



# OX5 NEWS



VOLUME 52 - NUMBER 2

April 2010

Published by and for the Members of the OX5 Aviation Pioneers

WEB-SITE

[www.ox5news.com](http://www.ox5news.com)

Celebrating 55 years

## Aviation Pioneers - Royal Leonard

From the end of 1935 to the end of 1942, Captain Royal Leonard flew from one end to the other of the Republic of China. At that time he was the only man who had flown over every town and village from the wilds of Outer Mongolia to the metropolis of Shanghai. He was the only man who knew every Chinese landing field, public, military and secret, in nearly three million square miles of that land. How did that come about?



Leonard was born in Wisconsin but moved with his family to Texas when he was four. The family lived at Waco where he attended school. As far back as he could remember, he wanted to be an aeronautical engineer. His first contact with planes was when he was eleven with "Cap" Theodore, a barnstorming pioneer offering rides to citizens of Waco. When he was 20, he was accepted for the Army Air Corps flying cadets where he graduated from advanced training school at Kelly Field. Leonard's first job was as an assistant barnstormer at Colorado Springs. He was paid to take passengers aloft at three dollars a head, two at a time which averaged about \$30.00 a day. He flew for Western Air Express on the rocky route between Pueblo, Colorado, and Cheyenne, Wyoming and he continued with Transcontinental & Western after the merger in 1931.

During this time he was responsible for several out-of-the-ordinary items in aviation history. The first was the inauguration of the first westbound passenger ship out of Kansas City, Missouri, with Leonard as the pilot. At the young age of 24, Leonard was given the pilotship of the F-32, a thirty passenger, four-motored Fokker, the finest and biggest passenger liner in the world at that time. In



Royal Leonard and family about 1930

1928, he decided to prove that blind flying was not only possible but practicable. He continued to practice at it, until he managed to make the whole Pueblo-Cheyenne run by blind flying. Two years later he was blind flying the giant F-32 up and down the California coast.

It was also about this same time that the London-Melborne air race fell due. Jackie Cochran, sponsored by Floyd Oldum entered. Leonard and Wesley Smith were approached to be co-pilots and both accepted. Leonard's first job was to take a sixty-day tour around the world to establish bases after which he returned to test Cochran's new plane - a Northrop Gamma with a Curtiss Conqueror engine. Unfortunately, it continually had motor problems, and Cochran flew another plane, but failed to complete the race. Oldum then sent

Leonard on an extended tour of the Atlantic to prepare bases for a transatlantic airline. Upon his return to California, Royal received a cable inquiring if he would like to fly for China where he spent the next six years.

For most of those six years, he was the personal pilot of Generalissimo, Chiang Kai-shek, and the Young Marshal, Chang Hsueh-Liang. The 37 year old Texan held the rank of captain in the Chinese Army, and had more than 11,000 flying hours in virtually every type of airplane. He held the record of being the youngest senior pilot in the history of commercial flying at that time. He flew for the United States Army Air Corps, the Chinese Army, the Chinese National Airlines, the Western Air Express and Transcontinental and Western Airlines. By 1942 he was flying on secret orders for the United States Army Intelligence Division.



Leonard on the right about 1940

He was one of the last pioneers and last adventurers. He died in 1962.

(For more information on his years in China, you can read *I Flew For China*, written by Captain Royal Leonard in 1942.)

Top photo and information courtesy of OX5 member - Henry E. Johnson. who writes,

*"Royal and I were good friends back in 1942-43 when he flew for CNAC and I was a Lockheed representative with the Chinese Air Force."*



## MEET THE GOVERNOR

Cheryl Dewey started flying when her father, OX5 Past President, Charles Dewey temporarily lost his medical qualifications to fly. She recalls how happy her father was, in a hospital with back surgery, when in November 1996, she got her pilot's license. They spent Sunday afternoons flying, and he did get his medical affairs in order to renew his license also. She flew a Cessna 182, but after her father died, she gave up flying and sold her plane.



Cheryl's mother died in 1989, and it was at this time with her father, an OX5 Wing President, and National President in 1993-1994, that she joined him in going to meetings and National Reunion and becoming an OX5 member herself. She is currently serving on the National Board of Governors.

Her career as a nurse has spanned 34 years primarily as a surgical nurse in open heart operations. She graduated from Waukesha County Technical College in 1972 with a degree as LPN, and RN in 1980. It has been a very exciting endeavor, but now that she is retired, she is glad not to have to race to the hospital. She still works for a home health agency one day a week, keeping busy there, along with being on call for emergencies.

Cheryl is active in her church, going on Mission trips to Honduras. She has traveled to Ireland, England, Greece, Alaska, France, New Zealand, and Australia, and is going to Spain in April. She enjoys her retirement and time with her five grandchildren as she continues to live in Mukwonago, Wisconsin where she was born and raised.

## NOTICE

**New Member Applications  
Address Changes and Dues**

**SEND TO**

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

## 2010 REUNION

**DAYTON, OHIO**

**Sept 23-26, 2010**

**MAKE PLANS EARLY**

**See Page 5 & 6**

## OX5 NEWS

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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 *		* Deceased

## WEBSITE

[www.ox5news.com](http://www.ox5news.com)

*Check the website for more  
contemporary photos or information.  
And send me photos or news of your  
events, your plane etc. Thanks.  
Sylvia Cook - National Editor*

# INFORMATION ON OX5 AWARDS

It is time to be thinking about and nominating persons for an OX5 Aviation Pioneers award. Information about the awards and ceremony are summarized below.

Awards are presented at the National Reunion Banquet. The person who receives the award is the person who has been recognized, nominated and accepted for the honor. In the event that the recipient is unable to attend, he/she designates someone to accept the award for them.

The following are rules for awards for which persons can be nominated.

The **Hall of Fame Award** may be presented to a person who has contributed significantly to aviation. The following criteria should be adhered to:

- a) Served aviation with distinction and professionalism.
- b) Was a true pioneer in his/her aviation endeavors.
- c) Notable by the standards of his/her peers.
- d) Has made outstanding contributions to aviation that would bring honor to the OX5 Aviation Pioneers Hall of Fame.
- e) Nominee may or may not be an OX5 member.
- f) Accomplishments may include any time period, before or after the year of 1940.
- g) Nominee may be living or deceased.
- h) Information regarding nominee must be true and technically correct.
- i) Overall accomplishments.

The **Mr. OX5 Award** may be presented to a current or deceased member in recognition of his national reputation as a pioneer in aviation prior to December 31, 1940 and for his outstanding contributions to the cause of general aviation.

The **Pioneer Woman's Award** is presented to a lady on the basis of her nationally recognized reputation as a pioneer in aviation, or for her personal contributions to the cause of general aviation, the operation, welfare and effectiveness in the pioneering of aviation.

The **Legion of Honor Award** is presented to a member of OX5 Aviation Pioneers, and who as a pioneer in aviation, contributed to the progress of the OX5 Aviation Pioneers, the recipient being, man or woman, living or deceased.

The **Legion of Merit Award** is presented to a current or deceased member of the OX5 Aviation Pioneers who has continuously participated in aviation over a period of forty (40) years, while demonstrating unusual technical and safe flying ability, and the use of aircraft for the betterment of mankind.

The **Distinguished Service Award** may be presented to a current, past or deceased national governor or national officer of the OX5 Aviation Pioneers in recognition of his or her leadership, devoted service and unselfish efforts in behalf of the organization, or for significant contributions to its progress and welfare.

The **Bronze Star Award** may be presented to an OX5 Aviation Pioneer, living or deceased, who, using an OX5 powered aircraft, distinguished his/her self by a successful first which contributed to our progress in aviation.

Award nomination forms can be obtained by either emailing or mailing a request to:

**hwalter3@cox.net**  
**Harold Walter**  
**14421 Killarney Ct**  
**Wichita, KS 67230**

Please follow the guide-lines of the nomination forms. Excess information and small print, less than font 10, can be a detriment for evaluation.

# 55<sup>th</sup> Annual Reunion Events Schedule

The Hospitality Room is the Lindbergh Room

## Thursday, September 23 Check In Day 2:00 PM

- 2:00-5:00 PM Pick up your registration packet in the Lindbergh Room  
5:00-6:00 PM Welcome party hosted by the Hotel in the Lindbergh Room  
Fruit, Cheese, Vegetables, Coffee and Punch  
6:00 PM Dinner on your own.  
Lunch and dinner is available at the Hotel. Other dining is within walking distance.

## Friday, September 24 Museum Day & Evening Dinner Theatre

- 7:00-8:00 AM Breakfast in McKenna's Restaurant (Included in room charge)  
8:30 AM Board Bus for United States Air Force Museum at WPAFB  
If you prefer to drive, the base is 5 miles away. Sign up for the Annex at 9:00 am  
12:00 Noon Lunch A \$5.00 lunch on the Museum's 2<sup>nd</sup> floor.  
Elevators are available.  
3:00 PM Return to Hotel from WPAFB Museum  
4:30 PM Board bus for LaComedia Dinner Theatre  
Dine and enjoy the hilarious musical comedy "Dirty Rotten Scoundrels"  
10:30 PM Return to Hotel

## Saturday September 25 Meetings-Earhart Room Banquet-Lindbergh Room

*The Fairfield Commons Mall is across the street for guest shopping while meetings are taking place.*

*A return trip to the AF Museum is another option for guests.*

- 7:00-8:00 AM Breakfast in McKenna's Restaurant (Included in room charge)  
8:30-9:30 AM Wing President's meeting The Pres and Sec will report on National.  
Wing Presidents will report on their Wing.  
10:00-11:30 AM Nat Governor's meeting The Pres will chair this meeting.  
12:00 Noon Lunch on your own At the hotel or within walking distance.  
1:00-2:00 PM General Membership Meeting (All members)  
An overview of National with member input.  
2:00-3:00 PM Break time Fire up Jim Beisner's OX5 engine  
3:00-4:00 PM National Governor's Election Meeting Elect new Officers  
4:00-6:00 PM Break-Prepare for the Banquet

- 6:00 PM Cash bar **LINDBERGH ROOM**  
6:30 PM Gather for Individual and group pictures  
7:00 PM Dinner **LINDBERGH ROOM**  
8:00 PM Awards Ceremony and Election Results

Door Prizes

- 8:30 PM Cliff Ball Wing 20 minute DVD of the Miss Pittsburgh Restoration

## Sunday, September 26

- 7:30 AM Farewell Breakfast (Included in the room charge)

# REGISTRATION FORM

## OX5 AVIATION PIONEERS

### 55<sup>th</sup> ANNUAL REUNION-DAYTON OHIO

A Joint Effort by the Dayton-Ohio the and Cliff Ball-Pittsburgh Wings

September 23-26, 2010

HOLIDAY INN / FAIRBORNE FAIRBORNE, OHIO

**937-426-7800 Hotel Reservations Direct Number**

Rooms are **NOT** included in the Registration Fee • Phone the Hotel directly • Mention OX5 for a \$99.00 room.

A Hotel shuttle is not available • Call Kris at 937-431-4603 in advance with your flight number to set up a \$20.00 Taxi ride

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

### SATURDAY BANQUET / AWARDS DINNER MENU - Sit Down

**Please Choose an Entrée**

Garden Salad

Fresh Vegetable Medley

Dessert

Chicken, Prime Rib or Salmon

Roasted Red Skin Potatoes

Rolls & Butter

Coffee/Tea/Iced Tea

### REGISTRATION FEES

Number

Thursday Sept 23 Registration & Welcome Party \_\_\_\_\_ X 40.00=\_\_\_\_\_

Friday Sept 24 Museum Day and Dinner Theatre \_\_\_\_\_ X 50.00=\_\_\_\_\_

Saturday Sept 25 Meeting day - Banquet at night \_\_\_\_\_ X 40.00=\_\_\_\_\_

Sunday Sept 26 Farewell Breakfast - Depart

Date \_\_\_\_\_ Check No. \_\_\_\_\_ Total \_\_\_\_\_

**RETURN THIS COMPLETED FORM WITH YOUR CHECK BY AUG 10TH CUTOFF**

OX5 AVIATION PIONEERS

Attn: Reunion Committee

PO Box 18533 Pittsburgh, Pa 15236-0533

# 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 12, 2010, with an excellent attendance. The meeting was chaired by Wing Treasurer Fred Richards.

Loren Lounsbury brought two special guests, Lt. Gen. Dana Atkins, Commander, Alaskan Air Command, and his aide, Capt. Matthew Van Gilder. Gen. Atkins gave our members an overview of his duties and told us about some of his very interesting Air Force background, including flying with the U. S. Air Force Demonstration Team, the Thunderbirds, and several very humorous events. He then invited club members to a tour of an F-22 A Raptor. Everyone expressed great interest in attending that activity. More information will be forthcoming when available. An interesting note also is that Capt. Van Gilder is an Alaskan, raised in Eagle River, and is stationed at Elmendorf AFB for the first time since joining the Air Force!

Thanks, again, goes to Shari and Emily of the Museum for providing the lunch.

On a very sad note; Don Olson, of Anchorage, and Ken Daniels, of Wasilla both recently passed away. The Alaska Wing's condolences go out to their families and friends.

Our next meeting will be at 11:30 a.m. on May 14, 2010, at the Alaska Aviation Heritage Museum on the south shore of Lake Hood. Hope to see you all there!

## OHIO WING

Carl G. Belville, Acting President  
CHANGE OF DATE.

A Wing reactivation meeting is now planned for June 13, 2010 at 1:00 pm at the Waco Aircraft Museum at 18655 South County Road 25A, Troy, OH. We will be electing new officers and future activities will be discussed. You can also enjoy the Waco Museum. Mark your calendars for this date, and be sure to attend this important meeting. Please let me know if you plan to attend:  
Carl Belville,  
1269 Rockwell Drive,  
Xenia, OH 45385 Phone: 937-372-4732

## NOTICE

Are you enjoying the Newsletter? Hope so. And if so, you need to pay your dues. A few years back, it was the custom to continue to send the newsletter to an individual even in arrears with their dues. That no longer works. Two reasons: It is not fair to those of you who so dilligently continue to support this organization, and because it is financially unsound. So get your dues in, or LOSE THE NEWS.

## TEXAS WING

(From their newsletter)

The Summer meeting will be in conjunction with the Ranger Fly-In on May 28-30th. The Texas Wing meeting will be Saturday at 11:a.m. at the airport just prior to the air show which starts at 1:00 p.m. Dan Brouse has been in contact with the La Quinta Inn in Easland on I-20 where there is a free shuttle from the motel to the airport. (Rates are - King \$70. - Room with double bedrooms \$79. Mention "Ranger Air Show for discounted rate before May 21. Phone 1-254-629-1414)

**THIS IS GOING TO BE MORE FUN THAN WE HAVE HAD IN A LONG TIME. BE SURE TO BE THERE.**

## KANSAS WING

(From their newsletter)

The Secretary, Jay McLeod reported on a Kansas Wing Board meeting on February 6th, with new officers selected. They are President, Sam Synder, 1st VP, Bob Conard, 2nd VP, Harold Walter, 3rd VP, Joe Latas, Secretary, Jay McLeod, Treasurer, JoAnn Bailey.

It is time for OX5 award nominations. The membership was encouraged to send in nominations. (See information on Awards on Page 4 of this issue.)

## REUNION INFORMATION

The Ohio and Cliff Ball Wings have been actively planning the 55th Reunion in Dayton, Ohio. Dayton is a very busy city, so we strongly encourage you to make early plans to attend the reunion. Registering early will also make our job much easier. Please review the schedule and registration form for more details. Tear it out of the newsletter and complete the form. Mail it with your check by the cut-off date of August 10, 2010. The earlier, the better.

A block of hotel rooms has been reserved for this event. You must call the Hotel directly at 937-426-7800 and make your reservation early. Be sure to mention that you are with the OX5 Reunion (Sept 23rd) in order to get the block room price rate. We hope you attend...it should be a great get-together.

*The Reunion Committee*

## GLEN CURTISS WING

Norm Brush, President/Secretary.

Glenn Curtiss Wing's next meeting will be held Friday May 21st, 2010 at 10:30 am at the Curtiss museum in Hammondsport, NY. Lunch will follow at the museum at noon. Please make note of the change from a Saturday to a Friday.

The Glenn Curtiss Wing donated a \$50.00 check to the Mid West Florida Wing to help defray cost at the OX-5 at the building at the Sun and Fun Air Show.

## CLIFFORD BALL WING

Dennis Yerkey, Secretary.

### SIX CBW MEMBERS HEAD TO FLORIDA

Six members of the Cliff Ball Wing-OX5 will be taking their annual spring break in Florida starting April 11 of 2010. Dennis Yerkey, Jim Kirk, Gary Gries, Ron Bill, Cliff Yerkey and Frank Long have been doing this for 14 years. And while they visit air shows, tikki bars, museums, fish and play golf,...the real reason for these trips has to do with fellowship, camaraderie and life long friendships. This year they plan to invade Lakeland Florida and incorporate the Sun-n-Fun Airshow into their agenda. They will be met by Mid-West Florida Wing President Wayne Gordon and Evelyn Latorre, Sec. at the Lakeland Linder Regional Airport, Lakeland, FL. They plan to take pictures and write articles for our next newsletter. Have fun, boys, but remember that you're not 25 anymore!



## DAYTON REUNION BOOK PATRON ADS

The Dayton Reunion committee is accepting \$10.00 + individual patron ads (your name listed) for our souvenir reunion book. Mail your check to: OX5 Attn: RC, PO Box 18533, Pittsburg, PA 15236-0533

**COME TO SUN'nFUN !!!**

April 13-18, 2010

Lakeland, Florida

Call the Clubhouse for a ride -  
863-644-2431 ext. 178

# BRONCO-BUSTING A MITCHELL

On the field log-sheet of the airfield somewhere in Goose Bay, the event was shown merely as: "Emergency landing – B-52- no injuries." But to the men of the Ferrying Division, Air Transport Command, Capt. Emil Garske's bronco-busting feat of landing his *Mitchell* bomber sans nose-wheel was something for the books.

Checking out a "weather ship crew," one which flies ahead of ferrying flights to check weather conditions, Captain Garske returned to the field and began what should have been a procedure landing. Operating the landing gear controls brought forth a sound of ripping metal and an ominous hissing like the sound of escaping steam. The flight engineer, first to grasp the situation, seized the emergency hand pump for the landing gear and pumped enough fluid into the hydraulics line to get the main gear fully lowered. But the nose wheel stuck one-third down and it was impossible to force more fluid into the line. Trying everything in the "tech manual" read by radio to Captain Garske failed to pull the wheel down, including abrupt pull-ups after stalling the big bomber at 6,000 feet. He then decided to land it as it is-but bronco style.

He radioed his plan to the tower, requesting that the crash truck and two jeeps carrying as many men as possible race alongside and behind him as he landed. Instructing his crew to crank the flaps full down and stay as far forward in the rear compartment as possible, Captain Garske made a long, low approach at the slowest possible speed – 120 m.p.h. The moment the wheels touched, the crew rushed tailward, shifting the weight aft to help keep the nose up.

The jeeps loaded with men, including the colonel in command of the field, raced along behind, and gradually caught up with the tail and rode under it. Men leaped onto the tail. Their weight did the trick. The tail teetered to the ground, sparks flying in all directions. Men held their breath lest the sparks from the now white-hot tail bumper ignite the 100 octane gas in the bomb bay tanks. But the plane rolled to a stop and the danger was over.

In a day or two, the *Mitchell* was repaired and Captain Garske was back in it - checking out another weather ship crew.



## Additional Information

When this story appeared in print, it was disputed by Corporal Hal Bergida, saying, "Nonsense! Anyone with any common sense who ever saw the tail assembly of a B-25 will say that the stunt is impossible..." And a reply was submitted by S/Sgt Stephen H. Richards – A.C. Washington, D.C. with excerpts here.

"I am happy to reply to defend the truth of the story and the integrity of the men who risked their lives in this incident...The incident occurred as described... Except that perhaps the jeeps were going to nearer 60 miles a hour than 80 miles an hour, it is precisely correct. The plane's airspeed read about 80 but the jeeps I have been unfortunately enough to ride in usually quit at about 60.

It has been several months since I left New Castle Army Air Base, which formerly was the home station of Capt. Garske, who piloted the plane....I dislike lending dignity to Cpl. Bergida's ill-considered protest by furnishing a denial, but here is additional data if he wishes to pursue his doubts. The incident occurred on July 14, 1943, at Goose Bay, Labrador. Cpl. Bergida said he would like to "see the crazy operations officer who would allow twelve men to even attempt such

a stunt." Perhaps Cpl. Bergida would better enjoy meeting the C.O. of the field, a lieutenant colonel, who himself was in one of the jeeps and was among those who leaped aboard the plane.

A commendation on Captain Garske crediting him for this incident as well as his sterling performance flying weather ships in that region was dispatched from Goose to New Castle Air Base and is on file there. Capt. Garske now is an instructor at one of the nation's foremost C-54 schools.

A repetition of the Goose incident, with slight modifications, occurred at New Castle Air Base shortly before I left....Since then there has been another similar incident there and reports reaching the field say that the same technique has been used successfully elsewhere.

.....These men like Captain Garske, fought airplanes over the treacherous North Atlantic route when it was uncharted, without weather information, and when the allies had their backs to the wall. To them every plane represented the margin of victory. They would do anything rather than lose one....."

*This story and photos of Emil H. "Bud" Garske are courtesy of his loving wife, Faye Garske*



# The Wealth Of A Friendship

By Jim M. Phillips, deceased  
Courtesy of the Clifford Ball Wing,  
Pittsburgh, Pennsylvania



## Part Seven of the Series –

I was introduced to Frank M. Fox by our instructor Dick Coulter at the old Greensburg (Pa.) Airport in 1936. I must not have made much of an impression on him because he does not recall the occasion, but we became fast friends after that.

Through the years we used each other's airplanes as if they were our own. We did not determine if the plane one of us was flying was his or mine and we bought several aircraft in partnership.

One of my fonder memories of this arrangement took place at this same airport years later. Frank had just purchased a North American SNJ-5 and I was his first passenger on the 30-mile flight from the Allegheny County Airport to Greensburg.

After our landing, Frank asked if I would like to fly the aircraft. Of course I said, "Yes." The manager of the airport, Pic Clay, watched as Frank spent about three minutes telling me all about the controls, buttons and levers. Frank said, "Go fly-it." When I asked if he were going along as an instructor, he answered, "Not with you. You don't know how to fly it."

"Then get off the wing" I said and leaving Frank on the ground, I took off and made four touch-and-goes. From that day forward, both of us flew that loveable SNJ. Pic Clay said he had never seen such a short check out. Clay said when he was in the Navy, he had to read about the aircraft for months before he was permitted to sit in the cockpit.

Many years later I landed at the Frederick (Md.) Airport where Frank was waiting. He said he would like to fly the Citation jet in which I had arrived. I told him to go ahead, but that I would not go along. When he asked why, I told him "you don't know how to fly it."

A seasoned flight instructor, Bud Brinkman, witnessed our antics, and remarked "you guys really know each other."

Frank followed his love of aviation into airline operations, becoming a captain for United Airlines, while still flying single-engine equipment on his days off.

Frank is a member of the Hall of Fame of the OX5 Aviation Pioneers. A finer more loyal friend hath no man.

# Granola Airlines

By Jim M. Phillips, deceased  
Courtesy of the Clifford Ball Wing,  
Pittsburgh, Pennsylvania

## Part Eight of the Series –

When we started our charter operation, we called our company "Jet Flight" because our first company plane was a new jet prop. Soon we learned of the resistance to the very visible propellers driven by our jet engines when passengers remarked "We thought we were scheduled on a jet."

In order to keep our operation flying, it was obvious that we had to trade our perfectly good turbo-prop for a pure jet. The easiest manner in which to qualify our pilots was to go to the school run by the aircraft manufacturer, yet we opted to go to a qualified independent who did not care if we passed the course or not. It appeared to us that we would all automatically pass the course of the manufacturer no matter how incompetent we might be, for the sale would be voided if we did not qualify.

Our first two crew members, me and Bucky Newton, CBW L12276 2-1-1912 – 2-17-2010, were both older than retirement age for the airlines. We still believe that we set a record for the oldest pair of crew students at our selected college of knowledge. For a short time we did feel concern about the reaction of our passengers to our obvious age, for many times we

listened to, "We like to see all that gray hair in the cockpit?" Secretly we knew that they meant "If those old men had survived this long they were either lucky or competent." These old men included retirees Frank Fox, and John Hayward.

Since we never served meals or alcohol on board, passengers were offered granola bars with the option of washing them down with Coca-Cola or Pepsi. We became known as Granola Airlines rather than by our appropriate name, Jet Flight. Accordingly, we obtained our crew discount at check-out time at motels by always using "Crew of Granola Airlines."

Fortunately, we operated for several years without any incidents, except for a strange occurrence during our training in the simulator. When Bucky advised me that he smelled smoke, I acknowledged his remark with "I do too, these simulators are becoming totally realistic. Give me the procedure for fire in the cockpit." After thumbing through our check lists, Bucky said there was no procedure. In less than a minute, our instructor tapped me on the back from his position behind me, since I was acting captain that day: "Let's get out of here, the simulator is on fire!"

# FOLDED WINGS

Kansas Wing OX5: 20308  
Mildred Axton  
Deceased 2/6/2010

At Large OX5: 4084  
Juanita J. Bailey  
Deceased 1/28/2010

Washington Wing OX5: 12758  
Duane H. Dubois  
Deceased 1/23/2010

At Large OX5: 11809  
Howard S. Fisher  
Deceased

Wisconsin Wing OX5: 19005  
Barbara Ladd  
Deceased 3/3/2010

At Large OX5: 10603  
James T. Herlihy  
Deceased

Wisconsin Wing OX5: 20093  
Richard C. Hill  
Deceased 11/20/09

At Large OX5: 20559  
Don G. Johnson  
Deceased

Kansas Wing OX5: L6704  
Marguerite Lawrence  
Deceased 2/16/2010

Clifford Ball Wing OX5: L12276  
Caryle E. Newton  
Deceased 2/17/2010

At Large OX5: L20317  
Jack F. Sanders  
Deceased

Wisconsin OX5 22686  
Dr. Lewis Turner III  
Deceased



Maryland Wing OX5: 20600  
Freda J. Wallace  
Deceased 1/3/2010

Oklahoma Wing OX5: 13614  
Alfred K. Young, Jr.  
Deceased 3/3/2010

Clifford Ball Wing OX5: 20789  
Robert H. Zorn  
Deceased 3/15/2010

## IN MEMORIAM

### Marguerite Lawrence



Marguerite Lawrence started flying lessons in 1937 in a Travel Air 2000 and later graduated from Civilian Pilot Training. With her husband, R. Eugene Lawrence, they operated FBO in Nebraska, where Eugene gave flight lessons and Marguerite managed the business. Marguerite also ferried Piper J-3 Cubs from the Lockhaven, PA factory and Aeroncas from Alliance, OH for their flight school.

As a volunteer at Sun'n Fun EAA Fly-in in Florida, since its inception in 1975, she instigated the fund for the OX5 hospitality building. She has also been a volunteer for EAA AirVenture, in Oshkosh, WI and helped at the OX5 tent. She devoted hours to the Kansas Aviation Museum in Wichita, and served as chairman of Women's Activities for the OX5 National Reunion in 1961, and served the Kansas Chapter 99s as a Board Member, Treasurer, and Chapter chairman. She also served the Kansas OX5 wing as President, Secretary, and Treasurer, along with publishing the wing newsletter for over 30 years, receiving the Clifford Ball Award. She served as a National OX5 Governor, and National Vice-President of the OX5 Aviation Pioneers.

### Dick Hill

As an aviator, Dick Hill has barnstormed, towed banners, made aerial photography flights, and conducted air ambulance services and search and rescue missions. He served as chief pilot, test pilot, ferry pilot, safety pilot, tri-motor and airline pilot. During his 65 year aviation career, Hill has been a flight instructor for nearly 50 of those years. He held ATP, CFI-II in ASEL, AMEL, seaplane and helicopter.

As a flight instructor, Dick specialized in a unique type of vintage and military aircraft. He was well known for his checkouts in military singles, Twin Beeches and Bamboo Bombers. Dick was best known for his "barnstorming" and buddy rides, giving thousands of free flights to anyone showing an interest in aviation. He also conducted flight instructions for young people who couldn't afford lessons. Hill especially enjoyed giving rides to persons with disabilities and elderly individuals.

Dick Hill contributed in all facets of aviation to the preservation of our rich aviation heritage through his lifelong efforts as an historian, pilot and restorer. He did so in an intense, devoted, yet unassuming manner.



### Alfred Kenneth Young, Jr

After graduating from high school in Oklahoma City, Alfred enlisted in the U.S. Army and was stationed in Germany during the Korean War. Later he moved to Texas, and was an active member of the OX5 Aviation Pioneers.

## Freda Judd Wallace

Freda was a long time OX5 member and with her husband, Bob, were well known members of the Maryland Wing and the National OX5 Aviation Pioneers. She worked hard getting members for OX5 at Sun'nFun and Oshkosh shows, along with considerable working time at the OX5 building in Lakeland, Florida. She will be missed by her friends in the Maryland Wing and OX5.



## BarBara Sollie Ladd

As a graduate of Canton Comptometer School, and Kent State University, BarBara worked in medical office administration. She maintained two businesses, *Naturally Yours, BarBara*, and with her husband, *The Ultimate Door, Inc.* which sold plans and kits for building airplane hanger doors. Both she and her husband held pilot licenses and spent many hours flying to various events.

## Robert Zorn

Robert Zorn served as an officer and member of the Board of the Cliff Ball Wing of the OX5 Aviation Pioneers, a nationwide organization of aviators. Robert was part of the developing history of early aviation in Western Pennsylvania. He will be greatly missed by the members of the Cliff Ball Wing-OX5 Aviation Pioneers, Pittsburgh.

## Duane H DuBois

From the very first time Duane saw an airplane, he knew he wanted to be a pilot. He flew his first solo flight and earned his pilot's license when he was just 17. During WWII, he was a flight instructor for the War Training Service; after the war, he flew for both United Airlines and the Flying Tiger Line.

His most memorable trips were United's San Francisco to Tokyo runs in 1946. He spent the remainder of his aviation career as an executive pilot. Duane worked for 15 years at Ace Hardware in Gig Harbor after his retirement from flying for the State of Illinois.



## Carlyle Newton



Carlyle "Buck" Newton, 98, of Pleasant Hills, passed away Wednesday, February 17, 2010. Born in a farmhouse in Verdery, SC on February 1, 1912, Buck began his dream of flying airplanes in 1929 and witnessed first hand the evolution of flight. During the Depression he grew his flight experience to become an instructor and leader in aviation. As a young man he served as the airport manager in Augusta, GA. and then transitioned to instructing Allied and US pilots in World War II. Later, he flew as an airline pilot with the American Airlines System, including the Berlin Airlift. During the war he flew as pilot on the Flying Boats Consolidated Coronado PB2Y3 and Sikorsky VS-44's on routes over the Caribbean, South America and Africa. In 1952 he moved to Pittsburgh where he pioneered corporate aviation by opening the Aviation Department for PPG Industries at Allegheny County Airport flying DC-3, DH125, and Gulfstreams I & II.

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