



OX5 NEWS

VOLUME 53 - NUMBER 2

May 2011

Published by and for the Members of the OX5 Aviation Pioneers

WEB-SITE

www.ox5news.com



Celebrating 56 years
1955-2011

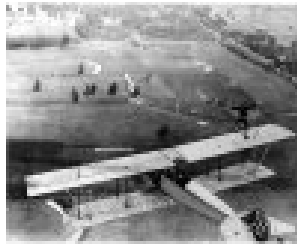
WING WALKER - ORMER LOCKLEAR

The most exciting daredevils of the late 1920s, were the extreme and intrepid individuals known as wing walkers. Wing walkers were the ultimate risk-takers of their day. As one promoter explained to his aerial stuntman: "Don't ever forget that we're both capitalizing on the chance of your sudden death." The entire wing walking phenomenon was founded on a bravado mentality. Every time a wing walker headed out to perform another stunt, his or her attitude became a game of one-upmanship with his or her rivals. The underlying and unspoken attitude among them was, "Can you top this?"

If there was ever a single individual for whom the word "daredevil" was coined, it was Ormer Locklear. He walked on the fragile canvas wings of biplanes and died a spectacular death while performing a daring stunt in his second motion picture.

Born in Greenville, Texas on October 28, 1891 Locklear was brought up in Fort Worth and trained as a carpenter. While still at school he was a daredevil performer of tricks in and on moving vehicles. There was nothing to suggest the exciting and adventurous path his life would take. His parents were solid citizens; his father a respected carpenter and building contractor. For whatever reason however, Ormer was born with a spirit that drove him to tempt fate. Early on that meant "jumping the gap" on his bicycle. Ormer would pedal furiously, hit a ramp, and attempt to leap over an ever-widening distance before coming back to earth. He steadily progressed from six-foot gaps to more than fifteen feet but even this wasn't enough to satisfy his daredevil nature.

In 1910 Locklear found his true calling when an air show came to Fort Worth. Six flyers, three American and three French, fresh from the first international aviation meeting in New York, put on an incredible demonstration of aeronautical skill that fascinated young Ormer. Locklear's first experiments with flight came in the form of a homemade glider built by Ormer and his brothers. Constructed of bamboo fishing poles covered with linen, the glider was launched off nearby hills or embankments, typically resulting in a nice unpowered flight. But this still wasn't enough for the budding adventurer. Next Ormer experimented with motorcycles careening through the streets on an old Indian cycle, sometimes showboating by standing on his head or popping wheelies. This got him the speed and the power he craved, the drawback being that he



Ormer Locklear wing walking

was still earthbound.

Scholars generally credit Ormer Locklear as the first man to wing walk or at the very least the person most responsible for the growth of the phenomenon. He joined the U.S. Army Air Service in October 1917, just a few days short of his 26th birthday. Stationed at Barron Field, Texas, Pilot Cadet Locklear started climbing out onto his Jenny biplane's lower wing while in mid-air to resolve certain problems. His first

trip out onto his wing occurred when he could not see some communications clearly that were being flashed at him from the ground because the plane's engine housing and wing were blocking his view. Because he needed to interpret the communication to pass one of his pilot's tests, Locklear decided to leave the plane in the hands of his instructor/copilot and climb out onto the wing and read the message. In 1918 Ormer set out to prove his superior officers wrong. The officers and instructors taught that no substantial weight could be put on the leading edge of an aircraft's wing without disrupting the aerodynamics of the craft. Ormer, a flight instructor by then himself, promptly walked out onto the wing of Curtiss JN-4 biplane that was piloted by a student. He walked to the edge and to the amazement of the observers, the plane didn't dive, roll, pitch, or move in any other catastrophic way. What he wanted to prove was that guns could be mounted on the wings and away from the fuselage.

Lieutenant Locklear received an honorable discharge from the Army Air Service in May 1919 and immediately became a professional barnstormer. Before long he had established himself as the "King of the Wing Walkers." County fairs throughout North America held special "Locklear Days" in his honor. Sometimes he received as much as \$3,000 a day for stunting and that was usually only for about a half-hour of work. Locklear became an international star. Everyone wanted to see the enthralling man who claimed, "Safety second is my motto." Still, as much of a daredevil as Locklear was, he did not have a fatalistic death wish. He had a definite reason for what he was doing. As he clearly stated, "I don't do these things because I want to run the risk of being killed. I do it to demonstrate what can be done. Somebody has got to show the way someday we will all be flying and the more things that are attempted and accomplished, the quicker we will get there."

(Continued on Page 4)

For more information, go to www.ox5news.com

PRESIDENT'S MESSAGE

After 18 months of operation, the Pittsburgh National office is happy to report that we have made great progress in stabilizing our organization. The membership roster, the finances and the general operations are now operating efficiently.

The required Federal Tax return has been completed and filed for the year 2010. A report of the Organization's finances has been sent to the Board of Governors and is available for review upon request.

Preparations for the upcoming 56th Reunion are well underway under the direction of Norman Brush, Pres Glenn Curtiss Wing in Hammondsport, NY. I am looking forward to seeing all of you in the Finger Lakes region of New York State in September.

Dennis G. Yerkey, President



NEW WEB PAGE

A NEW OX5 WEB PAGE IS UNDER CONSTRUCTION.

CHECK OUT THE TEMPORARY PAGE

<http://www.ox5.org>

The new OX5 web site will contain photos, newsletters, rosters, member articles and much, much more. A donation for the new WEB SITE would be highly appreciated.

For information about any of the above items, contact the National Secretary, Ivan D. Livi 412-655-7187 or ivan.livi@verizon.net

2011 DUES WERE DUE
ON APRIL 1ST.
IF YOU HAVE NOT PAID
YOUR DUES, PLEASE DO SO.

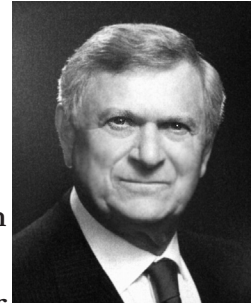
2011 OX5 REUNION

WILL BE HOSTED BY THE
GLENN CURTISS WING
HAMMONDSPORT, NY
SEPT 23,24,25, 2011

The 2011 National Convention is being hosted by the Glenn Curtiss Wing at the Glenn Curtiss Museum, 8419 New York 54, Hammondsport, NY 14840-9795 (607) 569-2160. Wing President Norman Brush and Curtiss Wing members are developing plans for a great annual meeting at one of aviation's most historic places. Begin making plans to attend this OX5 event in September. Watch your mail, the OX5 newsletter, and the OX5 web site for specific details and future announcements.

SECRETARY'S MESSAGE

We are rapidly approaching the time of the 56th National Reunion which is being hosted by the Glen Curtiss wing, under the direction of Wing President Norman Brush. The reunion will feature the Glenn Curtiss Museum as the center of activity and will be an excellent site. Norman and his wing members are devoting a lot of time to planning the activities and the National office in Pittsburgh is working with the Curtiss wing to make this a traditionally historical and enjoyable affair for all attendees.



I want to bring into focus the fact that the site for the next reunion is supposed to be determined at the time of this year's affair. Therefore, I urge all Wing Presidents to consider hosting the reunion and to submit a proposal for the next reunion site that will be considered by the general membership during the General Membership Meeting at this year's reunion in Hammondsport, NY.

A second item of information that I want to convey to you is that our work with the inactive wings, declared "at large" is bringing results. The Colorado Wing has reversed its decision to disband and is working to reactivate its operation. The National office will work with and do whatever possible to help the Colorado Wing. I commend Rick Durden for his efforts to bring back the wing to viability. I extend my offer to help any other Wing that needs assistance from the National office to re-energize its activities.

See you at the Reunion.

Ivan D. Livi, Secretary

NEW MEMBERSHIP CARDS

If you have paid your 2011 dues and you have not received a new permanent membership card please contact Ivan D. Livi. Also, if you have received a card that has an error in your name or ID number please let me know so that it can be corrected. The new card is laminated and will not be replaced each year. This card will remain valid with the payment of each year's dues.

**Ivan D. Livi- Phone: 412-655-7187
e-mail: ivan.live@verizon.net**

NOTE - CHANGES

**Send all Information of Address Changes,
Wing Officer Election Reports, Dues,
and New Member Applications to**

**OX5 Aviation Pioneers
Attn: Member Services
PO Box 18533
Pittsburgh, PA 15236-0533**

An Invitation To All Members

Dear Fellow Members,

It gives me great pleasure to invite you to our 56th Annual Conference hosted by the Glenn Curtiss Wing.

A lot of effort and planning is going into this conference which will be held at the Glenn Curtiss Museum in Hammondsport, NY. We would sincerely like to see you there on

September 23, 24, 25, 2011.

Registration:

The conference cost is \$110.00 per person.

Please register early and return the registration form with your check payable to OX5-REUNION.

Mail to:

OX5

PO 18533 Attn TJB

Pittsburgh, Pa. 15236-0533.

Our 56th Reunion is shaping up to be something very special. Do not miss this wonderful opportunity to tour the Glenn Curtiss Historical Aviation Museum, their antique airplane collection and the restoration shop. At our trip to Corning Museum of Glass, you will see antique glass, glass blowing demonstrations and the Mt. Palomar 200" glass telescope disk. And of course, the singing Boogie-Woogie Girls and the wine tasting party should be a big hit. Please join us and take part in the camaraderie of fellow OX5 members in the Finger Lakes wine country of New York State.

Further information and details to follow.

Norman Brush, Pres.

Glenn Curtiss Wing, OX5

2011 AWARDS

IT IS TIME FOR
MEMBERS TO NOMINATE
CANDIDATES FOR OUR
ANNUAL OX5 AWARDS

Request forms and instructions from our
Award Chairman,

Harold Walter. He will eMail or send
you the forms by US Postal.

hwalter3@cox.net

Harold L Walter
14421 Killarney Ct
Wichita, KS 67230
316-733-2377

OX5 NEWS

Published by the OX5 AVIATION PIONEERS

This Important newsletter was mailed to all members in good standing.

2011 NATIONAL OFFICERS AND GOVERNORS

PRESIDENT

Dennis G. Yerkey

OX5 Aviation Pioneers

PO Box 18533

Pittsburgh, PA 15236-0533

Phone: (412) 445-3940 - E-mail: d.yerkey@comcast.net

SECRETARY

Ivan D. Livi

Address same as President

Phone: (412) 655-7187 - E-mail: ivan.livi@verizon.net

1st VICE PRESIDENT

Michael G. Lawrence

32 Meadowbrook, Trophy Club, TX 76262

Phone: (817) 909-4126 - E-mail: oota10@yahoo.com

2nd VICE PRESIDENT

Donald R. Voland

N8680 Stone School Rd. East Troy, WI 53120

Phone: (262) 642-3115 - E-mail: aerooptics@aerooptics.com

3rd VICE PRESIDENT

Wayne T. Gordon

1552 Old Nations Rd, Fort Mill, SC 29715

Phone: (803)548-8771

TREASURER

Thomas J. Barruso

Address same as President

Phone: (412) 653-4181 - E-mail: ox5natltreas@verizon.net

GOVERNORS

George Vose, Harold L. Walter, Sylvia Cook,

Michael Lawrence, Donald Voland, Cheryl Dewey,

Wayne Gordon, Ivan Livi, Dennis Yerkey, Howard Benham

HEADQUARTERS OFFICE

OX5 AVIATION PIONEERS

PO Box 18533

Pittsburgh, PA 15236-0533

EDITOR'S OFFICE

Sylvia Cook, Editor

R. R. 1 Box 97A

Princeton, MO 64673

Phone: (660) 748-4086 - E-mail: ox5news@yahoo.com

Web-Site: www.ox5news.com

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. Buri Barclay *	2000 Dorthy 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

2011 DUES

\$30.00

Effective January 1, 2011

HONORING OUR MEMBERS

The OX5 Aviation Pioneers are truly remarkable people who have devoted their lives to aviation. It is with great pleasure that we include some outstanding aviators on this page.



D. Berkley Smith - 103
OX5: 12328
414 Terrace Dr.
Waterloo, IA 50702

See article on Page 8



Doris Lockness -101
OX5: L11482
DOB-2/2/1910
2100 Valley View Pkw
El Dorado Hills, CA 95762



Sophie Schaarschmidt - 97
OX5: 22565
DOB 3/22/1914
N 48W 14570 Hampton Av
Monomonee Falls, WI 53051

QUIET BIRDMAN HONOREE



George A. Levis - 102
OX5: 1641
DOB: 12/6/1909
3028 B Wallford Dr
Baltimore, MD 21222



George Levis was recently honored as clearly the Oldest QB in Harrisburg hangar and HAR presented him with his engraved Oldest Living Quiet Birdman plaque, sent by QB Headquarters, attesting to his faithful service and remarkable longevity.

In 1996 he was awarded the Charles E. Taylor Master Mechanic Award honoring lifetime achievements of senior mechanics. Likewise, George was awarded the Wright Brothers Master Pilot Award in December, 2006. This award recognizes pilots who have held an FAA pilot certificate and flown safely for at least 50 years.

Just a few months before reaching his 100th birthday, George finished rebuilding this beautiful Piper PA-12 Super Cruiser for its owner, Mr. William Wood.

COLORADO AVIATION HALL OF FAME INDUCTEE



Thomas Hendershot was inducted into the Colorado Aviation Hall of Fame on October 23, 2010. Tom's lifetime career in aviation progressed through chief flight instructor at General Aviation in Ohio; line pilot for Air commuter Airlines; then to director of Aviation Maintenance Technical at Frontier Airlines in Denver. Earlier in 2010, he was awarded the FAA Safety Team Meritorious Achievement Medal. He is among only a handful of people who have earned both the Charles E. Taylor Master Mechanic and the Wright Brothers Master Pilot awards. During Tom's many years of flying, he has accumulated 25,245 flight hours, of which 21,168 are logged as Pilot in command.

WINGWALKER - ORMER LOCKLEAR

Continued from front page



While working and performing with two of his military colleagues, Milton "Skeets" Elliot and Shirley Short, Locklear developed most of the fundamental skills on which wing walking rested. Contemporaries viewed him as the father of aviation acrobatics. He perfected such basic wing walking stunts as handstands and hanging postures. He also helped develop the rather standard but impressive stunt of hanging from a plane by grasping only a trapeze bar or rope ladder with his teeth. Another important type of stunt that Locklear developed was "the transfer." He was the first person to switch from one plane to another while in mid-air. He was also the first to transfer from a speeding vehicle onto an aircraft, specifically from a car via a rope ladder.

Locklear and Elliott died in 1920 after an aerial maneuver while filming Locklear's second movie, "The Skywayman". It happened at the De Mille Airfield near Los Angeles. While filming the finale by night, Elliott had to dive the plane carrying himself and Locklear towards some oil derricks and appear to crash it. He forewarned the lighting crew to douse their lights when he got near the derricks so that he could see to pull out of the dive; the lights remained full on, blinding him, and he crashed. The movie showed the crash and its aftermath in gruesome detail. Although Locklear had died, the acclaim he was accorded for his feats remains alive today.

*Information and photos courtesy of:
www.centennial-of-flight.net
www.findagrave.com
www.squidoo.com*



REGISTRATION FORM **DUE Aug 1**

OX5 AVIATION PIONEERS

56th ANNUAL REUNION at HAMMONDSPORT, NY


Hosted by the Glenn Curtiss Wing, Norman Brush, Pres.

September 23-25, 2011

LODGING: DAYS INN BATH, Hammondsport

330 West Morris Street Rt 17 & Exit 38 Bath NY 14810 607-776-7644

Most Activities Will Take Place at the Curtiss Museum

Please print			DINNER CHOICE		
			Chicken	Beef	Fish
1	Member Name				
2	Member Name 2				
3	Guest Name				
4	Guest Name 2				
5	Wing Affiliation				
6	Cell Number				
7	eMail Address				
8	Home Street				
9	City, State, Zip				
Or place an address sticker here 					

Rooms are **NOT** included in the registration fee • Phone the hotel directly and mention OX5 for the best rate.
Call 607-776-7644 for reservations.

The cab from the airport to the hotel is an expensive 30 mile trip.

Best to rent a car at the Elmira-Corning Airport (ELM) Avis-Hertz-National

ELM is served by Delta, US Airways and Allegiant Air

SATURDAY BANQUET / AWARDS DINNER MENU - Sit Down

Please Choose an Entrée and Enter Above Chicken, Prime Rib or Fish
Garden Salad Roasted Red Skin Potatoes
Fresh Vegetable Medley Rolls & Butter
Dessert Coffee / Tea / Iced Tea

Friday Sept 23 Registration-Lunch-Tour Corning Glass Museum-BBQ Supper-Museum Tour
Saturday Sept 24 Meetings-Lunch-Meetings-Dinner Banquet & Awards
Sunday Sept 25 Museum Breakfast-Farewell-Depart

REGISTRATION FEE \$110.00 per person _____ x \$110.00 = _____
Number
Date _____ Check No. _____ Total _____

MAKE YOUR CHECK PAYABLE TO



OX5 REUNION

Mail this form to: OX5
Attn: TJB Reunion
PO Box 18533
Pittsburgh, Pa 15236-0533

Reunion Schedule

FRIDAY SEPTEMBER 23 REGISTRATION AND TOUR DAY

It is 30 Miles from the Airport to the Hotel. It is 7 miles from the Hotel to the Glenn H Curtiss Museum

It is probably best to rent a car.

9-12:00	Friday morning check-in at: Register - Pick up your packet Coffee, Pastries, Fruit Socialize - View Aviation DVDs	Glenn H Curtiss Museum Museum Main Area Museum Main Area Museum Theatre
12-1:00	Lunch Courtesy of the Curtiss Wing	Gathering area
1-4:00	Bus Trip to the Corning Museum of Glass 30 Min Drive to the Corning Museum Tour the Corning Museum of Glass 3 hour tour Return by Bus to the Museum Drive 7 miles to the Days Inn Hotel in your car.	Departs Museum 1:00
4-6:00	On Your Own Prepare for BBQ Supper Drive 7 miles to the Curtiss Museum in your car.	Casual Dress
6 :00	Supper Chicken BBQ by Ed Bonicave Wine Tasting From Local Wineries - Red & White Beer Will Be Available	Served in Museum Main Area
7:00-7:30	Boogey-Woogie Girls WWII Style Singing Performance	
7:30	Join A Privately Guided Tour of the GHC Museum	
9:00	Return to Days Inn Hotel In Your Car	

SATURDAY SEPT 24 MEETING DAY AT THE MUSEUM

8-9:00	Coffee, Pastries and Fruit by GHC Wing	Gathering Area
9-10:00	Wing President's Meeting	Theatre
10:00-11:45	National Governor's Meeting	Conference Room
12:00-12:45	Lunch Courtesy of the GHC Wing	Gathering Area
1-2:00	General Membership Meeting for All	Theatre
2-3:00	Break time	
3-4:00	Run an OX5, Model A and Henderson Engine Election of Officers	Outside Theatre
4-6:00	Drive 7 miles to the Days Inn Hotel in your car (10 min) Hotel - Prepare for Banquet Drive 7 miles to to the GHC Museum in your car (10 min)	Dress-Business Casual
6:00	Arrive for Banquet -Pictures-Socialize	Gathering Area
6:30	Be seated	
7-7:45	Sit Down Dinner Next to The America, a twin flying boat	Gathering Area
8:00	Program Awards by Harold Walter, Chairman	Gathering Area
9:00	Adjourn	

=====

Sunday 25th	Breakfast-Farewells-Depart	Curtiss Museum
-------------	----------------------------	----------------

Reunion information and Phones

Elmira-Corning Airport (EML) Corning, NY
Airport Code EML

<http://www.ecairport.com>

DELTA www.delta.com
1-800-225-2525

US AIRWAYS www.usair.com
1-800-428-4322

ALLEGiant AIR www.allegiantair.com
1-702-505-8888

Days Inn Bath-Hammondsport
330 West Morris Street
Route 17 & Exit 38
Bath, NY 14810 US
Phone direct 607-776-7644

OX5 Headquarters
PO Box 18533
Pittsburgh, PA 15236-0533
412-655-7187
ivan.livi@verizon.net

The Corning Museum of Glass
One Museum Way
Corning, NY 14830
800-732-6845
<http://cmog.org/>

Glenn H Curtiss Museum
8419 State Route 54
Hammondsport, NY 14840
607-569-2160
<http://www.glennhcurtissmuseum.org/>

Norman E Brush, Pres. Glenn Curtiss Wing
31 W Morris Street
Bath, NY 14810-1534
607-766-6766 H
normannann@stny.rr.com

Items of Interest

PLACE YOUR ADS NOW IN THE REUNION SOUVENIR BOOK

56th REUNION SOUVENIR BOOK

A 50 page bound Reunion Souvenir Book is now under production by Pittsburgh.

The Reunion Committee has made ad space available to help cover the printing costs.

The fee is \$ 50.00 for a full page ad and \$ 20.00 for a patron or memorial name ad.

All contributors will receive a copy by mail and be listed in the Reunion Book.

Ivan D. Livi Sec

Phone: 412-655-7187

email: ivan.live@verizon.net

World Premiere

Pittsburgh's Mr. Aviation! Written and Directed by Yoli



Studio Theatre, Pittsburgh
Playhouse / Seating is limited to 65
seats per performance

Weekends, May 14 – 29, 2011

Saturday at 2:00 pm & 7:00 pm /

Sunday at 2:00 pm

Tickets: \$7

American aviation history comes alive on stage in Pittsburgh's Mr. Aviation!, the story of Pittsburgh hero Clifford Ball, who in 1925, with the help of his friends built Pittsburgh's first airport, giving adventure pilots steady jobs flying Pittsburgh's first private air mail and passenger service, so everyone could take a ride in the skies. This production is sponsored by the Heinz History Center.

Pittsburgh's Mr. Aviation.

It's written for the 5th and 6th grade level by a woman, Yoli (Yolande Hughes). She and her husband came from Florida to visit my son here in Pittsburgh and they liked the city so well they moved here. Her husband is the Producing Director at the Point Park University theater where my son (Cliff's grandson) is the Technical Director. Yoli, who also has a background in theater, became fascinated with my dad and mother's story and wrote the play. I'm not sure how authentic to all the details this will be for the 5th and 6th grade level, but it should be an enjoyable reminiscence for adults and an experience some members might want to share with children or grandchildren. *From Barbara Ball Ewing*

2011 ILLINOIS AVIATION HALL OF FAME BANQUET & INDUCTION CEREMONIES

MAY 25, 2011

The President Abraham Lincoln

Hotel & Conference Center

701 E. ADAMS SPRINGFIELD, ILLINOIS 62701

HOTEL RESERVATIONS:

Contact Hotel reservation department directly at: 217-544-8800 or 866-788-1860. Be sure you reference Illinois Aviation Trade Association Room Block – for your group rate.

Group rate is \$93.50 (1-2 persons) Included is one complimentary overnight parking pass, per guest room, included in the rate. Guests may call to make reservations at any time, however, please make your reservations as soon as possible, as last year we were completely sold out.

BANQUET FUNCTION AGENDA

6:00 PM - 6:30 PM Reception / Cash Bar

6:30 PM - 9:30 PM Dinner / Induction

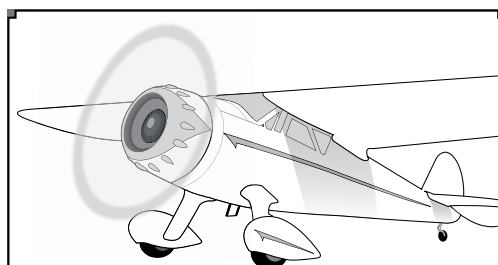
Visit our web-site for more Illinois Aviation.

www.ilavhalloffame.org

Information: 847-683-2361

From: Theresa Books
Administrative Assistant, VAA
Phone: 920.426.6110
P.O. Box 3086
Oshkosh, WI 54903-3086
www.vintageaircraft.org

See you at EAA AirVenture Oshkosh 2011
July 25 – 31



THE ADVENTURE LIVES ON!

Join fellow vintage airplane enthusiasts in preserving and protecting our aviation heritage! Become a member of the Vintage Aircraft Association and receive 12 colorful and informative issues of *Vintage Airplane* and our e-Newsletter *Vintage Aircraft Online*, plus gain access to the most successful insurance program for vintage airplanes anywhere.

Dues are only \$36 per year if you are already an EAA Member, or as low as \$46 to join both EAA and VAA.



800-564-6322 | WWW.VINTAGEAIRCRAFT.ORG

FLYING HIGH AT 103

By D. Berkley Smith



I am a 103 year old pilot who first became interest in flying at the age of 8 or 9 after watching stunt pilots give exhibitions in Hopkinton, Iowa, my hometown. As a lad I began by making airplane models shortly after WWI and really became enamored with everything that flew, including birds. I never could however, master kite flying. Then one summer in 1919 I had an opportunity to take my first airplane ride with a Mr. Bloxham from the Quad Cities in Iowa who took me up in his Curtiss Oriole, an open cockpit biplane. We flew over the great Mississippi River and at an altitude I could see, I thought, all the way to Davenport. Sheer ecstasy! I was 11 years old.

As a kid of divorced parents, I was living with my grandparents in Iowa. In some ways I was fortunate because my grandparents had some money. In fact at age 15, I drove them out to Los Angeles in 1923. A pilot, Earl Daughtery operated a strip and had airplanes based there on American Avenue near Signal Hill. One of these as I recall was a Spad of WWI vintage. I lay up on the roof of our apartment and reveled in the sound of that engine and watched him "wring" that airplane over field. Not long thereafter, I saw in the paper that my hero had crashed and was killed. Sad! Another day the dirigible "Los Angeles" sailed right down Atlantic Avenue and over Long Beach Polytechnic High School which I was attending. It was an era of aviation dawning and I was excited.

I later returned to California with my mother and enrolled at UCLA. In 1928 I began learning to fly at the Aero Corporation of California. My lessons were in Alexander Eagle Rock airplanes made in Colorado Springs and powered by Curtiss OX5 engines. One of the visitors at our field was a very rough and ready female pilot named Pancho Barnes. I had an instructor who had been in the Navy. He wanted to initiate me into emergency landing procedure. We came to an apparent landing field that was really a Japanese truck garden field. We were so low that we could see the faces of the gardeners, and when we were in a configuration that looked as if we were going to land, they came at us with pitchforks and other gardening tools. It was a hazardous situation. I attempted to simulate an emergency landing but I was getting too close in my flare out to land and in this case had no exact plan to increase the power and remain airborne. We shoved the throttle in which put the plane in position to take off. The engine responded quickly for us to escape. The OX5 was landed in one piece at home base. My lessons were in Alexander Eagle Rock airplanes and powered by Curtiss OX5 engines. At any rate with my enthusiasm and money I graduated from flying course, soloed in 1929 and received my private license. I did my cross-country flying as low as possible over the Hollywood Hills eyeing the nudies who were sunbathing in their pools, on my way to the San Fernando Airport. A second experience I remember was a flight in the winter time. I flew an OX5 Alexander Eagle Rock with the open cockpit from Iowa City to Monticello, IA. I stuck my head out, and I accidentally froze my left eye. My goggles had leaked, and the area around the left eye was intensely painful. To this day my left eye has been a source of poorer vision.

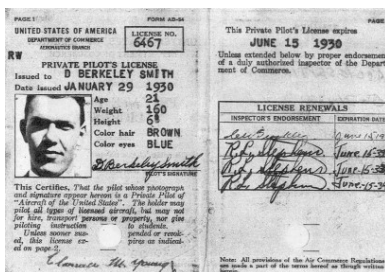


The roof fell in with the depression as all our funds were in the Pan American Bank of California and as I remember was the only bank to fail in the Los Angeles area. At any rate that made up our minds. We closed the apartment, paid our bills, hopped in the Dodge and Mother and I returned to Iowa. I started to build up flying time in various aircraft when possible including a Curtiss-Robin with a Wright Whirlwind J-6-5 engine. In 1931 I got my B.A. degree at the University of Iowa. It was about that time I realized I was going to have a very tough time making it as a command pilot without much more flying time, so I applied for the Army Air Corps, but failed the physical exam due to the then very strict vision requirements. In 1934 I enrolled in the Iowa College of Law. Suffice it to say that transition from an active to a passive life with book and room parameters for three years was quite a change although I did fly some during this interval. As WWII began I took the physical for aviating with the Navy, but it revealed a back surgery and so once again I didn't make it. It was terribly disheartening to me, but certainly not unanticipated.

I was handling insurance claims before and after WWII. I got a lot of experience investigating and settling aircraft accidents, both hull and liability exposure. In 1950 I had acquired a 1946 Luscombe Silveraire Deluxe model 8E which I used frequently, along with a Fairchild.

My wife, whom I married in 1938 also liked to fly. We have two children, a daughter who has flown extensively with me and soloed about 1987 and a son, Air force Major General, D. Bruce Smith who in 1997 was Commandant of the Air War College, Air University at Maxwell Air Force Base in Montgomery, Alabama. He has thousands of total hours of course, in many types of aircraft and has 820 combat hours while serving in Vietnam. He used to fly with me in the Luscombe and other airplanes and no doubt got his love for airplanes from me.

I have been constantly licensed and have flown a series of airplanes until recently when I decided to sell my Luscombe. Age has a way of dulling the reflexes. During my flying I have seen fit to be a part of and joined the Quiet Birdmen and OX5 Aviation Pioneers and I am currently 103 years old and still love to fly! As you can see, flying has been and still is a very important part of my life and I am glad to still be around enjoying it.



SUN'nFUN PHOTOS

By Dennis Yerkey



OX5 CLUBHOUSE LAKELAND, FLORIDA



ONE OF MANY DEMONSTRATIONS



ENTRANCE TO SUN' n FUN 2011



DENNIS YERKEY & JAAP MESDAG
I/BA A&P. IA. CFI
FROM HOLLAND



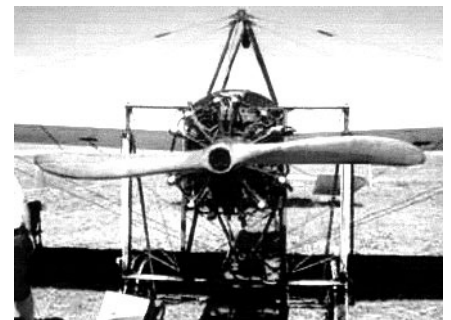
GARY GRIES, CBW
WAYNE GORDON, PRES MID-WEST FLORIDA
JILL KIRK, GOV CBW



EVELYN LATORRE, SEC MID-WEST FL
& DENNIS YERKEY, NAT PRES



REGISTERING GUESTS



OTHER PHOTOS

PICKUP TRUCK OF ALASKA



"This is flying a boat out to a remote lake. Quite common in the Alaska bush where there are few roads. The airplane is the Pickup Truck of Alaska," writes Doug Millard

MAY 1961 POSTCARD FROM BILLY PARKER

"Billy Parker flew this Curtiss-type pusher every day at 3:00 pm around the perimeter of the OpaLocka airport. What a thrill to see it fly," writes Bill Stern



As you know, the Web-site **www.ox5news.com** is paid for and maintained as a courtesy by the Editor in an effort to encourage many of you to contribute items that do not fit the confines of the newsletter and may be of a more contemporary nature. So send me information and photos of your plane, or current fly-ins. Thanks.

My source has sent me some great photos of the World's Largest Plane, the Russian Antonov 225, along with a couple of other photos of interest such as a B52 on an aircraft carrier, if you can imagine that! And since the almost secret Air Vehicle #1 is so great, that page is still there for you to enjoy, along with more on Ormer Locklear.

Sylvia Cook - National Editor

WING STRUTS

ALASKA WING

Bob Mellin, Secretary

The Alaska Aviation Heritage Museum was the site of the Alaska Wing's bi-monthly meeting on March 11, 2011 with an excellent attendance of members and guests. The meeting was chaired by Wing Treasurer Fred Richards. Oren is still wintering down south and will be back for the May meeting.

Once again, there were many good stories from members and guests. And, with longer daylight hours it seems spring and summer are just around the corner.

Our wonderful lunch was jointly provided by Delores Richards (pot of baked beans that disappeared at lightening speed) and the delicious spaghetti by the Museum ladies (Shari, Emily and Melody). Perfect on a cold winter's day!

Our next meeting will be at 11:30 a.m. on May 13, 2011, at the Alaska Aviation Heritage Museum on the south shore of Lake Hood. Winter should be gone and all the 'snow-birds' back. Hope to see you all there!

KANSAS WING

Harold Walter, 2nd V. President

The Kansas Wing board had an afternoon meeting at Harold and Bobbie Walter's house Saturday, April 16. Nine members were in attendance.

Our next general meeting will be held in conjunction with EAA's Chapter 88 fly-in at High Point Airport. It will be a covered dish dinner held in Doug Moler's spacious hangar. The date is May 21. We'll eat at 1:00 PM. With good weather it will be a great time. This was done a year ago and although it was rainy, the event received many favorable comments.

WISCONSIN WING

Dee Cassidy, Secretary

We held our January 22, 2011 meeting at the White Fox Den Restaurant in Waterford, Wisconsin. We had a very pleasant meeting; it was very cold but we managed to miss the snow. This was a very busy meeting. We had election of officers and have a traveling lamp that goes to a different home each this; this year Pat and Dennis Griswold received the honor! There was a discussion about the EAA in Wisconsin - there is still a problem with the display area and we will be negotiating for a better location for this upcoming year. Jim Biesner gave a very wonderful demonstration of the OX5 engine each day at EAA. Election results: Don Voland remains President/Treasurer and Cheryl Dewey as Secretary. Congratulations to both!

We were entertained with a video from Don Voland; Don also explained how his helicopter business helps take deer count in Lone Rock, WI. They work 6 hours per day - 3 in the morning and 3 in the afternoon and have an 80% accuracy rate.

MID-WEST FLORIDA WING

Evelyn Latorre, Secretary

813-404-5374

Clubhouse-863-644-2431 ex 178

Sun'nFun was almost over before it started but we did continue Friday after the tornado hit the ground Thursday. Our building survived with no damage. Thursday was the day for the seminar on the OX5 engine. The Retired United Airline Pilots Association were guests and Jim Beisner gave his talk on the OX5 engine. We also had a lot of young people getting out of the storm from the Civil Air Patrol so we served them a lot of hotdogs. They enjoyed the talk about the engine. I want to thank all the help we had - Mary Lou Hammond, Dottie Prost, and her first year, Brenda Jones - I hope she will make it back again. Gene Hammond, Ken Zimmerman, Ivan Reddington, Ralph Kendall, Mike Keller, with Joe Azzaro and Nichole Azzaro who helped Sunday to make the building. Thanks to everyone again. Mac and Pat Meek donated a lot of supplies to our building, thanks so much. Gingerbread cookies in the shape of airplanes were flown in by Margaret Noland, from Maryland. Our guests from Pittsburgh made it after a 3 hour trip, Glad to see them after a time, thanks for coming. Wayne Gordon and Evelyn Latorre want to thank everyone for their help and donations. Thanks again, and best wishes for a healthy year. Next year Sun'nFun is March 27 - April 1, 2012.

DISASTER AT SUN N' FUN

The usual gaiety and fun that is prevalent at the Sun n' Fun show in Florida was severely subdued by a tornado that almost devastated the yearly aviation event. The tornado left airplanes, buildings, and the surrounding area in a shambles with airplanes having been tossed around like a basketful of children's toys. It is ironic that with 365 days in a year the tornado passed through that area during the few days of the Sun N' Fun air show. The photo shows some of the damage left in the wake of the tornado. The show did open on Friday and Saturday.



MID-WEST FLORIDA WING

Mid-West Florida Wing has procured some license plates available for sale - \$25.00 (postage extra). They are blue and white, and are emblazoned with OX5 Aviation in large letters with Mid-West Florida Wing in small letters below it. For information on obtaining them in other colors, Contact Evelyn Latorre - Phone 813-404-5374



CLIFFORD BALL WING

Dennis Yerkey, Secretary

Five members of the Cliff Ball Wing of Pittsburgh once again made their annual trek to Clearwater, FL for what they term "Spring Break".

Traveling together were Dennis Yerkey, OX5 Nat Pres, CBW Sec; Cliff Yerkey, CBW VP; Jim Kirk, CBW Gov; Frank Long, CBW Gov and member Gary Gries.

As it has been for the last 15 years, the Lakeland Sun'nFun airshow was high on their agenda of activities. The Mid West Florida Wing does an exemplary job of preparing their clubhouse to welcome, recruit and promote the OX5 organization.

As usual, CBW members received VIP treatment from the Mid West Florida Wing and Pres Wayne Gordon. Pres Gordon personally arranged for pickup in the parking lot, expedited airshow entry and a golf cart tour which included viewing the 40 damaged aircraft that was the result of 9 tornados that struck the area on Thursday.

"It was an interesting week", said Yerkey. "We want to express our sincere thanks and appreciation for the courtesies that were shown to us by the staff of the Mid West Florida Wing".



CBW meeting with bank personnel

CURTISS WING

Norm Brush, President

It gives me great pleasure to invite you to our 56th Annual Conference hosted by the Glenn Curtiss Wing.

A lot of effort and planning is going into this conference which will be held at the Glenn Curtiss Museum in Hammondsport, NY. We would sincerely like to see you there on -

September 23, 24, 25, 2011.

TEXAS WING

George Vose, Secretary

Texas Wing members are looking forward to our forthcoming Memorial Day weekend OX5 meeting at Ranger-Eastland, Texas on May 28-30. It will coincide with the annual Ranger fly-in/air show. We met there last year and more than 100 airplanes landed on the pretty turf runway. We anticipate a pleasant reunion which will be reported in the next OX5 News issue.

FOLDED WINGS

Glenn Curtiss OX5: 22579
H. James Poel
1813 Wiley Post Tr
Daytona Beach, FL 32128
Deceased 1/29/2011

Minnesota/At Large OX5: 7109
James D. Christian
10149 Mississippi Blvd NW
Minneapolis, MN 55433
Deceased 2011



IN MEMORIAM

H. James Poel

Jim started flying at age 22 and was a pilot for American Airlines for thirty eight years. He and his wife, Lavada co-founded the Seaplane Homecoming in Hammondsport, New York held every September. Jim was a member of the Seaplane Pilots Association and owned a 1947 Republic See Bee amphibian plane. He was the chief pilot flying all our antique airplanes at the Glenn Curtiss Museum in Hammondsport, New York. Jim flew the A1 Triad for three years and two years, the twin engine America. Jim was seriously injured on June 19, 2010 during a test flight of the Albany Flyer replica. He was recovering when he suffered a massive heart attack. Jim was an active member of OX5 Aviation Pioneers and the Curtiss Wing OX5 and will be greatly missed by all.

James C. Christian



James D. Christian of Anoka/Coon Rapids passed away February 13, 2011 at the age of 93 years. James' career began in 1936 when he received flight instruction from Wally Neuman in a Curtiss-Robin airplane powered with an OX-5 engine at Old Oxboro Airport, Lyndale and Old Shakopee Road. By 1939 he was flying off the family farm and giving rides in Elk River and Rogers, where Lillian Dehn took her first plane ride. They were married Nov. 20, 1941.

James received his commercial and instructor ratings at Hinck's Flying service in 1941, instructed Army Air Corps cadets in PT-17's at Decatur, AL., was commissioned 1st Lt., and flew a C-47 to Agra, India via Natal, Brazil, Ascension Island, and Africa. After flying over 600 hours in four-engine cargo planes from India to China over the Himalaya Mts. (the Hump), he was awarded the Distinguished Flying Cross, the Air Medal, Two Bronze Stars, the China Memorial Medal, the Chinese Air Force Wing and the Asiatic Pacific Ribbon. After his discharge in 1945 James was commissioned to Captain in the Army Reserve, became Chief Pilot for Hinck's Flying Service at Wold-Chamberlain Airport, was a 60-year member and past Commander of Aviation Post 511 American Legion, a member of OX-5 Aviation Pioneers, and a member of the China-Burma-India Hump Pilots Association.

WELCOME TO OUR NEW MEMBERS

Ronald L. Nelson #23073
1938 Dolly Varden Circle
Anchorage, AK 99516

Sponsor: Bill Hatelly – Ken Richardson

I am very interested in aviation history and am a previous owner of several antique aircraft including a Fokker CIV.

Max Hodel #23077
1226 S. St
Anchorage, AK 99501

Sponsor: Warren Polsky

Camaderie with other long time pilots.

Howard McCook



My father, Howard McCook, was a member of the OX5 organization in the '50s, and very involved in it. I don't know much about aviation, but would like to find out if he is listed among the early members or, possibly, as a charter member. He was born in 1907 and was flying from the late 1920s or very early 1930s. He died in 1975. I recall one other thing of interest. He used to hang out with his buddies at the Tri City Airport, near San Bernardino, CA, where "Pinky" was the owner and friend. He vividly remembered that Amelia Earhart landed at this airport one day while he was there in the 1930s, so he had met her and had the chance for some good conversation.



Jim McCook is attempting to find information on his father, Howard McCook, and has asked for your help. In contacting the Pittsburgh office, they have no records of this individual. You can send your recollections and information to: Jim McCook – email: w6ya@cox.net. Jim will be very grateful for your help.

Return Address
OX5
PO Box 18533
Pittsburgh, PA 15236-0533

Non-Profit Org
U.S. Postage
PAID
Permit #425



Address Service Requested

WEB-SITE

www.ox5news.com

The Classified Ads

Send orders to **George Vose**
Box 908, Alpine, TX 79831

Bolo Ties

Only **\$10.00** each

Pocket or Shoulder Patch

Only **\$7.50** each

OX5'ers Caps

Only **\$10.00** each

Membership Certificates

Only **\$5.00** each

Ladies Pendants

Only **\$10.00** each

Sterling Silver Lapel Pins

Only **\$25.00** each

Decals

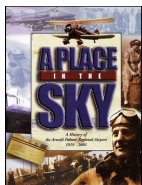
4" Dia - Only **\$2.50**

6" Dia - Only **\$5.00**

LIMITED EDITION AVIATION HISTORY

Only a Few Remaining

"A PLACE IN THE SKY"



This beautifully illustrated publication provides the history of aviation development in Western Pennsylvania. Authored by Richard D. Wissolik and published by the Saint Vincent College Center, this book tells the story of the Arnold Palmer Airport (LBE) in Latrobe, Pa. This 225 page, highly illustrated publication is replete with information, rare photographs, accounts of early aviation, the air mail pickup system, and the founding of the OX5 Aviation Pioneers in Western Pennsylvania.

The CBW has secured the last few copies.

There will be no reprints.

Get yours **NOW**

This offer is made possible by the Clifford Ball Wing of the OX5 Aviation Pioneers

Get yours **NOW!**

"A Place In The Sky"

\$30.00 + \$5.00 postage.

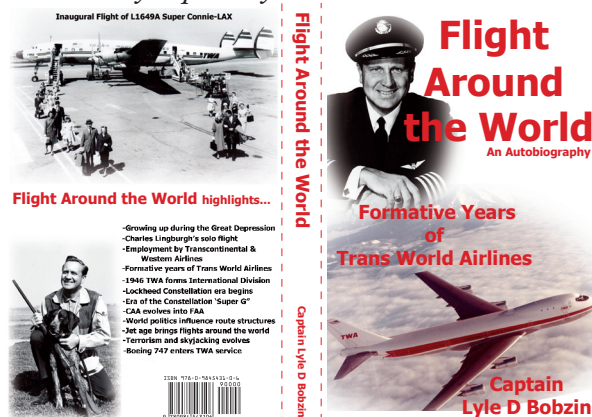
Cliff Ball Wing DeptIDL

PO Box 18561

Pittsburgh, Pa 15236-0561

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

A book by OX5 past National President

Harold Walter

"... a fun and passionate look at one man's journey through a remarkable life and career."

For an autographed copy send \$18.00 to:

Harold Walter • 14421 Killarney Ct. • Wichita, KS 67230

SOUTH DAKOTA'S FIRST CENTURY OF FLIGHT

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.

Send **\$21.99** plus S/H of **\$2.60** to

<http://sdaviationhx.blogspot.com> or a check to:

Norma Kraemer

12856

Deadwood, SD 57732