



OX5 NEWS



Celebrating 69 Years: 1955 - 2024
Volume 66 - Number 1: Winter 2024

Published for and by the Members of the OX5 Aviation Pioneers
Committed to keeping the history of early aviation alive
Web Site - www.ox5.org

OX5 Aviation Pioneers – Early History

Submitted by Dennis G. Yerkey
A Newspaper Article Written By Dwayne Pickels
TRIBUNE-REVIEW, Sunday, August 7, 2005

INCLUDES COMMENTS BY FLORA BALMER #L-19000 AND DON RIGGS #21259 (DECEASED)

Back in the early 1900s, bold -- and maybe a little crazy -- pilots braved frontier skies with a scarf, a pair of goggles and the roar of a Curtiss OX5 engine.

In 1955, a couple of Westmoreland County pilots came up with the idea of forming a club to honor those early aviators. With help from a Pittsburgh businessman, that plan blossomed into a national organization, OX5 Aviation Pioneers.

The club got off the ground near Latrobe, where its first members assembled at the former Mission Inn in Unity Township -- just across Route 30 from what was then the Latrobe Airport.

"It was just a fraternity of these old aviators," recalls Flora Balmer, of Pittsburgh, who served as office manager for the club since its inception until her retirement. "There was the camaraderie, but its purpose was to recognize those who made a significant mark in aviation. Most of them never received recognized."

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Balmer said Charles B. Carroll, of Scottdale, approached the Aero Club of Pittsburgh in June 1955 and suggested arranging a rally for OX5 pilots. Carroll and fellow pilot Lloyd "the Saint" Santmyer, deceased 2010 at 100, a native of Mt. Pleasant who graduated from Greensburg High School in 1927, wanted to round up old-time fliers and honor them for their role in the foundation of the aviation industry. Balmer said Clifford Ball, a Pittsburgh native, was president of the Aero Club of Pittsburgh at the time. Though he wasn't a pilot, Ball was enamored with aviation ever since he bought his first ride in an OX5-powered Curtiss "Jenny" -- a well-known airplane model built by Glenn Curtiss.

....Continued Page 3



Messages from your Officers



President's Message:

2023 is finally over and we don't know what 2024 will bring us. The folks in our organization are getting older and as we all know, along with ageing, comes illness. I know that two of our past presidents are ill, one dealing with cancer and the other with cardiac issues. Please keep them in your prayers and thoughts.

A group of us met at WACO field this past fall for a short gathering of OX-5 members. I wish to thank the folks at WACO for the hospitality and the use of the conference room to hold our annual meeting. We then enjoyed an afternoon with Roger James, one of the owners of D and D Restorations in Covington, Ohio.

I have a few pictures and will include them in the next newsletter.

Sun N Fun is just around the corner. I plan on spending a few days enjoying the company of the Florida group at the clubhouse. Take care of yourselves and thanks for your time!

Russ Berry

National OX5 President

937-405-7183

berrygoodwine@yahoo.com



Treasurer's Message:

Happy New Year 2024!

The winter weather in Ohio is already starting to ease. Days are creeping longer: Sunrise by 8:00 and Sunset by 6:00, so more opportunities to enjoy outside walks with the dog mixed with a hint of flying. We are looking forward to the Solar Eclipse on April 8th. WACO is on the path of totality and has been making plans for visitors, airplanes, campers and observers. Come join us....

Sun N Fun Aerospace EXPO in Lakeland, Florida is celebrating 50 years this year. Mark the dates: April 9 – 14. They have been working on revamping the grounds and the overall total experience. Fireworks displays on Wednesday and Saturday nights. The Florida OX5 Wing clubhouse should be rocking and rolling. The OX5 engine should be running smoothly and attracting the crowds. Don't miss out! Check out the website for updates: www.flysnf.org

It's time to pay your dues. Please pay by check or seek out our website and use the PayPal feature. Donations for the scholarship programs are always appreciated and used to inspire the next generation of enthusiasts.

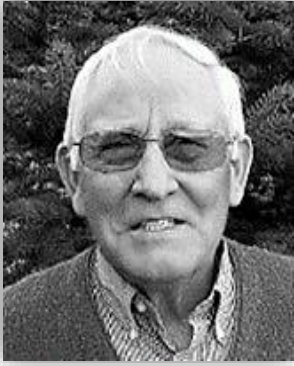
Patty Wagner

National Treasurer

937-999-9594

nc7444h@aol.com

Secretary's Message:



Greetings to all of our members: We had a mild winter this year in Wisconsin until January when the bottom fell out of the thermometer! It took me most of a day clearing our driveways with the large snowblower. I concentrated on inside projects following that activity due to the very cold temperatures. I did venture out into my unheated hangar to do limited work on my Experiment Aircraft project.

We hope that you have had a good winter so far. This is **dues renewal time** for our Regular Members.

I will be sending Life Membership cards to our Life Members in the near future. Best wishes and great memories...

Don Volland

National OX5 Secretary

262-642-3115

aerooptics@aerooptics.com

OX5 Aviation Pioneers – Early History, Continued from Page 1

A World War I veteran who had started a successful automobile business after his return from the war, Ball reportedly mortgaged everything he owned to raise \$35,000 to buy 40 acres near Dravosburg and West Mifflin, Pennsylvania where he built the airport later named Bettis Field, after Cyrus Bettis, a WWI flying ace. He went on to establish Clifford Ball Airlines, Pennsylvania's first airmail service, in 1927. Using four Waco 9 aircraft, the company carried mail from Pittsburgh to Cleveland, Ohio. A year later, the airline started flying passengers on the same route, which came to be called "the path of the eagle," and later expanded to include Washington, D.C.

Ball served as the first superintendent of the Greater Pittsburgh Airport in 1952 and as director of the Allegheny County Airport. He was president of the Aero Club for more than 30 years and also served as secretary of the OX5 Club from its founding until his death in 1972. With Ball on board, Carroll agreed to host the initial meeting at the Mission Inn, which included a luncheon, banquet and lodging. "It was an outdoor affair, like a picnic," Balmer said. "But word got around and about 110 people showed up for that meeting. They came from Washington, D.C., Ohio and West Virginia to Latrobe and they became the nucleus."

POPULAR CLUB

Initially, there were 107 members who paid the \$5 dues. By the end of the following year, membership had grown to 990. In 1957, some 3,259 new members enrolled, swelling the roster to 4,249 members from all over the country by the end of that year.

MINUTES FOR THE 2023 NATIONAL OX5 BOARD MEETING

**Held at the WACO Air Museum, Troy, Ohio
October 16, 2023**

- A. Roll Call - One Board Member Position is vacant - all other Board Members attended in person or via Zoom electronic connection.
- B. Secretary's Report: Our total membership in the OX5 Aviation Pioneers is now at 229 people. We have reached the point where we need to send out hard copies of the Newsletter to all members to qualify for the bulk mailing rate. The annual Regular Membership fee of \$30 is very low and we need to consider the possibility of raising the fee to help cover our overhead expenses. Life Members do not pay an annual fee but many give generous donations every year.
- C. Treasurer's Report: This information is on a need-to-know basis.
- C. President's Report:
- D. Scholarship Program:
1. The program has been a great success and will be renewed again for 2024.
 2. The Scholarship Application forms have been updated to show that the Discover Aviation Learning Through Fun Scholarship is \$500 and the Education Scholarship is \$1,000.
 3. The forms will appear in the next OX5 Newsletter.
- E. Old Business: Because of the lack of Board Meetings during the past few years, the Board approved giving the Secretary the flexibility to adjust the present term limits of the Board Members so that no more than 3 will be up for renewal each year. All Board Members agreed to continue serving in their positions.
- E. New Business:
- 1 An effort will be made to see if the vacant Board Position can possibly be filled by a member of the Curtiss Wing.
 2. The Board agreed to nominate Don Voland to the OX5 Hall of Fame.
- F. Adjourn: Meeting adjourned

Don Voland
Secretary, OX5 Club

1922 Curtiss Glider Boat

Based on original articles by Richard Leisenring, Curator Emeritus of the Glenn H. Curtiss Museum in Hammondsport, NY.

Volunteers of the Curtiss Museum restoration shop, some of whom are members of the OX5 Aviation Pioneers, Curtiss Wing 1, have completed a replica of the 1922 Curtiss Glider Flying Boat. With a few minor cosmetics details being added, the group are now preparing it for permanent display.

This was the last aircraft Glenn actually had a hand in designing, building and flying before devoting his time to several other projects including Florida land development and designing travel and camping trailers.

It has been over a year now since the loss of the museum's Restoration Shop Director Art Wilder. One of the last projects he had set up to advance the Curtiss Aircraft Collection was the creation of a full-scale replica of the 1922 Curtiss Glider Boat. The museum believes that this is a project no other museum or collector has attempted before.

Originally started under Art's guidance, our shop volunteers made a commitment to see it finished in honor of him and his vision. Progress on the Glider's completion has been moved along steadily over the months with the wing and tail surfaces being covered in fabric and rib stitched. The next steps were to paint these surfaces, complete some metalwork on the fuselage and assemble it for display. Now that it is completed the plan is to display the craft hanging from the ceiling over the Model E and MF flying boats.



This project was completed next to the public viewing area in the Restoration Shop giving our visitors a chance to see what we actually do and are skillfully capable of doing.

Those pictured by the nose of the glider are, from left to right, Richard Siegrist, Janet O'Connell, Roy Hepler, Bob Brown, and Brian Shoemaker, all members of the OX5 Curtiss 1 group.

Please be sure to visit the museum and see our newest addition to the Curtiss legacy.

The museum is located at 8419 State Route 54, Hammondsport, NY 14840. They can be contacted by phone at 607-569-2160 or reached through their website www.glencurtissmuseum.org.

In other news from the museum, on March 28, 2024, Brian Shoemaker will be giving a presentation about the Curtiss Museum's volunteer restoration program, as part of a new Speaker Series that the museum is hosting. The talk will be given over Zoom and is free - participants only need to register in advance, by contacting Carol Anne Adams, the Curtiss Museum education director (education@curtissmuseum.org).

**OX5 Aviation Pioneers
2024 \$500 Discover Aviation Learning Through Fun
Scholarship Application**



Name _____ Date of Birth _____

Name of parent(s)/guardian(s): _____

Permanent Address _____

Home Phone _____ Cell Phone _____

Email Address _____

OX-5 Sponsoring Member: Member Name: _____ Member# _____

Member Address _____

Member Phone _____ Email _____ Wing _____

Education:

School	City/State	Year s Attended

Extracurricular Activities:

On separate paper, please respond to items listed below. Put your name on the top of each sheet and refer to the items by the appropriate letter (A, B, C).

A. State why you desire the aviation scholarship and for what purpose you plan on using the scholarship funds.

B. Accomplishments in or out of school.

Indicate honors, awards, performances, clubs, etc.

C. Goals.

Tell us about yourself and your goals. What experiences have you had that developed your interest in aviation? Why do you want to do this aviation activity? Do you have any future plans that include aviation?

Letters of Recommendation: Two are required. At least one must be from a teacher that you have had within the last two years.

Application due by May 30, 2024

Funds are made possible, in part, from the generous gifts from the Colorado, Georgia, Kansas, and Maryland Wings.

Send application materials to: OX5 Aviation Pioneers, Scholarship Program, PO Box 769, Troy, OH 45373

**OX5 Aviation Pioneers
2024 \$1,000 Education Scholarship Application**



Name _____ Date of Birth _____

Permanent Address _____

Home Phone _____

Cell Phone _____

Email Address _____

OX-5 Sponsoring Member:

Member Name: _____ Member # _____

Member Address _____

Member Phone _____ Email _____ Wing _____

Education:

School	City/State	Years Attended	Degree or Diploma	GPA

Pilot Certification (if any):

Private	Commercial	Rating	Flight Hours

On separate paper, please respond to items listed below. Put your name on the top of each sheet and refer to the items by the appropriate letter (A, B, C).

- A. Accomplishments in or out of school**
Indicate honors, awards, performances, clubs, etc.
- B. Aviation Activities**
List aviation activities in which you participate, membership in aviation organizations and any aviation related employment.
- C. Goals** Tell us about yourself and your goals. Write a statement about your educational and career goals. State how you first became interested in aviation and your future goals with aviation. Specify certificate, rating or education goal you will be obtaining with this scholarship.

Letters of Recommendation: Two are required. At least one must be from a person knowledgeable of your aviation goals.

Application due by July 15, 2024

Funds are made possible, in part, from the generous gifts from the Colorado, Georgia, Kansas, and Maryland Wings.

Send application materials to: OX5 Aviation Pioneers, Scholarship Program, PO Box 769, Troy, OH 45373

Member News

We have received word that two of our members are facing some significant health challenges. Tim Pinkerton, current National Vice President has been hospitalized with a heart condition and Rich Wilber, former National President, is dealing with treatment for a reoccurrence of cancer. Cards of support and encouragement can be sent either member at their respective addresses shown here.

Tim Pinkerton
5494 Shiloh Springs Road
Trotwood, OH 45426
wacopinky@aol.com

Rich Wilber
8657 Coyote Creek Drive
Colorado Springs, CO 80924
wacoline@yahoo.com

Flown West

It has been reported that the following members have Flown West:

John B Wilder	Member 23309	Branchport, New York	January 1, 2023
Lyle D. Bobzin	Member 5302	Green Valley, Arizona	May 4, 2022

New Members

We are delighted to welcome these new members. They have joined a premier aviation organization that has been chartered since 1955 in Latrobe, Pennsylvania. Their support will help us keep the club viable, continue our scholarship program for young persons and enable the aviation educational aspect as written in our charter.

New Members

Bill Cowie, #23314	Joseph Wilkinson, #23315	William A. Webber, 23316
Brian Shoemaker, #23317	Brian E. Anderson, #23318	

OX-5 Quote: *"More than 10,000 of these V-8 engines were manufactured, most of them for use in Curtiss JN-4 Jenny trainers. After World War I, thousands of OX-5s and Jennies were sold to the public at a fraction of their original cost to the government. In addition, during the 1920s, the OX-5 engine powered airplanes developed for civil aircraft by Waco, Laird, Curtiss, Fairchild, Alexander, Travel Air, and many other firms.*

The availability of a well-proven, inexpensive engine in such quantity was a mixed blessing -- it allowed many people to fly who could not afford a more expensive engine, but manufacturers of more modern power plants suffered." – The Smithsonian National Air and Space Museum



Captain Onan John Coppage, Retired North West Airlines and Delta pilot and Life Member of the OX5 Aviation Pioneers sent us a note about his father along with a recent letter of support.

My father, Cecil G. Coppage, who went by the name “Cy”, flew many OX-5 powered aircraft in his day. Cy was a Barnstormer, a Bureau of Air Commerce Inspector, a Civil Aeronautics Administration Inspector, and a domestic and foreign operations inspector and pilot examiner for several airline transport companies. He trained and did flight examination of Bureau of Air Commerce and CAA pilots in instrument flying. Cy was the author of pilot training manuals and operations specifications for numerous airlines including American Export Airlines foreign routes including the New York to Foynes Ireland route using the Vought Sikorsky VS44 Flying Boat. He also did similar duties for Pan American Airlines on the Boeing Clipper 314. Cy did enroute pilot checks on these routes. He also did survey flying in South America. My father was personally known to Bill Lear, Walter Beech, Jimmy Doolittle, Benny Howard and Eddie Stinson. Cecil G. “Cy” Coppage is enshrined on the Smithsonian’s National Air and Space Wall of Honor.

Thank you, John Coppage, for sharing your father’s aviation history with us here at the OX5 News.

Remembering Lyle Bobzin

In December we received a letter from Rita A. Bobzin of Green Valley, Arizona, which went as follows...

Membership #5302 Lyle D Bobzin

Please be advised that my husband, Lyle Bobzin passed away last year on May 4th, 2022 Just 4 days prior to his 104th birthday. I wish to continue to support your organization for as long as possible.

He told me the story about when he joined in 1955, I believe. He and 2 other TWA pilots joined at the same time; I believe when he lived in the Chicago area. Throughout the years we went to many meetings, primarily in the greater Seattle area where we lived for 34 years.

In 2018 we moved to Green Valley, Arizona to enjoy the desert sun and wonderful mountains to the east. That was until Covid 19 sidelined us in 2019, then pretty much isolated at home, only venturing out to medical appointments and food shopping. Many others did the same. We were fortunate to have avoided this dreadful virus.

Wishing you health and happiness in 2024,

Sincerely,

Rita A Bobzin

A newspaper story that appeared when Lyle Bobzin was 102 is our Member Model feature this issue.



A Jot from Dot

I thought the "OX-5 News" might be interested in this model WACO UPF-7 aircraft which has been in our family for 80 years. I inherited it from my dad, Ed Prose (flown west in 2010 at age 94). He was a long time OX-5 member and years and years ago was looking to purchase a WACO and found one on the West Coast but decided that it was too long a journey to fly from there to Chicago so this is the closest he came to owning a WACO. It has been hanging in several places over the years in the garage and most lately safely in a corner in my den.



Dad was flying for United Airlines when he purchased this model airplane WACO from a kit in 1943 for \$125.

He passed this information to me over the years (as I understood it): It is made of balsa and spruce wood. It's 30 inches long with a top wing span of 40 inches painted blue and yellow. The engine is a Morton Burgess 5-cylinder radial engine bought for about \$49 in 1942 in Denver, Colorado.

It's U-controlled but he said it was flown only once practicing touch and goes on a blacktop surface in Chicago. Since he said it was underpowered with weak compression, he never flew it again.

He recommended, if I ever wanted to start it (which I never did!), to get the engine going use a fur-lined leather glove otherwise you could lose your fingers from the prop. It uses gasoline, grade 75 weight oil, and battery 1.5V. Gas tank is in the top wing. It has three wires for control and the throttle is spring loaded with an adjustable blade prop.

In 1950 he was able to obtain a parts price list for the engine (which I still have) from the M-S Engineering Company in Libertyville, IL. A page from this list is shown here. He always thought parts replacement vendors were key to owning any kind of aircraft, even a model aircraft.

This WACO model has been a family member for 80 years and, although not the real full-sized aircraft, it's the next best thing! A real treasure as I see it every day!

Dot Prose

OX-5 Member #22258
Osprey, FL

M-S ENGINEERING COMPANY P.O. Box 192 Libertyville, Illinois

PARTS PRICE LIST FOR M-5 MODEL AIRCRAFT ENGINE

PART NO.	DESCRIPTION	NO. REQ'D.	PRICE EACH	PRICE PER SET
1001	Push Rod	10	\$.06	\$.60
1002	Cam Follower	10	.14	1.40
2100	Crank Case	1	4.80	4.80
2200	Crank Shaft	1	4.50	4.50
2300	Master Rod	1	2.10	2.10
2302	Master Rod Bushing	1	.18	.18
2401	Wrist Pin	5	.30	1.50
2402	Auxiliary Rod Bearings	4	.20	.80
2700	Auxiliary Rod	4	.50	2.00
3001	Gear Case	1	4.50	4.50
3002A	Lead Shaft (Incl. 3002-3006)	1	5.40	5.40
3003	Main Bushing	1	.30	.30
3004A	Cam Gear (Incl. 3004-3012)	1	7.20	7.20
3005	Bushing, Lower	1	.18	.18
3007A	Distributor Shaft (Incl. 3007-3009-3010)	1	6.60	6.60
3008	Gear Case Cover	1	1.50	1.50
3011	Bushing, Upper	1	.18	.18
4001	Cylinder & Fitted Piston	5	5.40	27.00
4001A	Complete Cylinder & Fitted Piston Assembly (Incl. Valves)	5	7.00	35.00
4003	Rocker Arm	10	.35	3.50
4004	Rocker Arm Adjusting Screw	10	.60	6.00
4005	Rocker Arm Pin	10	.20	2.00
4100	Complete Valve Assembly	10	1.20	12.00
5000	Distributor Complete (Includes Rotor)	1	6.30	6.30
5001	Distributor Case (Includes Points)	1	3.00	3.00
5002	Rotor	1	.90	.90
5005A	Distributor Cap Complete with Wires	1	2.40	2.40
5012	Ground Wire	1	.18	.18
8007	Complete Carburetor	1	3.60	3.60
9010	Complete Set of Screws	1	.60	.60
9027	Intake Tube	5	.25	1.25
9028	Exhaust Tube	5	.25	1.25
9030	Bearing R3	1	2.15	2.15
9031	Bearing 808	1	1.95	1.95
9032	Bearing 8038	1	1.85	1.85

Accessories for M-5 Model Aircraft Engine on back of sheet.

Barnstormers, the way it was

Editor's note: Judy Deeter is a local historian in Troy, Ohio and while going through some old pictures and stories, she ran across this story written by David Smallenbarger. He wrote many stories about his life in Troy and a collection of his stories are at the Troy Local History Library. Judy thought you might enjoy one about WACO Airplanes and barnstormers since many early WACOs used the OX-5 engine.

BARNSTORMERS

BY

David L. Smallenbarger

A small black ant crawled across the map of the country and stopped momentarily on the word Omaha.

Four pilots flying Waco aircraft, knew that this was to be their next destination.

The pilots were engaging in a flying sport, known as barnstorming, popular in the 1940's and 50's.

The four men, flew their Waco's the cadillac of small aircraft, into Troy, Ohio, a small town, twenty miles north of Dayton, the home of the Wright Brothers and flight power.

They came to visit the place where their planes were manufactured and sold, the Waco Aircraft Co, in the year 1950, a couple of years after the Troy firm had ceased to make planes.

This was in the late summer, and the fall of the year was fast approaching. The county fair was over, school had re-opened and the country was involved in another war, the Korean War which President Truman called a "Police Action," coming five years after the close of World War II.

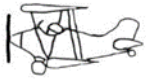
After learning of the "Barnstormers" arrival on a Friday afternoon in a pasture field near the Waco plant, this so aroused my curiosity, that on a Saturday morning, I visited where the planes had landed, and I stayed all day.

The four pilots were busy taking passengers for an air cruise of the city, at the price of one dollar and a half, for a fifteen minute ride.

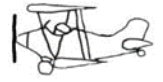
I sent word to my mother, who had forbid me to go, that at the invitation of the pilots, I was going to stay Saturday night.

They built a camp fire, and being professional men, I expected to hear talk of their respective professions and trades, but I was wrong, They were airplane fanatics.

After the hot dogs and beans were served, the talk of other aircraft, such as the Beechcraft, Cessna, Piper Cub, were discussed Pro and Con. When it was time to turn in we slept under the planes wings, where I felt close to God, and dreamed of walking on clouds of animal crackers.



Model Member



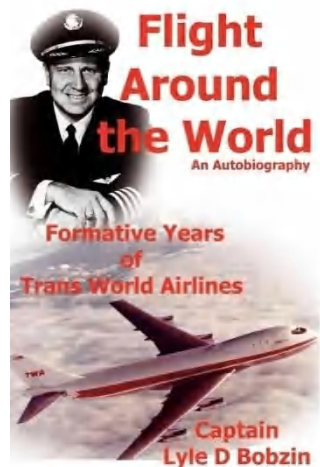
HE TOOK FLIGHT!

By Scott Dyke

Editor's Note: This article about Lyle Bobzin first appeared in the *Green Valley News and Sun* on June 25, 2020. It was written Scott Dyke as part of his "Meandering the Mesquite" series, which has been awarded best column by the Arizona Newspapers Association. It is reprinted here with Mr. Dyke's permission.



Hard to imagine. The guy behind the desk, in a den decorated with aviation history, has been retired for 42 years. Doing the math induces some head-scratching, until you learn that Lyle Bobzin is 102.



So, Lyle, what's the secret? A pause as he shifts in his chair. Then the answer. "By the grace of God."

Capt. Lyle Bobzin If you are a believer, as Lyle is, that means he spent 36 years about 35,000 feet closer to the Almighty than the rest of us.

Lyle was not just a pilot for some airline; reason enough for a list of accomplishments. Nope. Capt. Lyle Bobzin was the most eminent and respected pilot in the history of TWA, the groundbreaking, iconic company in air travel history.

Reared in Wisconsin, his life was altered when he was 9. In 1927, Charles Lindbergh flew the Atlantic, forever changing travel.

It had a profound affect on young Bobzin. He made it clear: "Lindy was my hero. Still is." In a few years, Lyle obtained a pilot's license and became a flight instructor. "Things were different then. Flying without a license was not uncommon," he added.

In 1944, Transcontinental Western Airlines (the original TWA name) called and offered an opportunity. They were seeking pilots. The 36-year stint with TWA had begun. In the late 1940s, billionaire Howard Hughes bought into the fledgling carrier. Hughes had an obsession with flying. He wanted to make TWA into an international carrier with around-the-world connections. Hughes soon learned that rival Pan American did not want any competition. Hughes pressed on. He was fighting the powers of Washington as well. Pan Am was, shall we be polite here, well-connected and well-protected. Enter Lyle Bobzin.

His mission was to set up global destinations for TWA. It was a large undertaking. "We flew into Israel in 1948, to establish a base," Lyle recalled.

Keep in mind that there was a war going on; Israel was fighting for its new existence. Not exactly the safest spot on the planet. Lyle was in the forefront in the battle for TWA to carve out international routes. "I had to get Howard Hughes off the hook," he recalled. Needless to say, TWA staked a big claim in world travel, in no small part due to the missions of Capt. Lyle Bobzin. When queried about if he ever met Howard Hughes, Lyle laughed and told this story.

"I liked Howard for his passion and believed in his plan for TWA.

One of our headquarters was in Kansas City. He would fly himself there in a B-23 from L.A. "I entered the reception area and saw this sprawled-out disheveled man on the couch. His clothes were dirty and he was unshaven. I told the receptionist we will remove him. "Ruby looked up and said, Lyle, that is Mr. Hughes. "He was a really strange man."

Lyle's role in TWA went beyond piloting. He was sought out by TWA management for a variety of reasons. The Boeing company's major engineers asked for his thoughts on plane designs and corrections.

His favorite airplane was the 747, best known as the "Jumbo Jet." This monstrous aircraft dwarfed the popular 707. It weighed over 300 tons and had a 210-foot wing span. The trademark look involved a second deck where the cockpit and a lounge were located.

Bobzin was no stranger to notable passengers, mostly on his coast-to-coast flights. Liz Taylor and her most recently acquired husband, Eddie Fisher, were frequent flyers; so were Cary Grant, Tyrone Power and Edward G. Robinson. He also met his prominent forerunners, war-time aviators Eddie Rickenbacker and Jimmy Doolittle. Andy Devine, the portly, raspy-voiced character actor of a legion of movies and TV shows, was a close friend.

When you spend decades defying gravity, some strange and dangerous situations can occur. Lyle was transporting oil company personnel in the Middle East. The plane suddenly lurched upward. A crew member was dispatched to check out the rear. Every passenger was huddled in the back, drinking and throwing dice, causing an imbalance of the aircraft. Despite protests, they were ordered back to assigned seats.

In June 1960, there was a very close call. Lyle, piloting a 707 to Los Angeles, spotted a speck on the horizon. He was in manual control of the plane. The speck got much larger in a hurry. Things happen quick at 600 mph. It was a trainer. Lyle did a sudden roll of his aircraft. The two planes were so close he could see two stricken faces in the other cockpit. A lot of people had no idea that they were saved by the quick action of their captain. When asked if he felt any fear, Lyle answered, "No, I was composed."

In 1980, Lyle was retired. It was not his idea. It was an age mandate by the FAA.

Lyle's take? "It was stupid." TWA suffered through a period where corporate raiders like Carl Icahn gutted the assets and increased the debt. In 2001, TWA swooned and crashed.



Lyle and Rita, who were married in 1968, settled in with their hobbies. Lyle enjoyed his bird hunting. Rita had been a hostess for TWA and later she set up the Admiral's Club for American Airlines. He hunted all over the world, Ireland and Israel stood out for him. Israel? Well, it seems that the British had introduced pheasants years ago.

They moved to Green Valley in 2018. It was an eventful year. Lyle got an infection, a bad one. "I thought, at 100, this could be it. Everything left me, including my conscious mind." From somewhere came a voice. It said, "Take the pain." "I was jolted. Recovery came quickly. It was Christmas 2018." Rita added, "I got this call from the hospital, not knowing from whom. The call came from Lyle. Unbelievable! Prayer answered." Lyle Bobzin gets by. He has some issues but mental acuity is not one of them. He frets over his loss of some vocabulary. Maybe so, but his standards are lofty. A tip of the wings to the Captain. Next drop of the wheels, 103.

Editor's Note: Lyle Bobzin passed away May 4, 2022, just 5 days short of his 104th birthday. His autobiography, published in 2010 is available from Amazon and various online used booksellers.

OX-5 History

The New DODGE WATERCARS
Fastest of Their Class on the Water
New York Motor Boat Show Sensation

THE DODGE WATERCAR

Now Available in Four Models:

Customized Equipment Extra

<p>MODEL 422 A 27 footer, made work- per with Dodge Marine Engine 1075 H.P.</p> <p style="text-align: center;">\$2475</p> <p>MODEL 423 A 24 footer, made work- per with Marine Engine 800 H.P.</p> <p style="text-align: center;">\$2975</p>	<p>MODEL 426 A 27 footer, made work- per with Dodge Marine En- gine 1075 H.P.</p> <p style="text-align: center;">\$2925</p> <p>MODEL 846 A 27 footer, made work- per with Dodge Marine En- gine 1075 H.P.</p> <p style="text-align: center;">\$3475</p>
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Dodge Watercars, powered with the new Dodge Curtiss eight cylinder marine engine are the latest stock runabouts in their class on the market.

Designed by Clarence F. Crouch, builder of Gold Cup Race prize winners, they are easily capable of 35 to 47 statute miles per hour.

Yet, ease of high speed in rough waves, flame standing gear, provide luxurious comfort and utmost security. They are ideal for family use as well as for the man who wants the latest and most beautiful of boats. All are equipped for saltwater or no extra charge.

For those who require large seating capacity, the new desirable cockpit models are ready. In both single and tandem cockpit models there is a choice of two power plants.

At the New York Motorboat Show, the new Dodge Watercar proved the promotion managements its value. The delivered price average no more than thousand great summation. Prompt delivery can be made in any part of the country, with special facilities at Miami.



THE HORACE E. DODGE BOAT WORKS INC., DETROIT, MICHIGAN

This is an image of a 1926 advertisement for the **Curtiss OX-5 powered Dodge WATERCAR** produced by the Horace E. Dodge Boat Works Inc., of Detroit Michigan.

Horace E. Dodge Jr. was the son of the late Horace Elgin Dodge Sr. who was brother to John Francis Dodge. You might know Horace Sr. and John as the “Dodge Brothers”. Their company by the same name was an early supplier to Henry Ford and they brought out their own car line in 1914, which would eventually become part of the Chrysler Corporation, but that is another story.

Both brothers would die in 1920 as a result of the influenza epidemic of that era. Horace Jr’s mother encouraged her son to begin his own venture in 1923 called the Horace E. Dodge Boat Works which would use car assembly techniques to build wood boats. He began branding the boats under the "Watercar" name. Some reports indicate he spent the approximately \$750,000 building a boat factory that only managed to produce about 5 boats a day. This innovative manufacturing approach, at least for wood boat production at the time, was coupled with world class marketing. As a result, by the late 20’s, Dodge Boats made competitors like Chris-Craft and Gar-Wood seem second class by comparison. Dodge Jr. was convinced there was a growing trend toward luxurious Speedboats so plans were drawn up for a beautiful line of Dodge boats for 1930 that would use new Lycoming powerplants, even with the stock market crash of 1929, a new factory was built in Newport News, Virginia, for the production of the new designs.

Clayton Brukner of the WACO Airplane Company bought some of the remaining inventory of Curtiss OX-5 engines from Dodge Boat Works for use in his WACO 9 and 10 Aircraft.

News from the WACO Air Museum



On Monday, April 8, 2024, visitors to WACO Airfield 1WF will be able to experience something that won't happen in Ohio again until 2099 – a total solar eclipse. A total solar eclipse occurs when the Moon passes between the Sun and Earth, completely blocking the Sun. The last one visible in Ohio occurred in 1806.

WACO Field will be in the path of totality for the 2024 Solar Eclipse, so we are thrilled to have this rare and once-in-a-lifetime event happening over the airfield and we hope that you will plan to celebrate with us!

We will have accommodations for on-site camping for up to 80 campsites, a designated aircraft parking area with room for 100 aircraft, and parking for 500 vehicles! We will soon be taking reservations, so be sure to look for more information on our website, www.wacoairmuseum.org Plan now to come and spend the weekend or the day with us!

Construction is underway on the Learning Center!



After a long delay during the pandemic years and the impact of rising construction costs, work on the Learning Center resumed in January 2024. We could not have done this without the support of our kind contributors! This next phase of the project will result in partial occupancy of the building by mid-2024.

Your continued financial support is always appreciated so we can press on to the finish. Please consider a gift of support at this time to keep this important project moving forward! WACO Air Museum, 1865 South County Road 25A, Troy, OH 45373. (937) 335 9226

An OX-5 Image

Willys-Morrow Co. Belt Drive Test of Curtiss OX-5 Motors Elmira, New York, 1918



As we mentioned a couple of issues back, Willys manufactured OX-5 engines under contract for Curtiss to help fulfill the contract for Jenny aircraft during World War I. From what we understand, every engine built was tested with this equipment to show that they were properly assembled and fully functional before being installed in an aircraft.

A.P. Morrow came to Elmira, New York in 1895 when the Eclipse Bicycle Co. moved there from Pennsylvania. Morrow was superintendent of the plant and inventor of the Morrow coaster brake. He left Eclipse in 1905 to establish his own business. In 1907, the Morrow Manufacturing Co. was organized in Elmira and capitalized at \$25,000. The company manufactured parts and supplies for automobiles and bicycles. By 1910 their work included orders from Glenn Curtiss, who was building airplanes in Hammondsport, New York. Morrow and Willys became friends while Morrow was at Eclipse and Willys was the distributing agent for their bicycles. Starting in 1908, the first Willys Overland parts were made in Elmira. Morrow Manufacturing had started with one stenographer and 28 mechanics. In 1916, the assets of the company were turned over to the Willys-Morrow Co. and by 1919, approximately 6,300 were employed, with an office staff of 275 and a payroll of \$6.8 million. By the late 1920's the factory occupied 74 acres with 992,000 square feet of floor space. Eight freight cars per day carried the daily output, with products valued at \$10 million yearly. The impact of the Great Depression on automobile sales would cause Willys to close the Elmira plant in 1934. Both Willys and Morrow would die in 1935.



SUN 'n FUN 50th Celebration is only a few months away and we are busy planning a memorable event that will be remembered for years to come!

INTERNATIONAL OASIS IS BACK!

International Oasis invites visitors, vendors and volunteers from over 80 countries to check in, find someone who speaks their language, and have their event questions answered. Register your home country and have your attendance added to our event statistics. The country with the most registered attendees in 2024 will have its native flag flown proudly at the front entrance of the International Oasis tent in 2025!

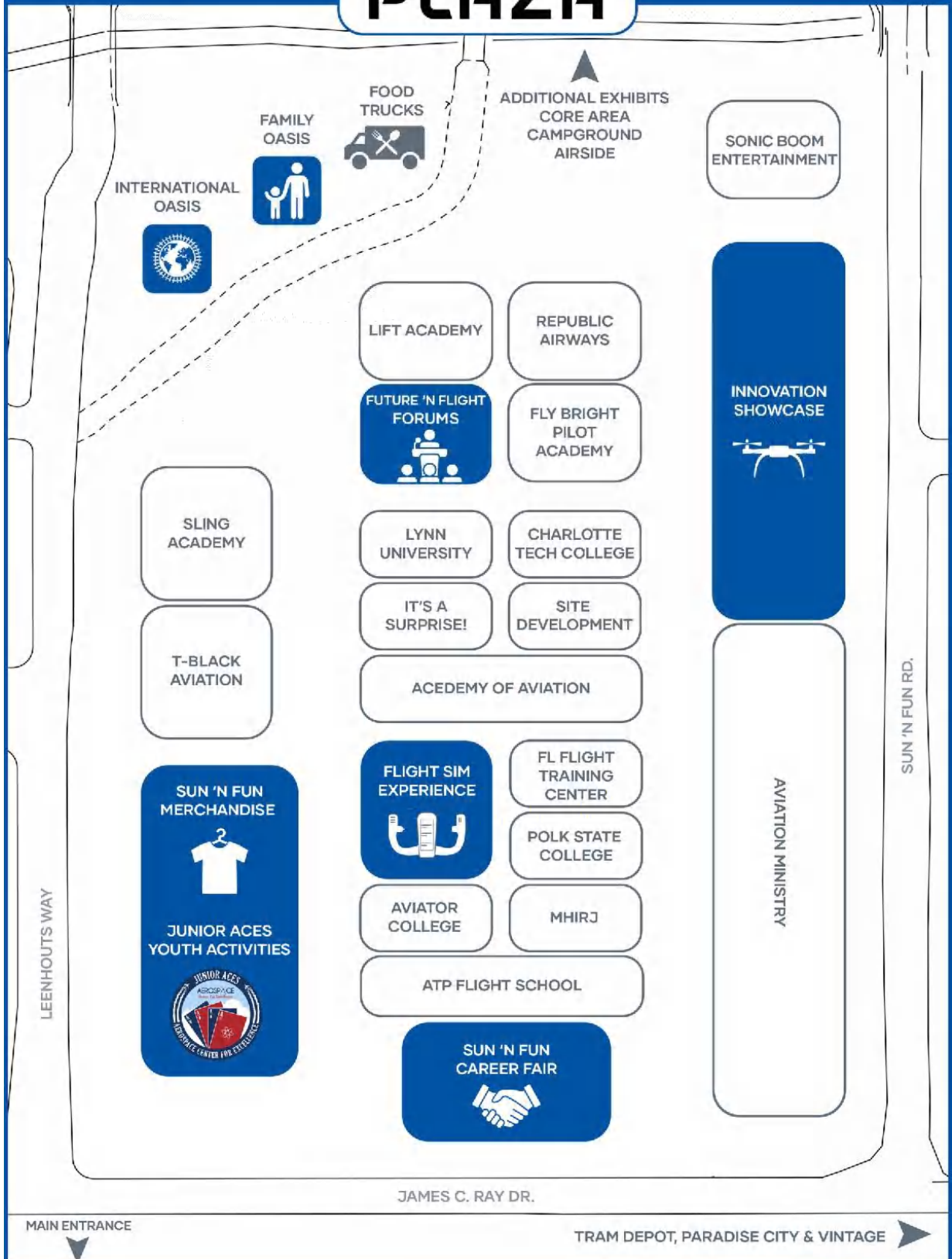


The FUTURE 'n FLIGHT PLAZA will be the SUN 'n FUN headquarters for aspiring aviators of all ages! Formerly South East Exhibits, this area has been re-imagined and is the place for youth activities, aviation careers and new tech in aviation. We also added a Family Oasis for families and the International Oasis for our friends from all over the world. You won't miss this new area just north of the Main Entrance.



FUTURE 'n FLIGHT PLAZA

AEROSPACE
Center For Excellence





In The News...

Once again Walt Bowe's beautiful OX-5 Powered WACO 9 is featured in the national press. Be sure to check out the extensive article in the January – February 2024 issue of the EAA's *Vintage Aircraft* magazine. Congratulations once again, Walt, on your stunning restoration!



Membership Renewal Time



Our Life Members are exempt from paying annual dues but many of them as well as Regular Members like to give a donation to help support our outreach initiative.

Regular Members may renew **online** or by using the **form below**. We are now combining family membership listings on our master membership list. As a result of this change, you are expected to **send only one membership dues amount** for the combined listing as a family membership. The husband's membership number will be shown along with both the names of the husband and wife on the membership card. If a duplicate card is desired for the wife, we will be happy to provide that upon request. This will allow the electronic handling of the master membership list to function more smoothly. Only one hard copy of the Newsletter will be sent to each family membership listing. Hard copy Newsletters have only the front and back pages printed in color due to the cost. Email Newsletters are available with all pages in color by using the link provided in your email.

Mail the **completed** form below along with a check if appropriate to:
OX5 Aviation Pioneers, PO Box 769, Troy, Ohio 45373

✂✂✂ Cut On Line ----- Cut On Line ✂✂✂



Check This Box To Have Your Newsletter Sent Via Email

Web Site: www.ox5.org

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Name _____

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OX5 Membership Number If Known _____

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Dues Renewal	\$ 30.00
<i>(Your Next Membership Year Is Jan. 1 - Dec. 31, 2024)</i>	
My donation is	_____
Total Enclosed	\$ _____

OX5 Aviation Pioneers
P. O. Box 769
Troy, OH 45373



Attention Regular OX5 Members - Dues Renewal Time - The annual dues year starts January 1, 2024 and extends to December 31, 2024. Regular members who have not paid their dues by April 1, 2024 will be considered as “not in good standing”. Regular members who have not paid their dues for the last two years will be removed from the Master Membership List. Please don't delay, renew today!

Please visit us on our Web Site at: www.ox5.org