

KANSAS WING OX5 NEWS

Harold Walter	President	2014
Sam Snyder	1 st VP	2012
Joe Latas	2 nd 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

MAY 2011 – VOL 2

HAROLD AND BOBBIE WALTER, EDITORS

OX5 AVIATION PIONEERS KANSAS WING EVENT WITH EAA CHAPTER 88'S FLY-OUT

NOON COVERED DISH LUNCHEON

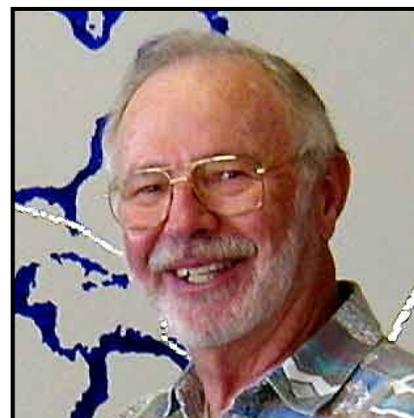
SATURDAY, MAY 21, 2011
1:00 PM AT DOUG MOLER'S HANGAR
HIGH POINT AIRPORT (3KS5)

Where: High Point Airpark near Valley Center (just north of 85th street and east of Seneca Street) Doug and Sabrina Moler hangar at — 22 Hawthorne Drive, Valley Center

Bring: side dish and a lawn chair — Chapter 88 and OX5 Kansas Wing to provide meat, bread/buns, condiments, drinks.

Flying in? East pattern (Miles airport is one mile west of High Point airport.) — Power line at south end, balls on the wire — Frequency 122.9 — watch for traffic, see and avoid, no long approaches, use the pattern —

President's Message: We will meet with EAA's Chapter 88 for our next meeting. We did that last year, and it was a great event, even though the weather didn't cooperate. Doug had a second fly-in in October, and that one was on a perfect day. There were several airplanes at the second fly-in. There was also a lot of good flying. Don't forget to be there, bring a side dish, and lawn chairs. I hope to see you there. **Harold Walter, President OX5 KS Wing**



From our Secretary: The board meeting was held at Harold and Bobbie Walter's house with eight of the board members present. Two locations for our next general meeting were considered, The Augusta Aviation Museum and Doug Moler's fly-in at High Point Airport. Harold checked on an invitation from the latter which would be in conjunction with EAA's Chapter 88 fly-in. This was a special opportunity, and the decision was made to honor it with EAA.

Treasurer, JoAnn Bailey reported that we had only \$75.75 in our checking account, with \$250 ready for deposit. The decision was made to remove money from our investment, and to raise the annual dues rate to \$10 in order to replace the investment.

A question was asked about having 6 meetings per year instead of 4. National rules require at least 2. Decision was shelved for now.

Meeting locations at Las Palmas were approved until there is another recommended place.

JoAnn noted that we have approximately 60 members, but only about 30 have paid so far this year. It was emphasized that January 1 is the date. Also, the \$10 dues was voted on, and will be the dues amount beginning in 2012.

Harold is National OX5 Awards Chairman for 2011. There is a lot of aviation experience and talent in Kansas, especially in the Wichita area. If nominated, the Kansas Wing nominee is often selected.

Harold and Bobbie were thanked for the having the board at their house, and the meeting was adjourned.

Secretary: Jay McLeod, 683-3949
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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.

The printing and US Postal Service mailing of each newsletter is expensive. We have email address for about half of the people, and are emailing those newsletters for a significant saving.

In the past we have maintained low dues because of the good interest rate we have received on our CD. Because of the present low rates, and inflation, it is necessary to draw from the CD principle. We need to replace that amount, so must increase our dues. Beginning January 1, 2012 the OX5 Kansas Wing dues will be increased to \$10. You may note that the National rate has increased to \$30.

Please mail or see JoAnn Bailey to pay 2011 **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
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Duhhaine Waeker contributes the following:

The McPherson Opera House has been running a film series of movies that are either about Kansas or filmed in Kansas. The screenings are at 7:00 PM each Thursday and admission is free. A discussion follows each screening. It is clearly worth the effort, simply to see this magnificent venue that has been restored to its 1890's glory.

Thursday, April 28, the featured film was John Frankenheimer's , "The Gypsy Moths starring Burt Lancaster and Deborah Kerr, and some terrific OX-5 era flying. It was shot in and around Benton Airport when it really was a dusty little dirt strip.

Duhhaine apologizes for the short notice, but the correct schedule was not available until the week-end before the showing. It would be nice to have as many OX-5 members there as possible. If we don't support these events they will cease to be offered.

The McPherson Opera House is located on Main Street, just two blocks south of the intersection when you come into town off I-135. It is an imposing three story brick structure on the south-east corner of the street.

If you attend, please tell John Holecek, who will be handling the check-in list, that you're a Kansas Wing member of the OX-5 Club. It's not every day that you get to see a really good Barnstorming movie with the kind of airplanes and flying many of us grew up on, and the era that gave OUR ORGANIZATION its name!
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The February OX5 Kansas Wing meeting was well attended. The Cessna Helicopter story was well presented by Captain Doug Moler with a video of Charlie Siebel telling the story



in the early 90s. Doug also flew his recently acquired remote controlled helicopter. I think that he must have practiced before the meeting. He had good control of the helicopter. Your editor was at Cessna in some of those days, and did some analysis of the helicopter.



Paul Fiebich is now EAA's Chapter 88 President. Above, he is directing a recent meeting at Jabara's National Center for Training (NCAT).



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.



Sam Snyder, above left, received a certificate from our Kansas Wing recognizing the years that he was our President. Good job, Sam.



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

Nominations will be sent to the evaluators as a package.





Mary (Chance) VanScyoc passed away February 9, 2011. Mary was a member of the Kansas Wing of OX5 Aviation Pioneers. Her first airplane ride was with Clyde Cessna. At the age of 20 she obtained her pilot's license. She graduated from Wichita University and became the first female air traffic controller in June 1942. Mary wrote a book, "A Lifetime of Chances", and was inducted into the Kansas Aviation Hall of Fame in 2002.

Mary worked in control towers in Denver, Cheyenne, Hutchinson and Wichita. She recently visited a control tower in Florida where they asked her to talk to a few pilots.

Mary was a very active person. She learned to fly the helicopter when she was 64. Many articles have been written about her in newspapers and magazines.

Mary's father built a very nice motorcycle called the Papoose, for her when she was young. Harold Walter feels honored to have ridden in its side car with Mary as the operator.

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April 4-5 Ron Blum and Harold Walter gave an airplane ground school consisting of 5 sessions with 9 classes at Mueller Aerospace and Engineering Discovery Magnet School. This was through EAA's Young Eagles program Chapter 88. The school coordinator was Stacy Painchaud. The presentation is via a Power Point computer program, describing the airplane and the atmosphere. The school supports science events and projects to help generate enthusiasm and education for the students. The teachers were very supportive, and the students were very interested. Airplane rides were given to the students on Saturday April 9 at Jabara Airport. It's a pleasure to be a part of a program where everyone is so enthusiastic.



One of the school classes including Ron Blum and Stacy Painchaud

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Airplane weight. The weight of an airplane is dependent upon where it is and what direction it is moving?



Your editor has calculated that a 500,000 pound airplane, at the earth's equator flying east at 500 knots is approximately 2,440 pounds lighter than when it is sitting on the ground at the equator. Assuming the acceleration of gravity is uniform over the world, it is 4,150 pounds lighter than it would be when sitting on the ground (snow) at the north pole. Of course the mass of the airplane does not change.

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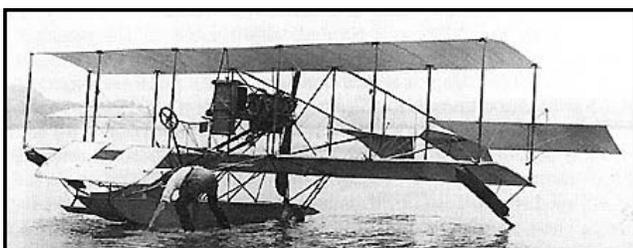
Photo above was taken by Betty Walter Russell, daughter of Carl and Alice Walter, and is at Walter Airport, Sedan, KS. Harold Walter is shown with Aeronca C-3 in 1946 age 18. C-3 was owned by Harold and Dale Walter, title held by Harold. Harold soloed the C-3 in 1945 on Wilson Field, now named Jabara. Flight Instructor Bill Underwood.

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THE 100TH ANNIVERSARY OF U.S. NAVAL AVIATION

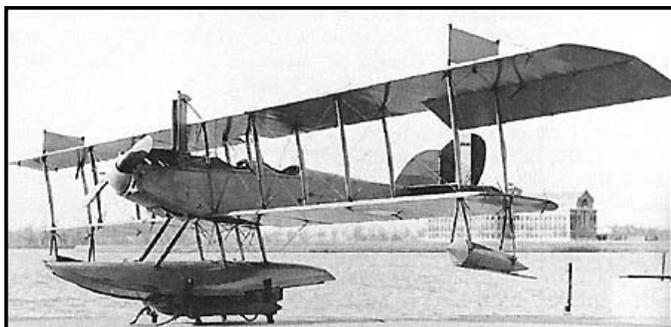
2011 is the year the Department of the Navy will recognize the 100th anniversary of Naval Aviation. On 8 May 1911, Navy Captain Washington Chambers, the Navy's officer in charge of aviation prepared the requisition for the Navy's first aircraft to be purchased from aviator and inventor Glenn H. Curtiss.

After 97 years, Naval Aviation has grown from a tactical afterthought and support capability to a primary instrument of our National Security.



The Curtiss A-1 Triad (water, land and air)

From the Curtiss A-1 Triad, a stick and wire amphibious pusher delivered to the Navy in July of 1911, to the F/A-18 Super Hornet developed by McDonnell-Douglas and Boeing from the USS Langley (CV-1), a converted coal hauler to the Super Carrier USS Ronald Regan (CVN-76), Naval Aviation has scored an impressive record of achievements in peace and war. The first crossing of the Atlantic by air in 1919, the victory at the Battle of Midway in WWII, the turning point of the war in the Pacific, the first man in space, first to orbit the earth, the first man on the moon and the last off the moon. These are but a few events of a long list that has placed Naval Aviation in the forefront of our national destiny.



The Curtiss N-9

Those of us in OX5 have an historical relationship in the early development of Naval Aviation. During WWI the Navy modified a number of OX5 powered Curtiss JN-4 aircraft with the installation of floats for training Naval Aviators. The added weight and drag of the floats left the aircraft (Curtiss N-9) underpowered. At the Navy's request, the OX5s were converted to OXX6s with the principal addition of dual ignition increasing the engine output to 100 BHP, for normal operation, making the aircraft initially viable for flight training off the water. The N-9 was later equipped with 150 BHP Hispano-Suiza engines for better performance.



Curtiss Helldivers

The observance of the Centennial will be a year-long program including special events at principal locations such as NAS Pensacola, FL, NAS North Island, San Diego, CA, many other air stations Air Force, Navy, Marine and Coast Guard, Commercial airports and special air shows nation-wide. There will be a closing Gala at the National Air and Space Museum, Washington DC, 3 December 2011. **Jay McLeod**



The Blue Angels in F/A-18s



Community hangar, \$85.00 per month, Steel building, concrete apron, 1300 foot sod runway 17/35. See airnav.com (35KS) for specifics and aerial photo. Approximately 36' wide electrically operated bifold door. Electricity, concrete floor. Rural setting. Haysville, Kansas. Contact Paul Fiebich: e-mail: fiebichpv@aol.com, Phone: (316) 788-7904 (H), (316) 519-5739 (C), Space available immediately. Another space available soon.



Return: Harold Walter, President
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