

# KANSAS WING **OX5 NEWS**

Harold Walter	President	2014
Sam Snyder	1 <sup>st</sup> VP	2012
Joe Latas	2 <sup>nd</sup> VP	2011
Jay McLeod	Secretary	2012
JoAnn Bailey	Treasurer	2011



Duhhaine Waeker	Membership	2014
Bob Conard	Governor	2011
Richard Kirkland	Governor	2012
Doug Moler	Governor	2014

FEBRUARY 2011 – VOL 1

HAROLD AND BOBBIE WALTER, EDITORS

## OX5 AVIATION PIONEERS KANSAS WING

### NOON LUNCHEON

**SATURDAY, February 19**  
12:00 NOON

**NOTE LOCATION:**

**LAS PALMAS**  
MEXICAN RESTAURANT  
  
**IN ANDOVER**

The restaurant is near the corner of Andover Road and Central, in the shopping center immediately south of (behind) McDonalds. It's in the location where Carol's Kitchen was.

Mexican food with some American choices.

Call Bobbie Walter for reservations: 733-2377  
Reservations not required, but helpful.

**Program:** Cessna once built a helicopter. Retired Continental Airlines Pilot, Captain Doug Moler will talk about the Cessna Skyhook, which broke records that have not been surpassed. Doug is an aviation enthusiast (nut) with all the airplane ratings, and is now working on a helicopter rating. His talk will include a Power Point presentation via a digital projector. Don't miss this special presentation.

=====

**President's Message:** I am your new President. I performed that function for a few years before Sam, and look forward to being in that position again. Sam did an excellent job, and we value his experience and expertise. He remains as an officer on our board.

We are pleased to have Jay McLeod and JoAnn Bailey continue as Secretary and Treasurer.



With the help of all our members, we can continue to progress and improve our organization. We have an excellent slate of officers. They are listed in the heading above.

**Harold Walter, President OX5 KS Wing**

=====

**From our Secretary:** A board meeting was held at Harold and Bobbie Walter's house on November 6. Sam Snyder opened the meeting with praise for Bobbie Walter's organization of the bus trip to the Combat Air Museum in Topeka. We lost money on

the trip. Harold suggested that we reduce the break-even point by five people.

Discussions were made concerning our next general meeting to be December 11. Since DeFazzio's room was not available, the decision was made to hold it at Las Palmas in Andover. Jay McLeod was asked, and Jay accepted the opportunity, to provide the program. Wing board member nominations were accepted by acclamation. They are Duhhaine Waeker, Harold Walter and Doug Moler.

Memorials were established for the spouses of Joe Latas and also Duhhaine Waeker.

The December 11 membership meeting is discussed in another portion of this newsletter.

A board meeting was held at Harold and Bobbie Walter's on January 15. Only two board members were unable to attend; Richard Kirkland and Bob Conard. The results of officers voted into the positions are shown in the heading of this newsletter. The next membership meeting is to be held Saturday February 19. We regret the volatility at Beechcraft/Hawker but feel somewhat relieved by recent events. We feel good that Bob Conard has weathered the storm. **Secretary: Jay McLeod, 683-3949**

=====

**TREASURER'S MESSAGE:** A few members are delinquent in paying dues. We don't have the good CD interest rates of the past so that it will be necessary to eliminate those from our mailings. We don't want to do that, but we must survive.

Please mail or see JoAnn Bailey to pay **OX5 Kansas Wing** dues of \$5.

JoAnn Bailey  
1736 S. Emporia  
Wichita, KS 67211

National OX5 Aviation Pioneer dues payment of \$30 is to be sent to:

OX5 Aviation Pioneers  
Attn: Member Services  
PO Box 18533  
Pittsburgh, PA 15236-0566

**JoAnn Bailey, 316-258-4956**

=====



**The OX5 Kansas Wing Board of Governors** from left to right: Sam Snyder, Doug Moler, Joe Latas, JoAnn Bailey, Harold Walter, Jay McLeod and Duhhaine Waeker. The two missing are Richard Kirkland who was in Puerto Rico, and Bob Conard whose expertise was needed at Hawker/Beechcraft.

=====

## THE KANSAS AVIATION MUSEUM



In December the Kansas Aviation Museum received a land gift from Spirit Aero Systems. It consists of a fifteen acre plot located in front of the building to the north. The area was used in the past by Boeing as a Radar and Antenna test range. The additional museum property will provide a great opportunity to expand the museum's capability. Finalization of the transfer to the museum is in process.

=====

December 17, 2010 was the 75th anniversary of the first flight of the Douglas DC-3. The flight took place in the skies over Santa Monica, California. It was also the 107th anniversary of the Wright Brothers first powered flight.

=====



## DECEMBER OX5 MEETING

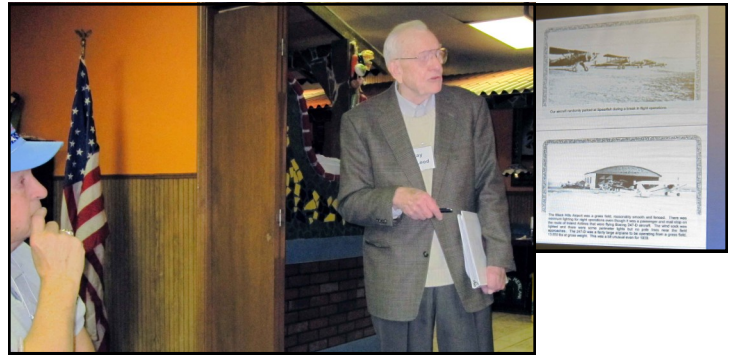
The OX5 Aviation Pioneers December meeting was held in Andover at Las Palmas restaurant. This was the first time that our organization had attended here. Bobbie Walter had calls that indicated good attendance could be expected. Even though the weather was cold and windy, thirty-one attended.



Jay McLeod gave an excellent slide presentation describing his early aviation interests. Pictures included long forgotten airplanes on the ground, as well as ones from the air. Jay was included in some of the pictures. Several mentioned their appreciation of the program.



We were pleased to have Marguerite Lawrence's son, Stan, and daughter-in-law, Diane, in attendance. Diane had made Marguerite's Date Balls for each person. Those Date Balls were very good.



=====  
**Ron Blum** is leading one of three groups nationwide that are building 1911 Wright glider replicas. The original glider held the world record of flight time of 9 minutes 45 seconds for



nearly a decade. Ron's group is building the glider as close to original as possible with the help of 43 pictures and 4 pages of diary. It is scheduled to fly at Kitty Hawk, NC on the 100th anniversary of the Wright's glider flight.

Ron has given talks about designing, building and flying the glider. He is shown above at a recent Kansas Soaring Association meeting.

=====  
**Harold Walter is National Awards Chairman** this year. Nomination forms may be obtained by sending him your email address. He can then email the forms to you. Please note that the deadline for turning in nominations is on or before July 1. Email: [hwalter3@cox.net](mailto:hwalter3@cox.net)

Nominations will be sent to the evaluators as a package.

**MEET OUR NEW BOARD MEMBER, DOUG MOLER:** The following is the result of Harold Walter's insistence that Doug tell us a little about himself.



I was born on a cold January 19th 1944 in Wichita, Ks. I share my birthday with General Robert E. Lee and Dolly Parton! I would like to think I remembered the end of WW II about a year and a half later but that's not likely. I grew up in Wichita, attending East High and for a while Wichita University.

I always had a love of aviation and worked for Boeing for 5 years as a machinist and tool maker. I learned to fly at Mid Continent Airport at a school named Flournoy Flying Service in early 1965. I got my private license in March 10, 1965. At that time, flying for me was more for fun than a career and I purchased a Luscombe 8A for \$1200.00. I flew that little bird for a number of years and accumulated the required hours, "250", to finish training for my commercial license.

A friend of mine at Boeing encouraged me to continue training and I got my instrument rating, Instructor rating, Instrument Instructor rating, and advanced and instrument ground instructor ratings at what was then United Beechcraft here in Wichita. I left Boeing and went to work for the city of Wichita as a Firefighter. While there, I started a flying club of sorts in the Fire Department and taught a number of Firemen to fly at Maize Airport.

In 1971, I was hired by Houston Beechcraft to be a Flight Instructor and while there, I got my Gold Seal instructor rating, obtained my multi-engine rating, and became a charter pilot for their part 135 operation as well. These were exciting days while the oil money was flowing, the school was full of students, and I was flying new airplanes most people were only dreaming about.

Shell Oil Co. hired me next as a corporate pilot. This was my first REAL flying job. While there, I became the chief pilot of the exploration and production division located in New Orleans. At Shell, we had 5 Falcon 20s and 3 King Airs. I got a lot of flying time in both types and a type rating in the Falcon 20.

My next stop in life was the United Airlines Flight Training Center in Denver, Colorado. I worked there for a private contractor teaching B-727 flight engineer and B-727 and B-737 type ratings, obtaining all three of those ratings while there.

I needed to get back in the air and was hired by a travel club in Denver to fly a B-707 but the third day in training, I got a call from Frontier Airlines and a job offer to work in their Flight Training Center. I took the Job with Frontier thinking I could easily transition to a line pilot position. While there, the airline began to go through some really tough labor problems which ultimately destroyed the company. I could see the writing on the wall so when I got the chance, I went to work for Continental Airlines where I had a wonderful and rewarding 20 year career as an airline pilot. While there I went to training as often as I could and flew many great airplanes, the B-727, B-737, B-747, B-757, B-767, DC-9, MD-80, and DC-10.

I retired as a captain in 2004 on my birthday. A pretty lousy birthday present. In those days, the FAA said that at age 60 you were no longer worthy and I was forced out. Now you can fly for the airlines until age 65. I was fortunate to be offered a corporate pilot job here in Wichita two days after I left Continental. It is with a wonderful family that owns a large number of rent-to-own stores in different parts of the country. They sent me to Simuflight Training Center in Dallas to get the type rating. I fly a Westwind jet that is similar to a Lear 60. It's a great little jet that will hold 10 including the crew and can fly from Wichita, non stop to anywhere in the lower 48 with IFR reserves.

Currently, I'm taking helicopter training in the Robertson R-44 at Mid Continent Airport and it's a blast. It's putting the fun back in aviation!!! My wife, Sabrina, and I live on the runway at High Point Airpark with our airplanes and toys. I belong to a number of aviation organizations and do my best to stay up to date in the industry I love so much.

=====



**MEET OUR NEW BOARD MEMBER,  
DUHHAIN WAEKER:**



Although Duhhaine spent most of his adult life as a writer and director in Hollywood, he grew up in Newton, Kansas. His father was one of those entrepreneurial mavens who seemed to know everybody from the ordinary to the famous including fellow Kansans, Martin and Osa Johnson — the first to use airplanes and the motion picture in the exploration of the South Sea Islands and darkest Africa.

The airport at Newton in those days was a quarter-mile patch of Tall Grass Prairie that was home to Newton's only airplane — a 1929 Laird Swallow sporting an OX-5 engine! Although the Swallow's owner offered many a ride, Duhhaine's mother was convinced that with an open cockpit there was a good chance that her little boy might fall out.

But all was not lost. Once a year the famed Inman Brothers Flying Circus showed up on that patch of prairie sod with a great silver Tri-Motored Ford, a Six-Place Stinson, a lion named "Kitty" and a couple of daredevil parachute jumpers. The real catch was that it cost \$1.00 for a **"Long High Ride"** — a lot of money in a Depression-era America. The saving grace was a special fifty-cent ride over town on a Sunday morning, so for the first time in his brief six-year lifetime, his family didn't go to church, but rather opted for that ride in the mighty Ford Tri-Motor. What an experience!

Ten years later, with World War II now history, another silver airplane lifted off that same tiny field with a seventeen-year-old Duhhaine at the controls — and he's never looked back except to recall that first flight to an aging Captain Art Inman with whom Duhhaine became close friends when they both met in California many years later.

Duhhaine and his co-pilot wife, Hollie, logged many an hour in her Cessna 150 and their Beech Bonanza, and a string of other flying machines in between. In addition to taking an active role in OX-5 affairs, the Ninety-Nines and The Early Birds, Duhhaine is a certified "Old Timer" of the Santa Monica Hangar of the Quiet Birdmen – SMO-QB.

And, yes, he still glances skyward when he hears a cloud-hopping airplane overhead!



Duhhaine with his old friend

=====



**Charlie Gorges and Donnie Berger** are touching up the black trim. The Boeing B-47 was recently acquired, and is being readied for display at the Kansas Aviation Museum.

=====



**Ron McCulley and Jerry Cass** work on the Kansas Aviation Museum's Stearman 4D. In the foreground is one of the wings, uncovered. Note that the wing standing on its leading edge has the aileron fabric covered.

This Stearman was once Texaco 11 and later Texaco 14. Texaco 13 is the Beech Mystery S, and is in the Museum of Science and Industry in Chicago.



**Howard and Marty Benham**, OX5 Kansas Wing members, sent a very nice Christmas letter from their new home in Texas. Those two have been very busy.

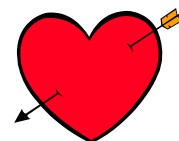
Howard has helped patrol the US/Mexico border by air. They have performed additional construction on their "Cottage". They have done quite a bit of travelling, also. They've had several visitors, including Ed Merkel and Bonnie Johnson. Howard and Jay Johnson, another Johnson, did a new annual on Howard and Marty's Cessna 180.

Howard is now a national OX5 Board member, and is being involved in many tasks. He is helping to review the OX5 rules, is the organization parliamentarian and various other national tasks.

Howard and Marty demonstrate the benefit of being young and energetic.

We hope that you survived the cold weather, the snow, and the blizzard without too much discomfort.

**HAPPY VALENTINE'S DAY**



Return: Harold Walter, President  
14421 Killarney Ct  
Wichita, KS 67230