



OX5 AVIATION PIONEERS TEXAS WING NEWSLETTER

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George Vose, Editor-Secretary

PO Box 908, Alpine, Texas 79831

432-837-5788

Message from the Editor/Secretary

The fifty-fifth OX5 National Reunion in Dayton, Ohio on September 23-25 went very well. Some new officers were elected and snaggy business situations were resolved. The national officers and governors for the year 2011 will be reported in the next National OX5 News which also will cover some needed procedural changes. The center of OX5 activity has moved back to western Pennsylvania where it all began at the Latrobe Airport in 1955. The Cliff Ball Wing, based in Pittsburgh, has enthusiastically reorganized and added its welcomed energy. I am sure that the OX5 Aviation Pioneers, once destined to be a last man organization, will endure for a long, long time.



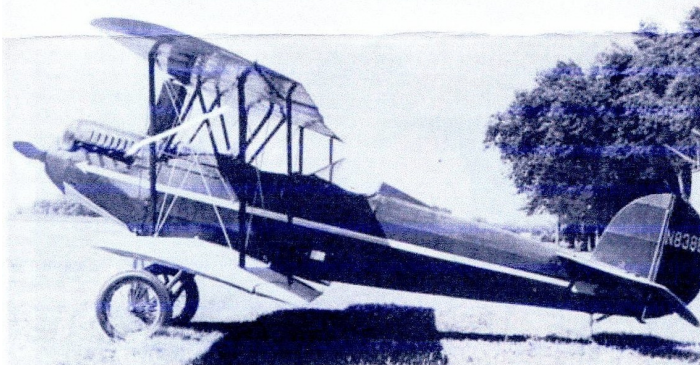
In this issue we have asked Wing Governor George Chandler to report on both the National Reunion in Ohio and the Texas Wing fall meeting in Fredericksburg, Texas. George Vose will muse about airline travel changes from "now" back to "then".

But next, our usual item

The "Mystery Airplane"

Here's some fun. Can you select the correct airplane from the four options? This one will be a bit more difficult for most OX5 members. Recent newsletters have presented "vintage" mystery airplanes but perhaps not so "vintage" as this one. At this time only a handful of Texas Wing members have actually flown or maintained OX5 powered airplanes. That's OK. We are members to learn as well as to present knowledge. Occasionally we will ask the identification of classic OX5 airplanes. This one is an oldie. But one current Texas Wing member will easily identify this airplane. That's because Bill Haddock of San Antonio owns one and flies it at age 87. He has owned his airplane since he was 18 years old.

Is the OX5 powered airplane below a



- A. Waco 10 B. Alexander Eaglerock
C. KR-31 Challenger D. Command-Air 3C

(Identification and description on page 6)

Dayton 2010 OX5 reunion By George Chandler



Dayton, Ohio was a fine place to have our 55th OX5 Reunion. The area is the hub of aviation activity and history. The Wright-Patterson Air Force Base and its magnificent museum are the focal points but there are other museums and historical sites to see as well.

The Holiday Inn is well suited for a reunion with a good restaurant and meeting rooms. On Thursday evening the hotel hosted a welcoming party in the hospitality room.

On Friday we went to the Air Force Museum. It is as large or larger than the Air and Space Museum in Washington. The hangars are so big they hold a B-36, a B-52, a B-1B and dozens of other aircraft as well as organized exhibits.

When you enter the museum you see a replica of the Wright Flyer, the first aircraft the Army bought from Orville and Wilbur. You then progress through history to Space Rockets. If you do not linger too long at an exhibit the museum might be seen in a day, but two or three days is better.

The clincher is this: Free parking, free admission and free electric scooters for those who do not care to walk. Nice to see taxpayer's money going for something worthwhile. On Friday night a dinner and a show was enjoyed at the La Comedia Dinner Theater.

Saturday was meeting day. Jim Beisner had his OX5 engine in the parking lot and it was nice to hear the old girl run. Good Byes were said at breakfast on Sunday morning and we are looking forward to reunion number 56.



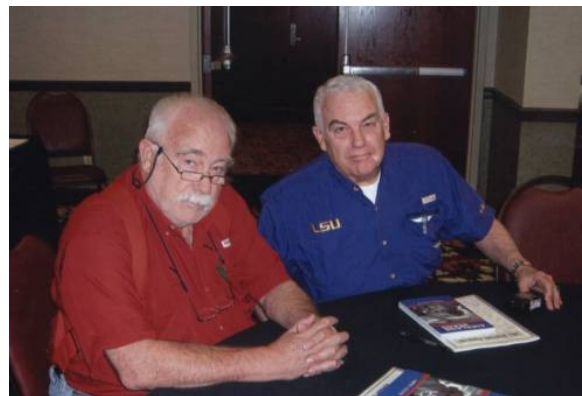
This OX5 engine greets museum arrivals



Jim Beisner's OX5 sings its song



General membership meeting – over 50 attended



The Meek brothers – great wit and humor



The most senior member attending was George Levis, age 101



New President Dennis Yerkey, standing, and Past President George Vose, left

Hazel Fehmel OX5 Pioneer Woman of the year



PIONEER WOMAN'S AWARD This award is presented to a woman 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 pioneering of aviation.

Ed note: Hazel Fehmel was unable to travel to Dayton to receive this reward because of a disastrous airplane crash severely injuring one of her pilots. The award certificate was accepted by Texas Wing Governor and friend George Chandler who delivered it to her.

Hazel Slagle Fehmel is an OX5 Life Member (L-10924) who flew and maintained OX5 airplanes prior to 1950. She has spent a lifetime career in the aviation industry.

Since the passing of her husband, William Fehmel, in the 1990s she alone has maintained her agricultural application business in Bay City, Texas. (She still calls it "crop dusting"). Her business name is "Fehmel Planes". Each day she instructs her pilots about their spraying assignments. She rises at 5 a.m. to have the crews in the air soon after sunrise and flights are continued until sunset. She has maintained the family business herself for more than fifteen years and, in her late eighties, her staff says that she is "still going strong".



George Chandler accepts Hazel's award from OX5 President George Vose

CORRECTION: A mistake was observed after 160 copies of the previous page 2 were printed. In paragraph 2 the aircraft described was a B-52, not a B-53. Sorry!

Airline travel has changed (As observed by George Vose)

My recent flight from DFW to Dayton, Ohio probably will be my last airline travel. What once was a pleasurable thing to do is now almost too much of a hassle. If I did not have metal replaced knees making the Transportation Security Administration detector go ding-ding-ding, followed by a virtual strip search and pat-down and the confiscation of my shaving cream, airline travel would not be all that bad.

But now that the trip is over I will say that the return flight from ORD to DFW on a Boeing 777 was very good. An OX5 friend somehow managed to up-grade my coach seat to business class – almost as good as first



class. The screen facing me showed a color map of our position, turns, altitude, airspeed (580 knots) and estimated time of arrival. A movie was available for those who tired of watching the flight data.

The flight was on September 26, 2010. I could only contrast it with my first airline flight in a DC-3 from Waterville, Maine to Bangor in 1939. I was a teen-age student pilot and decided to splurge some hard-earned cash on a twenty-minute night airline flight on Northeast Airlines. (The fare was about nine dollars).

I was the sole embarking passenger. “She’s on the ground” an attendant rushed in, shouting. It was cold, icy and windy and the DC-3 had to land on an auxiliary runway lighted by oil lamps that had just been placed there. The truck ride to the DC-3 with the right propeller stilling turning was brief, and quickly I was aboard to join passengers probably irked because their flight was delayed just to pick up one person.

As a teen-age flying student I enjoyed every minute of the 20-minute flight.

Times have changed. Seventy-one years ago in 1939 we could not have fathomed the developments in air transportation that were to happen.

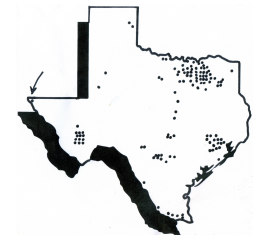


The Texas Wing fall meeting in Fredericksburg

The historic city of Fredericksburg was an ideal place for the OX5 Texas Wing 2010 fall reunion. Twenty-two members and guests traveled to the once German-settled city of some 10,000 population. (It seems larger with the usual abundance of tourists and German restaurants). Indeed, Fredericksburg looks very German except for an extra wide main street not common in Europe. The weather could not have been better during the November 11-13 reunion with blue skies and comfortable temperatures.

The Howard Johnson-Fredericksburg hotel, arranged by Dan and Kaye Brouse, was a good place to stay – comfortable and friendly. We had hoped to stay at the Hangar Hotel at the airport but the \$150 per night rate seemed too high, and the Howard Johnson was closer to the activity sites. The hotel allowed us to use the dining area off the lobby for our Saturday evening business session. **(The 2011 Governor-Officer elections are reported on page six of this newsletter).**

We all know that Texas is a pretty spread-out state but all corners were represented, as well as the two Texas Wing members who drove from Colorado. (The map on the right shows the home bases of all current Texas OX5ers). Our count showed that each of the 22 members who attended traveled an average distance of 647 round trip miles by highway or airplane, with the total mileage by all members reaching 14,236. (At the present price of gasoline the petroleum industry should thank the Texas Wing).



One of the main attractions was the excellent National Museum of the Pacific War. Some members also visited the LBJ Ranch, Ladybird Park, the Enchanted Rock Natural Area, and even the tiny but quite famous hamlet of Luckenbach. The Saturday evening dinner at Friedhelm’s Bavarian Inn was an excellent final event.

On Saturday morning we again enjoyed the buffet breakfast at the hotel and said our good-byes until we meet again somewhere and at some place.

Following are a few pictures of our reunion activities.



The “Mystery Airplane”

It's a Kreider-Reisner (KR-) 31. In 1927 Amos Kreider and partner L. E. Reisner departed the Waco factory in Troy, Ohio and organized the Kreider-Reisner Aircraft Company in Hagerstown, Maryland. Their first airplane was the “Challenger” C-2, later known as the KR-31. They failed to find financial backing for manufacturing their airplane, so they managed it by themselves. The airplane was type-certificated in December 1927. It was well received and production continued for three years, although the exact number of KR-31s produced is not recorded.



The gross weight was 2078 pounds with a useful load of 842 pounds. Maximum speed 98 mph, cruise 85. Landing speed 37mph. Price at factory was \$2240 less engine. The buyer had the option of buying a new OX5 engine (There were many available) or an overhauled engine.

Information and photo: J. P. Juptner, U. S. Civil Aircraft Series Vol 7, McGraw Hill 1968

Flown west. Long-time member Robert”Bob” Gettelman



Bob Gettelman once told us, “I started my flight through life in September 1914 in an antebellum house in Wausau, Wisconsin”. He had his first airplane ride when he was 14 years old. One day a Ryan B-5 on floats taxied past the family pier on Pewaukee Lake and his father hailed it in. It was a great flight and from that day on he was hooked on aviation.

Later his older brother bought a Curtiss Junior and gave Bob his first flying lessons. Afterwards he flew his brother's OX5 Travel Air 2000. (He thus became eligible to join the future OX5 Aviation Pioneers). The first airplane that Bob owned was a Heath

Parasol built by former Texas Wing member Ray Hegy, of Marfa.

In Wisconsin his family became involved with the manufacture of snow blowers sold in the northern United States and Canada. The business was sold in the late 1970s and Bob moved to Mineral Wells, Texas to “retire”. “But” (in Bob's words) “I soon decided that retirement was no fun so I went into the business of making GET-JET aircraft movers in 1995 at the age of 80”.

In Mineral Wells Bob maintained the OX5 Texas Wing for many years, and he started the “Brat Fests” that continue to this day. He was National OX5 President in 1999 and inducted into the Hall of Fame in 2003.

Bob Gettelman passed away at his daughter Robin's home in Wausau, Wisconsin on October 24, 2010. Bob was a loyal and active OX5er and will be greatly missed by all of us.

Texas Wing Officers and governors 2011

OFFICERS

George Chandler	President
Robert Clark	1st Vice President
George Vose	Secretary
Michelle Lawrence	Treasurer
Hazel Fehmel	Historian

GOVERNORS

Jack Brouse (2013)
Barbara Kraemer (2013)
“Susie” Brouse (2012)
Cade Woodward (2012)
George Chandler (2011)