



# OX5 NEWS



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Published by and for the Members of the OX5 Aviation Pioneers

Celebrating 57 years  
1955-2012

Web Site - [www.ox5.org](http://www.ox5.org)

## AVIATION PIONEER - RUTH LAW



Ruth Law was at the Boston Air Meet and watched Harriet Quimby fall to her death. Just one month earlier she had enrolled in the Burgess Flying School in June 1912. Quimby's death shook her but did not stop her. She made her first flight on July 5. On August 1, 1912 Ruth soloed and received her license on November 12, 1912. She bought her first aircraft from Orville Wright in 1912 when she was 21 years old and she became the first woman to fly at night. She immediately went to work as a commercial pilot, flying passengers to and from the Sea Breeze Hotel in Florida.

She tasted a sense of fulfillment in flying and would not return to the traditional role defined by society. "I purchased a Wright biplane because it seemed to me they had the greatest success. Harriet died in a monoplane, but that didn't scare me. I figured it was the monoplane's fault."

She was from a family of aviators. Law was a very competitive individual, likely to try anything just because someone told her she couldn't do it. She soon bought a Curtiss Pusher "Loop Model" and began flying aerobatics at Daytona Beach, Florida. Just such a dare was responsible for her being the first woman to perform a loop in 1915. From that time she proceeded to pile up new records in flying and was the outstanding woman barnstormer of her era. Ruth Law competed in several altitude and distance events, sometimes winning and setting records, but always being greeted by adoring crowds and always demanding that she be evaluated on the same basis as male fliers.



In 1916, Law set three records on a flight from Chicago to New York, and she had the honor of carrying the first official air mail to the Philippine Islands in 1919. In 1917 she was the first woman authorized to wear a military uniform. At America's entry into World War I, Law applied to the United States Army to fly combat missions. She bristled when she was turned down and wrote an article for Air Travel ("Let Women Fly!") that inspired many future women aviators. Instead, she raised money for the Red Cross and Liberty Loan drives with exhibition flights.



After the war, she formed "Ruth Law's Flying Circus," a three-plane troupe that amazed spectators at state and county fairs by racing against cars, flying through fireworks, and setting altitude and distance records. She flew her old Curtiss plane, with Wright controls, and the two male pilots flew Jennys in close formation with her. One of her memorable events included Wilbert Robinson who went down in baseball lore for his attempt to catch a ball dropped from an airplane. In 1908, Gabby Street had caught a ball dropped from the Washington Monument. Robbie scoffed that this was not that difficult a feat and so Ruth Law, being famous and loved by the crowds was enlisted to fly a plane higher than the Washington Monument and drop a ball for Robbie to catch.

When Robbie, now 53 years old caught the object he saw falling from the plane, he was splattered with warm juice from a grapefruit. The impact knocked him to the ground. Law explained in 1957 that she had forgotten the baseball back in her hotel room and when she discovered the situation it was too late to retrieve the ball. So she took a grapefruit from the lunch of one of the ground crew and dropped it instead.

One morning in 1922, Ruth Law read the announcement of her retirement in the newspaper--her husband, Charles Oliver, could no longer bear his wife's hazardous occupation and simply put an end to her flying career by saying, "It's my husband's turn now, I've been on the limelight long enough, I'm going to let him run things hereafter and me, too." Ruth Law died December 1, 1970 in San Francisco at the age of 83.

*Information and photos from [www.women-in-aviation.com](http://www.women-in-aviation.com), [www.esparacing.com](http://www.esparacing.com), [www.nasm.si.edu](http://www.nasm.si.edu), [www.baseball-almanac.com](http://www.baseball-almanac.com), and *Early Birds of Aviation**

## PRESIDENT'S MESSAGE

As we look ahead to 2012, please take a moment to review some of our successes which should build momentum for the upcoming year.

In 2011 we started with approximately 250 bad addresses. That number is now down to 40 due to constant corrections and the replies received from an address correction letter. A good database is fundamental to good dues collections.

We held a wonderful Reunion at the Glenn Curtiss Museum-Hammondspport which was attended by 55 people. Our OX5 engine rebuilding projects are now under way with several Wings. Funds were allocated by the board for this project. Other Wing projects were also approved by the Board.

The Web Site has received over 20,000 hits which means that people are viewing OX5 material. I encourage you to browse our site at [OX5.ORG](http://OX5.ORG)

We published and mailed four quality newsletters to the membership.

We now have a reserve in the working account rather than a zero balance at the end of the year. This allows us to concentrate on projects and growth instead of being concerned about survival. I thank you for your generosity.

In conclusion, as we look ahead to 2012, the thrust of the Pittsburgh team/officers will be to keep the momentum alive and continue our work to grow and strengthen the organization.

I offer best wishes to the entire OX5 community for a great new year.

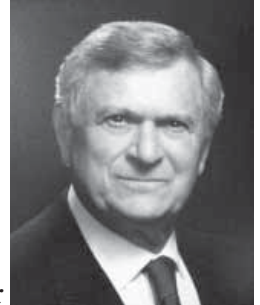
**Dennis G Yerkey, President**



## SECRETARY'S MESSAGE

Dear OX5 Members:

I am pleased to inform you that operational functions are well stabilized and that we have a good, accurate contact with the membership. We are trying to use the eMail process as much as possible to keep our postage costs under control. Our data base is accurate and working well, as is our member dues records.



As yet, the location and date for the 2012 reunion has not been selected but will be done during the ensuing month. As a final request I am asking that any Wing that is interested in hosting the reunion submit a proposal as soon as possible.

I urge all members to view the new web site in order to see the amount of information about our organization that is now available. If you have information that you would like to have posted contact President Yerkey who is the site webmaster.

<http://ox5.org> or Google ox5.org

I want to extend my thanks to all members and friends who have supported our organization with their memberships, donations, and continuous support

**Ivan D. Livi, Secretary**

### A MESSAGE TO LIFE MEMBERS

As a life member you are exempt from paying dues. However during the past year many of our Life Members donated money to the organization.

Those donations help to keep the organization solvent. Mark the bottom of your check with

“2012 Donation and send to:  
Thomas J. Barruse, Treasurer  
OX5 attn: TJB  
PO Box 18533  
Pittsburgh, PA 15236-0533

**2012 Dues  
in the amount of  
\$30.00 is due on  
Jan 1, 2012  
Make your check payable to OX5  
Aviation Pioneers and mail to**

**OX5 Attn TJB  
PO Box 18533  
Pittsburgh, Pa 15236-0533**

**NEW WEB PAGE  
CHECK OUT OUR NEW WEB SITE**

**<http://www.ox5.org>  
Browse it for all the latest news!**

**Attn: Wing Presidents**

Are you in a position to consider hosting the 2012 Reunion? Please submit a proposal as soon as possible  
Ivan D Livi, Sec



## MEET THE GOVERNOR



Jim Beisner of Troy, Ohio, best known to most of the OX5 members as that exceptional individual who takes his time, finances, and energy to demonstrate his OX5 engine, thereby keeping its history alive in the minds of many. Some of his certifications include I.A., and C.F.I.I. as a commercial pilot.

He served in the U.S. army in Korea, and has been a teacher of chemistry and physics.

He has been actively involved in aviation for most of his life, devoting himself to many endeavors such as Board Member for the OX5 Mid-West Florida Wing, and Ohio Wing President, along with EAA, AOPA, AAA, and a board member for Aviation Trail. He has spent 15 years conducting Aviation Summer Camp where over 200 Young Eagles have flown. He has been associated with the National Waco Club, the American Waco Club and Past President of the Waco Historical Society. Among the many aircraft he has rebuilt are 2 Waco 10's and a 1921 Waco 4.



**COME AND ENJOY  
SUN 'n FUN  
International Fly-In & Expo  
Lakeland, Florida  
March 27th to April 1st**

If you call the OX5 Clubhouse, (863-644-2431 ext 178) they will bring transportation to you. They always have many people in attendance, and are helpful in terms of refreshments and information. They cordially invite of you to come to Sun'n Fun!

## OX5 NEWS

Published by the OX5 AVIATION PIONEERS  
This Important newsletter was mailed to all members in good standing.

### 2012 NATIONAL OFFICERS AND GOVERNORS

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### Past National Presidents

1955-58 Russ Brinkley *	1987- J. Max Freeman, Jr. *
1959-60 John H. Livingston *	1988-89 Elmer Hansen *
1961 James J. Mattern *	1990 Everett Welch *
1962-65 E. A. Goff, Jr. *	1991-92 W. H. Burkhalter *
1966 William L. Atwood *	1993-94 Charles E. Dewey *
1967-68 Arthur Goebel *	1997 Clifford M. Pleggenkuhle *
1969-70 John P. Morris *	1998 Martin Casey
1971-72 Karl E. Voelter *	1999 Robert Gettelman
1973-74 W. Buriel Barclay *	2000 Dorothy Hansen *
1975-76 Oliver V. Phillips *	2001 Jim Ricklefs
1977 Nick P. Rezich *	2002 Wayne T. Gordon
1978 Foster A. Lane *	2003 Benny Benninghoff
1979-80 Wilson Mills *	2004 Oren B. Hudson
1981-82 Jim M. Richter *	2005-06 Robert W. Taylor
1983-84 Paul McCully *	2007-08 Harold Walter
1985-86 Robert F. Lang *	2009-10 George Vose
	* Deceased

OX5 Headquarters has received a request from George Jenkins to form a Wing in Eastern Pennsylvania. George flies 5 of his personally owned OX5 powered aircraft and maintains historic displays and engines at the museum. See this impressive museum website at:  
[www.eaglesmereairmuseum.org](http://www.eaglesmereairmuseum.org)

*We received an e-mail on the following asking for help. If you choose, his email is listed below.*

### Propeller for sale

Maybe you can help me with this propeller I'm trying to sell. It is clearly marked "OX5" on the hub, so I think your organization might have a member who would be interested or know someone who would be.

We thought it came from a SPAD VII and I have read that some Spads tried the OX-5 engine. It is 8'-0" dia. and made of oak. The marking "SHOP 1177" may mean it was just for the purposes of manufacture, although the scars on the trailing edge tell me it was hand propped many times. The planform most closely resembles the Hartzell props, so this could have been used on the JN4 "Jenny" as well.

Anybody with any ideas?

Bill Gillette (wdgillette@aol.com)  
Fremont, CA



## WANNA BUILD AN AIRPLANE?

BY IVAN LIVI

Harry Bochter, Cliff Ball Wing member, has been building or rebuilding airplanes for almost two decades. Read about his early interest and later experience that extends to the present day.

### HARRY'S STORY ABOUT BUILDING AIRPLANES.

My interest in aviation started in 1957 at age 11 when an issue of Air Progress Magazine caught my eye. In it was an article on homebuilt airplanes around the world. The high wing Parasol open cockpit planes such as the Pietenpol Aircamper, Sky Scout, and Baby Ace were the most interesting. They all had that antique yet practical look. The Aircamper and Scout were all-wood construction, using the DeHavilland method consisting of spruce stringers and plywood gussets pioneered in World War I in airplanes such as the DH-4. These were widely used in the US for air mail service.

Now spring ahead to about 2002. I was asked by a friend to help rebuild a DeHavilland Moth Minor. It is a 1937 all-wood, low wing, open cockpit airplane that was extensively damaged when its wooden propeller disintegrated in flight and the airplane was damaged in a forced landing. For my first job, I was handed a plastic garbage bag full of bits and pieces of what used to be a pair of plywood and spruce landing gear fairings. I duct taped all the pieces together and reverse engineered two new fairings. I discovered working on wooden airplanes was fun. Six months and much work later, the Moth Minor flew and now resides in a small museum on Nemaquin Airport.

After this project, I salvaged the wing spars from a 1940 Stearman bi-plane, eight beautiful aircraft grade pieces of spruce nearly 13 feet long. With this material, I decided to build a Roger Mann design all-wood ultra light Parasol. The lumber was planed and ripped into 3/4 inch by 3/4 inch longerons for the fuselage and wing spars. A work table and jigs were made and months of enjoyable labor followed. Nothing about the project is terribly difficult. Patience and planning are the keys to building an airplane. Make sure that you tell your friends what you are doing. I received donated materials such as dope, fabric, reinforcing tapes, hardware, and a set of plans for a 1930 Heath Parasol. As the project neared the fabric covering stage, the airplane took on the appearance of a three-dimensional puzzle.

At present, the fabric is going on and I welcome all to stop in and see the project. It is located at Finleyville Airport... south of Pittsburgh. If you want to contact me, feel free to call me on my cell phone:  
412.523.2169. Harry Bochter ID 22595



# PHOTOS from WANNA BUILD AN AIRPLANE





# ALASKA WINTER FLYING



High winds up to 90 mph at Fairbanks raised havoc with aircraft parked on the airfield. This one suffered major damage with a torn wing. FAA housing for FSS and maintenance personnel can be seen in the background. The next night winds flipped this aircraft over on its back. Blowing snow covered the remaining good wing and a grader operator ran over it. Owner, Bob Allen towed the what was left of the aircraft to the dump and set it on fire after removing the engine and other items of value. (*Storm and photo in 1964*)

*Editor's Note: Although many of us in the U.S. are in the middle of a snow drought, Alaska has been inundated with snow and bad weather as shown by these photos above from the news. Airplanes are essential for travel in Alaska, and the one photo shows how the weather ravished one of the primary modes of transportation. In thinking of all our Alaska Wing members, I thought you might enjoy some excerpts from two books entitled "Memoirs of an Alaska Bush Pilot" written of Bob Byers, OX5 #20181.*

## WHITE OUTS

One of an Alaska pilots worst hazards is a white out. It's when you get into weather while over a snow field with no trees or brush and everything turns white. You have no horizon. On the ground in your easy chair, gravity, working through the seat of your pants tells you which way is up. However in an airplane it's possible to be in a steep turn and the centrifugal force tells you that you are still straight and level. Your other visual reference is the horizon and when you loose that, the seat of your pants will lie to you. If you are instrument rated, which I was not, and your plane is instrument equipped, which mine was not, the instruments will take the place of "the seat of your pants". I landed on a lake in Minto flats one day when it was overcast. No shadows. After I stopped I stepped out of the plane and walked a ways and stumbled over a snowdrift which I just couldn't see. There was a fresh skiff of snow on the ground and with no shadows, it all looks level. It was a white out.

I was flying from Fairbanks to Hot Springs one day in a heavy snow storm. I had a load of whiskey for Tanana Commercial Co. which just had to be delivered. Beside that Gladys was having company in for dinner that night and I wanted to be there. The visibility was so poor that I was following the Tanana River and about half way between Nenana and Minto Village it got down to where I couldn't see the trees on the opposite bank of the river and if I got above the trees I would loose them. I decided to turn back to Nenana.

I was following the right bank of the Tanana River because I wanted to be sure I didn't miss the Nenana River. It would lead me into the airport and if I missed the Nenana, just beyond that was the railroad bridge across the Tanana River. I knew I wouldn't see it in time to climb over it and didn't relish the thought of flying under it. I caught the Nenana OK and turned up it. I followed a sharp bend to the left and it suddenly turned to the right and everything turned white. I chopped the throttle and landed.

I called the Nenana Radio and asked if they could put a radio fix on me and tell me what direction I was from their field. While they were rigging a loop to take a reading on me the visibility improved and I could see a railroad crossing over a creek just ahead of me. I put on my snowshoes and started over to it. On the way I found that I had landed over a snag, missed one on the left, missed one on the right and stopped in front of a fourth. I couldn't have picked a better spot if I had been able to see what I was doing. When I got to the railroad trestle I could see the Nenana airport. I walked into the terminal building while they were still working on a hook-up to try to find me.

I got a dog sled team to haul my load into the terminal building and stayed over night in Nenana. I walked out the next morning and took off empty, from the sand bar and landed on the airport, loaded my whiskey up and flew home. I was a little late for Gladys dinner and some thirsty sourdoughs in Tanana had to wait a day or two for their "pain killer". I had been getting over confident thinking that I could handle any weather Mother Nature threw at me. Alden Williams one time said that someday a tree is going to blow down and Byers will be lost. Mother Nature jerked me up short that time.

*Additional excerpts on the next page*

# GARY AND THE RAMPART EPISODE

...On one trip I was making a stop at Rampart on the way home and when I tried to take off, the snow was warm, wet, and sticky. I couldn't get up the take-off speed so chopped the power and stayed on the ground. On the second or third try Ira Weisner, the local trader, said he could see daylight under my skis that time so the next time I kept going and my ski tracks showed that my main skis came off the ground OK, but the tail ski never left the ground. As I cleared the end of the strip there was a snow drift there that lifted the tail ski which dropped my nose and we settled into about 4 feet of soft snow. I thought "Oh boy this is it". There were tree stumps about a foot in diameter and a couple feet high all over the end of that field. We ran about 150 or 200 feet and stopped. The landing gear was completely out of sight in the deep snow and I thought "I bet the gear is wiped off". But no, I had peeled the bark off the left side of three of those stumps and all the damage it did was to put a wrinkle in the inside of the fairing of the left landing gear leg. If I'd been 6 inches to the right, those stumps would have wiped the gear completely off.

I had "lucked out again". I had the Indian Chief from Cos Jacket with me and he never said a word. He stepped out of the plane, walked up to the Rampart Chief and says "I stay with you tonight". We stayed all night and next morning snow shoed down the loose snow, got the plane back on the field and flew home. My son Gary, who was with me, walked in the door of our cabin and told Gladys "I thought Dad was a good pilot but he's just a bush pilot".



*"The Gull Wing off the end of the field at Rampart when I stalled out with Gary and an Indian chief aboard. Note the stumps behind the plane."*

## HOW I BLEW THE ENGINE AT CIRCLE SPRINGS

Alaska Airlines, one winter, chartered us to fly their mail to Central, Circle Hot Springs and Circle City on the Yukon River, about a hundred miles east of Fairbanks. That winter I was flying the Howard of which I always said, "If you lose power, it flies like a streamlined brick".....We only had about an hour and half daylight left but figured if Jim went along and took care of the paper work we could make all the landings before dark and make the trip home after dark. None of the fields had any landing lights or navigational aids. We ran into delays and it was getting too late to land at Circle City so decided to stay over night at Circle Hot Springs.

The next morning it was fifty below when we went out to the field to warm up the R-985, 450 horse Pratt and Whitney engine with our gasoline plumbers pot. We had drained the oil, 8 gallons of 50 weight, into two five gallon cans and left it in the plane....We fired up the firepot about seven o'clock and by noon had the engine warm enough to go and the oil was steaming and crackling in the cans. We started pouring it into the oil tank and there was a solid lump of oil in the center of the larger can that had not thawed out. Fifty weight oil at fifty below is the consistency of a baseball and thawing it out is almost like trying to melt a chunk of iron.

We finally got it thawed and into the tank. We pulled the engine cover and climbed in. I hit the starter and the battery was frozen. Jim tried to prop it but the gasoline didn't want to vaporize and fire. I've seen a stick match sizzle and go out, in the puddle of gas in the bottom of a fire pot at fifty below. After about five or ten minutes we got the engine going. It seemed like an hour. Jim climbed in and we took off. After take off the prop wasn't responding properly so I stayed over the field and circled to gain altitude, hoping to run into some warmer air. At four thousand feet it was still forty below. Jim kept say, "let's head for home". We had high mountains to clear just five or ten minutes from the Springs and I didn't feel comfortable with the engine. At 4000 feet I turned the oil quantity gauge on and it read zero. We spiraled back down to the field and as I turned the final the prop went into high pitch which meant we were completely out of oil. Of course the pressure gage also read zero. The Howard required a blast of power at touch down to get the tail down to three point position and when I did that the main bearing let go. It started clattering like a hot diesel. I drifted off to the side of the strip and kicked it around to park it. We climbed out and looked under the plane and there was about three inches of oil congealed on the belly. At least we didn't have to drain the oil that night.



# TRIBUTE TO HISTORIC AIRFIELDS

## LAMBERT FIELD - ST. LOUIS, MISSOURI



*Lambert Field 1925*



*Ryan Airlines built the Spirit of St. Louis for Charles A. Lindbergh's transatlantic flight.*

From the mid to late 1800's aviation in the St. Louis area was devoted to the development of air travel with the use of balloons. By October 25, 1904 Captain Thomas Scott Baldwin's airship demonstration at the Louisiana Purchase Exhibition of 1904 was St. Louis's first exposure to controlled flight. A. Roy Knabenshue operated the airship, maneuvering it in the shape of an "S."

In the Spring of 1908 Thomas Benoist opened the Aeronautic Supply Company, the first airplane part and accessory supplier in the country and in 1910 he was the first resident of St. Louis to fly an airplane.

Glenn Curtiss demonstrated a fully controlled airplane flight to St. Louis crowds for the first time in 1909. It lasted only a few seconds, but crowds came to repeat performances throughout the week. During the years of 1910 and 1911, events included St. Louis hosting the International Aeronautic Tournament, which included airplane tournaments, stunts, and races and Arch Hoxsey took Theodore Roosevelt for an airplane ride, making Roosevelt the first president to ride in an airplane.

Other important aviations actions included the James Gordon Bennett Cup International Balloon Race held in St. Louis. The United States won, with Pilot Alan R. Hawley and assistant Augustus Post flying in the America II. Also the Aero Club of St. Louis hosted the first-ever National Aero Show and Thomas W. Benoist established Benoist Flying School, St. Louis's first flying school. In 1912 Captain Albert Berry became the first person to parachute from an airplane. In a Benoist "pusher" biplane, pilot Tony Jannus and Albert Berry took off from Kinloch Field around 2:30 in the afternoon and flew 17 miles to Jefferson Barracks, located in St. Louis. Once there, Berry leaped from the plane from an altitude of 1,500 feet and landed safely. Also Tony Jannus piloted a hydroplane along the Missouri and Mississippi Rivers from Omaha, Nebraska, to New Orleans, Louisiana. He traveled 1,973 miles, for a world record. By 1917 the Missouri Aeronautical Society was established in St. Louis to train balloon pilots for war and the Missouri Aeronautical Society Balloon School was the first training school in the nation to be officially recognized by the War Department as a training school for the United States Army Aeronautical Corps.

In 1919 the Missouri Aeronautical Society conducted the first Army-Navy Balloon Race at Meramec Park. Captain E. P. Phillips of the Army won the race, traveling 491.8 miles to Door Peninsula, Michigan. During the mid 1920's Robertson Air Lines secured one of five airmail contracts from the federal government beginning its airmail service, with Charles Lindbergh piloting the first plane from Maywood Field, Chicago, to Lambert Field, St. Louis. By 1927 Charles A. Lindbergh became the first person to make a solo nonstop transatlantic flight, from New York to Paris in the "Spirit of St. Louis" and it flew its last flight, departing from Lambert Field and arriving in Washington, D.C., where it was subsequently donated to the Smithsonian.

A few additional historical events include the "St. Louis Robin" powered by a six-cylinder Challenger engine, piloted by Forest O'Brine and Dale Jackson, broke a world endurance record by flying in continuous circles over St. Louis between July 13 and July 30, 1929. The craft team was resupplied 77 times with gasoline and necessities by a second plane flown by R. V. Chaffee and C. Ray Wassall. And in May 1937 Louise Thaden set the women's 100-kilometer speed mark of 197.9 miles per hour at the St. Louis Air Races and International Aerobatic Competition.

**Creve Couer Airport - a great place for the OX5 enthusiast to vist. Creve Cours is home to more OX5 powered airplanes than most any place.and it is only about 10 minutes from Lambert International Airport.**



*Creve Couer in the past*



*An example of one of their restoration projects  
Tank (air cooled OX-5) Powered Curtiss Robin*



*Creve Couer presently*

*Photos and Information from : [www.historicaircraftrestorationmuseum.org](http://www.historicaircraftrestorationmuseum.org), [www.mobistory.org](http://www.mobistory.org),  
and [www.crevecoeurairport.com](http://www.crevecoeurairport.com)*



# WING STRUTS

## ALASKA WING

Bob Mellin, Secretary

Minutes of the 11 November 2011 Meeting

The Alaska Aviation Heritage Museum was the site of the Alaska Wing's bi-monthly meeting on November 11, with a good number of members and several guests in attendance. In honor of Veteran's Day, Mike Hunt arrived wearing his WW 2 Army Air Corps uniform; all he needed was a B-17 and off into the wild blue yonder! On a colder note, winter has arrived and quite suddenly at that, leaving us with 15" of good snow and single digit temperatures!

The meeting was chaired by Wing Treasurer Fred Richards. Wing President Oren Hudson has flown south to Arizona for the winter.

Charlene Stewart gave our group an informative briefing on the OX-5 Annual Meeting held at the Glenn Curtis Historical Aviation Museum in Hammondsport, NY by the Glenn Curtis Wing this past September. She and her husband Buck had a great time and enjoyed all the activities. Having come from that part of the country she was able to renew acquaintances and visit places she knew from growing up back there.

November is 'election month' for our club however with Oren down south it was proposed by the Wing officers present that the election be postponed until the May 2012 meeting. That was seconded by member Warren Polsky. The members present unanimously voted to keep the current officers in place until that time.

Our next meeting will be at 11:30 a.m. on January 13, 2012, at the Alaska Aviation Heritage Museum on the south shore of Lake Hood. Hope everyone had a very Merry Christmas and will have a very safe and Happy 2012 New Year!

Minutes of the 13 January 2012 Meeting

The Alaska Aviation Heritage Museum was the site of the Alaska Wing's bi-monthly meeting on January 13, 2012, with a very good attendance of members and guests especially considering the bitter cold and deep snow! In the absence of Wing President Oren Hudson, the meeting was chaired by Wing Treasurer Fred Richards.

Fred briefed everyone about his recent conversations with Oren. Oren has been enjoying the warm weather, but hasn't been riding his motorcycle much.

We enjoyed a very good hot lunch, arranged by Emily in the absence of Shari. They both have done outstanding work at putting our lunches together at the Museum. It was perfect given the cold weather we have been experiencing!

*Alaska Wing Struts continued*

Our next meeting will be at 11:30 a.m. on March 9, 2012, at the Alaska Aviation Heritage Museum on the south shore of Lake Hood. For those of us not "down South" for the winter, stay warm, fly safe, and let's hope it's warmer in March! Hope to see you all then!

## MID-WEST FLORIDA WING

Evelyn Latorre, Secretary

813-404-5374

Clubhouse:863-644-2431 ex 178

Our next meeting will be on March 24 at 11:00 Saturday morning. Lunch will be served. It will be before Sun'n Fun held this year on March 27 to April 1

At our last meeting in November Jim Beisner told about the National Reunion in Hammondsport. Dean Tilton discussed the work he is doing on the OX5 engine that we have in the OX5 building. Any donations for his work would be great.

Dorothy Prose discussed that RUPA (Retired United Pilots Association) will have their get together March 29th, Thursday at 11:00 a.m. We will have our hot dog luncheon that day so you all come! We are also reminding everyone that the local dues of \$5.00 for 2012 should be sent to Evelyn Latorre.

We appreciate everyone's help and we look forward to seeing all of you at Sun'n Fun. We hope you had a good holiday and best wishes for the upcoming year.

## CLIFFORD BALL WING

Dennis Yerkey, Secretary.

Officers Dennis G Yerkey, Ivan D Livi and Thomas J Barruso were recently invited by Michael Meglio, VP PNC Bank to attend a presentation by Krut J Rankin VP, an Economist for the PNC Financial Service Group. He presented information on our regional economic conditions. The OX5 maintains conservative investment accounts with PNC Financial Group.

## TEXAS WING

George Vose, Secretary

The membership of the Texas Wing is spread over a large geographic area. Unlike some other Wings, we are not limited to a single population area because some of our members live more than 600 miles from each other. So our quarterly Texas Wing Newsletter is helpful in bringing more than 100 members together. This summer we held a meeting in Ranger in central Texas at the time of their annual air show. Some members traveled over 800 round trip miles by road and air to attend. It was good that all five Wing Governors were able to attend the 2011 summer meeting. We look forward to another Wing reunion for elections, business purposes and fellowship. The selected site of our next meeting will be announced in the OX5 News.

## MORE ON A MOVIE YOU MIGHT ENJOY

Tim King of King Media writes:

Well, it's finally here. The new "wings" release is 1/24. Here's a link to the trailer which is on the Facebook page. Please pass it along to your membership. <http://www.facebook.com/wingsthemovie>  
Thanks!

*The Editor, Sylvia Cook was initially contacted by King Media asking about photos. They were in late stages of production which they have now completed and have sent this release so the members can be aware of this restored masterpiece picture.*

### "Wings" 1927 – First Ever Academy of Motion Pictures Best Picture Award Winner

Director William Wellman's 'epic in the air' about two courageous young WWI pilots (Buddy Rogers and Richard Arlen) caught up in the horror of war is, for the first time ever, finally coming to Blu-ray and DVD. He himself a air combat vet, Wellman set out to capture every detail of what combat was like for neophyte young pilots of WWI. The combat scenes are terrifyingly real as the young aviators take on the dreaded German pilots. The film literally grabs you by the collar and drags you into the air with our stars. Nothing approaching the scale of Wings had ever been attempted.

Paramount Pictures has beautifully restored this masterpiece complete with a new recording of the original score by J.S. Zamecik and sound effects by the great Ben Burt of Skywalker Sound. The new release will be available on Blu-ray and DVD next January 2012.

Tim King and his King Media, has produced 3 new documentaries to accompany the new release of "Wings". "Wings: Grandeur in the Sky", a complete story of how this amazing film came to be and legacy it has left; "Restoring the Power and Beauty of Wings", meet the people behind the restoration; and "Dog Fight!", the story of how WWI effected aviation and the courageous pilots who took to the air.

# The Long Road To London



Part Eleven of the Series – **By Jim M. Phillips, deceased  
Courtesy of the Clifford Ball Wing,  
Pittsburgh, Pennsylvania**

Our plan to visit the Farnborough Air Show was simplicity in action. Bucky Newton and I would fly our Cheyenne to Frederick, Md. where we would pick up Frank Fox. Any two of the three of us, all rated in the aircraft, would then fly to John F. Kennedy Airport at New York. Bucky would then bring the plane home to Allegheny County Airport in Pittsburgh, while Frank and I would go to London via the Concorde.

I had filed a flight plan to Frederick, but at that time there was a deliberate slow down by the controllers. Before that morning, we had always used the short checklist before takeoff. Since we had time to waste, I foolishly used the long and complicated checklist, only to have the right propeller hang up during the extensive program required on the long list. This of course sent us back to the hangar, where we called a friend, Louis Tambellini. He was more than willing to act as our secondary back up flight. By the time Louie arrived at the airport and we flew from Pittsburgh to Frederick in his Cessna 421, we were behind in our timetable and could not possibly meet our flight at JFK.

Bucky rode the right seat in the 421 and while inbound to New York, made radio contact with Mr. Arnold of British Airways who was in charge of the London flight. Arnold was most cooperative, but he was unable to hold the flight for us. He made arrangements for us to catch the next Concorde -- not to London -- but to Paris. The flight that we missed was flown by British Airways and the second by Air France.

Air France treated us royally, fearing that they had done something wrong. Mr. Arnold had made our flight arrangements, apparently telling Air France that we were VIPs, or more probably that we were airline captains en route to Paris. We were invited to the cockpit, where we remained for well over an hour, watching with wide-open mouths of admiration of the crew's activity.

Air France had a private limousine to deliver the two of us to their fabulous hotel in Paris. The next morning when we checked out, were told that our stay was "on Air France," and that another limousine was waiting for us for our trip back to the airport. We rode first class with champagne on our flight to London. When I asked Frank if he had bought our tickets, he said, "This is on Air France" in his best French accent. Our arrival in London included another limousine to our hotel, repeating the words of the day "this is on Air France." Frank and I arrived in London at the same time as many of our friends that had flown via Boeing 747.

We greeted them at the Aircraft Owners and Pilots Association cocktail party as if we had come directly to London. By the time of departure, we rode the British Concorde direct to New York with the airs of seasoned passengers in the world of supersonic travel.



## WELCOME TO OUR NEW MEMBERS

Ernest L. Mitchell # 23090  
4816 Canterbury Way  
Anchorage, AK 99503

Sponsor – George E. Dorman & Fred Richards

I have been active in aviation since high school. I served 4 years in the Tennessee ANG and 20 years in active duty with the U.S. Air Force. I retired as the Chief of Maintenance of the Department of the Interior, Office of Aircraft Services. I want to continue to be active in the aviation community and to promote safety, education and information about aviation history.



# FOLDED WINGS

Alaska OX5: 13195  
Roald H. Amundsen  
135 Little Ave  
Anchorage, AK 99669-7912  
Deceased 11/26/2011

Alaska OX5: L-21498  
Richard R. Ardaiz  
1100 Merrill Field Dr  
Anchorage, AK 99501  
Deceased 8/2011

Alaska OX5: 20951  
Gilbert A. Avila  
17728 Highway 32  
Licking, MO 65542-9029  
Deceased 11/30/2011

At Large OX5: L-19000  
Flora Balmer  
7 Explorer Road  
Brigantine, NJ 08203  
Deceased 1/15/2012

Illinois OX5: L-9207  
Randolph C. Barnes  
48W124 Pine Tree Dr  
Maple Park, IL 60151  
Deceased 11/16/2011

Midwest Florida OX5: 13673  
James A. Houghton  
6226 Crane Dr  
Lakeland, FL 33809-5625  
Deceased 10/10/2011

Texas OX5: 22481  
E. M. Johnson  
3754 Meadowdale Ln  
Dallas, TX 75229-5254  
Deceased 5/1/2011

Oregon OX5:12365  
Harold Kern  
100 W. 36th St  
Vancouver, WA 98660-1934  
Deceased 3/18/2011

Virginia OX5: 12525  
Joseph M. Mathias Jr.  
151 Hidden Acres Cr  
Windsor, VA 23487-9434  
Deceased 10/11/2011

Florida OX5:11885  
Robert Meyersburg  
9101 Vanderbilt Dr  
Naples, FL 34108-0368  
Deceased 11/1/2011



Glenn Curtiss OX5: 22594  
Jerome Shaughnessy  
40 Willow Pond Way  
Penfield, NY 14526-2686  
Deceased 5/2011

Texas OX5: 4638  
Richard C. Wearth  
2407 Farington Rd  
Wichita Falls, TX 96308-1906  
Deceased 7/4/2011

Golden Gate OX5: 12369  
James C. Wilhelm  
3343 Springhill Rd  
Lafayette, CA 94549-2533  
Deceased 11/30/2011

## IN MEMORIAM



### Flora Balmer

Florence Balmer was born in the Lawrenceville section of Pittsburgh on August 7th, 1924 and was the oldest of three children.. She began with the OX-5 Aviation Pioneers in 1955, working closely with Clifford Ball on the club's initial organization and development. In 2008 she said she was proud to have worked with every OX5 President since the beginning. At the organizational meeting in Latrobe in 1953, she quickly typed and copied applications for membership into the OX5 Club of America as it was then called. The organization grew and soon thousands of OX5 pilots joined. Flora maintained the front office for 54 years. She attended and participated in every OX5 Nation Reunion from 1953 until 2007. Flora was instrumental in the beginning, the growth, and the maintenance of this organization.



### Randolph C. Barnes

Randolph C. Barnes died on November 16, 2011 at the age of 96 ½. He was an avid enthusiast of OX5 and kept abreast of its activities through the OX5 Newsletter. In his younger years he held a private pilot license. He was also an EAA Charter Member #45 and the official photographer for EAA in its formative years. He graduated from Purdue University in 1936 with a degree in Mechanical Engineering and was employed by Catepillar Inc for over 40 years, retiring in 1977.

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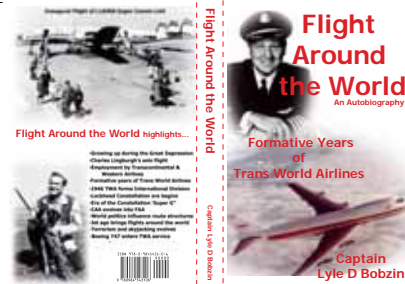
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This book is in celebration of the centennial of flight, when a 1911 Curtiss Model D flew into Rapid City, SD. The book covers the history of aviation in picture format and includes early flight, the beginning of the US Space Age with the launch of the Stratosphere research flights in the 1930's, the development of modern hot air ballooning, aerial firefighting, and other uses of aircraft.

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### FLIGHT AROUND THE WORLD

By Captain Lyle D. Bobzin

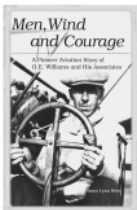


"Flight Around the World" is my autobiography, including the formative years of Transcontinental & Western Air which became TWA. It is being marketed through Amazon.com, Barnes&Noble, etc. or any local book store. Retail price is \$21.95.

## AIRPLANE BEANS



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