



OX5 AVIATION PIONEERS TEXAS WING NEWSLETTER

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George Vose, Secretary-Editor

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Message from the Editor/Secretary:

Attendance at our OX5 national reunions is certainly not as robust it was five decades ago. I guess this is to be expected. Some of the "old timers" (such as myself) don't get around too sprightly anymore. But here's one encouraging thing: This year's reunion at Grapevine's Embassy Suite's hotel recorded a substantial increase over last year's reunion in Tennessee – a 40% increase. Perhaps the diminishing trend has reversed.



George V

Will there be another reunion in 2010? Indeed there will be one. Three Wings plan to submit proposals for hosting the 2010 reunion. This is far better than last year when the number of Wings offering to host a reunion was ... zero. The selected Wing and location will be announced in the February issue or the April issue of the OX5 News. Get ready. Reunions are great.

Texas hosts the 54th annual reunion

The weather on the weekend of October 8-11 was not the best – sort of gray, cool with occasional drizzles. Perhaps it was an interim spell of non-Texas weather before Indian Summer began. But it really did not matter. The warmth of renewed friendships prevailed. Mike Lawrence did a bang-up job of coordinating things – the hotel, the activities, bus transportation, banquet arrangements and many other items leading up to a splendid reunion. **Thank you, Mike.**

Again we have asked GEORGE CHANDLER to write up the reunion events. And here is George's report:

The 54th Reunion of the OX5Aviation Pioneers was held in Grapevine on October 8-11. Forty-nine members and guests registered.

On Thursday night we attended the hotel's welcoming cocktail party with complimentary drinks and snacks. After the party we went to Uncle Buck's Brewery and Steakhouse and had "Dinner with Duke". Duke Iden invited all of us as his guests. The restaurant was in western motif with stone walls, deer antlers and stuffed game animals. The menu was varied with choices to everyone's taste. I had salmon and it was great.



George C

On Friday, after the Wing President's and Governor's business meetings, many took the Grapevine steam train to the Fort Worth stockyards. Lunch was had. I don't know if anyone had calf fries. The train then chugged all the way back to Grapevine. The hospitality room was alive with stories. As one was told it would trigger another from someone else. Several members lamented that they did not have a video camera or recorder. George Levis from Maryland was our oldest attending member. George will be 100 in December!. (I saw his driver's license). He's sharp as a tack and looks about 60.

On Saturday we went to the Frontiers of Flight Museum at Dallas Love Field. The General Membership meeting and the National Governor's Election were held and the hospitality suite was open before we left for the Awards banquet and program.

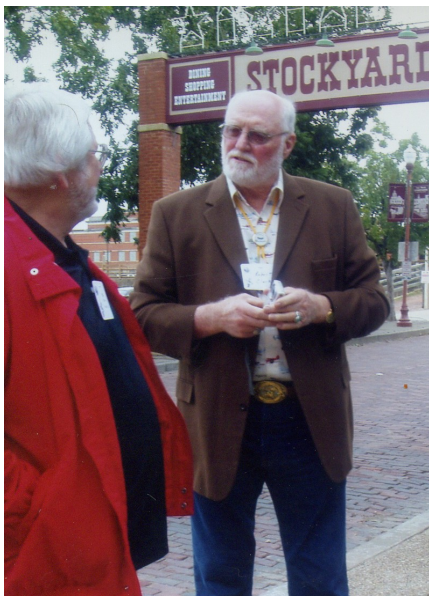
After a fine meal the National Awards were presented. Our own George Vose was given the Distinguished Service Award and was highly deserving of it. New National Governor Mike Lawrence was presented the President's Citation for his outstanding effort on putting on the reunion on short notice.

Following the awards we had the pleasure of having James Poel from the Glenn Curtiss Museum of Hammondsport, New York give a talk and show a video of the rebuilding and flying of Glenn Curtiss' 1914 flying boat" The "America". Poel was one of the test pilots.

Sunday was travel day and all headed home. It was a great reunion and will be long remembered. (The free breakfasts and the evening cocktail events were not bad either).

Editor's notes: Below on this page and on page 3 are some photos of reunion events taken by George Chandler and Hazel Fehmel. Some members were disappointed to find that the vintage steam locomotive was in the engine shop for repairs. On the other hand most members really did not care, or did not notice, that the steam engine was replaced by a diesel engine that day.

One picture shows Mike Lawrence, the reunion organizer (page 3), receiving the President's Citation from National Secretary Harold Walter, and another shows Vice President Bill Pritchett (page 3) looking over the nine cylinder diesel engine he has flown behind at the Frontiers of Flight Museum. The other pictures show that we just had a good time.





This issue's Mystery Airplane

The pretty low wing monoplane on the left clipping along at 208 mph is a

- A. Ryan SC B. Spartan Executive
- C. Phillips Aeroneer D. Harlow PJC

In the late 1930s-early 1940s, this airplane was perhaps the best looking one on the flight line.

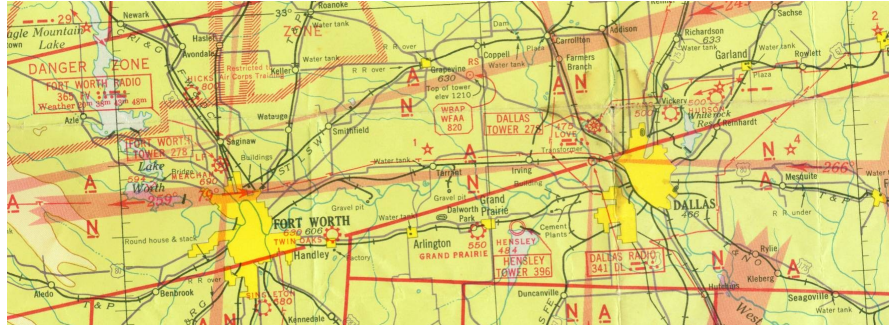
(Information and description on page 5)

Urban expansions — (Inevitable)

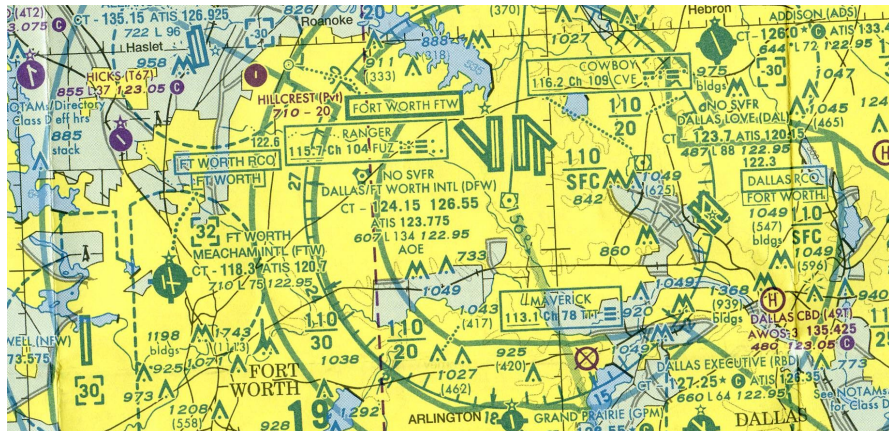
Recently a pilot gave this OX5 editor an original 1942 Dallas sectional chart. I have compared the Dallas-Fort Worth airspace areas of 1942 and today. The changes in 67 years are amazing. What once were two cities separated by 30 miles of farmland and trees have now exploded into what is called the Dallas-Fort Worth “Metroplex”.

The 1942 chart area below shows the cluttered pink radio beams, the “Adcock Ranges”, that provided the audio navigation of those days – no glass panels to watch, only the hums, beeps and dah-dits that came through the headset. Look closely at the chart below. The city of Grapevine where we held our October reunion was a small town in 1942 and it is located near the upper center. The railroad track we traveled on, the Grapevine Vintage Railway, can be seen. (The St. Louis SW track in those days).

1942



2009



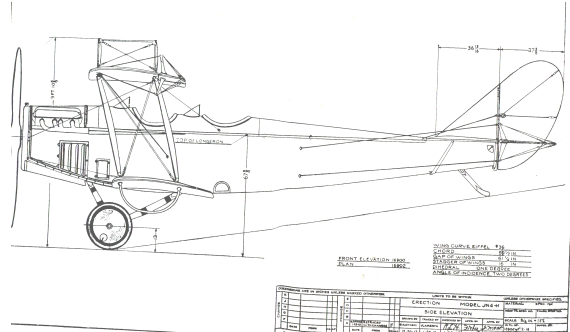
Now look at the 2009 chart above. The two cities are now an urban sprawl. The area below Grapevine, located only by a small star at the threshold of runway 17Right, occupies many square miles as the Dallas Fort Worth International Airport (DFW). New Grapevine Lake, which we could see from our hospitality room, now is one of the main sources of the Dallas water supply. (At one time the Grapevine Lake area was in the running for the proposed site of the Air Force Academy, but Mamie Eisenhower preferred Colorado Springs). The railroad track to the stockyards is now an almost invisible line. (Pilots do not follow railroads now as much as they did in 1942).

In 1942 there were only two civilian control towers in the area – Love Field and Meacham Field. Now there are nine with more on the way. There were no Class A, B and C airspaces with floors and tops, and no Terminal Control Areas. Golly, they’ve taken all of the fun out of flying in the north Texas area.

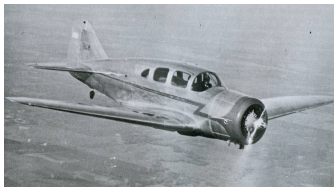
How the Jenny got its name

The OX5 engine and the Jenny airplane came into being at almost the same time in aviation history. By 1914, after Glenn Curtiss had designed and produced the water cooled OX5 engine, Europe had already passed the United States in the development of “tractor” airplanes in which the engine “pulled”, not “pushed”. (Consider the British Sopwith Camel and the Spad fighter plane and even the Bleriot channel crosser). The U. S. was still encumbered with airplanes with engines mounted behind the pilot. One advantage of tractor airplanes was that in a crash the pilot did not get mashed by a forward hurtling engine – and in those days there were many crashes. So, in 1914 the United States Army Board condemned rear mounted engines.

Glenn Curtiss made the first move to develop an American tractor plane. In England, en route to Russia where he was to advise on a proposed airplane factory, he met an apprentice engineer, B. Douglas Thomas. Their talks continued while crossing the English Channel and there the basic idea of the Jenny took place. Curtiss commissioned Thomas to design an airplane that would be designated the “J” model. Thomas, who later moved to the U. S., sent his plans to Curtiss. In the meantime Curtiss was drawing plans for an “N” model. So, with a “J” model designed by Thomas and “N” model designed by Curtiss, the first Jenny was a hybrid of two designs, the “J” and the “N” – Hence the JN “Jenny”.



The “Mystery Plane” on page 3



The sharp airplane in the picture is a gleaming Spartan Executive. It was a departure from any airplane that Spartan had manufactured, a truly plush five-place executive transport. Its design began to take shape in 1934 and it was first flown in 1936. Engine power was increased from the initial 285 hp to the Wasp Jr. SB (400 hp). It was an expensive airplane for its day starting at \$23,500 and up. With the 400 h.p. engine it cruised at 208 mph. Stall speed (no flaps) 80 mph, landing speed (with flaps) 63 mph.

(Photo and information from J. J. Juptner. US Civil Aircraft Series Vol 8, McGraw Hill 1997)

Bob Gettelman, OX5 Pioneer

Many Texas Wing members will remember Bob Gettelman who nurtured the OX5 for many years from his airplane towing device factory in Mineral Wells. Bob sponsored many great Brat Fest parties in his hangar at the airport. The Brat Fests that he started have been continued to this day in diverse sites including Aero Valley Airport in Roanoke (now Northwest Regional Airport), Arlington Airport and Roger Freeman's Old Kingsbury Aerodrome east of Saguin. Lynnellen Phillips, one of Bob's caregivers, reports that Bob is doing great for 95. He gets along with just a walker and lives at home in Wausau, Wisconsin with his wife Margarita and his daughter Robin. He ordered a bolo tie from the OX5 store and promises to send a picture of him wearing it. (The bolo tie and two OX5 shoulder patches were sent as a small Christmas gift from all of us).



Bob's address: Bob Gettelman, 2405 Petunia Rd, Wausau, WI 54401

Message from the Wing President



Where did this year go? Here we are again at the end of the year, and 2009 was a great one. The Gainesville meeting with the Antique Airplane Association was fantastic. And Mike Lawrence and his crew put on one of the best ever National Reunions that we have had in recent years. If you weren't there you really missed it, and we missed you.

As we look into 2010 we will have our summer meeting with the AAA in Gainesville. Keep up with the Texas Wing Newsletter because the AAA is discussing moving the meeting location to the airport in Ranger. We will keep you advised. Mike Lawrence is looking into a winter meeting in San Antonio. As soon as we have that information we will get it out to you. And we can discuss the Brat Fest at Old Kingsbury in Seguin, or at another location at our summer meeting. So come with ideas. Again I ask all of you to make it to as many meetings as you can. One of the greatest parts of this organization is the vast knowledge and the stories that members tell. I just love them even if I have heard them before.

Unfortunately we have lost one of our pioneers, Nick Pocock. Nick owned an OX5 Curtiss Robin and I would like to have seen it flying. I did enjoy Nick's talking about it.

Merry Christmas and Happy New Year to all, ***Dan Brouse Texas Wing President***

GONE WEST As this newsletter is being prepared we have been notified that Texas Wing member Nick Pocock has passed away. Nick meticulously restored and flew his beautiful OX5 Curtiss Robin. His life story will be included in the next Texas Wing Newsletter. Nick Pocock will no longer attend OX5 gatherings. He will be greatly missed.



Election of officers and governors 2010

A Texas Wing meeting/election was held at the conclusion of the annual OX5 reunion at the Grapevine Embassy Suites hotel. The officers for the OX5 year 2010 (October 2009 – September 2010) are the following: (Wing Governor terms were extended by one year).

Officers

President	Dan Brouse
First Vice President	Bill Pritchett
Secretary/Editor	George Vose
Treasurer	Kaye Brouse
Historian	Hazel Fehmel

Governors

"Susie" Brouse	2012
Cade Woodward	2012
George Chandler	2011
Jack Brouse	2010
"Bud" Johnson	2010
Barbara Kraemer	2010

Dues due?

The Texas OX4 Wing does not charge dues. Contributions by members usually pay for our operating and newsletter expenses. However it is expected that Texas Wing members will pay their national dues of only \$20 a year. We avail ourselves to the current national membership roster. If you pay your national dues you will continue to be on the mailing list for the Texas Wing Newsletter. In January you will receive a letter with a dues notice and an envelope from the National Treasurer. Please pay your national dues in January and stay on the Texas Wing Newsletter mailing list.