



OX5 NEWS

56

OX5

VOLUME 53 - NUMBER 1

February 2011

Published by and for the Members of the OX5 Aviation Pioneers

Celebrating 56 years
1955-2011

WEB-SITE www.ox5news.com

EARLY AERIAL DAREDEVILS

It was the Roaring 1920s, days of the Charleston, and daredevil aviators. There were barnstormers, wing walkers, stunt pilots and aerialists. These were the days of the first major form of civil aviation in the history of flight. Two main factors helped these popular forms of aviation entertainment grow in North America after the war--the number of former World War I aviators who wanted to make a living flying, and a surplus of Curtiss JN-4 "Jenny" biplanes. These two factors, coupled with the fact that there were no federal regulations governing aviation at the time, allowed barnstorming to flourish during the postwar era.

Barnstormers performed a wide range of stunts. Although many of them handled all their own tricks, others became specialists, either stunt pilots or aerialists. Stunt pilots performed daring spins and dives with their planes, including the well-known loop-the-loop and barrel roll maneuvers. Aerialists, on the other hand, performed such feats as wing walking, soaring through the air with winged costumes, stunt parachuting, and midair plane transfers. Essentially barnstormers, particularly the aerialists, performed just about any feat people could dream up; there seemed to be no limit to what they could accomplish. While some played tennis, practiced target shooting, or even danced on the wings of planes, others did their own unique stunts.

Some of these well known aviator/daredevils have already been highlighted in issues of the OX5 Newsletter. Among them were well-known daredevils such as Roscoe Turner (a famous speed racer), Bessie Coleman (the first licensed African American female pilot), Pancho Barnes (a well-known speed queen of the "Golden Era of Airplane Racing"), and Wiley Post (the holder of two trans-global speed records). But there were multitudes of others.

Among them Eddie Angel whose specialty was the "Dive of Death," a nighttime jump from a plane that barnstorming historian Don Dwiggins described as "a free-fall" from 5,000 feet, while holding a pair of big flashlights." Billed as King Of Wing Walkers, Omer Locklear's trademark stunt was jumping from one plane to another and then, when the public tired of that, he worked on jumping from a car to a plane and from a plane to car.



Clyde Edward "Upside-Down" Pangborn made crowds gasp when he performed his daring aerial stunts during the Roaring Twenties. He was among the period's finest aerial showmen. As his nickname suggests, he was anything but a conventional pilot, and people loved him for it. One of the key stunts Pangborn performed was to change planes while in flight. He held the world

record for the feat. In 1924, he also made news when he rescued a stuntwoman in midair whose parachute had gotten tangled in his plane's landing gear.

Another such flier was Lincoln Beachey. He once set an altitude record of 11,642 feet by simply climbing until he ran out of fuel and then gliding back to the ground with a dead engine. Dressed in a pinstripe suit, a high collar, and fancy tie, and wearing a large golf cap turned backwards, Beachey would fly close to the ground, let go of the controls and wave to the crowd; he would loop over and over, getting closer to the grandstands with each loop; or fly under, through, or around bridges, streets, hangars open at both ends, and even inside large exhibition halls.

Some of these early aviators worked in teams; there were several that put together large "flying circuses" with several planes and stunt people. These types of acts had their own promoters who would book the show into a town ahead of time. They were the largest and most organized of all of the barnstorming acts. Jimmie and Jesse Woods went on to form the Flying Aces Air Circus, which lasted until 1938, setting a record for the longest-lasting air circus of all time. The Woods and other pilots performing with them flew every weekend at different places. Jesse Woods was a daredevil. She was also the "circus lady". She would fly aircraft on the circus show often performing dangerous landings. She walked on a flying aircraft's wing; she would parachute off aircraft, or dangle below them, with her knees holding her to a rope ladder.

Although many people view barnstorming as a romantic period in aviation, others debate that interpretation. Jessie Woods of the Flying Aces Air Circus declared: "Don't let them kid you--it wasn't romantic. I slept on the bottom wing of an airplane. I learned how to sleep there without falling off. I've gone through as much as three days without sleep. There's nothing romantic about that."

PRESIDENT'S MESSAGE

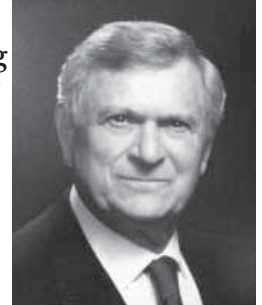
I welcome 2011 with a sense of optimism as I see that there has been much improvement and completion in several problem areas. Issues such as the review of the bylaws, ongoing validation of the database and a review of the newsletter production procedures are now underway. I look forward to the continued improvement in the functions of our organization's operations. I extend my best wishes to all for a successful year.



Dennis G. Yerkey, President

SECRETARY'S MESSAGE

We moved into 2011 with our National Headquarters office being much more organized and efficient than it was last year. A year long process of checking, correcting, and revising information and procedures has made our member information more accurate, the newsletter mailing much more efficient, and our interaction with members and the Wings much closer. Our membership data base now reflects a more accurate count of active and Life members. The use of a Direct Mail Service for sending the newsletter has eliminated a high percentage of non-deliverable returned mail. A newly implemented process for handling dues and donation checks through a bank scanning procedure is the ultimate in efficiency and accuracy.



With the updated and revised procedures in place, we are in a position to devote more time and effort to working with member issues, assisting the Wings with their functions, enhancing member recruiting procedures, and interacting with museums and libraries to continue the perpetuation of aviation history and our organization.

I look forward to a successful and productive 2011 and the opportunity of working with all members and Wings.

Ivan D. Livi, Secretary

2011 DUES

\$30.00

Effective January 1, 2011

Mail to:

OX5 Aviation Pioneers

Attn: TB

PO Box 18533

Pittsburgh, Pa 15236-0533

I WISH TO THANK ALL **LIFE MEMBERS** WHO DONATED TO THE ORGANIZATION. YOUR NAME WILL BE LISTED AT A LATER DATE. D. Yerkey, Pres

2011 NEWSLETTER SCHEDULE

Feb 1 Deadline
Mail Feb 15

May 1 Deadline
Mail May 15

Aug 1 Deadline
Mail Aug 15

Nov 1 Deadline
Mail Nov 15

+++++
Send short articles or Wing happenings to:

OX5-Attn: IDL
PO Box 18533
Pittsburgh, Pa 15233
We will edit and make ready for publication

NOTE - CHANGES

SEND
All Information,
New Member Applications
Wing Officer Election
Reports
TO

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

2011 PREPAID MEMBERS

IF YOU PAID DUES BEFORE THE NOTICE WAS SENT ON DEC 27, THERE IS NO NEED TO CONTACT ME AS I HAVE PROPERLY RECORDED YOUR PAYMENT.
Tom J Barruso, Treas

DATABASE CORRECTIONS

Please keep us informed of any moves or address changes.

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

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. Volland
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 Volland, 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

A MESSAGE TO LIFE MEMBERS

As a life member you are exempt from paying dues. However, during the past year, 37% or 65 of our 177 Life Members donated money to the organization.

Mark the bottom of your check
"2011 Donation"

Thomas J. Barruso, Treas
OX5 Attn:TB
PO Box 18533
Pittsburgh, PA 15236-0533

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

2011 REUNION

WE ARE NOW ACCEPTING PROPOSALS
FROM WINGS WISHING TO HOST THE
2011 REUNION.

The deadline is April 1, 2011
Send to:
OX5 Attn: Reunion
PO Box 18533
Pittsburgh, Pa 15236-0533

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 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

REUNION 2011 AWARDS

OX5 AWARDS – Harold Walter, Awards Chairman

Award nomination forms are being sent to members whose email addresses Harold Walter has. If other members need a copy, please email your request to him along with the email address of the person to whom you want the copy sent. This should save time and money for our organization. You are urged to make nominations well before the deadline. The nomination deadline cannot be extended beyond the July 1, 2011 postmark cut-off date. Upon receipt of the nominations they will be forwarded as a package, by Harold, to the evaluators. Timing is important for the evaluator's analysis and the processing of results.

Let's have a good nomination response. We have many members who should be considered for an award. I especially appreciate the expertise and efforts provided by our evaluators.

OX5 AVIATION PIONEERS HALL OF FAME

Note: The following criteria should be adhered to when submitting nominee:

- 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.

Other documents that must be submitted with nominees nominating form:

- () Sponsors agreement's signed
- () Check for processing fee, \$25.00
- () Photo suitable for NEWS publication (Black & White preferred)

OX5 AVIATION PIONEERS BRONZE STAR

This award may be presented to an OX5 Aviation Pioneer who, using an OX5 powered aircraft, distinguished him/herself by a successful first which contributed to our progress in aviation.

OX5 AVIATION PIONEERS DISTINGUISHED SERVICE

This 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.

OX5 AVIATION PIONEERS LEGION OF HONOR

This award may be presented to a member of OX5 Aviation Pioneers, and who is a pioneer in aviation, contributed to the progress of the OX5 Aviation Pioneers, the recipient being a man or woman, living or deceased.

OX5 AVIATION PIONEERS LEGION OF MERIT

This award may be 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.

OX5 AVIATION PIONEERS MR. OX5 AWARD

This 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 his outstanding contributions to the cause of general aviation.

OX5 AVIATION PIONEERS PIONEER WOMANS' AWARD

This award may be 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 pioneer of aviation.

OX5 AVIATION PIONEERS NATIONAL GOVERNOR

In compliance with the OX5 Aviation Pioneers National By-Laws, our wing (or member at large not represented by a wing) hereby submits to the chairperson of the National Nominating Committee for consideration as a candidate for election to the National Board of Governors.

**Email address of Harold Walter is:
hwalter3@cox.net**

MEMBER ARTICLES

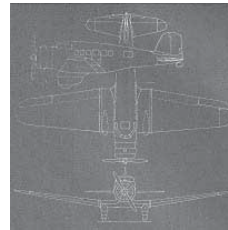
Fran MacIntire OX5:20500 writes:

The Northrop "Delta" is pictured at Kansas City Flying Service, MKC in November 1968. I flew our Grumman Gulfstream Turboprop into MKC at that time. With a day between arrival and departure, it was my habit to seek out aircraft of interest. Frank Spatz's Northrop "Delta" project was all of that.

The wing and tail surface plan-form and fuel tank arrangement demonstrated Jack Northrop's influence on the design of the Douglas DC3. To me this line of aircraft was the beginning of today's all metal structurally and aerodynamically efficient airliners.

The late Peter Bowers (known to many of us) covered the Delta in his "Yesterday's Wings" (AOPA Pilot, August 1972). He remarked on the inconsistency of calling the large streamlined fairing covering both landing gear and wheel as "spats"; while referring to the tear-drop wheel covers as "pants" on other aircraft.

I can drum up a few recollections of a 16 year old kid (1940) hanging out at Wilkins (MA) aerodrome along with Waco 10's, American Eagle, and that hot plane - the OXX6



Editor's note. Since the photos Fran MacIntire sent did not scan well, I have taken the liberty to include photos of the Northrop Delta 1A and 1D and a 3 way drawing of the 1D

Courtesy of <http://acepilots.com> and <http://historicaircraft.org>



Louise McGarvey was a reknown pilot to some Nantucketers who remember her. She was considered an exceptional pilot from 1931 to 1938, retiring from flying in 1938 when she became pregnant.

Photo courtest of Keith Krewson OX5 21650

*As you know, the Web-site is paid for and maintained **totally free of charge** to the OX5 Aviation Pioneers 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.*

Air Vehicle #1 is still there for those who missed it, plus more on Aviation Daredevils.

Sylvia Cook - National Editor



Chuck Holmes was inducted into the Colorado Aviation Hall of Fame on October 23. The picture shows the plaque and the ribbon/medal which went with it. The second ribbon is for an award he received in 2001. Considering those who have preceded him this is a great honor. Chuck wrote a book on this subject a few years ago which included a biography and picture of each of the honorees of the Hall of Fame. The book was well received. Contact Chuck Holmes if you wish information on the book.

Photo and information received from Harold Walter OX5 21855

NEW APPLICATION FORM

Use only this form. Discard all old application forms.



APPLICATION FOR NEW MEMBERSHIP to the OX5 AVIATION PIONEERS

PO Box 18533 Pittsburgh, Pa 15236-0533

A 501 (c)(3) Non-Profit Pennsylvania Corporation
This Application Approved at the Board Meeting of September 25, 2010

Database _____
On New List _____
Card & Letter _____
Sent to Editor _____

Print Member Sponsor Name _____ Sponsor's Signature _____ Sponsor's OX5 ID Number _____ Sponsor's Wing _____

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

Application Date _____

New OX5 No.

Assigned Wing _____

=====

APPLICANT PLEASE PRINT: Date of birth: _____

Applicant Name _____
First Middle Last

Street Address _____ Apt/Unit _____

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. May be used in the New Member section of our National newsletter.

Tell us some interesting facts about your career. Use the back side if needed.

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.

_____ Applicant's Signature _____ Date

Send your **\$ 30.00 dues check** along with this form to the above address.
You will receive an ID number, a Certificate, a Membership card and our Newsletter.

OX5 MEMBERS ARE COMMITTED TO THE PRESERVATION OF EARLY AMERICAN AVIATION HISTORY AND MEMORABILIA.

ANCIENT AIRMAN VII

By Lloyd Gross

Last December my hangar flying buddies decided to fly 3 planes to Cedar Key for dinner. While parking our planes a Cessna 172 was observed landing about half way down the runway and it kept going and going and going and finally stopped at the water's edge. As we pushed the plane back from the end of the runway, the embarrassed pilot complained to me about his brakes. He went to dinner with us and the conversation turned to how we stopped planes in the 1930's.

I told them the only thing that will stop any moving object is friction. Friction can be produced by rubbing an abrasive on an object.

We had tail skids hooked to the rear of our early planes which produced friction. Many skids were made of wood but later a piece of metal was bolted to the end of the skid. This metal could be a piece of an old file. This arrangement was improved by making it swivel when it was hooked to the rudder. This did help to steer the plane, helped to stop it, and saved many planes from ground looping. Our former airports were well plowed and had deep ruts in the sod because of tail skids.



Wright Brother's plane
www.wright-house.com

Going back in time you may recall seeing pictures of the Wright brothers' first planes with a man holding a wing while they started the engine. This man was the brake. The planes had two long skids to land on because the early planes did not have wheels. These skids were the brakes.

Some planes had hand holes in the wing tips that would let a man grab with his hand to help guide the plane when it taxied. The Stearman biplanes used during WWII had hand grips on the wing tips. The hand holes were part of the braking system.



WWII Stearman
www.air.sgrosso.net

With only a tail skid many methods were developed to taxi and stop the early airplanes. Remember our old planes had less than 100 horse power engines and did not go very fast. Therefore all of the control surfaces were much larger than those used on later planes.

Pilots could use wind developed by the propeller to take weight off the tail by gunning the engine and pushing the control stick forward. The tail of the plane could even be raised off the ground by gunning the engine making the rudder more effective at that time. We did have control even though we had nothing but a tail skid to stop us.

When moving downwind the pilot could use ailerons to help control his direction. Wind hitting the trailing edge of the lowered aileron would push it harder than the raised opposite aileron which would be up and catch less wind.

Look at a plan view of a plane and you can see how this wind exposure helped to control taxiing. Remember the aileron is out about 20 feet from the fuselage which gave it good leverage. Many biplanes had ailerons on the top and bottom wings which made it even better. In taxiing in close quarters a wing man assisted by hold a wing tip to help turn the plane.

We did not have runways in the 1930's and it is a good thing we did not have them.

A tail skid on concrete cannot dig into anything; therefore the plane would be out of control when moving. Many airports had tracks and furrows going in all directions because we would always land into the wind. Some airports were round in shape because they were used by blimps and dirigibles which were always aligned with the wind.



Early Grass Airfields
www.google.com

We finally got bigger planes and engines but they had other problems. Control surfaces became smaller and fuselages longer and speeds greater. We could not get enough wind on the tail to control the plane on the ground.



Fokker Universal
www.cappyscloset.com

One example is Fokker Universal and also the trimotor. They had very small tail surfaces as compared to earlier planes. Fokker was one of the first to see the need for brakes if he was going to taxi his planes safely. He installed a steel drum on a wheel and had a strap or belt which could be tightened around the drum when a brake was needed. Fokker had a mechanic inside the plane to pull on the cable when a brake was needed. The mechanic that did this job for Tony Fokker was a friend of mine.

The next improvement was to have two brake shoes pushing against the inside of the brake drum. Later levers were installed between the rudder pedals. These levers were connected to the brake shoes by cables and were called heel brakes. Later an improvement was made by installing big pedals on the rudder controls. These were called toe brakes. Stinson aircraft was one of the pioneers of this system.

CONTINUED ON NEXT PAGE

Automobiles used rods going to the rear wheels. Cars had two wheel brakes at that time. Look at an antique model "A" Ford and you will only see rear wheel brakes.

In the 1930's the newer aircraft were landing faster, but good shock absorbers were not available at this time. Goodyear Rubber Company developed the air wheel to make a smoother ride. Airwheels were about 18 inches wide and 2 ½ feet in diameter. They looked like huge donuts and gave a smooth ride at high speeds on the ground.

This development brought another problem because the center of the tire had such a small diameter. Goodyear brought out the first disc brake which consisted of 8 steel discs connected to the axle of the plane and 7 brass discs connected to the wheel hub. A leverage system was developed to squeeze these discs together to produce friction. The early Cessna 180 was still using this type brake in the 1950's.

I mentioned cables controlling brake shoes. About this time Allan Lockheed, one of the owners of Lockheed aircraft, sold his interest in the company and used his skills to invent hydraulic brakes for cars. Now all aircraft and car brakes are hydraulic type.

Later a single disc brake was developed by Cleveland Brake which is similar to our present automotive brake. Small pistons inside of a caliper push brake pads against a single rotor. Rotors were made of cast iron and later ones were stainless steel and some were chrome plated to prevent rust. All rotors get very hot and should have air from the slip stream blasting on them to cool the rotor. Our space shuttles have rotors made of beryllium steel which can stand heat better than any other metal. These are very expensive because of the scarcity of beryllium.

Another form of friction used to control aircraft could be flaps, spoilers, and tail hooks used on aircraft carriers. Other forms of control are locking tail wheels, power steering for nose wheels and anti-skid brakes.

My friend with the Cessna 172 was ready to depart and thanked me for the history lesson about brakes. I told him he may know a little bit more about brakes, but that is not going to do him any good if he continues to land on the last half of the runway.

Now I have a question for you. When was the last time you checked the level of brake fluid in your plane?

TRIBUTE TO OLD AIRFIELDS

MARSHALL FIELD, Marshall, Missouri



Marshall Flying School

In 1924 Russell Nicholas established the Marshall Flying School. An 80-acre field three miles south of Marshall was transformed into the new flying field. It was named the Nicholas-Beazley/Marshall Flying School Field. Marshall Flying School became the largest civilian flying school in the world, training over 3000 pilots. The first flight instructor was Joe Hammer, and Jimmy Donahue taught parachute jumping. They offered regular flying, stunt and fancy flying which included loops, tail spins and barrel rolls.

Nicholas-Beazley Airplane Company

In 1924 Nicholas and Beazley opened the Nicholas-Beazley Airplane Company. 160 aircraft were sold in the first year. Three years later Charles Lindbergh made his famous non-stop flight from New York to Paris. Nicholas-Beazley Aircraft Company parts were used to help build the Spirit of St. Louis. The company became so successful that they expanded their facility, purchasing one-half of a city block on West North Street in Marshall, MO. In 1929 certification was approved for the new NB-3, a metal structured low wing mono-plane which achieved record setting performances. In 1931 the NB-8 was developed. At its height the company had nearly 100 employees, and it lasted until 1939 when their parts inventory was purchased by Air Associates. The Nicholas-Beazley Aviation Museum has planes such as the ones below on display. They also have an Educational Center with other exhibits, stories, and simulators.



NB-3 Plane
The New Day Plane, designed
by Walter Barling
Built in 1929 by
Nicholas-Beazley



NB-8 Plane
Trainer built in 1931



Flying Flea
Built by Jacob VanDyke



TG-6 Glider
Built by Taylorcraft
Company in 1941

WING STRUTS

ALASKA WING

Bob Mellin, Secretary

Minutes of the 12 November 2010 Meeting

The Alaska Aviation Heritage Museum was the site of the Alaska Wing's bi-monthly meeting on November 12, with a very good attendance including both members and guests.

The meeting was chaired by Wing Treasurer Fred Richards. Wing President Oren Hudson has flown south to Arizona for the winter. I talked to Oren a couple of days before the meeting and mentioned the snow; he was pleased he had made his escape prior to its arrival!

In order to encourage our club members to join the aviation museum and help get the word out to friends and family members what a wonderful place it is to visit and hold events, we have started a bi-monthly drawing for a one year museum membership (value...Priceless!) This month's winner was Bill Hatley. Congratulations, Bill! He also received a signed and numbered aviation print.

Minutes of the 14 January 2011 Meeting

The Alaska Aviation Heritage Museum was the site of the Alaska Wing's bi-monthly meeting on January 14, 2011, with a very good attendance of members and guests. In the absence of Oren Hudson, the meeting was chaired by Wing Treasurer Fred Richards.

Fred briefed everyone about his recent discussions with Oren and we had a moment of silence for those members who 'folded' their wings this past year.

We enjoyed a very good hot lunch, arranged by Shari, Emily, and Melody of the Museum. It was perfect given the cold weather we have been experiencing!

Wing Vice President Bill Hatley brought a guest, Bill Bassett who is a long-time aviator in Alaska and also spent a long career in the airline business.

Our next meeting will be at 11:30 a.m. on March 11, 2011, at the Alaska Aviation Heritage Museum on the south shore of Lake Hood. For those of us not "down South" for the winter, stay warm, fly safe, and let's hope it's warmer in March! Hope to see you all then!

TEXAS WING

(From their Newsletter)

The historic city of Fredericksburg was an ideal place for the OX5 Texas Wing 2010 fall reunion. 22 members and guests attended having traveled an average distance of 647 round miles. The members visited the excellent National Museum of the Pacific War, along with the LBJ Ranch, Ladybird Park, and the Enchanted Rock Natural Area. During our business meeting 2011 Governor/Officer elections were held.

MID-WEST FLORIDA WING

Evelyn Latorre, Secretary

Meeting Minutes – November 6th

Members of the Mid West Florida wing met on November 6th at the OX5 Building. President Don Kraft reported that Wayne Gordon was unable to attend because of sickness in his family.

One of the major items was the election of officers and governors with the following persons elected for the coming year:

President – Wayne Gordon

Vice President – Don Kraft

Secretary/Treasurer – Evelyn Latorre

Governors – Tom Osterman, Jim Fretwell, Jim Beisner

Another important event that was discussed was the Sun 'n Fun event. The discussion revolved around the necessary preparations that must be made for the next event being held March 29 thru April 3, 2011.

Jim Beisner was the speaker for the evening. He talked about the activities that occurred at the 55th Annual Reunion in Dayton, Ohio. The 55th was co-hosted by the Cliff Ball and Ohio Wings.

I want to remind you that the Mid West Wing dues of \$5.00 for 2011 can be mailed to me at:

Evelyn Latorre804
Walsingham Way N.
Valrico, FL 33594.

I thank all of those who attended this meeting and I look forward to seeing you again at Sun'n Fun. If you need to contact me call 813.404.5374.

Meeting Minutes – January 15th

We had our meeting Saturday, Jan 15th to discuss Sun'n Fun. Don Kraft was our President for the day as Wayne Gordon in South Carolina was snowed in but Don handled everything. Good job! We also discussed things that needed to be done before Sun'n Fun. We will be working hard on preparations. The building will be open Saturday, March 26th for a meeting at 11:00 a.m. Please Come. I also want to thank everyone that replied to my letter and paid their club dues. It also helps to update our mailing list. Wayne Gordon says thanks also. Thanks again. Evelyn Latorre....813-404-5374.

MESSAGE FROM THE GOVERNORS

A note of thanks to the members for their timely response to the dues notice.

We also express our gratitude for the generous donations by REGULAR and LIFE members. You have helped to make our organization strong.

Thank you.

Board of Governors

CLIFFORD BALL WING

Dennis Yerkey, Secretary

On November 9, 2010 the CBW held a regular meeting at the Italian Oven Restaurant in Caste Village. The meeting was called to order by President Jim Kirk after which Secretary Dennis Yerkey reported on the meeting minutes and financial status. Ivan Livi reported on the events of the 55th National Reunion and details of the move of national headquarters to Pittsburgh.

All attendees were asked to take applications and to try to enroll a new member. The possibility of a joint project with other local aviation organizations was discussed and will be investigated.

An election of officers was conducted with the following being elected for the year 2011. President-Ivan Livi; Vice President-Cliff Yerkey; Secretary-Dennis Yerkey; Treasurer-Thomas Barruso; Governors-Darla Mroski, Harry Bochter, Jim Kirk, Frank Long, Sherwood Thompson, and Jim Herron.

The meeting was adjourned at 1:20 PM



CURTISS WING

Norm Brush, President

The next OX5 meeting will be held on Saturday May 21, 2011 at the Glenn Curtiss Museum in Hammondsport, NY at 10:30 a.m. with lunch to follow at noon at the museum.

Our pilot Jim Poel who was seriously injured flying the exact replica of the Albany FLYER on June 19, 2010 is doing much better, out of the hospital and at his home in Florida for the winter. Jim was our chief pilot flying the A-1 Triad, America and Albany Flyer.

Our next officer elections will be at our May meeting.

KANSAS WING

Harold Walter

A board meeting will be held at Harold and Bobbie Walter's house Saturday, January 15. We will be selecting officers for next year, and any other business.

We had a very good turnout for our December 11 general membership meeting with Jay McLeod's talk about getting started in aviation. We had 35 call in reservations, and had 30 show up. It was a cold blustery day, so some chose not to get out. We had people who hadn't been there for awhile plus new members. I received several positive comments on the meeting. Hopefully, this is an indication of future meetings.

FOLDED WINGS

At Large-California OX5: 12578
John H. Bell
9200 Claire Ave
Northridge, CA 91324-2712
Deceased 12/12/2010

At Large-Washington OX5: L-11298
Peter Bertellotti
104 Burnett Ave S.
Renton, WA 98057

At Large-Oklahoma OX5: L-10943
Chester E. Brakefield
10012 Hollyhead Way
Yukon, OK 73099-7649

Georgia OX5: 1313
Hasson Calloway
1658 Northridge Rd NE
Atlanta, GA 30350-3418
Deceased 8/9/2010

Colorado Mile High OX5: 12213
William S. Christian Jr.
2106 Monteagle St
Colorado Springs, CO 80909-1940
Deceased 9/12/2010

Texas OX5: 22381
Joe Faulkner
10790 Toeppenwein Rd No. 214
Converse, TX 78239
Deceased 11/2010

Texas OX5: L-9254
Robert Gettleman
2405 Petunia RD
Wausau, WI 54401
Deceased 10/24/2010

At Large-California OX5: 3319
Dean W. Gilmore
Box 721805
San Diego, CA 92172-1805

Clifford Ball OX5: 22020
Charles M. Henry
15 Club DR E.
Pittsburgh, PA 15236-1959
Deceased 12/22/2010

At Large-Iowa OX5: 5249
Earl J. Howard
2360 Decatur Ave N
Golden Valley, MN 55427-3215
Deceased 12/30/2010

Michigan OX5: 21715
L. James Manor
824 N. Brys Dr
Grosse Pointe Woods, MI 48236
Deceased 7/15/2010

At Large-Connecticut OX5: 13719
Leon H. R. Moquin
256 Hungary RD
Grandby, CT 06035-1521
Deceased 12/28/2010

Mid-West Florida-Illinois OX5: 7050
A. L. "Ed" Prose
8400 Vamo Rd #732
Sarasota, FL 34231
Deceased 12/23/2010

At Large-New Mexico OX5: L-13528
Orlando E. Sanchez
1326 Isleta Blvd. SW
Albuquerque, NM 87105-4037



Wisconsin OX5: 11668
Carl E. Schultz
26645 Oak LN
Waterford, WI 53185-2105
Deceased 12/25/2010

Illinois OX5: L-20753
Fred L. Steffens
255 W. Wayne PL
Wheeling, IL 60090-4365

At Large-Arizona OX5: 21252
Ruth Wischler
7721 E 4th ST
Scottsdale, AZ 85251-5711
Deceased 6/2010

IN MEMORIAM

Chester E. Brakefield



Chet Brakefield was born July 3, 1924 on the homestead south of Yukon, OK. During WWII he was in the U.S. Army Air Corp where he served as an aircraft mechanic. After the war he farmed and started his own successful plumbing business. He left that business in 1956 to join the Oklahoma Highway Patrol. Among his duties there were traveling with then Gov. Bellmon as co-pilot of the state owned airplane and escorting actor John Wayne. He accepted a position with USF & G Insurance Co in Oklahoma City as a Safety Engineer in 1967 until his retirement in 1986. After that Chet opened an aircraft maintenance and repair shop at Wiley Post Airport. He was a member

of the Quiet Birdmen, Experimental Aircraft Association, AOPA, OX5 Aviation Pioneers and a life time member of the Antique Airplane Association.

A. L. "Ed" Prose

Ed Prose 94, was born in Chicago and had been in aviation his entire life. He was a long time member of the Illinois and Mid-West Florida Wings of the OX5 Aviation Pioneers and made his solo flight in an OX5 Commandaire in 1935 at Ashburn Field in Chicago. After building up time instructing, sky writing, banner towing, and ferrying Luscombes he was hired by United Air Lines in 1940 and domiciled in Chicago until mandatory retirement in 1976 after flying a wide range of UAL's aircraft from the Boeing 247 to the 747. There was a two year interim 1942-43 with the Air Transport Command. He owned a 1943 Navy N3N-3 (now in the National Naval Aviation Museum in Pensacola, FL), a 1934 Warner Fairchild 22 and a 1968 Piper Arrow and belonged to many aviation organizations including AOPA for 70 years, AAA, Northern Illinois Aero Club, OX5, QBs, and EAA. He was also inducted into the Guild of Air Pilots and Air Navigators as a Master Air Pilot (MAP) in 2003 - a UK organization recognizing contributions to air safety. He always said he was very fortunate to have experienced the "golden age of aviation".

Joe Falkner

Joe was one of the original enlisted pilots of the US Army Corps. While assigned to the Test Flight Section at Vandenberg AFB he flew many different types of aircraft. He piloted a variety of aircraft while assigned to the Air Support for A. T. C. Later he was commissioned and rose to Lt. Col. before retiring. He flew in Viet Nam and on the Berlin Air Lift.

IN MEMORIAM

Earl J. Howard

Earl Howard was born June 15, 1916. He worked in the aviation business from 1937 to 1964 as owner of Howard Flying Service, manager of the Ames Municipal Airport, flight instructor, commercial and charter pilot, and airframe and engine mechanic. In 1940 he received a contract to provide flight instruction to the Civilian Flight Training Program known as the War Training Service after 1941 and he and his instructors provided flight training to Navy cadets. In 1964 he established the Flight Service Department for Iowa State University where he served as director of flight operations and one of its pilots until he retired in 1972. His lifelong passion for aviation led him to two private projects: in 1967 he adapted a twin-engine plane and in 1985, he built and flew an experimental light-weight aircraft which he then donated to the Iowa State Historical Museum. Earl was a member of the OX5 Aviation Pioneers and the Rotary Club of Ames.

WELCOME TO OUR NEW MEMBERS

Thomas E. Hendershot OX5:23047
13183 Regulus Drive
Lone Tree, CO 80124-2699

Sponsor – Iran D. Livi

It will be an honor to belong to this very select and prestigious association. Tom's aviation career began early when he built and flew U-control models and joined the Civil Air Patrol as a teenager. After graduation he served in the US Air Force where he attended the maintenance schools for various airplanes. After obtaining his private and commercial licenses, he worked as Chief Flight Instructor at General Aviation in Willoughby, OH. In ensuing years he worked as an administrator for numerous companies that included Airmotive Specialties, Inc., Air Commuter Airlines, Inc., Corporate Wings, Inc., Mile High Aviation, and Frontier Airlines.

John H. Etzel OX5: 23048
1323 Short St.
Pittsburgh, PA 15236

Sponsor - Dennis Yerkey

John was initially certificated circa 1950. From 1956-58 he was in the military. Upon his discharge he attended Pittsburgh Institute of Aeronautics and was certificated as an Airframe and Powerplant technician. He later acquired his Comm., Seaplane, Inst and Inst Instructor, Multi-engine and Helicopter ratings and also flew as co-pilot on a Jet Commander for Beckett Aviation.

INFORMATION FROM MEMBERS

A SEARCH FOR HISTORY

The restructuring of the National Office during 2010 has resulted in increased communication with members that has brought a focus on how much OX5 memorabilia is owned by members and their families. The National Office is searching for memorabilia items for an OX5 display in the recently opened KLBE museum in Latrobe, Pa. Recent donations were made by Carl Santmyer, son of charter member Lloyd Santmyer, Virginia and Morris McNabb, and members of the Cliff Ball Wing.

Anyone who has any type of OX5 material or equipment that can be made part of the OX5 display, and is willing to donate it, please contact Ivan D. Livi, National Secretary at ivan.livi@verizon.net or 412.655.7187



Donated by the McNabb's

REMINDER

The Mid-West Florida Wing extends their hospitality to all OX5 members who attend the SUN'nFUN airshow. Their on-field clubhouse is a great place to relax and sip a tall glass of lemonade. Contact Sec. Evelyn Latorre for more information. www.sun-n-fun.org



From - Dottie Proust, Retired United Pilots Association.

Sun'n Fun EAA Fly-In will be held this year from Mar 29 – Apr 3 in Lakeland, FL. Once again we will offer our club house hospitality to the Retired United Pilots Association (RUPA) on Thursday, Mar 31, 2011. There will also be an OX5 lecture and hot dogs on this day. In addition this year marks the 100th Anniversary of Naval Aviation. In 1911 the U. S. Navy awarded its first aviation contract to Glenn Curtiss for two Curtiss aircraft. Sun'n Fun will be celebrating this milestone during their week of activities. Our club owes a debt of gratitude to Glenn Curtiss, as well, for the Curtiss OX5 engine. Everyone welcome!

From - Gary Redden (402)423-9064 or badrivermusic@yahoo.com

For sale: 1929 Swallow T.P. Project. Paper work in order. Fuselage close to recover, wings need built - do have the wood and fittings. Original OX-5, some extra parts plus a Tank air cooled OX-5 with good Failin D 450 prop. If you buy everything, I will deliver any where in the lower 48 states for \$40,000. I will consider other offers if you do not want the whole plane and engine package. Contact Gary (402) 423-9064 or badrivermusic@yahoo.com (see photos on website: www.ox5new.com)

From - Jim Beisner, Ohio Wing President – email: james.beisner@bright.net

I am trying to assemble another OX5 engine for demonstration purposes and am short on cylinders for it. If anyone can help, please contact me at 1901 Hwy 17-92 Lot 106, Lake Alfred, FL 33850 or the above email.

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

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

Membership Certificates

Only \$5.00 each

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

1911 Curtiss Pusher Landplane or Hydroaeroplane

An exciting, special project with high-quality components and materials, partially built with a very rare DUAL IGNITION, overhauled and complete Curtiss OX5 engine, includes:

Brass radiator, stainless steel exhaust manifolds, pusher propeller, Miller rockers, all extra accessories, Curtiss Factory drawings, et.al., and rare parts.

There IS much more to this project.

For Details - Contact: Bill Stern •

9490 S.W. 116 Street • Miami, FL 33176

305-233-3769



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