



OX5 AVIATION PIONEERS TEXAS WING NEWSLETTER

June, 2011

No. 49

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Message from the Editor/Secretary



We had a very good Texas Wing reunion at Eastland during the May 27-29 Fly-In and Air Show. Wing President George Chandler attended and, as requested, did this issue's write-up about the event. In fact, in this issue, George has two good items: 1) Re-cap of the reunion, and 2) His story about his first solo in an OX5 Waco 10.

By this time all OX5 members should have received a notice and paid their national dues. This year there was a necessary increase in the national dues to 30 dollars a year – the first increase in many years. Think of it this way: That's only eight cents a day to be an OX5er. It's still a bargain.

For the few members who have not yet paid their 2011 dues, a special reminder will be included with this newsletter. (And even an addressed envelope). If there are any membership errors please let the Pittsburgh National Office know. (OX5, PO Box 18533, Pittsburgh, PA 15236-0533).

This issue's "Mystery" plane

You are correct if you say that the pretty biplane on the right is an OX5 powered Waco. But is it a Waco 9 or a Waco 10? There are a number of differences between the two models. Both were successful airplanes for their time.

For identification see page 4 which lists the major improvements of the 1927 Waco10 over the earlier Waco 9.



Is the airplane on the right a Waco 9 or a Waco 10?

Your selection: It's a Waco 9 It's a Waco 10

(Correct answer on page 4)

George Chandler's first solo in a Waco 10 (This issue's President's Message)



Everyone remembers their first solo. Recently I was going through a box of old magazines and saw a picture of a Taylor J-2 Cub. My first solo was in a J-2 Cub. It then reminded me of my solo in an OX5 Waco 10.

There was one hangar on the Brockton, Massachusetts Airport. It was pretty well banged up with broken windows and rust. In the back corner, covered with dirt and dust, was the Waco 10. The man who owned it did not fly it much but when he did we all went to watch.

(Next page)

TEXAS WING OFFICERS AND GOVERNORS 2011

George Chandler, President Robert Clark, 1st Vice President George Vose, Sec/Editor Michelle Lawrence, Treasurer
Hazel Fehmel, Historian

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

Suggestions that he take a little dual went unheeded. His landings proved that the Waco 10 was tough.

It was a sunny day and the owner showed up to fly. One look at the Waco that had been sitting up all winter made him change his mind. "It's got to be cleaned up", he said. The FBO operator suggested that I do it since I wanted flying money. "I'll give you five bucks to clean it up". I jumped at it. Ignorance is bliss. It took all my spare time for three days. I used my mother's vacuum cleaner which was a tank you pulled with its hose, and cleaned the cockpits. My mother never found out, and was I glad. The owner really liked the job, and I got brave and asked if I could fly it. My instructor, Johnny Murphy, was standing there and mentioned that I needed time for my Private. The owner finally agreed but told me to keep the plane clean.

In the air and on the ground the nose was huge, like looking at a wall. "S" turns to taxi were made with a non-steerable tail wheel, the rudder, and not-very-good mechanical brakes, but Johnny was patient. We took off and to me it was all new, with wind in your face and wires singing. The OX5 engine ran good and we did some airwork. It was a bit heavier on the controls than I was used to. Four touch and go landings and John got out. So I did three more solo landings and taxied in. Years later I told him he was just yellow! It was lighter and flew better without John in it.

All the people in the shack were out watching as I got out. Johnny grinned at me and said, "Two winger pilot, eh?" My grin stayed on for days.



May 27-29 OX5 gathering in Ranger/Eastland. By George Chandler

For the second year, our summer meeting was held at the Ranger Texas Memorial Day Fly-In and Air Show. Even though the temperature was 93 degrees with a strong wind, the field was full of airplanes, and that is what it's all about. Small air shows are a bit more fun than big ones because you communicate more with the folks who attend.



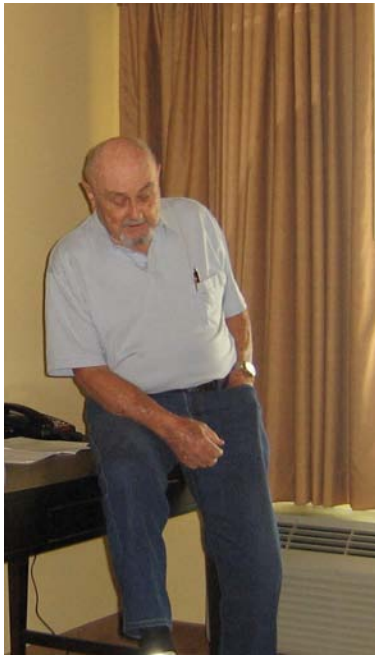
Ancient auto and middle-aged Howard at Ranger

I did not go to the Friday night fish fry and air show. The wind probably died a little for the air show. The Lion's club put on a breakfast Saturday morning. I slept in. It's nice to be retired. There was a long line for the BBQ lunch, but it was worth the wait. The air show went on and a P-51 put on an exhibition of raw power. I lost a former student in World War II flying over Germany in a B-17. The British Spitfire did not have the range to give the bombers fighter cover. The P-51s changed that. They had the range.

A Board of Governors meeting was held on Saturday evening at the hotel. All of the sitting Board members

were in attendance. Years ago, when the Wing treasury was set up it was not necessary to have a tax identification number for a tax exempt organization to open a bank account. The banks wanted the money, and what you claimed you were, was your business.

That is all changed and the banks will not open a bank account without a tax I.D number or a personal Social Security number. The following (next page) is an explanation by Treasurer Michelle Lawrence with the Treasurer's Report.



Wing President George Chandler conducted the meeting.

The current balance of Texas Wing monies is being held in a trust in the treasurer's name until a resolution to incorporate the Wing under the protective non-profit statutes of the State of Texas is passed by the sitting Board of Governors

The formation of this corporation will greatly simplify the ability of the Wing to transfer monies to future treasurers, as well as provide the Board of Governors and each member of the Texas Wing a shelter from potential liability which, unfortunately, now exists. The formation of the corporation is straight-forward and inexpensive.

At the meeting, a discussion was held and the resolution to incorporate was passed unanimously.

No definite plans for the next meeting are in the works. The September Gainesville Fly-In of the Antique Airplane Association is a possibility.

We had a good party on Saturday night and said good byes at breakfast Sunday morning.

s/George Chandler, Wing President



Colton Woodward and National VP Mike Lawrence



Part of flight line at the air show, a hot breezy day.



All five Texas Wing Governors attended the meeting



OX5 member/pilots Colton and Cade Woodward flew from Alpine. (George Vose was the rear seat passenger).

OX5 airplanes, post-Jenny Part 2

In the early 1920s the supply of U. S. Curtiss Jennys and Canadian Canucks, produced en masse during World War I, was aging and dwindling. To fill the need, it was necessary to develop a new type of airplane. As reported previously (March OX5 Newsletter) in 1924 the Laird Swallow was produced, a much better airplane than the early Jennys.



Later that year Laird moved back to Chicago and financial backer Jake Mollendick joined the engineering staff, and the New Swallow was produced. The new Swallow reduced the number of wing bays from two to single, the OX5 engine was cowled, the fuselage smoothed, and nearly 600 New Swallows were produced by the end of 1926.

Left: The 1926 Super Swallow

But there had been discontent by some engineers of the Swallow Company. In late 1924 Lloyd Stearman, Walter Beech and Clyde Cessna left the company and formed the Travel Air Manufacturing Company, still based in Wichita. Their first design took a great step forward with the use of steel tubing for the fuselage and tail instead of wire-braced wood. The refusal of officials of the Swallow Company to change to this structure has been given as the main reason for the split by Stearman, Beech and Cessna from the company.



1926 Travel Air 2000

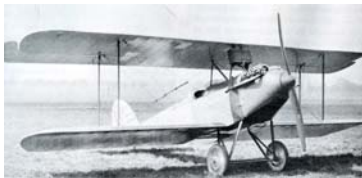
The first Travel Air. The "2000", was completed in March 1925. It quickly gained fame by its entrance into races and competitions, and within the next three months the company already had 15 orders. Eventually, more than 8000 of the OX5-powered Model 2000 would be produced.

Later, the Model 3000 with a Hispano-Suiza engine and the Model 4000 with Wright Whirlwind engines were manufactured by Travel Air, but their production number was limited in comparison to the demand for the OX5 Model 2000.

NEXT: Former Curtiss employee Clayton Bruckner and Sam Junkin form the Advanced Aircraft Company in Troy, Ohio and bring on the Waco series.

The "Mystery Airplane" Page 1

The airplane shown on page 1 is a Waco 10. Prior to 1925 only a few Waco airplanes were built with only



Waco Model 9

limited success. Then, in April 1925, the "Model 9" was introduced. Conspicuous on the Model 9 were its cable-operated "balance horn" ailerons which extended beyond the 32-foot upper wings. The configuration became known as "rabbit ears". The landing gear was the straight axle type. The OX5 engine was enclosed in a new cowling

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The Model 10 oleo-spring gear

Empty weight of the Model 10 was 1200 pounds. Gross weight 2925. Cruise 64 mph, landing speed 31 mph. Price at factory 1927 \$3145.

Do you remember these Wing reunions?



2004 – Texas Wing tent at Gainesville AAA fly-in. (“Hangar” misspelled, but that’s OK). Don Marek’s Waco 10 parked nearby. (Its OX5 engine purred)



A year later it was hot and a bit windy, but we had fun.



In Midland, Fred Ridenous’s son-in-law, Thurmond Elliot, hand props Fred’s OX5



One time we visited Jim Corder’s propeller shop in Marfa



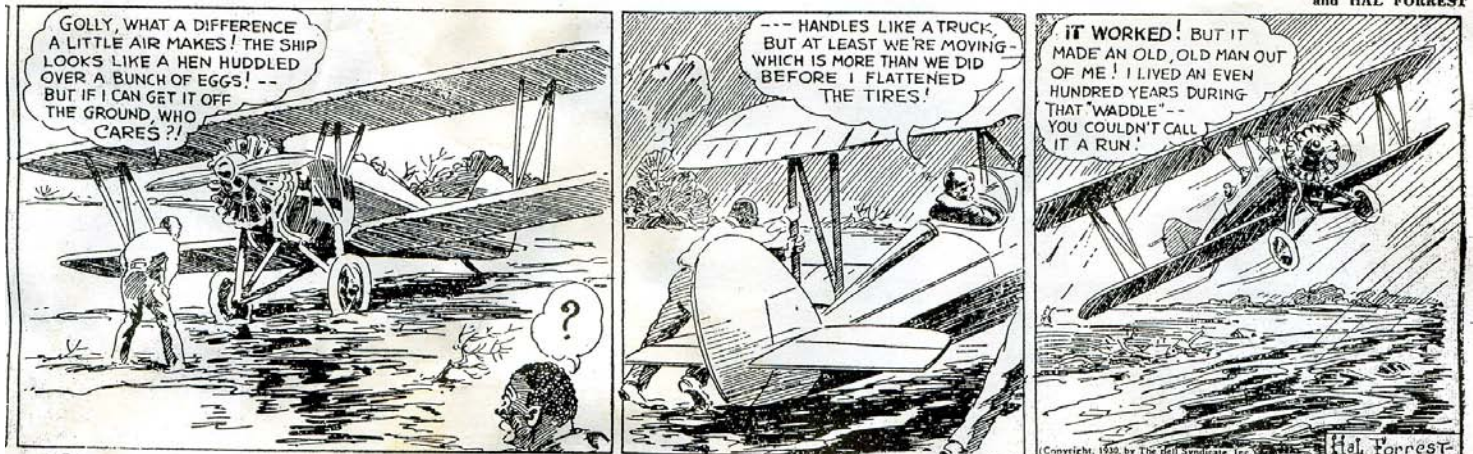
And we dined at Friedenhelm’s in Fredericksburg



Myers biplane taxiing by at Old Kingsbury

Do you remember?

TAIL SPIN TOMMY



If you remember the comic strip "Tail Spin Tommy", we've got you dated. The strip, composed by Hal Forrest and drawn by Glen Chaffin, was eagerly anticipated each day in the late 1920s and early 1930s by aviation minded youngsters. (And future OX5ers).

We found this episode reproduced in the 2001 Travel Air Club's publication "Travel Air Tales". The editor, Robert L. Taylor, is the current president of the Antique Airplane Association.

In this strip the old trick of getting a mud-bound airplane into the air by deflating the tires is the situation described. The Travel Air biplane shown, having a radial engine, was either a Travel Air 3000 or a Travel Air 4000.

In the situation above, the trick worked for Tail Spin Tommy. But our advice is this: If you get an airplane stuck in the mud get a shovel and , call a tow truck.

As you can see, we have some extra space in this newsletter issue.

We need your stories. Our address is in the masthead.

