



OX5 AVIATION PIONEERS TEXAS WING NEWSLETTER

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No. 50

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Message from the Editor/Secretary



Two important items are presented with this issue.

The first one is that the last 13 issues of the Texas Wing newsletters are now available on the National OX5 web site. National President, Dennis Yerkey, has spent long hours establishing the web site, and it's very good. Now any Texas Wing member, who wants to review a specific newsletter, can just follow the directions given on page 2 of this newsletter. And OX5 members in other Wings may be interested in what the Texas Wing is doing, and now we are pleased to let them know.

The second important item is an update on the incorporation status of the Texas Wing. Incorporation of the Wing will be helpful to members and staff in many ways. Please see the incorporation status on page 3.

This issue's "Mystery" Plane

This is a rare flying machine. The editor saw one of these parked right off the flight line at the Bakersfield, California Airport for a number of years in the early 1940s, and it was never flown. According to the specs it was really easy to fly. It is stated that "It is so simple to fly that the average person, right off the street, can fly it alone after 3-4 hours of instruction". (But we've heard that story before).



What is this unusual airplane?

- | | |
|---------------------------|-------------------|
| 1. Stearman-Hammond Y-1-S | 2. Argonaut H-24, |
| 3. Fleetwings F-5 | 4. Welch Model OW |

(Correct answer on page 3)

George Chandler recalls an odd-ball balloonist

Growing up near a country airport in the late 1930s and early 1940s was unique. Looking back now, it was another world, and I wish that I had written down the events that occurred at the time. A recent TV ad about a balloon festival reminded me of an afternoon at the Brockton Airport.

It was late spring and it had been raining off and on. The field was soggy and ... (Next page)



**Wing President
George Chandler**

TEXAS WING OFFICERS: George Chandler, President
Michelle Lawrence, Treasurer

Robert Clark, 1st Vice President
Hazel Fehmel, Historian

George Vose, Sec/Editor

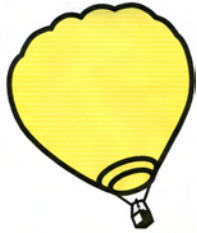
GOVERNORS: Jack Brouse 2013, Barbara Kraemer 2013, Susie Brouse 2012, Cade Woodward 2012, George Chandler 2011

no flying was going on, just “hanging out”, laughing, talking, and telling lies. A character named “Ricky” came by every few months. I never knew his real name, but I knew that he was a balloonist. I had seen his act at the Brockton Fair. He had a hot air balloon tethered to a big reel on a truck. His act was inflating the balloon with some sort of heater which I never saw, then climb into the basket and take off.

I don’t know how high he went, but it had to be several hundred feet because the reel on the truck was large. When he got to altitude, and with much fanfare on the ground, he would jump out with three parachutes. The first parachute was red and he released it. The second was white and he released it, and landed with the third, which looked like an American flag.

The landing was always in a large infield, so he had little knowledge of the wind direction and velocity to locate his truck. The crowd loved it and thought he was crazy. (They were right!).

One wet afternoon Ricky showed up. Bill Whitman, the FBO operator, saw him coming, shook his head, and said, “Oh no”. Ricky was a notorious drunk. The sedan he was driving (I use “driving” loosely) had obviously been in a wreck. The left front fender was gone, the front end was banged in, and the radiator was steaming. The car hit the fence and stopped. Ricky could not get out by the left door, so he climbed out through the shattered windshield.



He was a little guy, only about five feet tall and maybe 120 pounds, and a bloody mess. He was loaded! His first words were, “Been in a wreck, some S.O.B. ran into me, I need a drink!” Bill got him to sit down and asked for a volunteer to take him to a doctor. He got none. All’s well that ends well when the police drove up. Ricky had cut a wide swath through Brockton leaving several cars in less than good condition.

I never saw Ricky again. He was a true “daredevil”.

NOTE: It was mentioned in the last National OX5 Newsletter that many people are rebuilding OX5 engines and the airplanes to hang them on. The OX5 Club could be a clearing house for OX5 parts, pieces, and information. <http://ox5.org> could become exactly that. Good idea. *George Chandler*

Back issues of Texas Wing newsletters now on National Web Site

Most OX5 Texas Wing members receive their quarterly newsletter by mail, look it over, and eventually “file it” in the waste paper basket. Later, one might say, “Why didn’t I keep that issue?” But now things are improved. Thirteen of the most recent Texas Wing Newsletters will be posted on the National OX5 web site. Perhaps some of the earlier 50 issues will not be posted because the recording systems have changed. We’ll see.

National President Dennis Yerkey has worked very hard to organize the web site. Topics will include the OX5 history, member services, announcements, news, photos, reunions and other items. To use it, and to receive past Texas Wing newsletters, check this out:

1. Enter <http://ox5.org> 2. Click on “OX5 welcome to the OX5 ...”, 3. Click on TX Wing newsletters on right side column, (This will provide the dates for selection, and they can be printed – allow a bit of time).

If George Vose, a guy who never used a computer before age 78, can do it, it must be easy.

NOTE: The new OX5 web site does not replace Editor Sylvia Cook’s web site www.ox5news.com that contains contributions by OX5 members. Both sites are there at the press of a button

The “Mystery Airplane” Page 1

The mystery airplane is a Stearman-Hammond Y-1-S. Juptner's description: “When we see one of these in a flock of “regular” airplanes, the Stearman-Hammond sticks out like a sore thumb. Everything about it seems wrong. The two occupants sat way up front, the engine was in back, and the tail group was perched on a



couple of booms. Lloyd Stearman, who was enthused with the Y-1-S, claimed that anyone could solo the airplane after only one hour of instruction. The Stearman-Hammond was a wonderful little airplane. The question arises, “Why didn't it sell?”

It seemed that the company was always hard up for money. The airplane that practically anyone could fly, and almost anybody could afford, was still a dream.

The Y-1-S was powered with a Menasco C4S engine of 150 h.p., had a max speed at 3000 feet altitude of 139 mph, cruising speed 129, and landing speed of 42 mph with flaps.

Henry Keiser, famous industrialist, tried to revive the Stearman-Hammond after WWII, but had no success.

Texas Wing Inc. OX5 Aviation Pioneers



The incorporation procedure of the Texas OX5 Wing is almost complete. Incorporation of our Wing has been necessary. As a corporation we will now be able to establish a checking account with a new Bank. Until now, with recent complex banking rules, we have been unable to open a bank account or write checks for Wing expenses – which are very few, but our Wing Treasurer now will be able to access a bank checking account and pay our bills.

As a corporation we will be able to obtain the required Federal Tax ID number needed to establish a bank account as a non profit organization. Basically, we will operate as before, but with the protection and recognition of the State of Texas.

National First Vice President Mike Lawrence (also a Texas Wing member) has managed the incorporation process. The current Wing president, 1st vice president and secretary will remain as present. (George Chandler, Robert Clark and George Vose).

Our new bank will be the First Financial Bank of Trophy Club in Trophy Club, Texas, which is a federally insured bank. Another advantage of incorporation will be the marked reduction in potential liability for each member of the Wing, and its officers and governors.

Mike Lawrence, with legal advice, has done the footwork for incorporation, and we thank him for his efforts.

2011 National Reunion

The 56th National OX5 reunion will be held in Hammondsport, New York on September 23-25. The reunion should be one of the best ever, right on the same finger lake where Glenn Curtiss flew the twin OX5 “America” and other famous planes before World War I. (The 2008 replica “America” is shown flying),

This year the Texas Wing president and secretary will not attend the reunion. (*“We’re getting a bit too slow and achy to keep up with young members”*). Texas Wing member and National 1st Vice President Mike Lawrence will attend, and perhaps some others. The December issue of the Texas Wing Newsletter will have pictures and descriptions of the Hammondsport event.



Texas Wing scrapbook Some past fun events



San Antonio 2002 Benny and Lenoir Benninghoff



South Padre Island 2007

Seafood luncheon (East table)



South Padre Island 2007

Seafood luncheon (West table)



Old Kingsbury Aerodrome

Curtiss Jenny



Brat Fest chow line 2006

Old Kingsbury Aerodrome



George's C-172 N5323T

Fredericksburg 2010



Ranger Texas Fly-In 2010



Gainesville 2008

Betty and Bill Pritchett