



OX5 NEWS



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WEB-SITE

www.ox5news.com

Celebrating 55 years

Aviation Pioneers - Jackie Cochran

At 2:23pm on September 23, 1938, with the equivalent of just a few minutes more gas left in her tanks, Jackie Cochran's silver P-35 shot across the finish line in the challenging, transcontinental Bendix Race. The triumphant former beautician had just won the cross-country race, completing the 2,042 miles from Los Angeles to Cleveland in just eight hours, ten minutes and thirty-one seconds. Using an innovative, new fuel system, she chalked up another first by becoming the first pilot to finish the course non-stop. Within a year Cochran was awarded, for the second time, the most prestigious prize given to American women aviators: the women's Harmon trophy. She'd also broken a women's altitude record, climbing to 33,000 feet, and she'd broken several speed records. When Cochran was asked what fueled her ambitions she would reply: "I might have been born in a hovel, but I determined to travel with the wind and the stars."



Although initially by the age of 13, Jackie (born Bessie Lee Pittman) was a beautician. Then with encouragement to do something more serious in her life, she enrolled in nursing school. But after completing three years of training, she chose to go back to the beauty business, desiring to set up her own cosmetics firm. It was at that point, financier Floyd Bostwick Oldum advised her, that she would need wings to cover enough territory to beat out her competition. Always a quick learner, Cochran managed to complete her pilot training in 1932 in just three weeks. She quickly realized that flying was her passion and set about becoming one of the most accomplished pilots in history. As Cochran remembered later, "At that moment, when I paid for my first lesson, a beauty operator ceased to exist and an aviator was born."

During her aviation career, Jackie Cochran set more speed and altitude records than any of her contemporaries, male or female. She not only became one of the world's great aviatrixes but also one of the best pilots of either gender. Throughout her life, Cochran demonstrated an incredible drive; she wanted to succeed at everything she did. Her first few competitions - in 1934--the MacRobertson Race from London to Melbourne and in 1935, the famous Bendix cross-country race from Los Angeles to Cleveland, was uncompleted due to mechanical problems.

In 1937, Cochran's luck in the air changed dramatically. She finished first in the women's division of the Bendix and third overall. Cochran also set a national air speed record from New York to Miami in 4 hours, 12 minutes, 27 seconds, and she achieved a new women's national speed record at 203.895 miles per hour. As a result, Cochran received the Clifford Harmon Trophy for the most outstanding woman pilot of the year. By the end of her career, she would obtain a total of 15 Harmon Trophies.

In September 1938, Cochran demonstrated the full depth of her piloting skills by winning the Bendix outright. She flew a Seversky fighter plane to victory in 8 hours, 10 minutes, 31 seconds. Cochran finished first overall, even beating all of the men in the race. Thanks to her victory, she also received the William Mitchell Memorial Award, an honor given to the person who makes the most outstanding contribution to aviation during a given year.

Shortly after her Bendix win, Cochran set several more records. In March 1939, she achieved a new women's national altitude record at 30,052 feet and then a few months later, set two new world records for the fastest times over a 1000-kilometer course and a 2000-kilometer course. By the beginning of the 1940s, Cochran had achieved a multitude of altitude and speed records.

When World War II began, Cochran traveled to England to observe how female pilots were helping the British war effort. She had been contemplating the idea of a fleet of women aviators who could fly military aircraft in support of general operations. In 1942, Cochran got her wish. Army Air Force General Henry "Hap" Arnold asked her to organize the Women's Flying Training Detachment (WFTD) to train women pilots to handle basic military flight support. The following year, Cochran received an appointment to lead the Women's Air Force Service Pilots, or WASPs. The WASPs were essentially two groups in one--the WFTD, and another organization called the Women's Auxiliary Ferry Squadron (WAFS), a group responsible for delivering military planes to their base of operations.

Continued on Page 6

PRESIDENT'S MESSAGE

By this time all OX5 members should have received a notice by mail that our national dues will remain at only \$20 for the year 2010. It is quite remarkable that, after 54 years, our dues have stayed so reasonable.



I have just talked by telephone with Flora Balmer, our office manager and editor from 1955 to 2005. When the OX5 Club of America was organized at the Latrobe, Pennsylvania airport in 1955, the annual dues rate was \$5. After a few years it was raised to \$10 and later to \$20. That reasonable rate has been maintained for many years. Your membership is needed to perpetuate our great group, the OX5 Aviation Pioneers. Please send your dues promptly.

Our financial center has been moved back to Pittsburgh. Accountant Thomas Barruso of the Clifford Ball Wing has agreed and been elected to be our National Treasurer. Dues and membership transactions will be directed through the PNC Bank in Pittsburgh and our financial status will be reported periodically in the OX5 News. Members will presently pay their dues using the deposit slips and envelopes provided. Extra donations are indeed welcomed and the issuance of membership cards will be resumed.

With our new and successful membership effort, the OX5 is no longer a "last man organization". We are growing again. New membership application forms will soon be mailed to Wing Presidents. If applications are needed beforehand let me know at one of my addresses in the masthead on page 6 of this issue. We are pleased to announce that the Ohio Wing has reorganized. Great! We are moving forward.

George P. Vose, President

SECRETARY'S MESSAGE

It's a new year. I hope all of you had a merry Yule season and a Happy New Year. We'll strive to make this a great OX5 year.



It's time to think about who is deserving of OX5 awards and getting them nominated. Many in our organization have contributed significantly to aviation.

I received a very nice Thank-You note from Professor Alexander Petroff's daughter, Marina Rauh. The note was in appreciation for our OX5 organization recognizing her father with our Hall of Fame Award.

The last of 2009 was a great time for me. A group of OX5 and EAA members met with an Aerospace Magnet School Principal to organize a project. I gave talks to nine classes in two days, about airplanes. The kids liked the talks, and enthusiastically asked many questions. It made me feel very good about our next generation. Later they went to a local airport where each had an opportunity for a free airplane ride, as well as to participate in several educational events. Good Apple Awards were later presented to us from the school district.

Our OX5 National Reunion location is in the process of being proposed. We are pleased to have the possibilities of three good places. We will be evaluating the proposals, and will announce the results in the April issue of OX5 NEWS.

Harold L. Walter, Secretary



NOTICE LOOK BELOW

In every issue, usually on this page, (now on Page 6) is a list of officers and addresses. It is there so that you can send requests, memberships, dues, or make inquiries to the right person or address. PLEASE, look at it. Throw out all your old addresses, and old forms!!!

The officers are working very hard putting things back in order. There is a NEW ADDRESS: Send membership forms, change of address to:

DUES ARE NOW DUE

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

You received in January a letter from the New Treasurer with a deposit slip for the dues and a form to mail in so that an up to date roster can be created. PLEASE, follow those instructions and return your dues and form. If you DO NOT know your ID number, it is part of the address on the envelope mailed to you. But if you still are unaware of it, just leave it off. When you have a change of address, or e-mail, please send it in. Returned copies of the Newsletter are costly and could be avoided if you just send us your changes.

MEET THE TREASURER

Thomas' professional experience has allowed him to spend more than 56 years in Accounting and Financial Management roles. In 1956 he was hired by PNC Bank as an Accountant and 39 years later retired as a Vice President and Trust Officer responsible for administering trusts and investments including estate settlements. Upon retirement in 1995, Thomas formed a successful consulting business offering trust-related services to Trust and Estate clients.



Thomas entered the US Armed Forces in 1953 and graduated from the U. S. Army Finance School/Center in Ft. Benjamin Harrison, Indiana as a Finance Disbursing Specialist. He graduated from Robert Morris Accounting School of Business (1957), and then obtained an Associate Degree in Science from Robert Morris Junior College School of Business Administration in 1962. He also completed Bucknell University's Advanced Management Program (1965-1967). Thomas was awarded a Bachelor of Science Degree in Business Administration from Robert Morris College/University, (1972). He was also awarded a Certification for Financial Management and Control for Small Business from Pittsburgh National Bank (1977).

Mr. Barruso has been a member of the OX5 Aviation Pioneers for over 15 years.

In 2008 he assumed the role of Treasurer of the Cliff Ball Wing and has reorganized the handling of their financial matters. In addition, he serves as Controller for the CBW Scholarship Fundraising Program.

Thomas is a native of Monessen, Pa., but presently resides in Pleasant Hills, Pa. He and his wife Doris have two daughters, Darlene and Cheryl, and one grandchild Alexander. Thomas is a Korean War Veteran and a member of the Pleasant Hills American Legion.



On the next two pages is a copy of the:
**NEW MEMBERSHIP FORM WITH THE
NEW ADDRESS**

PLEASE throw out all your old forms.
USE THIS FORM

If you have any questions, or need any help, contact:
National Editor - Sylvia L. Cook.
R. R. 1 Box 97A
Princeton, MO 64673
660-748-4086
e-mail: ox5news@yahoo.com

MEET THE GOVERNOR

Ivan D. Livi began his aviation career in 1938 as a mechanic's helper working at the Belle Vernon Airport, Belle Vernon, Pa. During the years 1943-44 he attended the Pittsburgh Institute of Aeronautics and graduated as a CAA (FAA) Certified Mechanic in 1944. After graduation he worked for the Army Air Corp at a Primary Flight Training program conducted by Hawthorne Aviation in Orangeburg, SC. In the ensuing years he worked in Crop Dusting and General Aviation until 1951, at which time he accepted employment at the Pittsburgh Institute of Aeronautics as an instructor.



During the years 1951 to 1977 he advanced in various administrative positions at the Institute. In 1978 he became President and Director of the Pittsburgh Institute of Aeronautics, a position he held for fifteen years.

Mr. Livi was largely responsible for the growth and expansion of the school and increased the enrollment from sixty students to eleven hundred students.

During his years as PIA Administrator, he also held positions of President of the Cliff Ball Wing-OX5, President of the Pennsylvania Association of Private School Administrators, and National Board Member of the Professional Aviation Maintenance Association.

Since his retirement in 1993 he has held the positions of Vice President of the Northrop Rice Foundation and Life Board Member of the Aviation Technician Education Council which he helped to found in 1961. He is currently self employed and is doing work as a consultant.



An Update From The Pittsburgh Contingent

First, our thanks to George P Vose, as President, and Sylvia Cook's work on the Newsletter, for keeping our organization aloft in 2009. The database and financials that they forwarded to us were greatly appreciated. We were able to build upon them.

Second, we want to report that the newly instituted financial systems are working smoothly. We mailed 1,300+ dues notices on Jan 9th and received approx. 300 dues payments in the first 10 days. Thank you for your speedy responses. We plan to publish membership and financial reports in the near future.

Tom Barruso, Natl Treas--Ivan D. Livi, Gov
Dennis G. Yerkey, Sec CBW



APPLICATION FOR NEW MEMBERSHIP

to the

OX5 AVIATION PIONEERS

A 501 (c)(3) Non-Profit Pennsylvania Corporation
PO Box 18533 Pittsburgh, Pa 15236-0533

Print Member Sponsor Name

Sponsor Signature

Sponsor OX5 Number

Sponsor Wing

Return to: **OX5 AVIATION PIONEERS**
Attn: Member Services
PO Box 18533
Pittsburgh, Pa 15236-0533

Date _____

New OX5 No.

Assigned Wing _____

Date of birth: _____

PLEASE PRINT:

Print Applicant Name _____
First Middle Last

Street Address _____

City _____ State _____ Zip _____

Winter Address _____ Start _____ Return _____

Home Phone _____ Cell Phone _____

eMail Address _____

Check how you want to receive correspondence. eMail US Post Office

Please check here **only if prior** to December 31, 1940 you:

- (1) Soloed or flew an OX5 powered aircraft
- (2) Owned OX5 powered aircraft
- (3) Participated in the design, construction, maintenance or operation of OX5 aircraft
- (4) Worked as a mechanic repairing, overhauling or maintaining an OX5 engine.

OPTIONAL: Briefly state why you want to become a member: (Read about our history and purpose on the back).
This information may be used in the New Member Announcement section of our National newsletter.

As a member of the OX5 Aviation Pioneers, I agree to participate and abide by the By-Laws of the organization. I agree to help perpetuate the OX5 Aviation Pioneers and the history of aviation memorabilia.

Applicant's Signature

(Over)

Date

OPTIONAL: CAREERWORK**HOBBIES**

Please share with our organization a brief sketch of your career and work, schools, citations, awards, hobbies, military honors, planes worked on or piloted and flight time logged. Include the names of other aviation organizations of which you are a member. You may include a short bio and other non-aviation interesting facts.

This information may be used in the New Member Announcement section of our National newsletter.

OX5 AVIATION PIONEERS

HISTORY AND PURPOSE

The OX5 organization began as a two man conversation and was founded at Latrobe, PA., on August 27, 1955. On August 22, 1956, it was Registered and Enfranchised in the Commonwealth of Pennsylvania as the OX5 Club of America. The name has since been changed to OX5 Aviation Pioneers. It currently has enthusiastic groups of members in most states and in many parts of the world. As a member of OX5 you will be entitled to both National and State organizational affiliation.

Annual dues are \$20.00 which covers the initiation fee dues and subscription to the *OX5 NEWS*.

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

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

MAIL THIS APPLICATION ALONG WITH A \$20.00 DUES CHECK TO:

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

You will receive a member ID number, a membership card and newsletters.

Wings....Should Forward All New Applications and Checks to the Pittsburgh Box.

NOTICE

New Member Applications

Address Changes

Dues

are to be sent to:

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

If a member pay dues to a Wing,
please forward to the above address



Clifford Ball Wing Secretary,
Dennis G. Yerkey
is working on a current roster. If
you have any questions, or need
help, you can contact him at:

Home phone: 412-653-4454
Cell phone: 412-445-3940
E-mail: d.yerkey@comcast.net

2010 REUNION

September 23-26

Dayton-Fairborn

Hosted by Ohio and Clifford Ball Wings

WEBSITE

www.ox5news.com

Check the website for more on Jackie Cochran, along with some links to other sites - one with fabulous photos at Edwards Air Force 2009 Open House.

Continue from Front Page on Jackie Cochran

After the war, Cochran returned to racing and setting records. In 1950, she set a new international speed record for propeller-driven aircraft by flying a P-51 at 447.47 miles per hour (719 kilometers per hour). Then, in 1953, while flying a Sabrejet F-86, she became the first woman to break Mach 1, or the sound barrier. Interestingly, in the late 1950s, as the U.S. human spaceflight program was getting started, Cochran was among 13 women who lobbied to become a female astronaut. The idea, however, did not come to fruition then because of the political volatility of the issue.

In the 1960s, Cochran continued to set records. Many of these new marks came while she was working as a test pilot for Northrop and Lockheed. In 1961, she established a string of eight major speed records in a Northrop T-38. Three years later, she set three new speed records in a Lockheed 104 jet Starfighter. During one of her runs, she flew more than 1,429 miles per hour, the fastest a woman had ever flown. By 1970 her flying career came to a close for medical reasons and she died in August 1980.

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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. Husdon
1981-82	Jim M. Richter *	2005-06	Robert W. Taylor
1983-84	Paul McCully *	2007-08	Harold Walter
1985-86	Robert F. Lang *		* Deceased

At SUN n' FUN in Lakeland Florida, the Mid-West Florida Wing devotes much time and money for visitors. They will drive people to the OX5 building and provide snacks. They also recruit many new members. If any of you would like to donate to assist them, send it to:

Evelyn Latorre
804 Walsingham Way N
Valrico, Florida 33594
Cell phone: 813-404-5374

WING STRUTS

ALASKA WING

Bob Mellin, Secretary

The Alaska Aviation Heritage Museum was the site of the Alaska Wing's bi-monthly meeting on January 8, 2010, with a very good attendance. The meeting was chaired by Wing Treasurer, Fred Richards.

We enjoyed a very nice lunch, arranged by Shari and Emily of the Museum, and after our meeting we watched two short movies. Fred Richards brought in one about flying Denali back in the late 1930's. Fantastic flying! We then watched a film provided by Doug Millard, regarding static electricity and how aircraft refueling procedures have changed. Doug gave first hand information on the do's and don'ts! Very educational and interesting.

Our next meeting will be at 11:30 a.m. on March 12, 2010, at the Alaska Aviation Heritage Museum on the south shore of Lake Hood. Hope to see you all there!

MID WEST FLORIDA WING

Wayne T. Gordon, President

Evelyn Latorre, Secretary

813-404-5374

Clubhouse: 863-644-2431 ext. 178

Once again it is time for SUN'nFUN in Lakeland Florida on April 13-18. Saturday, April 10th, we have our business meeting at 10:30., with a luncheon. Hope you can make it. Everything is ordered for SUN n'FUN.

We expect a great crowd and we are always pleased to give visitors a ride to our building. When you get there, we have cool drinks, snacks, respite from the heat and sun, and wonderful recounting of stories.

SO COME ON DOWN!! ENJOY TIME WITH MANY AVIATION PEOPLE!

OHIO WING

Carl G. Belville, Acting President

A Wing reactivation meeting is planned for Sunday, 25 April 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 (with an answering service if I am not there)

KANSAS WING

Jay W. McLeod, Secretary

The fourth and final membership meeting of 2009 for the Kansas Wing was held on 5 December. As usual, it was a luncheon meeting attended by 23 members and guests.

Wing President, Sam Snyder, called the meeting to order with a brief description of the program and introduced Harold Walter who was to present some highlights of the recent National Reunion. Harold also described a trip he and Bobbie had taken to the Cessna Plant at Independence, KS where he attended a Flight Instructor refresher course. While in the area, they also went to Coffeyville, KS to visit the aviation museum there. At that time, a Funk Aircraft Fly-in was in progress celebrating the Funk manufacturing operation in Coffeyville years ago.

The program for this meeting was provided by member, Doug Moler, a retired Continental Airlines pilot and an active general aviation owner and pilot. Capt. Moler enjoyed his years flying for Continental and much of his presentation consisted of footage from a video camera mounted behind his right shoulder showing the cockpit and forward (a jump seat view) in a variety of aircraft (737, 747, DC-9 and MD-80). This included take off and landing sequences and day and night flights. Capt. Moler is an experienced and enthusiastic presenter providing an enjoyable program. We look forward to his participation in Wing activities in the future.

WISCONSIN WING

Dee Cassidy, Secretary.

We held our January 2010 meeting at the White Fox Den II Restaurant and once again we had a very nice turnout. The day was very cold but the sun was shining. This was a very busy meeting – we had election of officers and it was unanimously voted that we keep all the present officers and we were also reminded that two of our members are now National Governors. We are very proud of that and wish to congratulate both of them for taking on such a responsibility.

Our member, Chuck Boie, has charge of the Mitchell Airport Museum and he reported that the EAA is now asking for the return of the 3 wooden propellers they donated to them and so they are asking if anyone has one they would be interested in loaning or donating to the museum. Please call the Wisconsin Wing, if you are interested.

We also had three of our members pass away recently and one of those members has two Stinson planes for sale. One is a 1946 and the other is a 1947. If anyone is interested, you can call Bill McDonald's daughter. Her name is Debbie Krusick and her number is 262-392-3097.

Dennis Mohr also informed us that the Waukesha Aviation Club is having their 75th Anniversary celebration this August. I am sure it will be quite a celebration! We are also planning to have one of our coming meetings at the Harley Davidson Museum.

We were excited to hear that the National Office now has an elected Treasurer. Congratulations, Mr. Barruso and thank you.

MEMBERS TO REMEMBER AND CONTACT

Doris E. Lockness
2100 Valley View Parkway #916
El Dorado Hills CA 95762
Birthday 2-2-1910

George A. Levis
3028 B Wallford Drive
Baltimore, MD 21222
Birthday 12-6-1909

Ben Towle
7020 Castle Creek Dr. E
Fort Worth, TX 76132
Birthday 4-24-1910

Clarence L. Owen
1841 N. Richmond St
Wichita, KS 67203-1449
Birthday 3-10-1917

Esther Grisinger
3 Peach Tree Drive, Apt A-11
Savannah, GA 31419
Birthday 12-22-1909

Louis Miller
3360 Magnolia Ave #210
Long Beach, CA 90806
Birthday 1-28-1908

An OX5 Story

By Gene Morris

I had known Kelly Viets since 1975, and found him to be one of the most honest and humble men that ever lived. He was a real gentleman in every regard. I kept in touch with Kelly, through the years, seeing him at fly-ins, at EAA meetings, telephone, cards, letters and all. Therefore, I was aware of his project, a Travel Air 2000. Part of all this time, I also had a Travel Air 2000 that had been converted to a 4000, round engine.

So, in September of 1995 I flew my Bonanza from my Texas abode to Kelly and Edna's place at Pomona Lake, Kansas, about 20 miles South of Topeka. My mission was to help Kelly with this project that was becoming too much for the likes of this 100-pound man. We worked in his hangar, which is on the top floor of their house, and they had sleeping quarters in the hangar level. I totally enjoyed it, because this is where he kept all of his old airplane magazines. This was a real treat for me, since my whole life has been nothing but airplanes!

I made nine such trips in my Bonanza, spending 2 to 3 days each time. During this time I met Kelly's mentor and I/A for the project, Frank Spatz. Frank was one of the most interesting men I have ever met. He had years and years of OX-5 experience, and of all things, he hated the FAA, and for a good reason far from the normal FAA experiences we've all had. A few years before Frank had restored a Northrop "Delta" when he had a shop in Kansas City. To make a long story short, they insisted on doing the test flight of this magnificent bird, and they wrecked it. He rebuilt it, and moved to Atchison, Kansas, where I saw it sometime in 1995/1996. It had not been assembled yet, but what a beauty of an airplane! But I digress, Frank would come to see our progress, and I learned a lot of things from that man. One day I delayed my departure to return home until after Frank left, about 3 or 4 hours. Sadly, the last time I saw Frank was at an "aging small aircraft" meeting in Kansas City, as that was the day he was killed driving home from that meeting.

Another great gentleman was to come to our aid, was Bill Watson, who had an OX5 Kreider Reisner at the time. He showed us how to start it and do all the preflight oiling etc. What a sound this OX made! Kelly had installed the long exhaust stacks that went down to about 18 inches off the ground. There just aren't enough O's in smooth to sound like that one did. Kelly had done the overhaul on the OX, and it ran beautifully.

We finished assembling the Travel Air in early July 1997, and I test flew it on July 12, 1997. After take off, I couldn't imagine what I had hold of. The pitch control was very erratic, full nose down trim was needed to come close to feeling comfortable. I made it around the field hoping we wouldn't crash, and I luckily made a respectable landing. I flew it some more in July, and then in September, I took it down to Bartlesville where it stayed in the biplane museum for a while. In May '98 we wanted to see if we could correct the CG problem, and I had my son Ken fly it back to Kelly's place. He wasn't too happy with the flying conditions either, and made this statement... "When you looked down at the map, and then looked outside, you couldn't tell if you were going to see blue sky or grass"... It was awful! So at the end of May we adjusted the center section cabane to move the top wing about an inch rearward. As I said before, "I'll take luck any time". It worked like a charm, and it flew with the trim in neutral just as advertised. We took it back to Bartlesville once again for six months or so, and then Jack Winthrop and I went up to Bartlesville in my Bonanza to ferry the Travel Air back to Kelly's place, as he had put it up for sale. And, the next part of the story is why I decided to write about it.

The plan was for Jack to check out in my Bonanza on the way to Bartlesville and then fly it on to Kelly's, while Kelly and I flew the Travel Air back home. We pulled it out of the museum, did a pre-flight, gassed it, and cranked up. We were off before Jack even got started in my Bonanza, so we didn't see how that went. We learned later that he had trouble getting it started, fuel injection, you know. Then the door popped open on take off. But, he is an experienced pilot, and managed to stay the course just fine, after landing to close the door, of course!

This flight was on December 15th 1998, a most beautiful day. A cold front was way out Northwest so we had a tail wind, and the temperature was in the seventies. Unbelievably nice weather for that time of the year! But that nice day was short-lived. About thirty minutes out, the old OX just unwound like it had gone on strike. We were about 1000' and only in Kansas can you just close your eyes and land on God's flat airport. I just turned to the West and landed in a new mown hay field. I went straight in and rolled over to the right to be close to the east west

road. This was before everyone had cell phones, can you imagine? A nice neighbor drove in to see what was going on, and offered to help. He brought us some tools that allowed us to see under the cowling to find that the magneto was about to fall off. Well of course, that must be the problem!

Somewhere, in all of this excitement, I came up with the bright idea to go to the highway we had just crossed while landing, and flag down Kelly's wife Edna, who had driven their Buick down to Bartlesville. Why I thought it should be me to do this deed, I'll never know? All I knew was to look for a white Buick. Less than ten minutes on my "post" along came a white Buick, and by the time I decided it was her, going about warp nine, she was just abeam of me, and she missed my faint wave. I went out on the highway and jumped up and down and waved, but she just kept "flying". Then some guy in a pickup stopped to ask what I was doing, and I didn't have a very good answer for him.

We never did see Jack fly over, but he did make it to Kelly's in good shape, only to have to wait for Edna an hour or so later. Allowing time for Edna to arrive home, I went to a neighbor and called her and told her of our adventure! When she arrived, we had removed the magneto for needed repair. Some are familiar with the Berling magneto, and know about the distributor block. I had a little piece of paper where I wrote down the cylinder numbers so that we could reassemble it correctly. That was day one, and Jack and I were supposed to be back home by now, plus here we are, away on a one-day trip, and we don't even have a toothbrush or anything for an overnight stay. Jack and I shared the guest room in the hangar. He tells much better stories than I can, but he lies!

The next day, we had done all we could do to the magneto, and I was glad I had the secret code to assemble the plug wires. After driving back to the crash site, we installed the magneto, and fired her up. Uh, aw, pop, bang, oh damn, it's only turning up about 1150 RPMs, and it should be 1300 plus. We fiddled and diddled with that thing all day, and I told Kelly if I can get it off the ground I can slow-fly it home, which was only about 40 miles. He finally agreed to let me try it. I taxied back down to the corner as far as I could go, and began a very slow take off, and I did get off, finally! Luckily the adjoining field was slightly lower than the one I was leaving, but it had some small trees and brush, so it was all that I could do to keep that thing in the air, and miss some of the earthly obstructions. The next field, about a quarter mile away was also a hayfield, with big round bales in it. By now I knew that taking off was not a good idea, but I managed to plunk her down between the bales anyway. I then taxied over to the corner, near the road and shut down. Kelly was fit to be tied, and who wouldn't, as his high-priced airplane almost was naught.

At least we still had wheels to go back home, and Jack and I got to be "roomies" again. The next day we conversed with Frank Spatz again, and he could not do much without being at hand. Kelly and I were driving somewhere, when all of a sudden I figured it out. I still had that damn little piece of paper in my pocket, and I pulled it out and looked at it. "Bingo"! "Look at this"! I had misread the 3 and 8, which made the wires crossed! The next morning we went back to the "crash site" again, and sure enough that was it. I taxied down to the South end of the field picking two rows of hay bales to go between, and off I went. Now ordinarily you would think that this story would end right about here, and so did we. But, when only about 15 miles from Kelly's place, the ole Curtis OX5 had one more trick up its sleeve. All of a sudden it got real quiet, having quit once again for the third time. That makes three forced landings in three days. This time, with some experience under my belt, I climbed to 3000'. Once again I must say Kansas is a great place to make improvised airports! Upon landing I made a quick check of the magneto and found that the points were not opening, and I didn't have a single tool, not even a screwdriver to fix it. I walked to a telephone (oh to have had a cell phone back then), and called once more for a ride. So my good friend Jack and I spent a third night together! We enjoyed a nice breakfast that Edna made, and then we were off once again to brave the OX5. It worked perfectly, and at last was finally back in Kelly's hangar where it belonged. Following that, Jack and I finally flew home to Texas.

Glen Curtis was a very intelligent man, and did many good things for aviation, including building the flying boat "America" to fly the Atlantic in 1914 - with two OX5s. But, along came World War II, and so it was never to be. Who knows, he might have become a real OX5 expert! There aren't too many men like him around any more.

Incidentally, I never asked for, or expected Kelly to pay me for my efforts, but in the end, he did pay for my Bonanza gas, and then some. A true gentleman was he.

FOLDED WINGS

At Large OX5:L20240
Walter S. Baker
Deceased 2009

Kansas OX5:21714
Pearl D. Baxter
Deceased 2010

At Large OX5:13292
Wiley A. Burch
Deceased 2009

Mid-West Florida OX5:L21256
James H. Campbell
Deceased 5/30/09

Maryland OX5:12529
Edmond I. Edwards
Deceased 2/2010

Texas OX5:13045
Tom H. Frye
Deceased 12/25/09

At Large OX5:20410
George L. Hampel
Deceased 2009

At Large OX5:22700
William L. Harrison
Deceased

Wisconsin OX5:20093
Richard Hill
Deceased 11/20/09

Wisconsin OX5:21883
Joe Kollar
Deceased

At Large OX5:L22211
James H. Jensen
Deceased 2009

At Large OX5:20254
Ralph S. Johnson
Deceased 2010

Illinois OX5:L13127
Jack R. Martens
Deceased 2009

Wisconsin OX5:21483
William G. McDonald
Deceased 12/24/09



At Large OX5:9464
Gene J. Newman
Deceased 2009

Texas OX5:20399
Nicholas G. Pocock
Deceased 11/2009

Oregon At Large OX5:5971
Carl E. Powers
Deceased 9/14/09

At Large OX5:389
William D. Strohmeier
Deceased 2009

At Large OX5:455
William Trutt
Deceased 2009

IN MEMORIAM

Eddie Edwards, 96, died Dec 5, 2009 at the Millcroft Nursing Home, Newark, DE

Eddie was born July 23, 1913 in Sparta NC. A Navy pilot in WWII and as members of the Civil Air Patrol, he was awarded the Air Medal by President Franklin Roosevelt in 1942 for a rescue at sea as part of their CAP service. As one of the few survivors of the Rehoboth Beach, DE CAP Squadron he was recently promoted to Colonel in the CAP, and Eddie retired from the Naval Reserve as a Lieutenant. A lifelong pilot, he flew his own plane until the age of 85, flying out of Summit Airport, Middletown, DE.

Edmond and his brother Raymond, also a WWII veteran became partners and started their own lumber business, Iron Hill Lumber Company, at the end of WWII. Eddie was a volunteer for Meals on Wheels, and donated time to the Perry Point Veterans hospital. He was a member of the Rotary Clubs of Middletown and Newark, DE, the Civil Air Patrol, AOPA, Scottish Rite of Freemasonry, OX5 Aviation Pioneers, VFW, and Quite Birdmen. He also was an early supporter of the DE Agriculture Museum in Dover, DE and was inducted into the Delaware Aviation Hall of Fame in 2002.

William (Bill) G. McDonald of Brookfield, WI died December 24, 2009, at 86

Bill was a WWII Army Air Force Veteran and a retiree from A.O. Smith. Bill was an airplane enthusiast and a longtime member of the EAA, OX5, AOPA and the Antique Aircraft Association.

Captain Ralph Samuel Johnson 1903-2010

At 09:55AM this morning one of America's aviation greats, Captain Ralph S. Johnson lined up on Runway 27. No doubt Ralph has earned a smooth ride accompanied by warm-soft tailwinds and a bright star to steer by on his "Flight West." From his arrival June 26, 1906, to his departure this morning, his 103 years were happy, healthy, and as full as anyone's could possibly be. The dust left on his trail thru life came from a variety of interests but his greatest contribution, professionally, was aviation.

I have enjoyed the luxury of knowing Ralph both personally and professionally as he provided me with my first flying job when I was just a youngster of 17 and aviation hopeful. Looking back on a 40 year airline career and over 50 years of professional flying, I owe a tremendous debt of gratitude to Ralph. I will miss him terribly, I already do. Still, a thought of him is sure to conjure up a grin. He left us all with some terrific memories.

So, especially for Ralph: Blue Skies & Tailwinds...

Billy

WELCOME TO OUR NEW MEMBERS

Robert Wier #23009
11010 Don January
El Paso, TX 79935-3907

Sponsor – George Vose

I enjoy all facets of aviation history. I have flown for 45 years as military contract flight instructor, major airline, and once again back to corporate aviation in the petroleum industry.

Gary P. Redden #23010
1724 Dakota St.
Lincoln, NE 68502

Sponsor – George Vose

I have a Swallow T.P. NC8760 with the original OX5 engine. I am restoring a Tank air-cooled OX5 for the plane.

John McCrory
Box 847
Marfa, TX 79834

Sponsor – George Vose

Since 1941, when I witnessed a J-3 flying from a waving grass field in Montana, I have had a lifelong interest in airplanes.

Tim ("Pinky") Pinkerton
5494 Shiloh Springs Rd
Trotwood, OH 45426

Sponsor – Jim Beisner

Next summer I will be flying an OX5 powered Waco Model 10. I have been working on this plane for seven years.

John D. LeBlanc #23012
1699 Stone Road
Leland, FL 32720

Sponsor – Sylvia Cook

I have been a skydiving parachute designer and test jumper for 25 years, along with an executive of a parachute mfg. company. I have owned two Waco, a 36 cabin Waco YKS-6 and a 1927 Waco GXE with an OXX6 engine.

Dave Moler #23013
22 Hawthorne Dr
Valley Center, KS 67147

Sponsor – Harold Walter

I have friends and family that have been involved in aviation.

Sherwood Thompson #23011
500 E. Bruceton Rd. Apt 105
Pittsburgh, PA 15236

Sponsor – Ivan D. Livi

In Dec 1954 I entered the Air force and became an A&P mechanic. Having worked on airplanes my whole working life (Pan American, Atlantic Aviation, Gulf Oil Corp, and PNC) I have always been interested in aviation and it's history.

Steven R. Shank #23016
1226 Hillcrest Dr
Allen, TX 75002

Sponsor – George Vose

I am an avid aviation enthusiast/historian wanting to know more about the OX5 and its history.



R. E. "Duke" Iden received the following commendation from
the Ohio Department of Aging.

On behalf of Governor Ted Strickland and the Ohio Department of Aging, it is my pleasure to inform you of your selection for induction into the Ohio Senior Citizens Hall of Fame. The Ohio Senior Citizens Hall of Fame honors native or long-time Ohio residents whose contributions to society continue beyond age 60. Congratulations, Duke.



National Editor Sylvia Cook
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