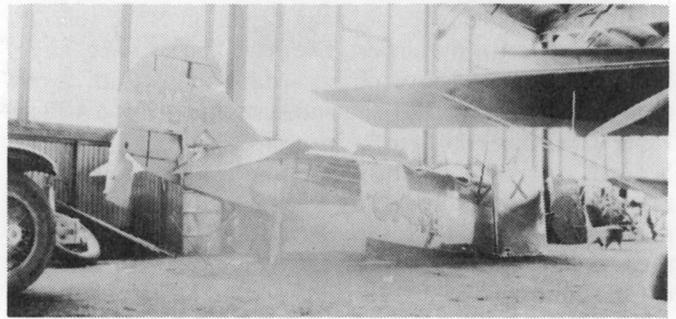
Golden Gate members kicked off the 1989 season with a dinner meeting on February 18th at Francesco's. "Ground Loop," the Wing publication, contains many interesting stories and pictures, quite a few of which are contributed by members of the Wing. Lots of trivia and facts on old time aviation adds to the pleasure of reading this newsletter.

OX5 Scrap Book



1927 Swallow N-4028

During 1959-60, Brewster was in the process of rebuilding this plane when financial problems forced him to sell it to Irv Stewart, Meriden, Conn. Stewart finished the plane and flew it. Presently the plane is in a museum in Florida.



1928 Travel Air

Owned by Paul Walker, Brewster helped him maintain this plane. Photo is of a crash when Walker tried to remove a stone wall, about 1936. Paul later joined the Honduras Air Force as a "Soldier of Fortune" where he was killed while flying P-12's.



GLENN H. CURTISS MEMORIAL
Hammondsport, New York

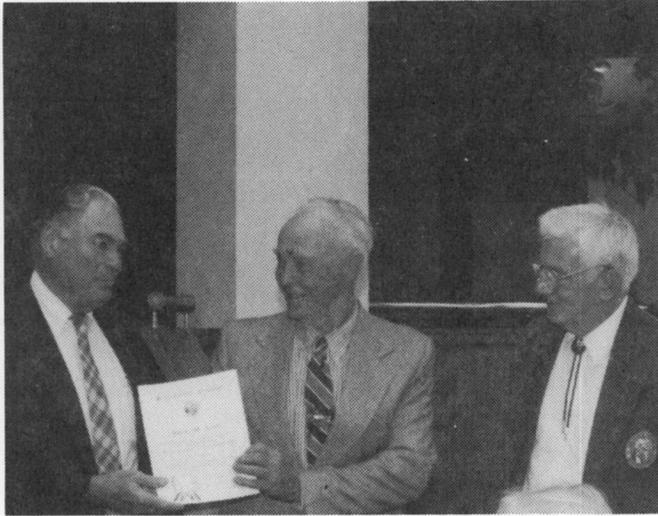
This memorial is sponsored by the Glenn H. Curtiss Wing, OX5 Aviation Pioneers, and the Curtiss Museum. The one-half scale model of the U.S. Navy's first aeroplane, the A-1, in the background, was built and donated by Mercury Aircraft, Inc.



JOHN UNDERWOOD

2054 West Mountain, Glendale, Calif. 91201

John, 81 years young, has owned this airplane since 1934. He calls it "Sunshine," the name of a cracker that kept him alive in the years prior to 1938.



On behalf of National President Elmer Hansen, Darrel Rippeteau presented a Presidential Citation to National Governor James Allen at the meeting of the Glenn H. Curtiss Wing at Geneseo on October 1, 1988. Mr. Allen was unable to be present at the Awards Ceremony in San Antonio. Looking on is Walter Rutski, President of the Wing. Mr. Rippeteau is Immediate Past President of the Wing.

D. A. Brewster of Poughkeepsie, N.Y. submits the following two photos for publication in the NEWS:



E. B. Jeppesen's home is full of memorabilia, including the NBAA Meritorious Service Award.

Elrey Jeppesen and his "little black book" have saved countless lives. Since 1934 his "Airway Manual" has been the pilot's most important tool.



MEET NEW MEMBERS . . .

Casseday, Robert A.

709 Stanton, Richland, Wash. 99352
Soloed September 1937, Walla Walla, Wash. Instructor was Jim Leachman.
Sponsor: Ed Carlson.

Clark, Eugene C.

Route 1, Box 40B, Crawford, Texas 76638
Soloed 1934, Curtis Wright Jr., Rich Field, Waco, Texas. Instructor was Richard Young. Soloed by Jack Weberster, 1937 in OX5 Curtiss Robin. Retired Braniff Airline Pilot.
Sponsors: Tom H. Frye, J. O. Womack and Bob Gettelman.

Clayton, Fielding

2009 Highland Oaks, Fort Worth, Texas 76107
Soloed 1937, Fort Worth Meacham Field. Instructor was Ed Ritchey. Flew Eaglerock, 1939.
Sponsors: Bob Gettelman and Tom R. Neyland.

Curtis, Percy Lee

Route 1, Box 34, Hillsboro, Texas 76695
Soloed 1936, Rich Field, Waco, Texas. Instructor was Davis Speith. Owned OX5 Travel Air 2000, 1937-38. Retired Braniff Airline Pilot.
Sponsors: Bob Gettelman and Ben Towle.

deGraffenried, Robert Seymour

343 Mackley Court, Indian Harbour Beach, Fla. 32937
Soloed 1934, Travel Air 2000 (NC 6147), Armstrong Field, Woodstock, Tenn. Instructor was Charles E. Fast. Apprentice Mechanic 1932, A&E License #13417, 1935. Active fixed base operator Memphis Municipal Airport until 1939. Barnstorming 1932-37.
Sponsors: Robert L. Wallace and Jack L. King.

Dietrich, John A.

1405 SE 30th Terrace, Cape Coral, Fla. 33904
Soloed 1928-29, Alexander Eaglerock, Long Wing, Becker Airfield, Genese and Union Road, Buffalo, N.Y. Instructor was Donald Gould. All original records lost, but since then has logged 2500 hours in many types of planes.
Sponsors: Norman S. Orloff and Robert F. Lang.

Fournier, Roland P. "Jack"

1409 Alice Street, Kerrville, Texas 78028
Soloed 1931, OX5 Challenger, Edgewood Arsenal Maryland. Instructor was William M. Nagler. Retired Colonel, U.S. Army.
Sponsors: Norman S. Orloff and Robert F. Lang.

Hill, John Pierre "Judge"

P.O. Box 365, Ingram, Texas 78025
Soloed 1929, OX5 Travel Air, Winburn Field, San Antonio, Texas. Instructors were Les Mauldin, Dick Hair and Paul Vance. Bailed out of Commandaire into Mitchell Lake due to engine on fire. Owned Hisso Jenny. Flew several OX5 powered aircraft. Justice of the Peace, State of Texas.
Sponsor: C. L. Archer.

Leibensberger, Claude E.

1707 W. 8th Street, Irving, Texas 75060
Dual instruction, OX5 Travel Air 2000. Retired engineer, Bell Helicopter.
Sponsors: Ben Towle and Bob Gettelman.

Mashman, Joseph

Park Towers, 3310 Fairmont, Dallas, Texas 75201
Soloed 1939, Travel Air 2000, Lamp Field, Chicago, Ill. Instructor was Tommy Lamp. Retired Vice President of Bell Helicopter Textron. Is recognized as a foremost helicopter pilot.
Sponsors: Marvin A. Krieger and M. H. Megredy.

Richards, Robert

P.O. Box 66, Mineral Wells, Texas 76067
Pilot-owner. Flew Eagle Rock, 1936-39 at Mineral Wells, Texas.
Sponsors: Bob Gettelman and Ben Towle.

Smith, James H.

2320 Chambers Lake Drive, Lacey, Wash. 98503
Mechanic, 1932-35; had OX5 engines in aeronautical school. Flew in OX5 Travel Air. Held A&E License #13877.
Sponsor: George C. Sagaser.



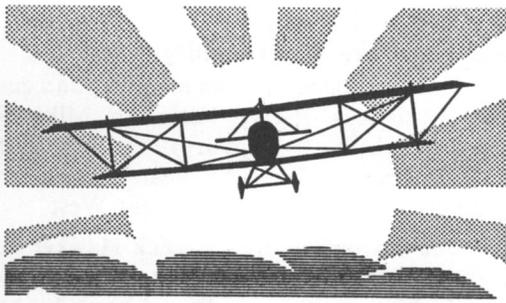
Copies of
**THE OX5 AVIATION PIONEERS
HISTORY BOOK**

ARE AVAILABLE FOR IMMEDIATE SHIPMENT
BY CONTACTING THE NATIONAL OFFICE

PRICES:
(Includes Postage and Handling)
STANDARD EDITION \$42.00 ea.
LEATHER BOUND DELUXE EDITION \$79.00 ea.
SOFT BOUND EDITION \$19.95 ea.
(Contains first 80 pages [picture section only] no biographies)
*A Comprehensive Chronology of the People,
Places and Events that Shaped Aviation History.*

Make Checks Payable to:
OX5 AVIATION PIONEERS
and Mail to:
207 Dormont Village
2961 West Liberty Avenue
Pittsburgh, PA 15216

AN EXCELLENT GIFT
FOR YOUR FAVORITE OX5er,
LIBRARY OR SCHOOL



FOLDED WINGS

JOHN BALL

16401 Otsego Street, Encino, Calif.

ALBERT J. BEIL

424 Sand Creek Road, Apt. #513, Albany, N.Y.

ROBERT D. BRAHM

637 E. Harvard Place, Ontario, Calif.

J. W. CLAYTOR

5031 SW 87th Avenue, Miami, Fla.

ALFRED L. CONKLIN

2015 Otis Drive, Alameda, Calif.

JOHN H. HALLIBURTON

2 Skyline Drive, Kerrville, Texas

HAROLD J. HANSEN

20602 13th Avenue, S., Seattle, Wash.

JOSEPH R. JAMES

2624 NW 9th Lane, Ft. Lauderdale, Fla.

RICHARD W. JEFFCOTT

5200 SW Macadam Avenue, #480, Portland, Ore.

HUGH B. JOHNSON

1215 Elgin Avenue, Salt Lake City, Utah

PAT KEATHLY

3883 Turtle Creek Boulevard, #1511, Dallas, Texas

ROY E. KEELER

400 NE 20th Street, Building B #115, Boca Raton, Fla.

KEITH A. KELLER

3550 S. Alameda, Corpus Christi, Texas

ROBERT S. KELLY

2762 Bostonian Drive, Los Alamitos, Calif.

MILTON E. KUNTZ

15111 Pipeline Avenue, Space 158, Chino, Calif.

RALPH C. MIFFLIN

14355 Sunnyside Avenue, N, Seattle, Wash.

RICHARD STUART MITCHELL

2611 Wisteria Place, Sarasota, Fla.

JOHN L. PIPER

431 Peebles Street, Pittsburgh, Pa.

GORDON POST

3810 NW 36th, Oklahoma City, Okla.

VICTOR ROSENHAN

817 Fairmont, Jefferson City, Mo.

RALPH O. SMITH

5408 N 31st Street, Arlington, Va.

In Memoriam

It is our sad duty to report the death of **WILLIAM E. CULBERTSON** of Clarion, Pennsylvania. Bill was one of the founding members of the OX5 Aviation Pioneers and was assigned membership number 28. He was the founder and operator of the former Parker D. Cramer Airport in Clarion. Active in politics at one time, he was a candidate for Pennsylvania Lieutenant Governor. We express our sincere sympathy to his family.

WILLIAM S. "BILL" MOORE folded his wings on September 25, 1988 after a long illness. Bill was a World War I pilot. He was well known in the Pacific Northwest as he was about the only CAA inspector based in Seattle during the 1930's. He later became the 7th Region Manager and finally retired from the FAA. He lived in Fort Worth during most recent years, but he always retained his membership in the Washington State Wing. We bid a fond farewell to a genuine aviation pioneer.

HERBERT MORRISON, whose emotional account of the Hindenburg disaster in 1937, passed away at a nursing home in Morgantown, West Virginia, after a four-month illness. He was 83. The only reporter on the scene at Lakehurst, N.J., his tearful account of the tragedy has become a part of the historical record. He worked as a newsman for KQV Radio and as News Director for WTAE-TV both in Pittsburgh, Pa. At the time of the Hindenburg disaster he was employed by station WLS in Chicago. A founding member of the OX5 Aviation Pioneers, (#59), he was a member of the Western Pennsylvania Wing and served one term on the National Board of Governors. Herb will be sadly missed by his many friends and associates.

JAMES J. MATTERN of Palm Desert, California, took off on his last long flight on December 11, 1989. Organizer of the California Wing in 1957, he served as its President for several years. He also served as a National Governor and in 1961 was elected National President. His interest in aviation began in 1924 and his commercial license was signed by Orville Wright in 1927. He barnstormed around the country and flew many of the flying scenes in the early movies. The 1930's produced fifteen Mattern records. In 1933 he attempted a solo flight around the world, cracking up however in Siberia on the Arctic Circle, surviving 23 days without food. He was the first man after Lindbergh to fly the Atlantic. A friend of Howard Hughes, Jimmie saved his life when he pulled him out of the wreckage of a burning plane. He worked for Hughes for 15 years and was the pilot on some of the breath-taking flying stunts in Hell's Angels. In 1984, Jimmie was honored by the OX5 Aviation Pioneers when he was inducted into the OX5 Hall of Fame. We say farewell to Jimmie and wish him CAVU on his journey West.

Pioneer airman **CLARENCE E. CLARK**, of Bartlesville, Oklahoma, chief pilot for Phillips Petroleum Company for more than three decades, passed away on December 31, 1988 at the age of 84. Inducted into the Oklahoma Hall of Fame in 1983, Clark made some of the earliest flights in the Beech Staggerwing Biplane. He learned to fly in 1920 and joined the Travel Air Aircraft Company in 1925. He was credited with testing 700 airplanes before he left the firm in 1930 to join Phillips. He tested the Woolaroc, the Phillips entry which won the Dole Trophy, California to Hawaii Air Race in 1927.

WING STRUTS *(Continued)*

FLORIDA WING

By Bob Beilman, President

The newly elected officers of the Florida Wing have big plans for the year ahead. We want all our Wing members to get acquainted with each other and also with members from the other Florida Wings.

We plan on having some mixing parties with other Florida aviation groups to promote our membership and to keep in the know about what's going on in aviation circles. We would also like to have, if feasible, at least one joint meeting somewhere in the state with the Southwest and Midwest groups. Maybe during Sun 'n Fun Week at Lakeland (April 9-15); tentatively Thursday, April 13th at the OX5 Building. We plan to keep you up-to-date and would welcome any ideas you might have for the good of our Wing. Please let me hear from you.

For any Snowbirds who will be in Florida in February! The Florida Wing is having a Noon Luncheon at the Harris Imperial House, Atlantic Boulevard and Route A1A at Pompano Beach on Saturday, February 25th with a fabulous American Buffet (\$10.00 inclusive). If you can join us, get your check to me by February 18th. Love to see you. Guests are welcome.

Please let me hear from you:

Bob Beilman, President, Florida Wing
728 Navarre Avenue
Coral Gables, Fla. 33134

LONG ISLAND WING

By Harry Geddes, Secretary

The history of Curtiss and Roosevelt Field was the topic of our Fall Meeting. Slim Hennike, Bill Schwenk, Nat Quinn and Bill Trilling participated in a round table discussion with the members and guests who were asked to join with questions and stories they might have. Many stories were told and questions asked which made it a very interesting meeting. After the meeting, refreshments were served.

Our big event of the year is the Annual Thanksgiving Dinner. This past year a complete turkey dinner with all the trimmings and delicious deserts was served to 70 members and guests.

A new slate of officers has been elected for 1989: Nat Quinn, President; John Miller, Vice President; Harry Geddes, Secretary; and Clifford Robbins, Treasurer. Since John Miller was elected Vice President, Al Wollenberg will serve out John's term as Governor. Newsletter Editor is Harry Geddes; and our Historian is George Haddad.

MIDWEST FLORIDA WING

By Everett Welch, Newsletter Editor

March 4th is the date for our Spring/Summer Luncheon Meeting. Our Board Meeting will get underway at 11 A.M., followed by a Happy Hour at 12 Noon. Luncheon will be at 1 P.M. We will again meet at the Dunedin Country Club, on Palm Boulevard. The Country Club has just recently been redecorated and the Club Manager, Dottie Duncan, promises her usual delicious cuisine. Final plans for the Wing's participation in the Lakeland Sun 'n Fun Fly-In will be discussed and volunteers recruited. We are expecting a great turn-out for the luncheon . . . and as usual, OX5ers and guests visiting the area are especially invited to attend. Call or write Everett Welch, 140 Highland Avenue, Dunedin, Fla. 34698 (Phone: 813 733-3849) for reservations.

ILLINOIS WING

By Glen E. Courtwright, Secretary

The fall like weather encouraged 48 members and guests to attend our Christmas Party. Historian Mike Rezich displayed a series of photos of many of our past meetings. It was fun to see how we looked in years past, and sad to see how many have made their last flight West.

After a delicious turkey dinner, Dick Hawker had the folks at each table introduce themselves. New officers were introduced. Al Lange is the new President; John McGinnis, Vice President; Bill Hlavacek, Treasurer; and Glen Courtwright, Secretary.

Each lady present received a grab bag gift. A drawing was held for an original floral water color painting donated by Verna Hutchinson for the benefit of the Wing. Her paintings are on display in two Indiana galleries.

Past Wing Presidents in attendance were Jack Schnaubelt, Mike Rezich, Shorty Lake, Bob McDaniels, John Seigle and Dick Hawker.

Ed Prospero has advised us that the following Illinois OX5ers have been inducted into the Illinois Hall of Fame for Aviation: 1970 - Bert R. Hassell, Jack Rose; 1983 - Duane Cole, Delbert Koerner, Francis McLaughlin, George Priester, Kenneth Ringel; 1984 - Cornelius R. Coffey; 1985 - Leslie A. Bryan. Quite a representation of Illinois OX5ers.

OREGON WING

By Walt Bohrer

Our first get-together of 1989 got off to an A-OK start on January 29th with 68 hungry OX5ers enjoying a yummy champagne-embellished lunch at the PDX Holiday Inn.

Guests of honor were National President Elmer Hansen and his lovely First Lady, Dorthy. Hansen and several other members visiting from the Washington Wing discussed, among other things, the situation of diminishing OX5 membership, inviting suggestions as to best counteract the loss. The consensus of most Oregon Wingers was to not ask younger "once around the pattern in OX5-powered aircraft pilots" to become members, at least not yet. But to search, scrounge and advertise for those bonifide OX5-prospects lurking "out there in the boondocks." There must be a lot of them.

After a fun-filled raffle of door prizes, Wing President Lowell Moore, noting the members were beginning to sag beneath the weight of considerable calories, brought the meeting to a merciful close upon which three-score-and-eight happy OX5ers headed homeward.

DISTRICT OF COLUMBIA WING

By Ed Hanlon, President

Twenty-two members and guests met at the Roma Restaurant to celebrate our annual Christmas Party. Business was kept to a minimum, however several letters were read.

Jim Howarth gave an interesting report on his recent trip to Tarawa with members of the Second Marine Division in dedicating a monument to the World War II invasion.

LETTERS TO THE EDITOR

Dear Editor:

Victor Rosenhan of 817 Fairmont, Jefferson City, Missouri 65101, passed away on January 18, 1989 at the age of 86. One of his last conscious acts was to instruct my mother to be certain to pay his OX5 dues for the upcoming year.

You may recall that in a previous newsletter there was a photo of a plane having crash landed and the wooden prop breaking off. I believe I have the remains of that prop! Small world, eh?

Sincerely,
A. K. Rosenhan
Mississippi State, Miss. 39762

Dear Flora:

I have noted with interest that some members have appealed through the OX5 NEWS for information, etc., of various sorts.

I wish to appeal to anyone who might furnish me with photos of the Eaglerock OX5 biplane. This was my solo aircraft, June, 1930. Good detail (6x9) would be most appreciated. My particular plane was known as the "Long Wing." All my photos were lost while I was in the Air Force, 1942-1946. I will gladly reimburse costs, postage, etc., for this help.

Thanks to you and anyone who will respond. I have been in and out of the hospital this year, but hope to make it to Wichita. I am 75 now.

Sincerely,
Ed Copeland
7709 Goodland Avenue
N. Hollywood, Calif. 91605

Dear Flora:

Sorry I missed San Antonio, but thanks for the Hall of Fame. I've received some letters from OX5 members. As I am the historian for the Michigan Aviation Hall of Fame, the thought just occurred to me: there has been talk of what to do with pictures, etc., of the members so as not to lose the history of the aviation pioneers. Why not return them to the states that have an aviation hall of fame, or to the state archives? I would accept all materials of Michigan members to be placed in the Michigan Aviation Hall of Fame Museum. We have papers to sign.

Marian "Babe" Ruth
14645 Airport Road
Lansing, Mich. 48906

Dear Flora:

It was certainly wonderful being awarded the Pioneer Woman's Award. I'm so pleased and happy. I'm sorry not to have been there to receive it. You and the OX5 have been so kind to me and I appreciate it.

Sincerely,
Dorothy Hester Stenzel
73-711 Kathryn Circle
Palm Desert, Calif. 92260



1989 NATIONAL REUNION SEPTEMBER 20-23, 1989

Hilton East Hotel
Kellog & Rock Road
Wichita, Kansas

JEPPESEN *(Continued)*

weekly to pilot subscribers.

The growing demand for the "Airways Manual" soon made Jepp the world's aerial cartographer, mapping the skyways and airports for commercial, military and private pilots.

Retiring as a pilot from United Airlines in 1954, Jepp began devoting full time to publishing his "Airways Manual," the pilot's bible. His first printing plants were in Denver.

In 1961 he sold his firm to the Times Mirror Publishing Company of Los Angeles. He remained as President for five years before becoming Chairman of the Board. Jepp is now fully retired, but the company which he founded is worldwide in providing navigational charting and electronic computerized aids for the world's pilots and for flight training programs.

All pilots now use the system, segments of which are tucked into the black case they carry on and off the planes. They are called "Jepp Bags."

Jepp is most proud of the hundreds of letters from pilots who say, "Jepp, you've saved my life, made my flying safer and easier, and given me great confidence on those dark, stormy nights." Jepp said he is proud to have been able to make a small contribution to this marvelous air transportation system we all enjoy today.

And we, too, are proud. Proud to be able to count Jepp among our members, and to have inducted him into the OX5 Aviation Hall of Fame in 1978. Jepp also wrote the Foreword in the OX5 Aviation Pioneers History Book.

As we write this Jepp has been nominated as a candidate to have the new airport at Denver named in his honor.



W. R. Skinner 9913
Rte. #8, Box 451
Ft. Worth, Texas 76108

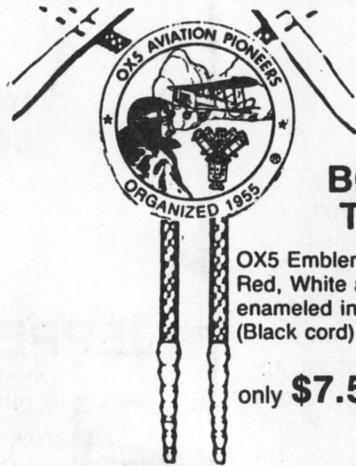
OX5 NEWS

207 Dormont Village
2961 West Liberty Avenue
Pittsburgh, PA 15216

Return Postage Guaranteed

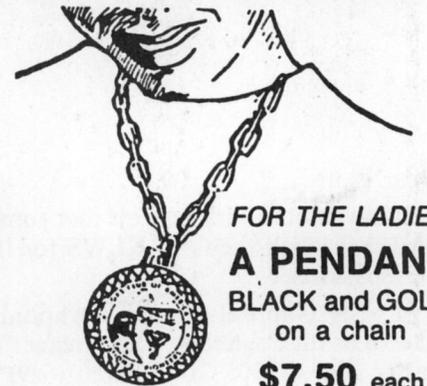


OX5 BELT BUCKLE
SILVER BUCKLE
with OX5 Emblem inset
\$12.50
(includes postage and handling)



BOLO TIES

OX5 Emblem in Red, White and Blue enameled inlay. (Black cord)
only **\$7.50** each



FOR THE LADIES
A PENDANT
BLACK and GOLD
on a chain
\$7.50 each



POCKET or SHOULDER PATCHES

Blue background — red lettering, symbols of the Aviation Pioneers outlined in brown.

\$4.00 each



STERLING SILVER LAPEL PIN

Approximately 1 1/4" wide by 3/8" . . . You will be proud to wear this beautiful and distinctive Emblem, created by one of the leading silver-smith craftsmen in the country.

\$25.00 each



DECALS

This is what the new decals look like. In four colors: red, white, blue and brown. Real swanky!

NOW IN THREE SIZES

4" Dia.	\$1.50 each
6" Dia.	\$2.50 each
12" Dia.	\$4.00 each



SOMETHING NEW
ONLY \$6.00

SOLID FOAM / MESH CAP with OX5 Emblem on front

One size fits all
Red-White-Royal Blue or Gold

Makes a nice gift — Order yours today

Forward orders with checks to:
OX5 AVIATION PIONEERS
207 Dormont Village
2961 West Liberty Avenue
Pittsburgh, Pennsylvania 15216

Please issue separate check for dues payments and merchandise orders.

OX5 ACCESSORIES

incorporating the Emblem of the Aviation Pioneer

PINETTE (Can be used as Tie Tack or on Lapel).....**\$6.00** each
TIE BARS (Gold Electroplated).....**\$7.00** each

APPLICATION FOR MEMBERSHIP

YOUR INVITATION

TO ASSOCIATE WITH THE

PIONEERS OF AVIATION

This invitation cordially extended by



OX5 NO.

WING

Complete this form today—mail to:

OX5 Aviation Pioneers
 207 Dormont Village
 2961 West Liberty Avenue, Pittsburgh, Pa. 15216

..... OX5 No.
 (Member sign here before mailing to prospect)

Name..... (Please print or type) (.....)
 (Nickname) Date of Birth

Address.....
 Street and No. City State Zip Code (.....) Phone

Occupation..... Employer.....

CHECK OX5 EXPERIENCE:

- Pilot
- Mechanic
- Owner
- Dealer
- Other

PILOT DATA:

Date of Solo.....
 Make and Model of Aircraft.....
 Place of Solo.....
 Instructor.....

Data and dates of OX5 experience:

I have read the objectives of the OX5 Aviation Pioneers and its requirements for membership as outlined on this form.

SPONSORS: OX5 Number
 (.....)
 (.....)

I agree to abide by the By-Laws of OX5 Aviation Pioneers

 Signature
 Date.....

Attach check or money order for \$10.00 in payment of initiation fee and current year's dues.

(TEAR HERE)

QUALIFICATIONS FOR MEMBERSHIP

Membership is limited exclusively to men and women who have, previous to December 31, 1940: (1) Soloed or flown aircraft powered by OX5 engine, or (2) Owned OX5 powered aircraft, or (3) Actively and directly participated in the design, construction, maintenance or operation of OX5 powered aircraft, or (4) Worked as a mechanic in repairing, overhauling or maintenance of OX5 engines.

Important Notice: The above information must be clearly stated, together with dates, on the application form.

In the event you do not have sponsors available to verify your qualifications, send in the application, along with time, place and facts which may be checked by the Membership Committee, or other responsible OX5 officials.

Your application will receive immediate attention.

OX5 AVIATION PIONEERS
 207 Dormont Village
 2961 West Liberty Avenue, Pittsburgh, PA 15216

OX5 AVIATION PIONEERS

HISTORY AND PURPOSES

The OX5 organization, which began as a two man conversation, was founded at Latrobe, Pennsylvania, on August 27, 1955. On August 22, 1956, it was Registered and Enfranchised in the Commonwealth of Pennsylvania as the OX5 Club of America. The name has since been changed to OX5 Aviation Pioneers. It currently has enthusiastic groups of members in each of the 50 states and other parts of the world. Satellite clubs have been or are being established in each state, for the convenience of members. As a member of OX5 you will be entitled to both National and State organization affiliation. Annual dues are only \$10.00 which covers the initiation fee and subscription to the OX5 NEWS.

The OX5 Aviation Pioneers is organized exclusively for the following educational and scientific purposes:

- (1) To compile and record in detail the historical and educational history of the development of air transportation.
- (2) To perpetuate the memory of pioneer airmen and their great sacrifices, their accomplishments and contributions to the development of civil aviation and to do honor to all who pioneered in aviation, especially to (i) the thousands of pilots who learned to fly and operationally flew aircraft powered by the OX5 engine and (ii) persons who owned, were associated with, or who participated in the design, construction and maintenance of OX5 powered aircraft prior to December 31, 1940
- (3) To support projects and programs designed to increase safety and efficiency in the use of aircraft.
- (4) To publish historical resumes and other information consistent with the educational objective.
- (5) To encourage the establishment and operation of aviation museums and the collection of aviation memorabilia, particularly of the 1920-1940 era.
- (6) To establish and maintain suitable ways of recognizing and honoring the names and achievements of aviation pioneers.

NOTE: Please give the organization a brief sketch of anything unusual in your career—citations, military honors, etc. together with the names of other aviation organizations of which you are a member. Attach clear picture of early aviation activities, with aircraft and OX5 engine—if available. Picture of the OX5 era and a comparable one of recent date would be appreciated.

PLACE
STAMP
HERE

An Invitation To Associate With OX5'ers Everywhere



207 DORMONT VILLAGE
2961 WEST LIBERTY AVENUE
PITTSBURGH, PA. 15216