

"I Am The Airplane" and the many contributions of Curtiss to the miracle of flight were more impressive than ever.



Robert S. Chamberlin

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Chamberlin's first flight was on March 26, 1911, in Bloomington, Indiana, via Stork. His second flight was a B-5 Ryan, from Estancia, New Mexico to Albuquerque, New Mexico, in July 1929.

Later that year, he worked at the Albuquerque Airport where he knew important figures like Frank Hawks, Jimmy Doolittle, Will Rogers, Pancho Barnes, Ruth Nicholas, Eddie Bellande, Lake Littlejohn and many others. Art Goble was a particular friend of his. Clarence Chamberlin was his cousin.

While there he flew a long wing Eaglerock and a Waco 10; later he flew Curtiss Robins, both OX5 and Challenger Engine. None of this time was ever logged because he failed the color test. He finally passed it in 1940 and got a private license and then a commercial license in 1943, #42011-40.

He could not stay in aviation during the depression so he went back to school and got a degree in Mechanical Engineering. He worked in aviation when possible between terms including six months at Douglas Air Craft on the early DC-3s.

He graduated in 1941 in Mechanical Engineering and in A&E licenses at the same time.

He started at Lockheed in December 1941, as crew chief on the production flight test line of Vega Venturas. This included PV-1s, PV-2s and B-34s. He also worked on P-38s for the U.S. Army and Model 12s built for the Netherlands East Indies.

In 1943, he signed a contract to fly with Panamerican Grace Airlines and failed the physical due to color blindness.

Later, he taught engine buildup (QEC) on B-17s at Roswell, New Mexico.

In July, 1945, he started teaching A&E mechanics and Aeronautical Engineering at New Mexico State University.

In 1948, he went to work on missiles as a mechanical engineer on the V-2s. In 1954, he transferred to White Sands Missile Range where he worked in instrumentation for 19 years; then the last three years as test conductor on Chaparral Missiles.

He retired in 1976 but was active in aviation while at the missile range and he is still active in it.



Glenn L. Chase

Glenn L. Chase

Born in Tama, Iowa on February 21, 1914. Started flying and soloed in Colonel Murray's OX5 Waco 10 in 1932. Chase went to Max Diebold's OX5 Waco 10 for more flying. Then he flew Delbert Clayton's SM8A Travelair. He flew a Marion Nelson and Eddie Ferguson's Inland Spot. Then he flew 26 years for the Navy. He flew Art Goble's Hisso Swallow, and a Kansas City Kinner playboy at San Diego.

Navy types N3N PV 1 and 2 Catalina 3 and 5 SNB P4Y1 and 2 and many others. He fixed base operations at Brookville, Florida for 12 years.

Chase is a member of OX5-EAS-FAA-1PA-AMA-FSA-CAP-AARP-AFA. He is a Smithsonian member and a Pearl Harbor survivor. He has worked as an aviation authority and has done some movie flying with Paul Monty and others.

He is still flying today.

Carl J. Christenson

Born on November 22, 1907 in Sandpoint, Idaho. He attended the University of Idaho, and was a Sigma Nu member. He learned to fly at Oakland, California with the Wright Air Service in an OX5 Travelair and a J-4 Waco. He was issued a private pilot license #4563 on December 1, 1928. Christenson worked for the operator as a line boy, mechanic's helper and he hopped passengers (after getting L.C.) to build flight time. He was issued a transport license 4563 and an A&E mechanics license #6874 in October 1929. Then he went to work for Humboldt Flying Service in Eureka, California. He engaged in fixed base and barnstorming operations alternately in northern California and central Washington.



Carl J. Christenson

Christenson was employed by the C.A.A. in 1939. He served in General Aviation Offices covering all or parts of Maryland, Virginia, Iowa, Nevada, Washington, Oregon and California. He also worked in the regional office in Seattle and Los Angeles. Christenson retired in 1969. He moved to Coronado, California in 1973 and to Medford, Oregon in 1979.

James D. Christian

Christian soloed in 1936 at Oxboro Airport (Minneapolis, Minnesota) after dual in an OX5 Robin and a J-2 Club. Wallace Neuman was the instructor.

He continued flying obtaining commercial license #73357. Single-multi engine-land single engine-sea instrument rating. Flight instructors rating. He spent two years in the military service as a pilot. He spent one year as pilot in China, Burma and India (Hump). After WWII he was the chief pilot for Hinck Flying Service at World Chamberlain Airport in Minneapolis, Minnesota.

John C. Christian

Born on March 13, 1913 in Randle, Washington. His interest in aviation started with the model building and his first flight in a Jenny was piloted by Eddie Martin at a field bearing his name near Santa Anna, California. Glenn L. Martin was a neighbor and a family friend. It was during preparation for the Dole Pineapple Race that John met Arthur C. Goebel. These two were truly pioneers and their influence was considerable. Another event, that of receiving a medallion from Charles Lindbergh, contributed to his continuing interest. His relocation to Seattle led to flying. As to OX5 engined aircraft: flight opportunities arose early in 1936. He flew the Alexander Eaglerock, Travelair and Waco. The flights were not particularly extensive but the "open cockpit wind-in-the-face" aircraft provided experience long remembered. John is still flying at nearly 72 years of age. His wife, Erma, is also a pilot. Both recall the very fine people they met along the way — especially those in the OX5 era.



John C. Christian

William S. "Bill" Christian, Jr.

Born on June 20, 1922 on a farm at Moberly, Missouri. Most of his life has been spent in and around airplanes. Dur-



William S. Christian, Jr.

ing his high school years, Dad's pasture served as the city airport. He always had lots of fellows barnstorming out of St. Louis and Kansas City in Ford Trimotors, always a Curtiss Thrush or two, and of course, the big Stinsons. Two of Dad's friends, Bill Forbis and Leon Vestal, owned an OX5 Curtiss Robin, NC32H, which he learned to fly in 1938. They traded the Robin for an OX5 Travelair, which was more fun to fly and seemed to impress the ladies. At least he thought so at the time.

The construction of a new city airport and World War II ended the fun flying. He joined the Navy and served as a Lieutenant (JG) until he was released from active duty. He resigned his Navy commission and entered the U.S. Air Force in 1948, and he retired in 1975 as a Lieutenant Colonel with 33 years service. He flew jet fighters and multi-engine cargo. Presently he is the Chief Tow Pilot for the United States Air Force Academy soaring program, the largest of its kind in the world. He is also a member of the Experimental Aircraft Association.



Curtiss Robin NC32H in front of father's barn and "Filling Station". (1938) I carried 5 gallons cans of auto gas for the thirsty Robin. Notice balloon tires, unusual for that plane.

George W. Christopher

Born at Texhoma, Oklahoma on September 17, 1908. George graduated from high school in 1926. During 1929-30 George helped maintain and operate an OX5 Travelair. In 1933 he bought an



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OX5 Waco 10 and soloed on July 22, 1934.

After soloing, George instructed, barnstormed, did charter flying, air shows, flew for oil companies and completed the Civilian Instructor's course at Randolph Field.

During 1940 he was with the A.C.T.D., Love Field, Dallas, leaving in December to go with the Civil Aeronautics Administration to do type certification test flying.

WWII found him with the Office of The Air Inspector, Hq. AAF, flying with The Air Inspector and doing technical inspections and special accident investigations. After WWII he returned to the C.A.A., but accepted a regular commission in 1947 and returned to USAF, retiring on December 31, 1962; now living in El Paso.

George Christopher has earned 13 Military Awards. His Civilian Ratings include: single, multi-engine land; multi-engine sea; glider; instrument; instructor. He has flown T-33 and B-57, military jets.

M.F. "Mack" Clark

Born on October 31, 1894, in Utica, Illinois. He enlisted on April 8, 1917, at Lincoln, Nebraska. Mack graduated from the University of Nebraska 1917, and from the University of Texas SMA School of Military Aeronautics on January 26, 1918. Cadet Clark received preliminary flying training in the JN4B and JN-4D at Kelly Field, San Antonio, Texas. Received his RMA rating and was commissioned a 2nd Lieutenant on April 1, 1918, in the aviation section of the Signal Corps.

Lt. Clark was ordered to New York on April 10, 1918, for overseas, but was held there for 30 days and then ordered to Langley Field, Hampton, Virginia, as a check pilot flying the JN-4H airplanes with 180- H.O. Hispano Swiza engines.

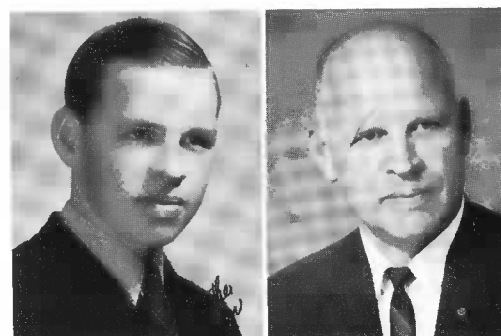
In mid-July 1918, he attended the aerial gunnery training school at Taliaferro Field, Ft. Worth, Texas. Lt. Clark was again ordered overseas in October of 1918, but was held at Garden City, L.I., New York when the war ended on November 11, 1918.

WWI decorations: WWI victory medal. He served throughout WWII in the office of flying safety, flying B-25s, as well as many other planes. Clark received the WWII victory medal. Clark retired at the end of the war in the grade of Lt. Colonel.

He is a member of OX5 Club, "Daedalians" Military Pilots, Quiet Birdmen, Order of Daedalians (23rd Flight #4402), Quiet Birdmen #4119 and OX5 Aviation Pioneers.

Richard H. Clark

Born in 1920 in Pomona, California. Lee Fullerton soloed Richard in 1937, after 3½ hours of dual. Art Nelson checked him out in a Tank Travelair in 1938. Richard continued to fly Travelair's until entering service. He was an aircraft mechanic in the Air Corps at Clark Field, P.I. in 1941. Clark was an infantry platoon sergeant on Bataan. He made the Bataan Death March. He was a POW for 3½ years. He lost 90 pounds while a POW. Numerous illnesses including Post Diphtheretic Paralysis. Later commissioned from ranks and went to several Air Force and Army flying schools. Richard attended Aircraft Maintenance Officer course at Spartan School of Aeronautics; two overhaul courses at Sikorsky factory. Clark was an Army Aircraft Maintenance Officer and Senior Army Aviator rated in fixed-wing and helicopters. He established two field maintenance shops and one helicopter company (H-34) for the Army. He was awarded the Purple Heart and Bronze Star Medal. Clark retired as Major. Commercial Pilot (SEL); Instrument; CFI Rotorcraft; Vertol 44 type rating; licensed A&E.



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Willis N. Clark

Born in Wichita Falls, Texas on June 24, 1908. Willis went through junior college at Wichita Falls. He attended two years of engineering at Southern Methodist University. In the spring of 1930, he took flying lessons from "Pap" Johnson in an OX5 Eaglerock, when Love Field at Dallas was just a cow pasture airport surrounded by a barb wire fence.

Willis got his private pilot's license in June of 1930. He went to the northeastern part of Texas Panhandle in the fall of 1930, and pursued the farming and ranching business ever since.

He married Adelia Sue Cowan in December of 1932; three boys and one girl were born to this union and they are all current pilots today.

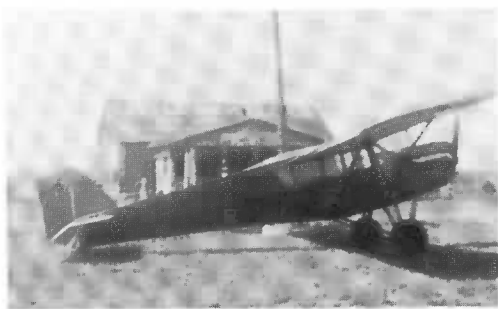
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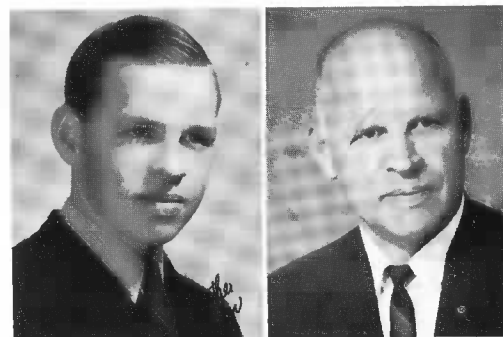
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1966 which he currently owns and flies for business and pleasure. He admits it is certainly a pleasure.

William W. Clarke

Born on July 19, 1917 in Gillespie, Illinois.



Bill Clarke, Decatur, Illinois, August 1941

Instead of Clarke recounting his own OX5 experience, he elected to acknowledge someone else's. At Douglas, Clarke worked with Clarence Watson; this is his story. In 1925 Watson worked for Swallow in Wichita, Kansas, and at one time Swallow had a contract with the Mexican government to build 25 PT Swallow Trainers. The OX5 Engines for this project were purchased for \$5 each from our government. The reasonable price was due to the fact that they had been retrieved from a ship sunk by the Germans during WWI in the Gulf of Mexico. However, the preservative had done its job well, and when the engines were cleaned up they were in fine shape. The planes were finished and lined up on the field awaiting delivery the next morning. During the night, a big wind storm hit, and the planes were destroyed. That's what put Swallow out of business!



Dr. Arthur L. Henry, Bill Clarke, and Robert S. Curtis.

William M. Clough

Born on July 13, 1908 in Kansas City, Missouri. In June 1929 he soloed an American Eagle in Kansas City, Missouri at the Municipal Airport. In October 1929, he received his limited Commercial License #9145, Curtiss-Wright Flying Service, Kansas City, Kansas, hired by Curtiss as time keeper. From 1930-33 he worked for Curtiss in Grand Prairie,



William M. Clough

Texas as a storekeeper, accountant and in Milwaukee as a storekeeper, accountant. He owned an OX6 American Eagle. In 1933 he was transferred to Glenview, Illinois, and was promoted to accountant, Assistant Manager. From 1934-35 he worked for Aircraft Industries, in Glendale, California at the Grand Central Air Terminal as a storekeeper, purchasing agent. From 1935-39 he worked for Braniff Airways in Dallas as a purchasing agent. From 1939-50 he worked for Grand Central Aircraft Co., Glendale as a purchasing agent for V-P operations. He had three flying schools. Clough graduated 26,000 pilots, 13,000 mechanics, overhauled many Air Force trainers, modified many C-47, Lodestar, C-54s executive type, CA Ercoupe distributor C-46-F-51. From 1950-54 in Tucson, he worked for the same company and overhauled 265 B-29s, Merlin engines, he also modified B-47 jets. From 1954-77 Glendale, overhauled T-33 jets, many engines, closed Grand Central Air Terminal in 1959. He built an industrial park on site and he retired on July, 1977. He was the President of the Grand Central Industrial Centre.

Aircraft and engine types that he soloed were: American Eagle, OX5, OX6, Mono coupe, Velie, Cessna, Warner, Robin, OX5, Wright, Challenger, Fledgling, Challenger, Gipsy Moth, Sirius, Glider, No power, Commandaire, OX5, Challenger, Swallow, Hisso, Aero Sport, Warner, C-W Junior, Szekley, Bird, OX5, and Ercoupe, Continental.

The last time he soloed was in 1947 when he sold the last of his 500 Ercoupes.

Cornelius R. Coffey

Born at Newport, Arkansas, on September 6th, 1903. His family moved to Omaha, Nebraska in 1917, and, in 1923, he came to Chicago to enter the Automotive Engineering School. He finished in 1926 and was employed by the Elmwood



Cornelius R. Coffey

Park Motor Sales as an auto mechanic. In 1928 he purchased and piloted his first airplane, a Waco 9, at the old Ackers airfield then located at Grand Avenue and Wolf Road.

He was one of the first of the two Negroes to enroll at the Curtiss-Wright Flying Service, later known as the Aeronautical University in Chicago, Illinois where he completed a master mechanic course for Airframe and Engine. In 1931, he became the first Negro in America to hold an A&E certificate.

In 1931 Cornelius assisted in establishing an airport at Robbins, Illinois, an all Negro town southwest of Blue Island, Illinois. After this airport was destroyed two years later by a violent storm, Coffey located at Harlem Airport in Oak Lawn, Illinois. He established a flying service and later earned his Transport Pilot license. To promote aviation among the Negro population, Coffey made annual tours eventually covering most of the United States.

When Coffey was a young man he owned a Henderson Motorcycle which was plagued with engine failure at certain temperatures. It didn't take him long to analyse the problem and correct it. He designed and built a manifold shroud that put warm air into the carburetor and his troubles were over.

Sometime later, after he had changed from a motorcycle to a J-2 Taylor Cub, he again was bothered with carburetor ice. Now this was before airplanes were equipped with carburetor heat. Coffey designed and installed an exhaust manifold heat system for the little 40 H.P. Continental that sent warm air into the carburetor when needed. Then, for his own comfort he used the opposite side of the little engine's exhaust to pipe warm air into the cabin.

Still not satisfied he built a grid or screen to reduce the cold air blast coming in an opening in the nose cowl directly on the engine. He next lagged his intake pipes and crankcase. Now, bring on the winter. Many is the Chicago area pilot that couldn't understand how Coffey kept flying while others were sitting around with their feet up to the stove.

In 1938 Coffey and Schumacher's grocery delivery man, Eddie Cyplis, entered into a partnership on a new J-3 Piper Cub. It was powered by a Continental 50 and was painted yellow with red trim. The partnership was terminated when Uncle Sam called on Eddie Cyplis to help change the attitude of Japan and Germany toward the United States. Coffey bought Eddie out and continued to operate on the south end of the Harlem Airport. Soon he purchased three more J-3 Cubs and established the Coffey School of Aeronautics. It wasn't long until he had a fleet of Waco UPF-7 biplanes and was engaged during WW II to train pilots for the Government on the C.P.T. program.

In 1942 he was commissioned as Captain for his services as commander of Squadron 613-6 of the Illinois Wing of the Civil Air Patrol. In 1945 he earned his instrument rating at Lewis School of

Aeronautics and was employed as a flight, link and ground instructor.

From 1949 thru 1953 Coffey was employed as a driver mechanic by the postal service. From 1954 to 1957 he was an aircraft inspector employed by Liquid-Carbonic-Buick Motor Co. in Willow Springs, Illinois, and the Ford Motor Company, Aviation Division in Chicago, Illinois. In 1957 he was employed by the Chicago Board of Education as aviation instructor. He retired in 1969.

Presently Coffey is a CFI-IA-DME-GI. He holds pilot certificate #36609 and A&E #11598.

In June of 1980 Coffey was honored at the regular dinner meeting of the OX5 Illinois Wing. Also in June, he was recognized for his accomplishments as an aviation pioneer in ceremonies at the Chicago Midway Airport.

Chicago's then Mayor, Jane Byrne issued a proclamation and Great Lakes Regional Director Wayne Barlow presented Coffey with a bronze plaque, the plaque showed the location of a navigational fix over Chicago's South side renamed in his honor. Coffey's name had to be misspelled "Cofey" to comply with the five-letter requirement for all navigational fixes. Rufus Hunt, an employee at Chicago Center, also made a presentation from Chicago's black aviation community.

Just prior to Coffey's 72nd birthday he flew a Pitts Special for the first time. The offer was made by Glen Courtwright co-owner of the Pitts. On returning to the field, Glen asked him what he thought of the bird. His comment was "I kept looking for the rest of it."

Coffey also had the pleasure of being the first to fly over the "Cofey" fix for arrival at Midway airport.

In June of 1983 Mr. Coffey was nominated for the OX5 Aviation Pioneers Legion of Merit by Glen Courtwright.

Duane Cole

Born on a farm near Toulon, Illinois on April 1, 1914. He graduated from Toulon High School in 1934. He took his first flying lesson in Phoenix, Arizona, on Christmas Day in 1935. At that time, like many other young men trying to beat the depression, he was a vagabond roving the country in search of a future. Not until 1937 did he have sufficient money to continue with flying lessons at Mt. Hawley airport in Peoria. Under the tutelage of Ed Weisbruch he soloed after four hours and 45 minutes on August 15. He earned his private license in 1938, and his commercial and instructors ratings in 1940. All three flight tests were taken at Peoria Municipal Airport before there were paved runways.

After the war he reopened the Kewanee, Illinois Airport that had been closed after a fatal Braniff Airlines crash in 1932. In July, 1946, with the help of his brothers Marion, Arnold and Lester, he put together an air show to celebrate the reopening. It was the first performance of the world famous Cole Brothers Air Show that ran for 17 consecutive years.

Duane competed in the National Aerobatic Championships in 1951 and 1952. Though his brother Marion won the event in 1952, Duane won the national championship in 1962 and again in 1964.

In 1958 with a Stearman biplane he began the world's first formal aerobatic school at the Kewanee Airpark. Among other activities from 1950-67, he was involved in the promotion of air racing. He originated the Indianapolis type 'pace plan' air start at the Phoenix 100 and took the idea with him to Reno where he was an organizer and the first director of the Reno Air Races. Other firsts at Reno include the first unlimited class race on an oval closed course around 6 pylons and a new class of racing in biplanes. At Reno he was also the first to give national exposure of air racing and competition aerobatics through television by selling the idea to ABC Wide World of Sports.

In 1963, after the loss of his son Rolly, he wrote the book "To A Pilot" as a memoir. Since that time he has written six more books. Two of them, aerobatic instruction books, set a standard for aerobatics teaching and are read and followed throughout the free world. To further promote aerobatics as a sport he helped organize the Aerobatic Club of America and the International Aerobatic Club.

He is the oldest active air show pilot in the world and has been performing for more years than anyone in the world. He has performed in seven countries and 48 states. He continues to teach 500 hours of aerobatics and to fly 25 more air shows each year. He lectures and writes a column for "Flying" magazine with no thought of retirement.

In 1983 he was selected for the Illinois Aviation Honor Roll.

In 1982 he won the Legion of Merit Award presented by the OX5 Aviation Pioneers.

Weldon L. Coles

Born on September 27, 1912 Coles saw his first airplane on the ground when three OX5 Jenny's came to Kokomo in the summer of 1920. In 1930 he took his first ride in an OX5 Waco 9 or 10. From 1934-36 he took dual from Mike Murphy in his OX5 Travelair. He soloed in his J2 Cub in 1937. Later he received Dual from John Ruzicka for his Private. He received his Instructor and Commercial license on W T S in Evansville through Instructor J. Earl Leach. He instructed in W T S at Evansville and Purdue until the Navy Instructor School at New Orleans



Weldon L. Coles

in 1944, Bunker Hill Naval Air Station 1944, and 1945. Coles worked at the G I Flight School in Kokomo, Indiana till 1948 when his students ran out and he wasn't having much luck selling planes. Not quite 4000 hrs. Mike Murphy was a Troop Carrier Glider Pilot in the Normandy Invasion. John Ruzica still runs a flying service in Kokomo, Indiana.

Cecil J. Collins

Born on August 24, 1910 in Eldorado, Illinois. His first Flight and Solo was in an OX5 Jenny in 1929. He owned: an OX5 Travelair, an OX5 Robin, an American Eagle, Eaglerock, and he kept moving up to his 27th airplane, a Beech Bonanza. Collins barnstormed around the Midwest in the 1930s. Assisted in the reorganization of the OX5 Club of California into the Los Angeles Wing, and the Reorganization of the Los Angeles Wing into the Southern California Wing. Collins served as Wing Governor in 1967. He served as a member of the National Awards Nominating Committee in 1971. Other Aviation Affiliations he belongs to are: AOPA, Antique Airplane Association, Experimental Aircraft Association and American Bonanza Society. Retired from North American Aviation (now Rockwell Corporation) in 1973. Last Flight (Folded Wings) was on January 17, 1975 at the age of 64.



Cecil J. Collins

Ethel M. Collins

Born on August 22, 1918 in Nashville, Tennessee. Her first flight instruction was at Wood River, Illinois in September 1940 in an OX5 Travelair. Owned (with husband), assisted in maintenance and flew; OX5 Robin, Aeronca, Stinson Voyager, Ercoupe (with conventional Controls), Cessna 172 and a Beech Bonanza. He soloed and obtained a Private Pilot License in 1960 in a Cessna 172. She



Ethel M. Collins

National Awards Nominating Committee in 1983, Member of the National Awards Nominating Committee in 1984. Other Aviation Affiliations include the 99's Angeles Antiquers, AOPA, Aviation Breakfast Club of Southern California, Aero Club of Southern California, National Aeronautics Association, Southern California Historical Aviation Foundation (Boosters Club) and the Smithsonian Institution. She is a former member of Experimental Aircraft Association and American Bonanza Society. Collins retired from Hughes Aircraft Company, Space and Communications Division in 1981. She still has a valid Private Pilot License.

Dean W. Colter

Born in 1916 in Adams County, Decatur, Indiana. Colter operated trucks from Chicago to the East coast. He learned to fly at Ashburn Airport in Chicago in his late thirties. Colter soloed after two hours dual.



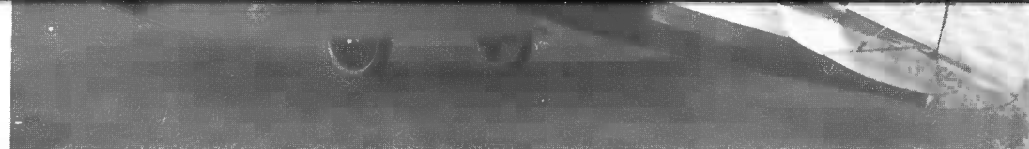
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A Waco aircraft NC781E was purchased by Dean Colter and Earl Browning in Gary, Indiana in the late thirties. It was dismantled and stored in a barn with hay and dust on it. They towed it into Chicago by putting the tail skid in a truck and towing it backwards. The wings and tail assembly were completely rebuilt and recovered. The OX5 engine was overhauled by Colter and Browning then it was towed to Harlem Airport where it was reassembled under the watchful eyes of B&F Aircraft Service and relicensed by them.

It was then test flown by Colter. During the next year it was flown a few round trips to South Bend, Fort Wayne, Decatur and other neighboring cities. There were a few forced landings due to water cooling problems and a couple of magneto failures, but no accidents.

The plane was purchased by the U.S. Navy early in WWII and it was used for school (mechanics) purposes.

Bought Stinson Airport in Chicago in 1942. They operated ten airplanes for



Waco Aircraft NC781E

instruction. They obtained a commercial license and an instructors, single and multi-engine rating. They instructed the WTS cadets in Cincinnati. Their next stop was at Love Field in Dallas. Then they went to Randolph and Ellington Fields, Texas. Received Air Corps Wings as a service pilot flight officer. Colter graduated as a pursuit pilot in Brownsville, Texas, flying P39, P40, P47, P51, and P63's. After ferrying the above for one year, flew PQ14, C47, C46 and B29's. Colter hauled passengers and war casualties to U.S. hospitals. Since WWII he has operated automobile, farm and power equipment agencies in Wisconsin and Indiana. He is now retired and spends his winters in Arizona City, Arizona

Harry Combs

Born on January 27, 1913 in Denver, Colorado. Combs soloed in an OX5 Curtis Standard biplane on June 1928. He built and flight tested two airplanes of his own design (one in 1929, the other in 1939).



Harry Combs

In 1935 Combs graduated from Yale University. From 1935-37 he was employed by Pan American Airways. In 1938 he founded the Combs Aircraft in Denver. From 1939-43 he owned and operated flight school, training 9,000 WWII pilots. From 1943-45 Air Transport Command. Flew Atlantic, Africa, India Routes. From 1946-66 he worked at the Beech & Piper Distributor. In 1971 he was President of the Gates Learjet Corporation. In 1979 he authored "Kill Devil Hill," a Wright Brothers definitive work. In 1980 at ASWA he was judged top winner in nonfiction aviation. ANC presented him with America's highest

aviation writing award, Strebig Memorial Trophy. In 1982 — Vice Chairman Gates Learjet Corporation. In 1983 he produced, scripted, and narrated film, "How Strong Is the Wind," Wright Brother's story, search for coefficient of air pressure.

He was a member of the Collier Selection Committee in Conquistadore del Cielo, Aviation Hall of Fame Nominating Committee and the Honorary Lafayette Flying Corps.

Clifford L. Condit

Clifford Condit learned to fly with Ed Heath of the Heath Airplane Company in Chicago, Illinois in September of 1925. After teaching a couple people to fly their OX5 Standards, he was employed by Heath to instruct their students and put in over 400 hours during 1926. During 1927 and part of 1928 he operated a fixed base passenger hauling service with Heath and later trained students at Aviation Service & Transport and then the Chicago Aero Service. Late in 1928 he went to work for Pal-Waukee Airport, Incorporated where he remained as Chief Pilot thru 1934. He operated Sikorski S-38's at the World's Fair in 1933 and 1934. He then leased Pal-Waukee from the owner and operated it until September 1938 when he went to work as an Aeronautical inspector for the CAA. While at Pal-Waukee Airport he built two airplanes, the first one a Heath parasol fuselage but with a modern wing curve design of the wing which made a fairly respectable flying airplane. The second plane was a 2/3 scale model of a Bellanca Pacemaker with a 125 HP Warner Engine. This was about the first 2 place tandem cabin airplane to be built.



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He remained with the CAA for two years and during that time he received a commission in the Air Force Reserve. He left the CAA to set up a primary CPT flight school in Austin, Texas with the intent to get an Air Force flight school contract which was eventually awarded and the school was installed at Coleman, Texas. We were on our second flight class when Pearl Harbor occurred and within 30 days he was ordered to active duty. After five months at Ellington he was reassigned to Fort Worth, Tarrant Field with B-24 transition training at Smyrna, Tennessee. Returning to Fort Worth his assignment was to be Director of Maintenance, B-24. This position he occupied for a year at which time the director of training went to the 14th. Air Force where he drew the task of Chief Officer of the Chinese American Composite Wing OTU at Karachi, India. Shortly after he received orders to follow him and remained at Karachi for 11 months thru the OTU training of two Bomb groups (B-25) and two Fighter Groups (P-40) as Maintenance officer to keep a bunch of war weary planes in operation for six weeks of training classes.

Then on to China combat area at Chih-kiang, China. He took a P-40 to the new base when he went up with the last group. He was here for a year before returning to the states where he was reassigned to Louisville HQ of the Personnel Redistribution Command as operations officer. He remained here until his discharge at the end of June 1945. He did not do any combat flying as his work was maintenance but he did do considerable flying as a test pilot and he did some rescue flying for pilots and airplanes.

After due time he found a home in Houston, Texas. He went to work as a Pilot for the Superior Oil Co. This flying was primarily on water operation with Grumman Widgeons, Mallard & G-21 models, with the geophysical section and production sections of the Company. During this time he secured the company permission to update the Grumman Widgeons by installing Lycoming engines of the geared type. This was the most feasible and it resulted in an amphibian that had good single performance at lower altitudes which was a minus figure with the original engines. Lockheed was commissioned to make the alterations. Some problems occurred during the test flying which he did but all were corrected and license was granted. Lockheed finally converted 12 airplanes. His superior also did considerable alteration on Douglas A-26's and five were purchased for this purpose. The final changes on these planes included CB-16 Engines with reversible propellers.

At 55 Superior retired their pilots but he continued to fly for other oil companies in the area for an additional nine years. During the time he had the opportunity of flying many types and had small executive type jets and much co-pilot time. The last year of his flying he had a Fairchild F-27 to fly and found it to be a most enjoyable and comfortable airplane.

During his 43 years of active flying his log book shows a little over 20,000 hours. He is now 78 years of age.

William H. "Bill" Conrad

Born on July 11, 1908 in Olean, New York. Conrad learned to fly at Wayne County Airport in Detroit in 1929. He barnstormed, was a flight instructor and a manager for Bill Joy's General Aviation Corporation. Conrad joined the C.A.A. Standardization Center in Detroit and in 1940s was employed by Pan American Airways as the Director of Training. In 1946 he resigned from Pan American, and Incorporated Airline Training Inc. which is still going 48 years later. Conrad trained over 25,000 ATR Pilots and type rated them; 2,000 Flight Engineers and 200 Aircraft Dispatchers. He converted the Beechcraft 18 to the "Conrad 10-2". *Awards and Elections:* OX5 Aviation Pioneers Hall of Fame, Flight Instructor of the Year in 1976, Carl Fromhagen Award, Wright Brothers Memorial Award, Famous Airmen's Recognition by FAA Aeronautical Center in Oklahoma City. He received an OX5 Presidential Citation for his extraordinary effort and loyalty to OX5. He has been the Florida Wing Governor for three terms. He has been the Wing Vice President for three terms, and he has been the Wing President for two terms. He spent two terms as National Governor and he is still serving his second term as the National Vice President. Conrad has been C.A.A. and F.A.A. ATP and Pilot Examiner since 1948. He is a member of the Quiet Birdman, Soaring Society of America, the National Aeronautical Association, Federation Aeronautique International, Lockheed Jet Squires, Silver Wings, Masonic Blue Lodge, York Rite, Scottish Rite and Mahi Temple.



William H. "Bill" Conrad

James Augustus Contos

Born on August 22, 1917 in Canton, Ohio. He received his pilot's license in 1934 from McKinley Airport. In 1938 made four parachute jumps.

In 1939, he worked at Taylorcraft, in Alliance, Ohio and in 1940 he worked at Bell Aircraft in Buffalo, N.Y.

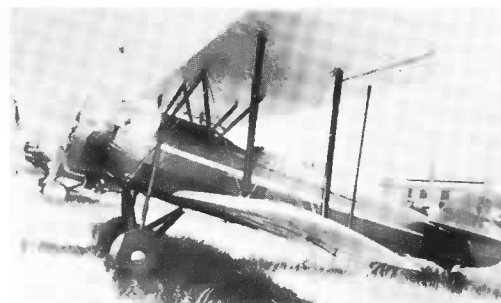
During WWII Contos serviced the war fighter planes as an aircraft mechanic for Goodyear Aerospace. He remained with Goodyear Aerospace until retirement.

Contos helped organize a number of lighter-than-air clubs. In the 1950's he



1938 Stinson, Jim Contos (left) before one of his parachute jumps.

developed, designed, built and flew a hot air balloon with a propane burner.



Waco Bi-plane — J65 — 1938

In 1959 he rose to 11,000 feet and drifted 22 miles suspended under a cluster of 75 weather balloons. In 1960 he made two additional cluster flights. Between 1969 and 1971 Contos organized and worked on several projects in his attempt to pilot a balloon across the Atlantic Ocean. He has flown in various sized balloons and all the lifting gases.

Oscar O. Cooke

Oscar Cooke first took a ride in June 1917 in a gypsy Moth. From then until 1929 he was grounded by his family and lack of money!



Oscar Cooke, Collector and Curator of steam and gas tractors and machinery at Oscar's Dreamland, Billings, MT.

He started in earnest in October 1933 by taking two hours and 15 minutes at the OX5 Travelair. His brother Ernest and he bought # Rearwin 3000 used. He

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His flying experience included ferrying on weekends new Piper aircraft from Lockhaven, Pennsylvania to the the West Coast.

It was his pleasure to have worked as an assistant from 1929-32 to Jesse L. Gray, the inventor who released certain claims of his patent for a short-wave sound system which later became the basis for SONAR and RADAR.

The associations to which he has belonged include the White Rock Boat Club, API (American Petroleum Institute), ACOPA (Aircraft Owners and Pilots Association), Rotary, and the OX5 Aviation Pioneers.

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Later, he earned his commercial license. In 1952, he flew his Cessna-140 'round-trip from Long Beach to La Guardia, logging 29 hours and 45 minutes going out via Tucson, El Paso, Midland-Odessa, Dallas, Little Rock, Fayetteville, Louisville, Pittsburgh and New York, taking another route in return.

His flying experience included ferrying on weekends new Piper aircraft from Lockhaven, Pennsylvania to the the West Coast.

It was his pleasure to have worked as an assistant from 1929-32 to Jesse L. Gray, the inventor who released certain claims of his patent for a short-wave sound system which later became the basis for SONAR and RADAR.

The associations to which he has belonged include the White Rock Boat Club, API (American Petroleum Institute), ACOPA (Aircraft Owners and Pilots Association), Rotary, and the OX5 Aviation Pioneers.

La Rue Coy

Born in Butler County, Kentucky in 1905. He went to Michigan State Aviation School in Detroit. Coy flew from old

soloed it after 2 hours and 15 minutes in a pasture S.E. Emporia in Kansas on October 24, 1933. It was NC507Y.

Traded 507Y to C.C. Lemon Roanoke, Virginia for an OX5 Robin. At the time he had about 40 hrs. flying time so took his instructor Wm. A. Miller (well known in the Kansas City area) along since he had over 60 hrs. He ran out of gas near West Liberty, Kentucky. He landed in a small field and filled up his car with gas. When we went to take off, he hit what we thought was a strip of small weeds which turned out to be the edge of a small dry creek about 6 ft. deep and 30 ft. wide. Cooke got the prop, motor mount and landing gear removed on the opposite bank. Bill received a small gash in his forehead. There was no doctor in town but a veterinarian cleaned the wound and put a horse clamp on to hold it together. Cooke made a deal with a local one-eyed owner of a Model T truck to haul his assembly to Roanoke for only \$40. What a trip.

Can you imagine barnstorming the Rearwin? Zekely sure would do a lot of griping about its having to use all of its 45 horsepower. By the way, he now has the only Rearwin 3000 known. The Federal Aviation gave him his old NC number 507Y back.

He has owned nearly 100 different airplanes including a Stinson Tri-motor which he lost in a hail storm at Mankato, Kansas. Cooke salvaged the engines and sold them to TWA for their engine school in Kansas City. He has had the privilege of promoting to city airports and has built four airstrips. A few years ago he flew over 100,000 passenger miles in one week in a twin 18 Beech to the Chicago Road & Equipment Show making two round trips a day flying their contractor customers.

In his time he has flown over 10,000 friends and he has barnstormed customers for their first airplane ride.

While a branch manager for Allis-Chalmers in Omaha, Nebraska he set up his dealers to promote and sell A-C all-crop harvesters with the orders to be picked up by him with his airplane Cessna cantilever C134-145 Warner all in one day in four states. Cooke flew to 16 different cities and towns and he ended up picking up a train load of combine orders. They were all shipped in one solid train load from Laporte, Indiana to Omaha.

Cooke could tell you many, many stories of his barnstorming days such as the lady at Eskridge, Kansas whom he is sure would have weighed close to 300 pounds. She came over in the pasture where he was selling rides in the OX5 Robin. Cooke offered to take her for a ride if she could get in. She said, I'll bet you \$5 I can get on a horse faster than you can!! His answer was Let's go!

Another lady at Burlington, Kansas wouldn't go for a ride because she wanted to keep her feet on terra firma. He whispered to his ticket seller get him a bucket full of dirt. When Cooke picked up the bucket of dirt and put it in the FC2 Fairchild and beckoned to her! She came over

to him and said take that bucket out of there and I'll take a ride with you.

Bruce A. Coombs

Born on March 18, 1909 in New York. Coombs was in gold dredging with his father in California in 1933, when he received his pilot's license #30951 at Merced Airport in his Lincoln-Paige with an OX5 engine. Coombs moved to Oregon, when he owned a Curtiss-Robin. By 1939, the lure of flying was so great, he left mining, became Manager Pullman, (WA) — Moscow, (Id) airport — had the CPT Training for WSU and the University of Idaho. During WWII, he was a War Training Service Supervisor of pilot training WSU, at University of Montana, and Flying Schools in Washington. In 1945, he founded the Coombs' West-Air Company. For 36 years he operated this agricultural aviation business from Yakima Airport in five states. There were large contracts in these other states and Canada. Coombs owned 65 fixed wing aircraft, and in 1965 he added a rotor aircraft. Early and continued leader in agricultural aviation in chemical use, aircraft modifications, legislation, and organizations. He is a member of the National Aeronautical Association and Helicopter Club, OX5 Pioneers, Stearman Club, Travelaire Club, Sport and Antique Aviation Club, International Flying Farmers, National Agricultural Aviation Association, Helicopter Association International, Aero Clubs. He now has parts, some aircraft in hangar on one of his fruit and dryland ranches. He still enjoys flying one of his helicopters.



Bruce A. Coombs

Edmund E. Copeland

Copeland soloed in an OX5 long wing Eaglerock, Earl Daugherty Field in Long Beach, California in 1931. Milo Burcham was his solo instructor. The witnesses were: Gladys O'Donnel, Slim Kidwell and Pete Sidell.

C.A.V.U.*

(A dedication to the OX5 Aviation Pioneers)

Heed ye, who earthbound, looked upon birds and said, "No man shall fly." Winged beasts, Phoebus and Pegasus of ancient day said, and in myth decreed:

"Only we who have dared and done know the meaning to feel the air and touch the sky."

Wonders now and yet to come. Time, the essence — diminish, a known decree.

How say you now as we protect and transport?

Such are we.

Hear our engines as you look above — in War and Peace — We serve.

May God guide us, all who fly — to the final reserve — "Our Valhalla."

by E.C.E. Copeland
OX5 Member 12016

Reine J. "Corb" Corbeil

Corbeil started flying with his older brothers, at the age 13, in 1935. At 15 he worked as a "line boy" at Dycer and Burdette Airports in Los Angeles, California. Corbeil took his pay in flying time and one of his instructors was Walt Burdette, a World War I ace. When Dycer and Burdette Airports gave way to housing projects, he worked at Compton Airport, Compton, California. Under the supervision of an A&E, his duties included 100 hour checks on an OX5 engines, as well as assisting in OX5 overhauls. In 1938 he first soloed an OX5 Eaglerock and in a 1939 he soloed an OX5 Waco 10.



Reine J. Corbeil

Corbeil's home is in Southern California. Currently he is flying out of Torrance Airport in Torrance, California. Although he is retired, he is engaged in a number of pursuits, one being a partner in an aerial photography company. He is also active in environmental matters. Currently he serves on the South Coast Air Quality Management District Board.

Clarence Franklin Cornish

Born on November 10, 1898 at St. Mary's in Ontario, Canada. His family migrated to Fort Wayne, Indiana in October 1900. He was active in Boy Scouts and amateur radio. Cornish enlisted in the U.S. 2nd Cavalry in April 1917.

Clarence transferred to the Aviation Section, Signal Corps in December 1917. He was commissioned as 2nd Lieutenant R.M.A. on July 13, 1918 at Park Field, Millington, Tennessee. (Instructor was Billy Brock) Advanced training in pursuit and gunnery at Carlstrom & Dorr Fields in Arcadia, Florida and he was made instructor. (He had Eddy Stinson as student)

Packard Field, soloed an OX5 Waco 9. Coy replaced Floyd Stork in Seymour, Indiana in 1930, flying OX5 Parks, Lincoln Page, Standards, Bird, Robin, Pitcairn, Autogyro and many others. He worked with Mid West Aviation at Seymour before going to Bowling Green, Kentucky from 1938-42 as FBO. During World War II he was a test pilot for St. Louis Aircraft, flying PT-19's and PT-23's. Afterward he was Chief Pilot for Blue Grass Airlines. From 1947-57 he was the FBO at Riverside Airport in Louisville, Kentucky, then in Georgetown, Kentucky from 1958-71. His poor eyesight forced him to retire to his farm near Leitchfield, Kentucky. He brought many pilots forward including Capt. K.D. Wright and Captain John Owens, of Delta Airlines.



La Rue Coy



La Rue Coy getting in the cockpit of the Pitcairn Autogyro.

Samuel Philip Crago

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Samuel Phillip Crago, halfway between solo and retirement

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Crago was hired in 1939 by Hamilton Standard Propellers. He was a West Coast and Wright-Patterson Representative and then he returned to Hartford where he worked in the Production Department. He was later promoted to Assistant Factory Manager.

Crago resigned in 1960 to become the Vice President and General Manager of the BG Corporation. Eventually he liquidated this company and went with the Landis Tool Company in Waynesboro, Pennsylvania. He retired to Mesa, Arizona in 1972.

Maynard T. Craig and Nora A. Craig

The first airplane he ever saw was an OX5 Jenny. It came thru Southern Idaho in 1919. A year later, while in the Los Angeles area, he rode in an OX5 Jenny at Clover Field. It was 1927 before he was able to take lessons in a Hiss Jenny and later in a Hiss Eaglerock in 1929. It was an exciting year! He met Nora Atchely and first soloed an Alexander Eaglerock Glider.



Maynard T. Craig

Nora and he were married in January 1930. They bought an OX5-powered



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Waco 10 (NC5822) which they flew some 180 hours. By 1937 they had an FBO at Twin Falls, Idaho. He was also the Airport Manager. He organized two flying clubs and instructed and graduated one CPT class. He went to Pocatello, Idaho in the fall of 1942. Crago taught the Flight Instructor Course at the War Training Service School.

After WW II, they owned a small airport at Pocatello. They offered a G.I. flight and ground school and they had a complete aircraft service and repair shop. He was a D.A.M.I., and he also held Safety Inspector and Mechanic Examiner ratings.

From 1951-70 he worked in military ordnance at the Naval Weapons Center in China Lake, California. He was the flight instructor on weekends. He retired in 1970 at the age of 65.

He has flown Lincoln PT; Ryan Brougham; Mohawk Rand Low Wing; Nicholas Beasley NB3; Curtiss Wright Air Sedan; Kinner Low Wing; Travelaire 6000; and the Johnson Rocket. He is presently helping his son build a Glasair TD. He is looking forward to flying it.

Allen A. Crane

Born on July 1, 1905 in Anderson, California. Crane soloed on July 1, 1926, in OX5 Eaglerock in San Rafael, California. His instructor was Phil Murray. He bought a Great Lakes in 1928 in which he was successful in several races at the San Francisco Airport against "Smoky" Polsen and Jim Whittaker. This led to his entry in the Cleveland Air Race. He attended Boeing School of Aeronautics in Oakland, California and in 1929 became a flight instructor. At the University of San Francisco (San Jose State College), he averaged 155 hours primary flight instruction per month; Scott Aviation, Long Beach, California, Stinson Reliant cross-country flight instructor; British Overseas Airways, Croydon Airport, London, England, instructor 1939-



Allen A. Crane

40; Sixth Group, Air Corps Ferrying Command, Long Beach, California, 1942; He consolidated Vultee Aircraft Corporation in San Diego. He was a test pilot on PBY, PB2Y3, PB4Y, B-24, and he was later assigned to USAF as B-24 safety check pilot, instruments, emergency procedures, Willow Run and First Air Force from 1942-45; Aviation Corporation, Pan American Airways and he was assigned to Avenza in Maiquetia, Venezuela. He was the flight Captain from 1946-55; dba Executive Air Service, FBO Lindbergh and Gillespie Fields in San Diego. He worked at the flight and ground school, air taxi, aircraft instrument repair station from 1957-74; Flight Safety Officer, UCSD A.O.G. DC-3 Program from 1962 to 66.

"Smoky" Polsen was the first pilot to smoke-write over New York City.

Gustav Crawford

Born in New Brunswick, New Jersey, March, 1908. He started flying in Wichita, Kansas in May, 1929. Crawford received a limited commercial license #9470 in October, 1929. He barnstormed, instructed, and flew charters during the depression. Crawford joined the New York City Police Department, which had an Aviation Bureau. He became Captain in charge of the unit before retiring to become an Airline Captain with Mohawk Airlines, now U.S. Air. He learned to fly helicopters in 1947, and he was instrumental in getting the first regular police helicopter in the world used and flown by regular police. He received 12 awards from the Police Department, numerous plaques, as well as awards from the United States Navy, Coast Guard, Air Force and civilian organizations.



Gustav Crawford

He did personal interest stories on OX5's. Crawford also installed one in a 26 foot Chris Craft, he used it for years.



Harry Abrin and Gustav Crawford at Braley School of Flying, June 1929. OX5 Travelair 2000.

During 1931, he delivered the Sunday papers to a friend on the Ambrose Light Ship. He was stationed in the Atlantic Ocean off New Jersey. He was in a Swallow T.P. OX5. Other OX5's he flew in the early thirties were Travelaires, Swallows, Birds, Robins, Buhls, Eaglerocks, Wacos, and a JN4D Jenny.

Gordon W. Crowell

Born on October 6, 1907 in Newark, New Jersey. His fascination with aircraft began in the summer of 1914 at Wildwood, New Jersey where Claud Graham White had a Curtiss Pusher on the beach. His first flight in an airplane was at Washington, D.C. in 1923 on a sight-seeing flight. From then on, he was determined to fly. On May 25, 1930 he soloed after 3 hours and 15 minutes of instruction in a Wright J-6 powered Curtiss Fledgeling. He passed his Private Pilots license one month later, and his Limited Commercial license September 19, 1930, and the same day bought a Warner Scarab powered "Commandaire" North Carolina 608E which he used to build up time for his "Transport Pilot" license which he passed on January 21, 1931.



Gordon W. Crowell

Crowell flew all through WWII as an instructor in the Army Air Corps flying mostly on AT-6s. He was awarded an honorary Commission in the French "Armee de L'Air" and pilot wings for teaching Frenchmen.

He currently owns and flies a "Honey" Mooney M20-E, N5815Q on which he has recently installed all "201" and "231" modifications, which increase speed to about 200 MPH.

A.T. "Cubby" Culbertson

Born near Dansville, New York in 1911. Culbertson graduated from Parks Air College as a Master Mechanic (A&E



A.T. Culbertson

Lic. #10617) in 1931. He maintained aircraft, soloed Waco F, and qualified Commercial Pilot at Ed Hedeens Racine, WI, airport until "Bank Holiday." During the Depression, he helped build the Dansville Airport with Lynn Pickard, along with maintaining and flying his Waco 10.

Culbertson graduated from the Army Air Corps Flying School on June 1937. Culbertson flew attack planes out of Barksdale and Savannah before going to England in 1942 to help establish the 8th Bomber Command Hq there. He was the Command Pilot on several B-17 and B-24 missions, including the first raid on Berlin.

In 1946 he entered 20 years of supervision of aircraft and missile development and testing; the last seven as a Brigadier General. He was awarded The Legion of Merit, DFC, and Air Medals. He logged over 6,000 pilot hours in over 100 models of aircraft ranging from gliders and helicopters to transports and supersonic fighters; many were experimental. Culbertson served with the CAA and the Navy reps for several years on cockpit standardization. He was awarded honorary Doctor of Science by Saint Louis University, and he was Silver Beaver by the Boy Scouts. Culbertson retired with his wife to Lakeway (Austin) Texas in 1967. Has now evolved into a "Domestic Engineer."

Thomas A. Culbertson

Born in Mt. Kisco, New York on February 22, 1909. When he was six weeks old, his family traveled to Oregon in a covered wagon.

Culbertson received his first dual instruction in a Jenny J4 here at Medford, Oregon in 1928. He continued on with dual instruction in an OX5 Travelair NC9027 with Pacific Air Transport Pilot (now United Air Lines) with Harry Crandell as instructor. He soloed him in OX5 in 1929 and he continued to build up flying hours for ten hour private license that he received. Culbertson continued flying and accumulating hours until he received his transport license (now commercial) in 1930.

He now holds commercial license #21101 that Glen Neel CAA examiner gave him along with instrument, flight instructor and both twin and single engine ratings.

He flew in WW II and served on active duty for ten years with a total of 32 years one month and seven days total active duty and active reserve retiring as a full colonel.

He flew for 40 years and taught his wife how to fly in 1936 and she was the first licensed single engine women pilot in the Rogue River Valley, Oregon.

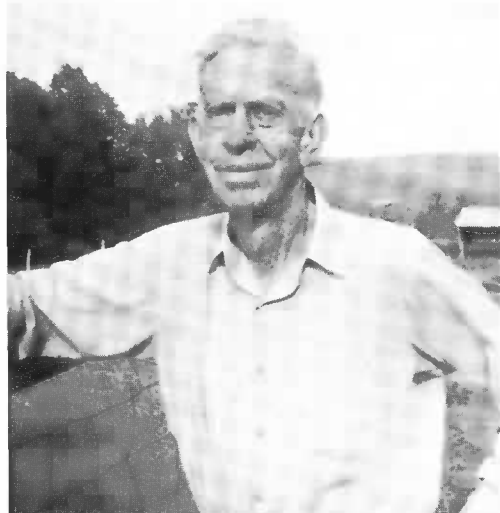
He is now retired and lives in Medford, Oregon. He has one daughter and she is married to a Commander in the US Coast Guard. He also has two grandchildren. A girl 14 and a boy 11.

The best years of his life were in the U.S. Air Force.

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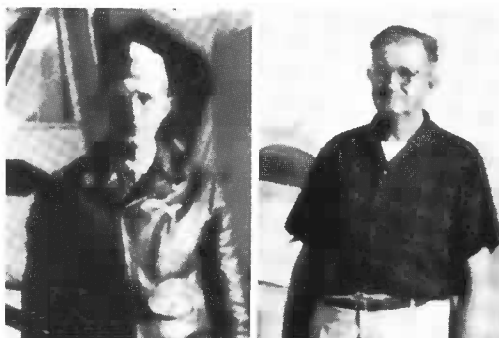
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Allen A. Crane

John G. Cumberland

Born in Wilmette, Illinois in 1909. Cumberland first started flying in 1928 and he secured his pilot's license in October 1931. His first ship owned was an OX5 Swallow NC5088.



John G. Cumberland

Most of his flying was from Palwaukee Airport in Wheeling, Illinois and from Curtiss Reynolds Airport in Glenview, Illinois. He flew the Swallow 1931-34 until it was demolished in a spin accident on May 30, 1934.

He worked for Palwaukee Airport during the Chicago World's Fair 1933-34 as the copilot on the Sikorsky S-38 flying boats. During the fair he also gave Miss Sally Rand an airplane ride in his OX5 Swallow.

A young newspaper cub reporter named Max Karant was given his first ride in his dad's Swallow. Max went on to become editor of the AOPA magazine.

He gave instruction to a number of students in the 1930's, one of them being Earl Bates, Colonel USAF, Retired who went on to see a great amount of combat flying in North Africa during the war.

In 1935 he purchased an Axelson Commandaire and he flew this ship until 1939.

He was a founding member of the Civil Air Patrol in 1941 and he was active in C.A.P. for some 35 years. He flew actively until 1972.

Cumberland was president and secretary of the Illinois OX5 Club until his death in 1978.

Arthur S. Cunningham

Born in Gettysburg, Pennsylvania on May 12, 1921. He began flying in the spring of 1940. Victor T. Sponsler was his instructor. Cunningham purchased, soloed, flew and maintained an OX5 powered American Eagle, longnosed Model 101.



Arthur S. Cunningham

He worked for the Glen L. Martin Company, then Army Primary Training Schools, as a mechanic, parachute rigger, Ground Instructor and Flight Instructor.

He enlisted in the Army Reserve Corps in December, 1942. He was appointed the Flight Officer on graduation from special program, ATC Class 44-6, November, 1944.

He attended the C-47, C-46, C-54, C-121, C-124 Operational Training Units and Helicopter Flying School. He was commissioned as 2 Lt. Regular Army after WW II and in 1947, 2 Lt. Regular Air Force. He served in Africa and the Middle East in WW II, Korea, Viet Nam and the peacetime Air Force. He participated in the Berlin Airlift, 1951 A-Bomb Tests and Occupation of Dominican Republic. He retired from the USAF in 1981 with rank of Lt. Colonel (Colonel, Pennsylvania Air National Guard). His decorations include the Bronze Star, Air Medal with 30LC, Outstanding Unit Citation with OLC, Pennsylvania Meritorious Service and Pennsylvania Commendation Medals and Battle Stars for Korea and Vietnam.

The civilian ratings include the A & E, parachute rigger, Ground Instructor, Commercial Pilot with single and multiple engine, land and sea, instrument, helicopter, flight instructor and weight type ratings.

Currently he is flying with 13,000 hours logged.

"Doc" D.L. Curtis

Born on September 30, 1921 at Lewiston, Idaho. He was raised in the Aberdeen-Hoquiam area of Washington. He served an apprenticeship in "hangar sweeping" and "plane belly washing" from the age of 13. Curtis soloed in 1939 in a Cirrus powered Student Prince. He also flew an OX5 Waco 10, Travelair 2000, J3CUB, Aeronca K. Experienced "reward" flights in Arrow Sport, Stearman C3B, Stinson Jr. He decided on a mechanic career and rounded out the experience with a course at Curtiss Wright Tech. Having obtained an A&E and a ground school instructor's certification, he returned to northwest in 1941 and joined the Buroker Hicks Flying Service in Olympia, Washington. He taught CPT classes for St. Martin's College after daily mechanic duties at the airport. Civilian flight activity ultimately moved the school to Coeur d'Alene in Idaho. The CPT-WTS activities slowed and he joined the B29 instruction program at Boeing until the war's end. Curtis opened

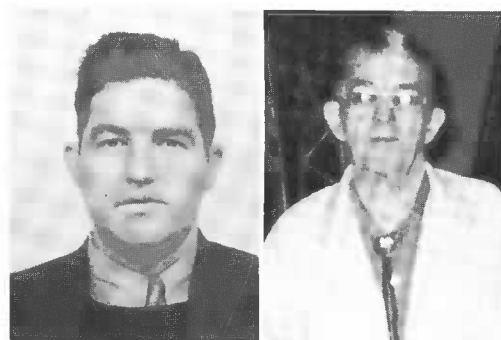


"Doc" D.L. Curtis

the repair station in Hoquiam. He later joined a Yakima crop duster as a maintenance manager. He subsequently joined the Transocean Airlines. He became Northwest Maintenance Manager for Alaska operations and Seattle repair base. After five years, he joined a firm in parts and supplies export activities, covering Japan, the Far East, Canada plus Alaska. Then he joined a domestic well-known supplier, Spencer Aircraft. Curtis retired in 1977 after 16 years. He served as the President of the Washington Wing of the OX5 Club and thank God for friends and memories that he has carried through to the 50 years of his OX5 experience.

J.E. "Gene" Dalton

Born on November 7, 1910 in Norfolk, Virginia. He had his first ride in an OX5 Jenny at the age of 12. The pilot was Dan Kaiser.



J. E. Dalton

He took flight instruction from Jim Fritz in an OX5 Bird, NC 214V, at the old Grand Central Air Terminal, Norfolk, Virginia on August 1, 1930. He soloed August 31, 1930 after 3 hours and 45 minutes. He received his pilot's license #18552 January 8, 1931. Had 90 hours in the Bird that year. He also flew an OX6 Eaglerock, NC 6910. He bought a Hisso Waco, NC 207M.

Dalton barnstormed in a J-5 Ford Trimotor, NC 7580, with Melvin Hightower thru North Carolina.

He received his A&E license #13726 in 1932. Dalton worked with the NACA at Langley Field in engine research. He became half owner of Norfolk Aero Service at Norfolk Municipal Airport. He retired after a heart attack in 1972. He is now associated with Custom Antique Aeroplanes, Inc. at Virginia Beach, Virginia, rebuilding old aircraft with Al and Mary Jenkins.

Norman E. Danielson

Born on September 16, 1921 in Chicago, Illinois. From 1937 to 1941 he was employed by the Winder Flying Service in Urschell Field, Valparaiso, Indiana as an apprentice mechanic under the supervision of Olie Sundelin who taught him how to repair and service an OX5 powered Waco 10 and Parks aircraft.

Danielson was employed by the U.S. Army Air Technical Service Command at Wright Patterson AFB and the Hawaiian Air Depot, Hickam Field, Hawaii as



Norman E. Danielson

a civilian crew chief and flight engineer testing modified military aircraft.

Graduated from Parks Air College with a BS Degree in Aeronautical Maintenance Engineering with A&P and Commercial Pilot ratings flying a Stearman aircraft.

He was employed by the Allison Division GMC as a Field Service Representative on turbine powered aircraft for the military services and with the Boeing Company as one of three flight Test Directors on the No.4 Boeing 747 test aircraft for FAA Certification.

Presently he is self-employed as an Aircraft Turbine Engine Consultant for aircraft accident investigation. He is a member of the OX5 #1663.

Stephen Darius

Born January 8, 1896 in Lithuania. In 1907 he immigrated to the U.S. From 1917-19 he served as a member of the 42nd "Rainbow" division of the American Expeditional Forces in France. 1921-27 in the rank of Captain, he flew in Lithuania's military aviation. From 1927-29 he owned and operated an OX5 powered Waco, Pheasant and Eaglerock. In Ashburn Field, Chicago, was a dealer for the OX5 Pheasants. In Indiana he co-founded the South Bend Airways, Incorporated. From 1929-31 in Pal-Waukee airport Darius was a flight instructor and cargo-passenger pilot. From 1932-33 he flew for Ford Trimotor in Florida. In 1933 together with S. Girenas in a Bellanca Pacemaker "Lituanica" Darius attempted to fly non-stop from Floyd Bennett Field, N.Y. to Kaunas, Lithuania. After they had flown 37:11 hours and



Stephen Darius

3984 miles they both crashed to their deaths near Soldin, Germany, only 400 miles short from their goal.

Edwin Fay Daughtrey

At an early age, Daughtrey was thrilled by the antics of the WWI planes of Dorr and Carlstrom Fields which flew over his home town in Arcadia, Florida. He dreamed of one day becoming a flyer.

The dream became reality in 1937 when Jim Woods soloed him in an OX5 Waco 10 at Cannon Airport in Charlotte. Later, Jim and Jessie Woods gave him his first instructor's job.

After Pearl Harbor, he trained Cadets in PT-17's at Dorr Field. Wishing for more excitement and with 3035 hours, he joined Cadets and became a P-38 Photo Reconnaissance Pilot in the Pacific. He is now a retired Lieutenant Colonel from the Air Force Reserve.

Five years of exhibition airshow flying followed WWII in his Clip-Wing Great Lakes, a civilian P-38, Boeing P-12, and the only 450 P&W Pitts Special. Twice he competed for the international acrobatic championship but he could not beat Bevo Howard and Woody Edmundson.

He has two sons, both of whom he taught to fly. Life now is serene on the peaceful shores of beautiful Lake Placid near Joe Marrs' scenic airstrip. He flies, fishes, golfs, ham radios, and marvels about how a fellow could spend his entire life doing something as enjoyable as flying!

R. E. Davault

Born May 30, 1900 in Farber, Missouri. Family moved to Tulsa, Oklahoma in 1912. Davault took Mechanical Engineering at University of Oklahoma at Norman, and in 1932 he moved to California. He worked in the oil fields at Taft. He became interested in flying and bought a Travelaire 2000 with an OX5 engine for \$800. His Flight Instructors were Eugene Gerow and Jack Hardesty. He soloed May 5, 1932 at Taft. He moved to Avenal with the discovery of oil at Kettleman Hills and started the Avenal Airport. Davault was a Service Pilot in WWII at Mather and Kingman,



R.E. (Bob) Davault

Arizona. He flew At-6's and Martin B26's towing targets. Later he lived in Ferry Command at Memphis. After the war, he returned to Avenal to manage an airport and instruct. He belongs to the U.F.O.'s, and the United Flying Octogenarians. His motto is, "In the Blue Since '32."

T.C. "Tom" Davey

Born on January 1917. Davey's first flight was with the Gates Flying Circus. Early member of Airplane Model League of America and the Glider Section of the R.I. Aviation League. He soloed in 1932. He flew in the Second National Soaring Meet in Elmira, NY. Davey worked for Allen Airways in Hillsgrove, Rhode Island. He is the assistant manager of a



T. C. "Tom" Davey



Edwin F. Daughtrey

small airport in Sterling, Connecticut. He flies an OX 5 in a Waco, Travelaire. Davey taught CPT and other ground programs at the local colleges, Moody Field Air Force Base, Georgia and Military Transport Division Eastern Airlines. Davey flew 11 transport types until he retired at the age of 60. Now in Southern Nevada, he flies some charter, patrol, sightseeing, and small personal planes and sailplanes for recreation. He has about 32,000 hours to date. QB & EAA, ATP, CFI, IAG, SE, ME, L&S.

L. Rowe Davidson

Born on November 4, 1906 at Boicourt, Kansas. Davidson took his first ride with Blain Tuxhorn in an OX5 Standard in 1919. First cross country 1921 of 20 miles. His first dual was at the University of Kansas in 1925. Davidson bought his last short nosed American Eagle in 1928 and he had it checked out by Carl Zieme and Rex Purcell at Kansas City. He owned a Buhl Verville Airster OX5 (ATC Cert #1) and in checking log he has flown 24 other types with OX5 engines and only one engine failure except for water temperature. He worked for TWA in Hanford Chicago and Southern and he retired from Delta in 1966. He has a Cessna 172 which he still flies.

Art Davis

Art Davis' first contact with Reg Sharkey goes back to the summer of 1928. It was the post World War I era of OX5 powered, open cockpit biplanes; when barnstorming "early birds" were carrying aviation into out-of-the-way cow pastures. Sharkey was a 15 year old who built model airplanes when Davis wasn't going to school or exploring the environs of the Muskegon River around Big Rapids.



Art Davis (left) and Reg Sharkey with Art's Waco Taper Wing — 1958

But, when Art Davis and his squadron of barnstormers flew into town Sharkey was seldom home. Sharkey talked with these almost god-like flyers and did everything possible to get their attention. He swung the biplanes around for parking after light, wiped oil from fabric-covered surfaces. He helped refuel wing tanks from jerry cans. He did everything

without the thought of pay. It was just great to be around them.

Finally though, Sharkey met Davis. Davis had a brand new Waco with a radial engine, the first Sharkey had ever seen. Davis was willing to answer Sharkey's questions and Sharkey's big break came when that funny looking engine broke down. Sharkey was drafted to wash parts for which he would get an airplane ride after it was put back together.

What an exhilarating feeling it was to be flying! Art did wing-overs, steep dives, climbs and series of sharp spirals, then altitude-killing sideslips and by the time they sat down, Sharkey was hooked. Jumping to the ground from the lower wing, Sharkey vowed that someday he would be doing the same thing. Art left and it was like God had left for heaven. Sharkey thought he would never see him again. But he did.

It wasn't too long afterward that Sharkey managed to eke out enough money for flying time to get his wings.

In the winter of 1938-39 in Dallas where he was building up his time in various types of aircraft, he met Sharkey again. One day a Waco Taper Wing landed at Love Field. When the pilot got out of the cockpit and came over to where he was standing, it was recognition for both of them. Davis was in town to do some skywriting for Red Top Ale. After that Sharkey didn't see Davis for quite a few years but he did hear what he was doing via other pilots. He was still flying precision aerobatics as late as 1958, but in just a few more years he finally had to throw in the towel.

Art belonged to the OX5 Aviation Pioneers and with him gone, the ranks of those golden years of aviation pioneers have been getting thinner.

Art left behind a book full of accomplishments which include being high point winner at the Miami National Air Races for 12 years. Some of his proteges during those early days of aviation were Roger Don Rae, an early Trans World Airways pilot Ernie Conrad, Bob O'Dell, H. Martin, George Starr, Charles Selque (Capt. MATS) and Charles Zmuda. All made aviation history.

Charles E. Davis

Born on September 1, 1917 in Reed's Spring, Missouri. Davis started flying in 1936. He received Instructor's Rating in May, 1940. Davis ran a flight school in LaGrande, Oregon for Zimmerly from 1940 to 1941. Davis instructed an OX5 Curtiss Robin and other aircraft. Late in

1941 he worked for Campbell — Rolla, Missouri. In August 1942 he went with TWA in Washington, D.C. as a First Officer. He checked out on the B-24 for the purpose of flying military passengers and cargo across the South Atlantic. After that operation he was assigned as Flight Instructor in TWA's Training Department, at the National Airport in Washington, D.C. on the Boeing 247 and 307, and DC-4. Davis spent 35 years with TWA as a Captain. Type-rated on DC-3, DC-4, Martin 202 and 404, Lockheed 049 series, Convair 880-990; Boeing 247, 707, 720 and 747. Davis retired from TWA in September, 1977. He now serves as a FAA designated examiner for the Las Vegas, Nevada GADO office. His total hours are approximately 31,000.

Edgar Steuart Davis

Born in New York City, on November 21, 1913. John H. Shobe and Al "Shorty" Lecksheid taught him to fly at East Boston Airport from 1934-35 in a Stinson Jr. He passed the flight test with C.A.A. Inspector Hoyt on May 31, 1935.

In June, he bought a Davis D1W Monoplane from Bud Rich at Boston and he began building up cross country time. He joined Don Luscombe in the fall of 1935 at Old Mercer Airport in West Trenton, New Jersey. For the next five years he took part in the construction, testing and sales of Luscombe Aircraft.

In 1930 he became a pilot in the 119th Observation Squadron of the New Jersey National Guard. The squadron went on active duty September 16th, 1940. During the fall of 1940 he spent a month with the 27th Pursuit Squadron, First Pursuit Group, Selfridge Field for P-36A flight training. (There was a rumor the Guard might receive high performance aircraft for high altitude reconnaissance.)

He served as an Engineering Officer of the 119th. In 1941 became Commanding Officer after graduating from the Command and General Staff School of Fort Leavenworth, Kansas.

The 119th flew O-46, O-52 and O-47 aircraft on submarine patrol from New Jersey airports, Suffolk Airport, Long Island and Hyannis, Massachusetts. In January, 1942 the squadron moved to Grenier Field in Manchester, New Hampshire to become the 13th antisubmarine squadron flying B-34's, B-25's and B-24's on patrol in the western north Atlantic.

On November 1, 1943 the squadron moved to Pueblo, Colorado where he relinquished command and became director of training of heavy bombardment B-24. In July 1944 he went to Clovis, New Mexico as the director of training of very heavy bombardment B-29.

Early in 1945 he was assigned to the 464th Bomb Group as the Deputy Commander in Italy. He returned after the war via Borinquen Field where he was the Chief Pilot for the Green Project.

Shortly after getting home, he joined Guy Miller at Wings Field in Ambler, Pennsylvania where he worked in Beechcraft and Seabee sales and as an Airport



Charles E. Davis

Manager. While at Wings he held a reserve commission and was the Commanding Officer of the 412th Troup Carrier Wing based at Reading, Pennsylvania, and later at Newcastle, Delaware.

He was called back to active duty on March, 1951 with the 92nd Bomb Wing B-36 a Fairchild Air Force Base in Spokane, Washington. He served as Director of Material and Wing Executive Officer. Then he moved on to Yokota, Japan as Deputy Commander of the 98th Bomb Wing.

After the Korean War he joined Aero Service Corporation in Philadelphia, Pennsylvania. He was the Project Manager of the High Altitude Topographic Mapping of the Middle East, North Africa and Far East.

He retired to South Carolina in 1973 and he joined the Carolina's Wing after meeting Tom Merryman.

His best memories of earlier years go back to all the friends he made along the way. The instruction and knowledge he gained from those at Luscombe and the old Guard squadron. He flew OX5 aircraft at Mercer Airport, J5 Travelairs, Waco Fs, the new, shiny Luscombes, Mono coupes. The best of all was an early Lambert 90 Mono coupe IG Sargent which he bought from West Smith of Philadelphia. He finally parted with it and claimed to have flown through the hangar (doors open) at Mercer Field.

Fred E. Davis

Born on April 30, 1900 in Blackstone, Livingston County, Illinois. Davis's first flight and instruction was in a Hisso Jenny in 1924. He worked for Embry Riddle Cincinnati in 1926 while attending the University of Cincinnati. Davis soloed on January 1, 1927 at Lumken Airport in Cincinnati, Ohio. He operated at Norton Field in Columbus, Ohio and barnstormed the surrounding countryside. He was a copilot for T.A.T. Maddux from March-August 1930. He was Captain of Ludington Air Lines from September 1930 to March 1933 when Ludington purchased the Eastern Air Transport. He was a Line Captain for Eastern from March 1933-37 when he was appointed the first Check Pilot for Eastern. He retired on April 30, 1965 when he was the Director of Flight Research & Development as well as the Chief Engineering Test Pilot.



Fred E. Davis

Davis was an original member of the S.A.E.S-7 sub-committee on cockpit



Fred E. Davis

improvements in the Curtiss C-46. He was the pilot representative of the Eastern Specifications Committee and was responsible for reviewing and making recommendations regarding the specifications for Eastern's fleet of aircraft. (He is responsible for white light being made the standard instrument lighting for commercial transports) which covered the Martin 404, Convair 440, Douglas DC4, 6, 7, 8, Lockheed 749, 1049, 188, Boeing 720, 727. Either Davis or one of the Captains from his department performed all of the acceptance and most of the delivery flights of all of these aircraft.

He received his Limited Commercial license #545. It was then upgraded to Transport. A.T.R. in November 1932. He also had A&E license 37 issued in March 1927.

Davis held ratings on Pitcairn PA 6, 8, Consolidated Fleetster, Curtiss Kingbird, Curtiss Condor both the B and T-32 models, Martin 404, Convair 440, Trimotored Stinson, Trimotored Ford, Douglas DC 2, 3, 4, 6, 7, 8, Lockheed Electra (first model) 749, 1049, 188. He flew the Boeing 720 and 727 but he did not have a rating as it was not required at that time for the type of flying in which he was engaged.

Most of his OX5 time (1000 plus Hrs.) was in Waco 9, 10 and Travelair aircraft although he has flown a number of other OX5 airplanes.

Ray E. Davis

Davis was born in the "late teens" in Wichita, Kansas which became known a few years later as the Air Capital of the World. Wichita in those years was the home port for Swallow, Stearman, Cessna, Travelair and other fly-by-nighters.

He has always felt that he was a lucky young man to have his parent's house located in a city block with a family on his left who purchased a new Travelair 2000 OX5 and a family on the right who the father was an engineer for Swallow. Between these two gentlemen he had the opportunity to meet quite a few famous oldtimers such as Art Goebel (won Dole



Ray E. Davis (left) flying a "Liberated" German Fiesler Storch over Germany, 1945. — Ray Davis today.

Los Angeles to Honolulu Race), Dick Grace (Did the stunt flying for picture "Wings"), Amelia Earhart (He was also in the Navy "Search Party Looking for Her" in the Howland Is.) and he made his first flight in that Travelair. He spent many happy hours in it after that.

During WWII he did 72 Reconnaissance Missions over Germany with the 9th Airforce and operated a Flying Service in Wichita from 1946-48. He is now retired.

Jules De Crescenzo

Born June 19, 1905 in West Grove, Pennsylvania. He soloed in a Travelair NC6295 OXX6 on June 12, 1937 at Mercer Field in Trenton in New Jersey. Crescenzo logged a total of 25 hours solo and dual.



Jules De Crescenzo

He started in aviation in 1921 as an Apprentice Mechanic in Essington Flying School in Essington, Pennsylvania and he was later an Apprentice Mechanic on the aircraft magneto repair, Parkin Brothers in Philadelphia, Pennsylvania in 1936. He was the Assembly Supervisor and Instructor at the Luscombe Airplane Company in Trenton, New Jersey. He participated in the construction of the Luscombe 8A, Luscombe "Phantom", Luscombe 90 and the Pitcairn experimental all metal Roadable Autogiro. In 1939 he was the Director of Training and Chief Instructor of the Rising Sun School of Aeronautics. He was FAA approved as an A&P Mechanic School in Philadelphia, Pennsylvania. In 1940 he was Director of Training and Chief Instructor, in U.S. Army Air Corps. Later he was in command of the Air Forces Technical Training, Philadelphia, Pennsylvania from 1942-75 he was Principal Aviation Safety Inspector W.T.S., C.P.T., C.A.A.,

F.A.A. (Flight Standards, Air Carrier and General Aviation).

Crescenzo received the Joe Chase Memorial Award in 1980.

He was inducted into the Aviation Hall of Fame of New Jersey in 1982.

H. "Dick" De Jonghe

Born on March 9, 1918 in Fair Lawn, New Jersey. De Jonghe learned to fly at ABE Airport in Allentown, Pennsylvania in 1935 when it was still a sod field. He flew an OX5 Waco and earned his transport rating in a J5-Travelair. Worked under Wilfred M. Post, Jr., President of Lehigh Aircraft Company as Chief Pilot and Flight Instructor. He conducted the first CPTP at ABE Airport in conjunction with Lehigh University during the years 1939-40. De Jonghe joined the United Air Lines in 1940. He was promoted to Captain in 1942. Flew for United through World War II until retirement in 1978. De Jonghe commanded in scheduled air line service the B247, DC3, DC4, DC6, DC7, DC8, and B747. He is still actively flying and instructing in helicopters. He holds ATP license No. 34392 with 35,000 hours logged.



H. "Dick" De Jonghe

Walter P. Decovich

Born on March 24, 1911 in Washington, Pennsylvania. He received his first flying lesson of 15 minutes on October 18, 1929 in an OX5 Travelair. He soloed after 8½ hrs. on November 16, 1929. Decovich received his private pilot license on April 6, 1931. His flying time was built on all types of single engine planes, including a Jenny for 4 hrs. and 15 min. He bought a tapered wing Waco after receiving his commercial license #19577.



Walter P. Decovich

Decovich joined a group of private pilots and barnstormed throughout Ohio and Pennsylvania. The pilots gathered at a small airport and to pass time put up a pot. You were a winner only after you flew up 1500', pulled back on the throttle, (which couldn't be used anymore except to clear the engine) and landed in a 25' circle. This practice sharpened him up for six forced landings that he came out of with flying colors.

His worst landing was in an OX5. The gas line between the tank and engine crystallized, snapped, and saturated him and his passenger with gas. Thinking of fire he switched off the engine and made a safe landing on a small patch of farmland.

Another time his oil cap was not replaced after a 20 hr. check. He flew for 5 min. over the city, oil gushed out and covered his windshield and goggles. He wasn't able to see but luckily he reached the airport and landed with only a ground loop.

Decovich served with the Civil Air Patrol flying many missions. He continues to fly for pleasure.

John H. Deiter

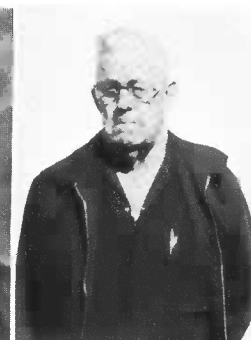
Born on August 27, 1913 in rural Redfield, South Dakota. 1928-29 was spent with flight instructor, George Ice of St. Lawrence, South Dakota, who owned an OX5 Eaglerock. In exchange for instruction while barnstorming, he serviced a plane and sold tickets for rides. Deiter made his first flight in 1929. Later he flew an OX5 Lincoln Standard and a Curtiss Robin. He married in 1945 and established an airport on a farm east of Redfield. In 1946, he obtained a Cessna dealership and managed a GI Flight School until 1951 ferrying planes from Wichita, Kansas for Hubbard Aviation of Watertown and from Middletown, Ohio for Dakota Aviation in Huron, South Dakota. Did search and rescue work during winters of heavy snows. Deiter was also an aerial hunter for 32 years. In 1955 he started an aerial spray service, which operated until 1979. Then he leased the airport and he retired. He still owns a 1951 Cessna 170 A Model. He is the Past President of the SD Flying Farmers.



John H. Deiter

Larry H. Delavan

Born on May 1907 in Reagan County, Texas. Delavan started a ten hour solo



Larry H. Delavan

course with Texas Air Transport in San Antonio, Texas, Windburn Field (now Stinson) August 1929. He flew an OX5 Travelair, Commandair, and soloed a Curtiss Robin on August 24, 1929 — instructor Paul A. Vance.

He attended the Spartan School of Aeronautics in September 1929. Delavan flew Spartan biplanes powered by Walters and Siemens-Halske engines. He received a Limited Commercial License No. 10378 on December 1929. In June 1930 Delavan bought a new OX5 Curtiss Robin (\$1995), first airplane based in Reagan County. Have flown most every type of OX5-powered aircraft. Also he has had several hundred hours in a J5 Ford Tri-motor.

He was the Chief pilot, non-college CPT in Odessa, Texas, and the college CPT in Lubbock, Texas, 1941. Delavan was an instructor and flight commander, Army Basic School in Brady, Texas from 1942-44.

He began flying pipeline patrol at Corpus Christi, Texas, in 1946, and he retired in September 1977 with approximately 45,000 hours. Never has he had a violation or scratched an airplane.

Kenneth G. Delong

Born on April 6, 1910 in Kingston Ohio, and he still lives in that same home. In the fall of 1928 he went to the Marshall Flying School at Marshall, Missouri. He took the ground school course in both aircraft and engine overhaul and maintenance, and their flying instruction which was ten hours of dual instruction and one hour solo. The planes were Clip Wing Standards, powered by OX5 engines. His instructor was Forrest (Shorty) O'Brien for about five hours before he left with Dale Jackson for St. Louis, where they set the worlds endurance record at that time of 620 hours, in a Curtiss Robin.



Kenneth G. DeLong, at Marshall Flying School, with "Swallow" powered by OX5, 1928

His next instructor was an ex-army pilot Allan Shepard. Under Shepard he had to learn to fly a little different because he flew by the book and not the seat of his pants.

In the fall of 1929 he enrolled at Ohio State University in Engineering he entered into the school three years before the Great Depression of the 1930s took its toll. He did not get a degree.

In the meantime he kept flying from Old Sullivant Avenue Field, Norton Field, and from Port Columbus, which was fairly new at that time. In 1938 he and his brother bought a Heath Midwing, License No. NC 12882, which was flown at the Chicago World's Fair from 1934-35. In 1940 they traded for a Taylorcraft, No. 19852.

Although he did not pursue a career in aviation he has many fond memories of his association with those who did. He thinks he has lived in the greatest era of man, from the Wright Brothers' first flight at Kitty Hawk to Neil Armstrong's first step on the moon, to the reusable space shuttle.

Elmer J. DeVore

Born on June 14, 1907 in Tidioute, Pennsylvania. DeVore served for one year and two months in the Army Air Corps, stationed at Langley Field, Virginia with the 19th Airship Company, and at Bolling Field, D.C. with the 86th Service Squadron. He started flying lessons June 1, 1933 and a year later he received his license from "Pop" Hansen.



Elmer J. (Dusty) DeVore

DeVore joined the Civil Air Patrol the first week of December 1941. He was the Executive Officer for the Maryland-D.C. Wing, as Captain then Major. DeVore flew the Coastal Patrol out of Atlantic City. His main duties were assigning pilots and aircraft from the Maryland-D.C. Wing to Tow Target, Courier Service, and Coastal Patrol. He was also in charge of special assignments for Colonel Earle Johnson, the National Commander of CAP.

DeVore was awarded a trophy for his outstanding work in aviation in May 1943. He has been a member of QB with #6773.

DeVore bought a Hisso Travelair from Cliff Ball when he was at Pittsburg Bettis Field.

Aviation was an avocation; his vocation was the Circulation Manager of the Washington Star Newspaper.

OX Planes flown were Pitcairn NC 7443, Travelair NC 6088, Travelair NC 265, Curtiss Robin NC 142 H, and Commandair NC 256 H.

Edward N. Dibs

Born on September 28, 1917 in Brooklyn, New York. Dibs was an aviation enthusiast due to the influence of his brother Art (now deceased) who owned the Standard Flying School at the Floyd Bennett Airport in New York. He first soloed in an Aeronca Chief in 1938. His first airplane ride was in an Avro-Avian biplane. He flew most aircraft of that era including an OX5 Standard biplane. Dibs enlisted in the Army Air Corps, on January 3, 1951. He obtained his Air Corps Pilot Wings September, 1943. Dibs flew B-17s out of Foggia, Italy and was shot down on July 2, 1944. He remained a prisoner of war until April 29, 1945. He served in the Korean Conflict and organized, founded and managed two Military Aero Clubs. The aircraft was flown from Mooney Mite to DC-4. He currently holds a Commercial license #457712 with single and multi-engine instructor and instrument rating.



Edward N. Dibs

He had a heart attack May 30, 1977. Bicycled with another heart patient from Lompoc, California to Cape Canaveral, Florida, (2,961 miles — March 30, 1981 to May 28, 1981). He is still actively flying.

Beverly C. Dickerson

Born on June 5, 1917 near Chatham, Louisiana. Dickerson received three hours and 10 minutes of instructions from R.G. Buswell in an OX5 Commandair before soloing on March 26, 1936. He went to work for Delta Air Lines on Feb. 17, 1939 as radio operator and an agent. First trip was as a copilot on March, 1940; he was promoted to Captain in 1942. He continued to fly for Delta until retirement in June, 1977. Dickerson was Number 29 on the Seniority List in 1940 and Number 1 when he retired. During this period he flew the original Lockheed Electra's Douglas DC-2, DC-3, DC-4, DC-6, DC-7, DC-8 and flew the first and last passenger flight of the



Beverly C. Dickerson

Boeing 747 on Delta. This was also his last flight. He also flew with the Air Transport Command under Delta Contract. Dickerson flew for Northwest Airlines, on leave from Delta, on the Tokyo Airlift, when they were getting pushed out of Korea. His total time was just over 30,000 hours.

George Disinger

Born on February, 1907 in Garden City, Louisiana. He began aviation in 1924. Disinger traded labor for flying. Canuck forced landing in Blytheville, Arkansas. He traded labor, OX5, and Prop for three hours flying time he soloed in Canuck on December 1926. In 1932 bought a 2000 Travelair. Later Wacos 9, 10, GXE, and Commandair. He did barnstorming instruction and repairs. In 1938 he worked at the CAA approved Repair Station. In 1939 he opened his own business. In 1942 C.P.T., Flight School Conway AR.; 1943 W.T.S. Flight School Jonesboro AR. He remained there until the war ended. Disinger became F.B.O. & Dusting Service. In 1955 he bought land east of city. He also built a runway maintenance hangar and home. He had FAA Approved repair station. Sold holdings at Airport in 1967 and moved to a new location. He was semi-retired on November 1976 holding the FAA approved accessory shop. His ratings: CFI, Flight examiner, A&E, Mechanic examiner, DAMI, AI, and ground instructor. His achievements: Aviation mechanic safety award 1970 for developing control cable duplicator, sev-



George Disinger

eral patent pending, one STC installing Jacobs on Cessna Agwagon. Engineered and built Dustin & Spraying equipment for Hughs Helicopter patented and STCed.

Robert N. Dobbins

Following his upbringing as a New Jersey farm boy, Robert Dobbins started his mechanical career as an apprentice machinist and toolmaker. His interest in aviation changed his vocational interests in 1927 to aviation.



Robert N. Dobbins

In 1928 he joined E.W. Robertson, in forming the Mt. Vernon Airways, at Hybla Valley, Virginia. He soloed on March 26, 1928, on an Alexander Eaglerock, OX5. Dobbins secured his FAA, A&E Mechanics license, #2092, in April 1928. He subsequently, worked for Gates Flying Circus, Unger Aircraft, Chief-Mechanic Canadian Colonial Airways, (CAM-1), Albany, N.Y. Shop Superintendent, Curtiss Flying Service Valley Stream in NY. He was the Night Foreman for American Airlines in Newark, New Jersey. In 1931, he was selected to organize and head the first public school aviation program in the U.S. which is approved by the FAA for training A&E mechanics. In 1932, he organized the Dobbins Aviation in Teterboro, N.J., which is known as "Dobbins and his Robins" — (Had five Curtiss Robins) Owner Automotive & Aviation Services Inc. in Verona, N.J. from 1931-39. He operated an Approved the Repair Station at Somerset-Hills Airport 1939-41, Flight Instructor, CPT Program, 1939-41.

In 1942 he enlisted in the U.S. Navy as Sr. Lt. at Pensacola for Flight Refresher Designated Naval Aviator. His past duties include: NAS Seattle, C.O. NAS Quillayute WA Air Officer, CVE-102, ATTU, C.O. AVP-1, NAS N.Y., C.O. Fasron VP735, Inst.

Instr. VP-738, Check and Inst. pilot, Wing Staff, NAS, N.Y. C.O. Comp. Co. 3-6, Retirement 1964 as Captain, U.S. Navy. Hold Pilots Certif. #33516, for all land-seaplanes, Inst. Rating, Instr. Rating.

He graduated from Newark College of Engineering in 1939. (seven yrs of nights) BS in Mechanical Engineering Reg. New Jersey, Professor English New Jersey 5276. 1964-74, U.S. Army, Avionics Lab. Ft. Monmouth, New Jersey, Supervisor, Installation Engineering Group. He retired in 1974.

Dobbins is a charter member of the old Newark Hanger QBs, Life Member — SAE, ASME, Institute of Aero. & Astro. Sciences, U.S. Power Squadrons, United States Coast Guard Auxiliary (Flotilla 22, Sandy-Hook, N.J.).

Troy W. Dodd

Born in Oklahoma but spent most of his early life in Springfield, Kansas City and St. Louis, Missouri. At the age of 15 he started working part time at American Bakeries, the second largest wholesale baking company in the United States. Over a 40 year period he worked his way up to Vice President in charge of engineering, research and sales and also served on their board of directors and administrative committee. He retired with honors to spend more time with his main interest — airplanes.

Troy's aviation career which began in 1927, was sparked by Lindbergh's flight across the Atlantic. He learned to fly at Rogers Airport in Springfield, Missouri, soloing quickly in an American Eagle. He liked the plane so well he saved some money, mortgaged his car and bought one just like it in a crate in Kansas City and brought it back to Springfield. Between work and flying, Troy also found time to court and marry 16 year old Fran, his bride for over 50 years. She sometimes flew with him but it wasn't long before their son, Bill, would be begging her not to go. Bill did not like flying then but my, how things have changed because Bill is now as much an enthusiast as Troy. Over the years Troy owned a Curtiss Wright Jr. Pusher; Travelair 4000; assorted Pipers; a Stearman and an AT-6. In the early years Troy participated in air shows carrying parachutists and doing light aerobatic routines. He also barnstormed with the American Eagle. Later, he barnstormed with the Stearman. A favorite project was his aerobatic school at Chicagoland Airport. His was one of the first aerobatic training ventures in the 1960s and it lasted for about nine years.

Troy served as the president of the Greater Chicago Area Antique Airplane Association group for five years. During this time, one of the largest annual airshows in the country developed. The show started out at Chicagoland Airport but quickly outgrew the facilities and moved to Dupage County Airport becoming known as the DuPage Airshow. Local radio and TV stations were affiliated and supported the show which Troy directed and managed for over 15 years.

Troy managed the Antique Airplane Association Aerobatic Contest in Ottumwa, Iowa for three years. He aided in the revision of their rules and scoring systems. Troy went on to assist in the establishment and running of the first two E.A.A. aerobatic contests at Dacy Airport in Harvard, Illinois. Then he helped initiate and found the International Council of Air Shows. As a charter member of the Council, he served in several capacities over the first 10 years as Direc-

tor at Large and First Vice President. He was responsible for many of the pioneering ideas and developments, beneficial to the membership, including establishing a uniform air meet insurance program for air show sponsors and getting the Federal Government and Department of Defense to drop the insurance requirements for military team(s) participation. Along with these activities Troy served a two-year term as President of the Illinois Wing of the OX5 Aviation Pioneers and several terms as a governor.

In December of 1981, Troy was the recipient of the 1st Annual "Award of Excellence" presented by the International Council of Air Shows at their 13th Annual Convention in New Orleans, Louisiana.

Charles D. (Don) Doher

Born on April 4, 1915, at Franklin, Nebraska.



Charles D. (Don) Doher

Doher started flying: (first lesson) on November 7, 1932. His first solo was in an OX5 powered American Eagle NC3657.

Total Time Logged in OX5 powered aircraft was 20:20 hrs. Current ratings: airplane, single and multi-eng land

Logged Time to Date: 11,230 hrs. (accident free)

He experienced very few events in his aviation career. Probably the most interesting, were his three forced landings in an American Eagle NC3657 on a 50 mile round trip in 1934.

In 50 years of flying he has owned 13 aircraft, Pipers, Cessnas, Mooneys, Aztecs. Current A/C is a modified antique. A 1946 Fairchild F-24, with a Continental W670, 220 hp engine. A real honey! And it is IFR equipped.

Doher is now semi-retired; he and his wife Winona have five grown children, three boys, two girls. All three boys are private pilots. Their 3,000 ft. airstrip at the back of Doher's residence is still in use and has been there since 1950.

F.E. Donaldson

Born at Pipestone, Minnesota on May 4, 1909. He took flying instructions at Northwest Airways in Minneapolis, Minnesota in 1928. The instructors were Chad Smith, Walter Bullock and "Speed" Holman.



F.E. Donaldson

Donaldson bought a Waco 9, OX5, N.C. 876 in November 1928. He received his Private Pilot's License No. 4728 on December 1928. Donaldson barnstormed for several years across the Midwestern states with a Waco 9 and a Waco 10 OX5.



F.E. Donaldson and Waco 9 OX5 1928

Donaldson flew many different OX5 powered airplanes including a Curtiss Robins — Waco 9 and 10 and an Eaglerock. He owned a flying service and a pilot flying school in the 1930s.

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He flew as a Captain for seven years and resigned from Capital Airlines to go into business with his father.

He has 1½ years of Certified Apprenticeship as A&E mechanic.

eral patent pending, one STC installing Jacobs on Cessna Agwagon. Engineered and built Dustin & Spraying equipment for Hughs Helicopter patented and STCed.

Robert N. Dobbins

Following his upbringing as a New Jersey farm boy, Robert Dobbins started his mechanical career as an apprentice machinist and toolmaker. His interest in aviation changed his vocational interests in 1927 to aviation.



Robert N. Dobbins

In 1928 he joined E.W. Robertson, in forming the Mt. Vernon Airways, at Hybla Valley, Virginia. He soloed on March 26, 1928, on an Alexander Eaglerock, OX5. Dobbins secured his FAA, A&E Mechanics license, #2092, in April 1928. He subsequently, worked for Gates Flying Circus, Unger Aircraft, Chief-Mechanic Canadian Colonial Airways, (CAM-1), Albany, N.Y. Shop Superintendent, Curtiss Flying Service Valley Stream in NY. He was the Night Foreman for American Airlines in Newark, New Jersey. In 1931, he was selected to organize and head the first public school aviation program in the U.S. which is approved by the FAA for training A&E mechanics. In 1932, he organized the Dobbins Aviation in Teterboro, N.J., which is known as "Dobbins and his Robins" — (Had five Curtiss Robins) Owner Automotive & Aviation Services Inc. in Verona, N.J. from 1931-39. He operated an Approved the Repair Station at Somerset-Hills Airport 1939-41, Flight Instructor, CPT Program, 1939-41.

In 1942 he enlisted in the U.S. Navy as Sr. Lt. at Pensacola for Flight Refresher Designated Naval Aviator. His past duties include: NAS Seattle, C.O. NAS Quillayute WA Air Officer, CVE-102, ATTU, C.O. AVP-1, NAS N.Y., C.O. Fasron VP735, Inst.

Instr. VP-738, Check and Inst. pilot, Wing Staff, NAS, N.Y. C.O. Comp. Co. 3-6, Retirement 1964 as Captain, U.S. Navy. Hold Pilots Certif. #33516, for all land-seaplanes, Inst. Rating, Instr. Rating.

He graduated from Newark College of Engineering in 1939. (seven yrs of nights) BS in Mechanical Engineering Reg. New Jersey, Professor English New Jersey 5276. 1964-74, U.S. Army, Avionics Lab. Ft. Monmouth, New Jersey, Supervisor, Installation Engineering Group. He retired in 1974.

Dobbins is a charter member of the old Newark Hanger QBs, Life Member — SAE, ASME, Institute of Aero. & Astro. Sciences, U.S. Power Squadrons, United States Coast Guard Auxiliary (Flotilla 22, Sandy-Hook, N.J.).

Troy W. Dodd

Born in Oklahoma but spent most of his early life in Springfield, Kansas City and St. Louis, Missouri. At the age of 15 he started working part time at American Bakeries, the second largest wholesale baking company in the United States. Over a 40 year period he worked his way up to Vice President in charge of engineering, research and sales and also served on their board of directors and administrative committee. He retired with honors to spend more time with his main interest — airplanes.

Troy's aviation career which began in 1927, was sparked by Lindbergh's flight across the Atlantic. He learned to fly at Rogers Airport in Springfield, Missouri, soloing quickly in an American Eagle. He liked the plane so well he saved some money, mortgaged his car and bought one just like it in a crate in Kansas City and brought it back to Springfield. Between work and flying, Troy also found time to court and marry 16 year old Fran, his bride for over 50 years. She sometimes flew with him but it wasn't long before their son, Bill, would be begging her not to go. Bill did not like flying then but my, how things have changed because Bill is now as much an enthusiast as Troy. Over the years Troy owned a Curtiss Wright Jr. Pusher; Travelair 4000; assorted Pipers; a Stearman and an AT-6. In the early years Troy participated in air shows carrying parachutists and doing light aerobatic routines. He also barnstormed with the American Eagle. Later, he barnstormed with the Stearman. A favorite project was his aerobatic school at Chicagoland Airport. His was one of the first aerobatic training ventures in the 1960s and it lasted for about nine years.

Troy served as the president of the Greater Chicago Area Antique Airplane Association group for five years. During this time, one of the largest annual airshows in the country developed. The show started out at Chicagoland Airport but quickly outgrew the facilities and moved to Dupage County Airport becoming known as the DuPage Airshow. Local radio and TV stations were affiliated and supported the show which Troy directed and managed for over 15 years.

Troy managed the Antique Airplane Association Aerobatic Contest in Ottumwa, Iowa for three years. He aided in the revision of their rules and scoring systems. Troy went on to assist in the establishment and running of the first two E.A.A. aerobatic contests at Dacy Airport in Harvard, Illinois. Then he helped initiate and found the International Council of Air Shows. As a charter member of the Council, he served in several capacities over the first 10 years as Direc-

tor at Large and First Vice President. He was responsible for many of the pioneering ideas and developments, beneficial to the membership, including establishing a uniform air meet insurance program for air show sponsors and getting the Federal Government and Department of Defense to drop the insurance requirements for military team(s) participation. Along with these activities Troy served a two-year term as President of the Illinois Wing of the OX5 Aviation Pioneers and several terms as a governor.

In December of 1981, Troy was the recipient of the 1st Annual "Award of Excellence" presented by the International Council of Air Shows at their 13th Annual Convention in New Orleans, Louisiana.

Charles D. (Don) Doher

Born on April 4, 1915, at Franklin, Nebraska.



Charles D. (Don) Doher

Doher started flying: (first lesson) on November 7, 1932. His first solo was in an OX5 powered American Eagle NC3657.

Total Time Logged in OX5 powered aircraft was 20:20 hrs. Current ratings: airplane, single and multi-eng land

Logged Time to Date: 11,230 hrs. (accident free)

He experienced very few events in his aviation career. Probably the most interesting, were his three forced landings in an American Eagle NC3657 on a 50 mile round trip in 1934.

In 50 years of flying he has owned 13 aircraft, Pipers, Cessnas, Mooneys, Aztecs. Current A/C is a modified antique. A 1946 Fairchild F-24, with a Continental W670, 220 hp engine. A real honey! And it is IFR equipped.

Doher is now semi-retired; he and his wife Winona have five grown children, three boys, two girls. All three boys are private pilots. Their 3,000 ft. airstrip at the back of Doher's residence is still in use and has been there since 1950.

F.E. Donaldson

Born at Pipestone, Minnesota on May 4, 1909. He took flying instructions at Northwest Airways in Minneapolis, Minnesota in 1928. The instructors were Chad Smith, Walter Bullock and "Speed" Holman.



F.E. Donaldson

Donaldson bought a Waco 9, OX5, N.C. 876 in November 1928. He received his Private Pilot's License No. 4728 on December 1928. Donaldson barnstormed for several years across the Midwestern states with a Waco 9 and a Waco 10 OX5.



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He attended the first control tower school in Alabama.

Dowdy completed a course in Celestial Navigation given by the airline.

He was past president of Birmingham Aero Club 1966. Past President of Alabama Wing OX5 Club #6977. He was the Key man of Birmingham hanger QBs. #7502. He is the past Major and Command Pilot of CAP. He has been active in aviation for over 43 years, and he still is able to pass a commercial physical.

Mike Drabik

In 1924 and 1925 Mike spent his time giving rides over Chicago, or advertising for a Ford dealership with a specially painted Canuck (Canadian Jenny). He then started to freeboot across the country, barnstorming with others of his kind.

Drabik told John Seigle that "once he was on a trip, from Buffalo, New York to Schenectady with a planned stop at Utica for fuel. When he got to Utica he found that the runway had been plowed under. About 10 minutes later he located an alfalfa field and landed. This attracted the local citizens who came running to see the airplane. They trampled the alfalfa worse than a herd of buffalo. The police showed up and were going to jail him for damaging the crop, but he took the farmer aside and was able to settle the matter by giving him \$10 so he wouldn't press charges."

In 1926, Drabik had the misfortune of banging up his Canuck. It was severely damaged in a landing accident when it was flipped over on its back. Drabik spent the winter rebuilding it in an old livery barn. In the spring, he towed it to the Chicago Flying Field where he was tied down.

From this point, the story becomes a bit hazy, but as Seigle interprets it Drabik was still shook-up over the crackup and was lacking some confidence. Seigle does not think that Drabik doubted his own ability or workmanship, yet he set out to find someone to test fly his airplane. Drabik soon located a young Army aviator who had just come to Chicago from St. Louis on a motorcycle and said that he would be glad to test fly the Canuck. Later, after the plane proved to be airworthy, the Army man took Drabik up for some refresher flight training. Less than a year later, Drabik's new friend crossed the Atlantic in a plane named the "Spirit of St. Louis."

Although Charles Lindbergh skyrocketed to fame, their friendship was never forgotten, and in 1967 Drabik received an invitation to participate in the 40th anniversary of that first solo transAtlantic flight.

In 1929, Drabik began to lose some of his restlessness and went to work as an aircraft mechanic for a small company called the National Air Transport. This company flew the mail in planes such as the Curtiss Carrier Pigeon, Douglas M-1, Boeing 40A, Curtiss Falcon and Boeing 95. Mike was highly qualified for his new job as he had experience rebuilding Jennys, Standards and Canucks and taught

at a school on Chicago's Milwaukee Avenue, operated by the U.S. Airplane Company. He jokingly tells that Nat hired him conditionally to test his skills and he stayed on the job for 41 years without even being asked to fill out an application. This small company, NAT, later merged with other companies, eventually became United Air Lines.

During WWII Drabik had the duty of teaching an aviation mechanics course at the old Chicago Municipal Airport. Few mechanics were as well qualified as Mike and his experience was put to good use training young Army recruits from all over the country, the proper maintenance and service of radial and in-line engines.

After the war, Drabik went back "on the line" for United Air Lines. During his career he saw the cinder runways upgraded to concrete at Chicago's Municipal Airport and later, the name changed to Chicago Midway. Before the control tower was installed, air traffic was controlled by one man dressed in a yellow smock with two flags in his hand. If it was clear to land, a yellow flag was waved and a red flag meant the pilot should go around.

He remembers the days when pilots carried rifles for survival if forced down in remote areas.

Carl W. Drebing

Born in Pierre, South Dakota on March 9, 1921, and started flying at the age of 15 in March 1936, in an Aeronca C-3 with instructor Bob Wiley, after whom Wiley Field, Winter, South Dakota is named. He had instruction from Harold Alleman in a Curtiss Jr. and from Clyde Ice in an OX5 Eaglerock. In September 1937, Drebing received his private pilot license in an Aeronca C-3. He has also had experience flying a Lycoming-powered Stinson Jr. and a Tank-Five powered Curtiss Robin. He earned money for flying lessons from bounties by hunting coyotes from the front seat of a Curtiss Jr.



Carl and Mardi Drebing

Drebing owned a Taylorcraft while attending South Dakota State, Brookings, and South Dakota School of Mines in Rapid City.

Before WWII, he traveled in Latin America for the RCA Service Corp. He joined the US Navy as an enlisted pilot and flew Navy flying boats for Naval Intelligence. He also was a Loran-A instructor in the Navy with a green card

and was rated MES. He returned to Denver in 1947 to work for NBC.

Drebing was recertified as an instrument pilot in July 1976 when his wife, Mardi, learned to fly and became an avid "99". Carl Drebing and his wife have owned a Cessna Skyhawk, Cardinal and three Rockwells and have flown 114,900 hours.

Jerome H. Drew

Born on November 18, 1915 in Tampa, Florida. Drew had his first ride in November 1925. The plane, a Lincoln Standard, powered by an OX5, was piloted by a barnstormer named "Slim" Robinson. The next ride including a six turn tailspin with no chutes was in a JN4D Jenny owned by the well-known A.B. McMullen, who influenced early day aviation in Florida and Drew's life.



Jerome H. Drew

His family was in real estate development on the west coast of Florida and established Drew Field (Tampa International) in 1927. The first landing on Drew Field was made by A.B. McMullen in his OX5 Swallow on November 18, 1927 and McMullen was his passenger.

After Naval Service in WWII, Drew attended the University of South Dakota School of Engineering and made his solo flight at Davidson Air Service in Vermillion, South Dakota.

He has been employed by the Glenn L. Martin-Nebraska Company, Boeing Aircraft, and entered the Air Force Civil Service in 1951. Drew retired from Tinker Field after 30 years service and now resides with his wife, Joyce, in Oklahoma City.

The aircraft he has rebuilt and flown include a J-3 Cub, Taylorcraft, three Luscombes, a Cub Coupe, and Ercoupe. He is a member of the Central Oklahoma Wing.

Peggy Lennox Drown

At the age of six in Western Springs, Illinois where she was born, she flew for the first time — not as a passenger behind an OX5; this airplane was powered by rubber bands wound with an egg beater. She held the home made model while the designer and builder of the craft wound up the power plant. Her father's business moved them to Omaha and six months later to Cleveland, Ohio where in 1929 the National Air Races were held. Two years before that, Lindbergh had made his historic flight to Paris. This



Peggy Lennox Drown

event had her hooked, but when the inaugural flight of the Powder Puff Derby left Santa Monica, a feature of the National Air Races, she was determined to fly.

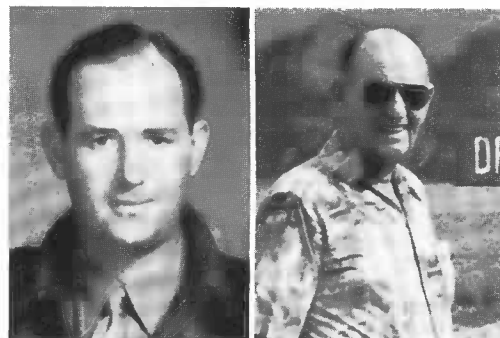
Eiler Sundorph, with L/C license was her instructor in an OX5 powered Beech Travelaire. It was a wonder to Peggy, 1500 feet above the ground, how the great big airplane was going to fit in that little space the size of a postage stamp which was the airport. But the airport grew larger as they came closer and that problem was solved. Again and again they took off — landed, took off — landed. It was all getting reflexive until Sunny asked Bill Butters to fly with them. Bill was military trained and our pattern was a rectangle with 90 degree turns. We had been flying the great circle. The next time Sunny flew with her he turned her loose. In her log book were five hours and 40 minutes dual.

On October 16th, just one month and two days after Peggy's first dual flight, a group of students took their written exam on rules and regulations. The Department of Commerce Inspector called their attention to the wind howling outside. One other girl was taking the test. Her name was Isabel Chapell from Akron. "Some of these pilots are going to learn to fly today," warned the inspector. Two of us took the flight test; the two girls . . . both passed.

Her first passenger with the courage to celebrate my 10 hour private license was her father . . . we didn't need the rubber bands and egg beater. We had an OX5.

Joseph B. Duncan

Born on August 4, 1913 in San Francisco, California. Duncan soloed in an OX5 Travelaire, April 1931, with Hilton Lusk as instructor. Later that year he received a private pilots license in an OX5 Commandaire. Duncan attended the Ryan School of Aeronautics in San Diego, California, completing their Transport Pilot



Joseph B. Duncan

and Master Mechanics Courses in 1935. He engaged in barnstorming, student instruction, charter, dusting, and rice planting in the Sacramento, California area. He was an instructor for Ryan on their Military Training Program. He was also an instructor for the Boeing School of Aeronautics in Oakland, California, Instructor at Thunderbird Field, Phoenix, Arizona on the Chinese Training Program. In August 1942 he was in active duty USNR. Duncan was assigned as a pilot for the Aircraft Delivery Unit, NAS in New York, ferrying all types of naval aircraft. Later he was in the Transport Squadron, Plane Commander, R4D. After WWII he was the pilot, flying Tiger Line for two years, then with CAA/FAA. Duncan was an Airways Flight Inspector Flight Checking the Navigational Aids. He retired from this position in 1971 with approximately 19,000 hours in all types of aircraft.

Ashley DuPraw

Born on December 18, 1915. DuPraw worked on and flew this Waco 9 out of several farmers fields including his father's field near Whigville, Michigan. He later flew out of Bishop Airport and soloed in a Great Lakes Trainer. After a refresher course in UPF-7s, he was sent to Montgomery, Alabama, finished officers training and instructor's school and was assigned to a primary flight training school in Douglas, Georgia. There he taught Army Cadets their primary flight training. In 1943 he returned to Bishop Airport and opened The DuPraw School of Aviation. In January of 1948 he was hired by the General Motors Air Transport as an executive pilot. He retired from General Motors in 1975 as a Captain. He is currently the holder of an ATR-154091 and flies only for pleasure at present. He is a member of the Michigan Wing of the OX5 Aviation Pioneers and also the QBs Detroit Hangar.



Ashley DuPraw

Clifford H. "Cliff" or "Dwink" Dwinell

Born in Bronxville, New York. Dwinell started to fly in the early 1930s while serving as Secretary/Treasurer of the "Cloud Combers", the University of Pennsylvania Flying Club. He had dual instruction in both a Spartan and a Bird at Central Airport in Camden, New Jersey. After a total of three hrs, 25 min,



Clifford H. Dwinell and "Doc" Hartran Ft. (Photo at Right) Clifford Dwinell

spread out over a four month period, he soloed the Spartan. By helping to maintain two OX5 Waco 10s, the owners would let him fly them as long as he furnished the gas. He obtained his Commercial and Instructor's Ratings at Roosevelt Field. Worked two years for Piper Aircraft; also ferried aircraft and did some barnstorming. In 1940, he was Flight Instructor at University of North Carolina. In 1941, he taught Army Aviation Cadets in Stearmans at Arcadia, Florida. After Pearl Harbor, he was called to active duty in the Army Air Corps. In the Service, he flew most of the trainers plus B-25s, B-17s, UC-78s, L-4Bs, C-47s, C45s, C-46s, C-49Es, C-54s, C-121s, C-97s, C-135As, B-36s and was a SAC B-52 Squadron Commander. One of his most memorable assignments was with the 1254th Special Air Mission Squadron at Washington National Airport, where he was privileged to fly VIPs on many interesting and historic trips. He retired from the USAF in 1969 and went into real estate. He is also a member of the Order of Daedalians, Quiet Birdmen and Silver Wings. He owned a J-3 Cub and he presently owns and flies a Cessna Cardinal.

Dwinell married Elizabeth "Libby" O'Neal in 1951 and they have two sons, Jeffrey C. and Gregory P.

Everett Dyer

Born in Carthage, Missouri on September 21, 1915. Dyer was reared on a farm near Carthage.



Everett Dyer

In 1936 he purchased a Velie Mono coupe for \$200, and after some repairs he soloed it on his parents farm.

The following year, he purchased an OX5 Travelair, NC 6081 and flew it for three years acquiring all his licenses.

In September 1940, he started instructing aerobatics for the Springfield Flying Service at Springfield, Missouri.

On February 1942, he joined Pan American Air Ferries, flying bombers to Africa by the way of South America.

The contract was cancelled late that year, and he joined Consolidated Aircraft in San Diego, as a test pilot on B24s, PBVs, PB2Y3s, and all other aircraft manufactured by that firm. This position also took him into the Pacific on numerous flights.

At the end of the war, he joined the Republic Steel Corporation in Cleveland as a corporate pilot, remaining there until his retirement in 1981.

During that time he was an Aviation Manager and Chief Pilot, flying Lockheed aircraft from the Model 12 through the Jetstar.

At the present time he owns a Fleet 7, Stearman, and a Pitts Special.

He is currently running an Arobatic School, with the Stearman and flying airshows with the Pitts.

Wendell C. Eckert

Born in Youngstown, Ohio on February 1, 1916.

He began flying in 1934 and soloed a Waco 10 in Wooster, Ohio. T.T. OX5 powered, 25 hours; Waco 9 & 10, OX5 Robin. Then early light aircraft, cabin, open cockpit.

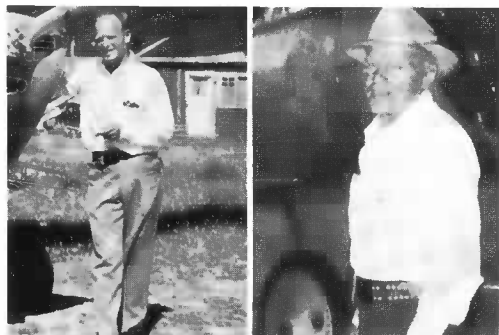
He did some barnstorming in County Fairs. Thousands of hours of instruction, charter. C.P.T. programs pre-WWII, 4½ years. Tex Rankin — Army Primary. He owned and developed, as FBO 1945, his airport, Eckert Field. He still lives on it and operates it in Strathmore, California.

From 1946-77 he helped pioneer as a contractor for the U.S.F.S. present system aerial fire suppression in the western U.S. mountains — recon, cargo drops, lead plane concept for aerial tankers. Used a 300 HP C-195 for forest work 21 years. He is still flying it. He understands he has a record as a U.S.F.S. contract pilot for continuous service — no accidents.

Aviation statement that impressed him. He made a remark to #2 American Airlines senior pilot, "I learned to fly in 1935." He replied, "I soloed in 1917 and haven't learned yet."

Cliff Edwards

Edward's interest in flying began when he first read of Orville and Wilbur



Cliff Edwards

Wright. In 1923 Jack Fry soloed with him. He feels to this day that he put more gray hair in Jack's head than into any other student he soloed.

Jack considered him safe enough to fly with his father. After taking his Dad up for an hour's flight over Los Angeles, he tried to land opposite the ocean. Up until that time, he had always landed toward the ocean and had not been taught to look at the windsock.

Jack Fry was out on the runway holding up a white handkerchief. As Cliff passed half of the runway he had enough speed to loop the Jenny, but he still couldn't understand what was wrong. He continued flying three additional miles before climbing to 500 feet. Then another mile back east of the airport he slipped the Jenny down low to the wires. He maneuvered the plane down to three points at half the runway, the fence was coming up so fast he had to ground loop the airplane. The lower panel was set up on the bamboo hoop and he blew out a tire. He learned from that flight never to take off or attempt to make a landing without checking the wind sock. Jack did give dual in aerobatics which helped Cliff's flying a lot.

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L.E. Eklof

again. Eklof bought a Cessna 170. In 1964 he was presented the Wing President's Award for having the most active club.

Leslie J. Elliott

Born on April 1, 1915 at Rockford, Iowa. Elliott started flying in the early 1930s with Olof A. Anderson in his Curtiss Robin. He soloed in July, 1940; bought a 50 horsepower Aeronca Chief in September 1940 on which he got his Private 77231-41.



Leslie J. Elliott

Elliott worked in the local Post Office from 1940-71 but continued to fly, and instruct, emergency flights in the winter; in the summer he flew crop sprayers. After retiring from the Postal Service he started a flight program for Valley City State College, teaching both the ground school classes and flight training. He is also managing the local airport for the county. He has flown Travelairs, Wacos, Robins and most of the classic types. Has acquired over 13,000 hours to date.

Garner P. Emerson

Born at Mt. Rainier, Maryland on March 21, 1913. Garner's father worked with the Wright brothers at Fort Meyer, Virginia, barnstormed the D.C. area after WWI, joined the U.S. Air Mail Service at College Park, Maryland. He was transferred to Roosevelt Field in New York in 1920. There he grew up in a house/hanger.

Over the year he obtained his A&E licenses (now A&P), Parachute Rigger's ticket, a Commercial and Instructor rating. Garner has approximately 4000 hrs., which includes as a youngster, dual in several Jennies and solo time. He spent his later years in an OX5 KR-31.

His career consists of aircraft maintenance, crop dusting, training Air Force cadets and corporate aviation.

Garner became OX5er #4682 in Chicago in 1958.

Michael R. Erard

Born on October 5, 1908. Erard received his first instructional flight on June 6, 1926 in an OX5 Waco 9. He soloed after three and one half hours of dual. Erard did some barnstorming to build up flying hours. He also joined the Michigan Air Guard in June 1930. Erard enlisted in the French Air Force on October, 1933 and became a Fighter Pilot in the 7th Escadre de Chasse at Air Base 102 Dijon, France for two years. He was then assigned to Air Base 107 Villacoublay as fighter pilot instructor; until December 1937. Erard returned to the USA and he joined Lockheed Aircraft on production test staff for two years. He was accepted into the Army Air Corps as a Flight Instructor; then he transferred to the U.S. Navy to take charge of the French Naval Pilot training program. He remained in U.S. Navy until retirement in 1963. Erard owned and operated Serval Air Service at Detroit Metro Airport for three years. He retired from commercial flying, but he continued to fly for pleasure until June 6, 1979. He has had 53 years of accident free flying. He is the only American to fly in the French Air Force since Lafayette Escadrille of WWI, and the only American to have four Military Pilot ratings. On December, 1983 he received the Aeronautical Medal from the French government for past Aeronautical Achievements.



Michael R. Erard



Frank H. Ernst

Born in Mahone Bay, Nova Scotia, Canada on January 27, 1906. Ernst saw his first airplane at age seven in Halifax, Nova Scotia from that time on his



Frank H. Ernst

thoughts were continually on flying. He went to Milwaukee in 1925, and attended Milwaukee School of Engineering. He learned to fly at Milwaukee County Airport in 1927. He owned an OX5 Eaglerock. He received his Transport License in 1929. Ernst was an instructor and a cross country pilot from 1929-30. He had the same position with Midwest Airways Inc. from 1930-35.

Forseeing necessity of instrument flying on airlines, researched this science from 1930-35. Much credit on this research to Hans Hjermsstad and Bill Lear (Radio), and W.P. Steiner (flying). Ernst went with Northwest Airways Inc. in April 1935 as a copilot and instrument instructor. He was captain in 1937. Ernst flew all domestic runs, including a stint with Air Transport Command in the early 1940s. Then he moved to Seattle to fly the Orient division, and he did so until 1966.

Richard C. Estler

Born on September 7, 1912 in Paterson, New Jersey. Estler started in aviation in 1927 at Arcola, New Jersey. He took his first flight in an OX5 American Eagle. He flew an OX5J1 Standard OX5 J-N4-OX5 Eaglerock home built and KR34. Soloed OX5 Robin at Teterboro.



Richard C. Estler

Estler barnstormed for two years as a mechanic in J-5 D-25 Standard. He worked at Maderia Airport as a mechanic.

Estler joined Erickson & Remmert at Floyd Bennet Field, Long Island as a Maintenance Superintendent. Beached, dismantled and prepared for shipment to Russia a Martin Clipper, the world's largest airplane at that time.

Estler rented Whander Field, in Pennsylvania. He put in a repair shop and was certificated for Approved Repair Station.

In September 1940, he started instructing aerobatics for the Springfield Flying Service at Springfield, Missouri.

On February 1942, he joined Pan American Air Ferries, flying bombers to Africa by the way of South America.

The contract was cancelled late that year, and he joined Consolidated Aircraft in San Diego, as a test pilot on B24s, PBVs, PB2Y3s, and all other aircraft manufactured by that firm. This position also took him into the Pacific on numerous flights.

At the end of the war, he joined the Republic Steel Corporation in Cleveland as a corporate pilot, remaining there until his retirement in 1981.

During that time he was an Aviation Manager and Chief Pilot, flying Lockheed aircraft from the Model 12 through the Jetstar.

At the present time he owns a Fleet 7, Stearman, and a Pitts Special.

He is currently running an Arobatic School, with the Stearman and flying airshows with the Pitts.

Wendell C. Eckert

Born in Youngstown, Ohio on February 1, 1916.

He began flying in 1934 and soloed a Waco 10 in Wooster, Ohio. T.T. OX5 powered, 25 hours; Waco 9 & 10, OX5 Robin. Then early light aircraft, cabin, open cockpit.

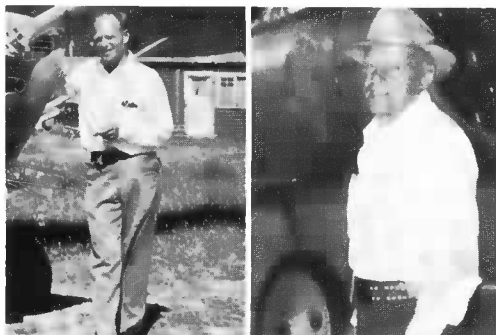
He did some barnstorming in County Fairs. Thousands of hours of instruction, charter. C.P.T. programs pre-WWII, 4½ years. Tex Rankin — Army Primary. He owned and developed, as FBO 1945, his airport, Eckert Field. He still lives on it and operates it in Strathmore, California.

From 1946-77 he helped pioneer as a contractor for the U.S.F.S. present system aerial fire suppression in the western U.S. mountains — recon, cargo drops, lead plane concept for aerial tankers. Used a 300 HP C-195 for forest work 21 years. He is still flying it. He understands he has a record as a U.S.F.S. contract pilot for continuous service — no accidents.

Aviation statement that impressed him. He made a remark to #2 American Airlines senior pilot, "I learned to fly in 1935." He replied, "I soloed in 1917 and haven't learned yet."

Cliff Edwards

Edward's interest in flying began when he first read of Orville and Wilbur



Cliff Edwards

Wright. In 1923 Jack Fry soloed with him. He feels to this day that he put more gray hair in Jack's head than into any other student he soloed.

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Within two years the flight school had over 150 student pilots, with a much grown staff to handle the booming activity. Over the next few years the company had operations in Farmington and Albuquerque in addition to Santa Fe. Some years ago, the Santa Fe operation was sold to Bob Lee and is now Post Aviation.

In 1969 the Southwestern Skyways airport management and services at Coronado Airport were sold to the late Don Bay and Dave Schaffer. By that time Carl had organized Distribute-Aire Inc., which primarily dealt in sales of aircraft over 12,500 lbs. This business was retained and is currently still in operation with two offices, one on north Fourth Street in Albuquerque and the other at Alameda Airport. The Alameda Airport office is managed by his son Pete.

Ettinger was born in Livingston, Montana where his father was a harness and saddle maker. He attended Montana State Normal School for two years and began flying in 1927 with a WWI surplus Jenny. For several years he worked in a management capacity with Safeway markets. In 1943, he enlisted in the U.S. Navy and served in the Naval Aviation service as a Link training instructor. During his career, he has accumulated over 17,000 hours.

In 1933, Carl Dewight Ettinger married Lois Faye McDonald.

Broneta D. Evans

Soloed an OX5 powered Eaglerock on April 1928.



Broneta D. Evans

Evans owned many other planes, used them in business, farming and cattle operations.

She attained a Commercial rating in 1946.

She was active in the Civil Air Patrol during World War II, flew search missions, and U.S. Savings Bond selling flights.

Evans is a member of International Organization of Licensed Women Pilots (99s). She served as the International President and flew three All Women Transcontinental Air Races (Power Puff Derbies).

One of 38 charter members of the Oklahoma Flying Farmer Organization, secretary for first six years, Oklahoma Flying Farmer Queen and Woman of The Year. She served on the Committee to form the International Flying Farmer Organization and was chosen IFF Woman of the Year.

Evans wrote a history of the beginning of the Flying Farmer movement entitled "Flying Farmer Organization. First in Oklahoma". It was published on April 1983. For Evans, owning and flying 16 airplanes for more than 53 years has been nothing but wonderful!!

Johnny Evans

Born in Dravosburg, Pennsylvania in 1905, Johnny Evans was a frequent visitor at Bettis Aerodrome where the Zenith Flying Circus was temporarily held. He was impressed with what he saw and decided aviation was for him.



Johnny Evans

While on vacation in Cleveland in 1924, he met Reg L. Robbins who operated the Herb Kindred Flying Circus. About this same time, Cliff Ball acquired and OX5 Standard based at Bettis. Johnny decided to do whatever he could to get flying time in the Standard. He soon had his own air show and was assisting Cliff Ball in promoting the first air mail (CAM 11) Pittsburgh-Cleveland.

Evans barnstormed in Ohio, West Virginia and Pennsylvania in a Ford Tri-Motor with Harold McClintock.

Johnny operated a sea plane and instructed students at McKeesport, Pennsylvania. He worked for the Duquesne Brewing Company as a Sales Manager, and was known around the area as "The Flying Beer Salesman."

Johnny proposed and helped establish the OX5 Aviation Pioneers Hall of Fame in 1970. He served as President of the Pennsylvania and the Western Pennsylvania Wings, as a member of the National Board of Governors, and as National Treasurer for almost 20 years. He was awarded the OX5 Aviation Pioneers Legion of Honor in 1964 and the Distinguished Service Award in 1974. He also served as President of the Aero Club of Pittsburgh.

Edmund L. Eveleth

Born in Schenectady, New York on March 6, 1909 where his father was Vice President of General Electric Company.

Eveleth was President of Brown University Flying Club where he graduated in 1932. Flying an OX5 powered Waco with Harold Hotaling at Schenectady Airport, he obtained his license on July 31, 1933.

He flew with the famous scientist and Nobel Prize Winner Dr. Irving Langmuir in his project Cirrus when he developed the process of seeding huge clouds with dry ice to produce rain.



Edmund L. Eveleth

Eveleth spent most of his life at Pratt and Whitney Aircraft and Sikorsky Aircraft. He was Project Engineer on Howard Hughes' racing plane and shared offices with Igor Sikorsky for 12 years.

He is now Director of Research and Development of Alabama Aviation and Technical College in Ozark, Alabama, running a 50 hour Aircraft Engine Probe Test on alternative fuels.

Homer Fackler

A native of Duluth, Minnesota, Fackler now resides in retirement in San Antonio. His aeronautical career began with lighter-than-air training at Scott Field in Illinois. After training in free balloons, his initial powered aircraft solo flight was in company with two OX5 engines! Both were firmly attached to the blimp and performed well. This was in 1924, and followed with heavier than air training in 1926, via the standard Army Jenny plus training in San Antonio.



Homer Fackler

During 1927, he operated an OX5 Eaglerock in New Jersey. He was then hired as a pilot with the Gates Flying Circus by Clyde Pangborn, who was chief pilot and manager. He was with Gates for two years, flying a Standard and hauling lots of passengers along with other types of incidental flying and instructing — based at Teterboro.

During one tour in the summer of 1928, the Gates Circus was at Providence Rhode Island preparing for a big weekend, flying out of Pothier Field (a small private field) along the coast. The last Thursday in July started off normally. Pilots and mechanics were tuning up the engines and waiting for flying conditions to improve. Clouds were on the ground inland, and a few feet above the ground on the coast. Perfect conditions for an emergency, and one arrived in the person of a courier who had anti-tetanus serum

which was needed badly on Block Island due to serious injury of a young boy. Today, it isn't much of a hop to Block Island. July 1928 was different. It was 30 miles along bay shore to open water and then 10 miles across that open water to an island without an established air field. All the Gates aircraft were in various stages of undress for maintenance. But there was a new Travelair 2000 on Pothier Field and the owner offered its use by a Gates pilot. Homer was the obvious choice because of his military training and background. In a few moments he was airborne in the OX5 Travelair; he had wanted to fly it anyhow, and welcomed the opportunity.

Things went well, but the compass was an unknown and visibility was slight due largely to a cloud height of less than 150'. But with a coastline that approximated the direction to the island for a reference line, the outbound heading was established. And then Homer reversed course to determine what heading would be right coming back. Another reversal, and the flight was routine until the island showed up ahead. However, the island was partly obscured by clouds "on the ground." Circling the island, Homer was able to find a suitable field and land with the serum. A spectator furnished the transportation for the serum and Homer hightailed it back to Providence. Homer still has the letter from R.I. Governor Norman Case in appreciation.

Later he flew for a few years in the Philippines — bush pilot he calls it. And naturally was recalled to active duty. He retired as a Colonel after a full military career. Since retirement, he has concentrated on aviation, golf and friends.

Ole Fahlin

Born on May 8, 1901 in Jervso, Sweden. Fahlin's first contact with aviation, was at a flying exhibition in Stockholm, Sweden in 1911, by a French pilot C.H. Brindejonce, flying an early type Bleriot monoplane. A few years later, he soloed and put in time on a 120 horsepower. Mercedes powered Alabatross at Riesler Flugshule, Johannesthal, Berlin Germany, instruction time four hours and 20 minutes. During the years from 1920-24, he served as a pilot in the Royal Swedish Air Service and accumulated several hundred hours of valuable flying time. On April 21, 1921, he was awarded an International Pilot License No. 208 from Federation Aeronautics International Aeroclub of France, written in six different languages. In October of 1924, he



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In 1969 the Southwestern Skyways airport management and services at Coronado Airport were sold to the late Don Bay and Dave Schaffer. By that time Carl had organized Distribute-Aire Inc., which primarily dealt in sales of aircraft over 12,500 lbs. This business was retained and is currently still in operation with two offices, one on north Fourth Street in Albuquerque and the other at Alameda Airport. The Alameda Airport office is managed by his son Pete.

Ettinger was born in Livingston, Montana where his father was a harness and saddle maker. He attended Montana State Normal School for two years and began flying in 1927 with a WWI surplus Jenny. For several years he worked in a management capacity with Safeway markets. In 1943, he enlisted in the U.S. Navy and served in the Naval Aviation service as a Link training instructor. During his career, he has accumulated over 17,000 hours.

In 1933, Carl Dewight Ettinger married Lois Faye McDonald.

Broneta D. Evans

Soloed an OX5 powered Eaglerock on April 1928.



Broneta D. Evans

Evans owned many other planes, used them in business, farming and cattle operations.

She attained a Commercial rating in 1946.

She was active in the Civil Air Patrol during World War II, flew search missions, and U.S. Savings Bond selling flights.

Evans is a member of International Organization of Licensed Women Pilots (99s). She served as the International President and flew three All Women Transcontinental Air Races (Power Puff Derbies).

One of 38 charter members of the Oklahoma Flying Farmer Organization, secretary for first six years, Oklahoma Flying Farmer Queen and Woman of The Year. She served on the Committee to form the International Flying Farmer Organization and was chosen IFF Woman of the Year.

Evans wrote a history of the beginning of the Flying Farmer movement entitled "Flying Farmer Organization. First in Oklahoma". It was published on April 1983. For Evans, owning and flying 16 airplanes for more than 53 years has been nothing but wonderful!!

made a visit to the U.S.A. and immediately purchased a brand new Curtiss OX5 J-N-4 airplane for \$300, which he used for exhibition and barnstorming purposes. During the years 1926-62, he was engaged in the design and manufacture of a complete line of "Fahlin" F.A.A. certified aircraft propellers, following up with an early retirement and is now doing consulting work for various aircraft manufacturers.

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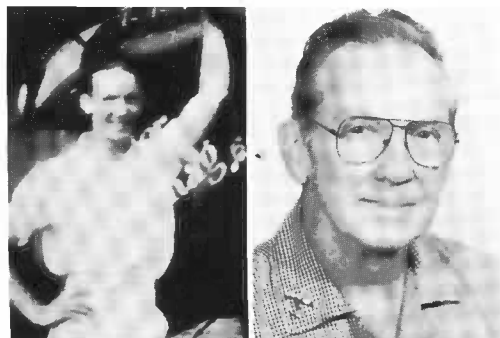
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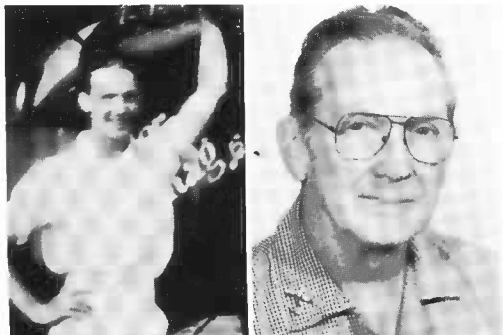
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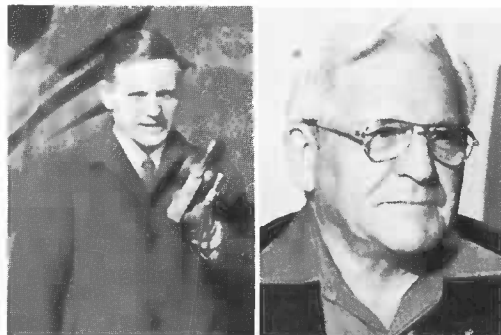
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Tennessee. They made a deal. Fidler provided the plane, maintenance and experience and Pack paid for gas and oil. With this arrangement they left Muncie on a Monday morning in August for a week's flying vacation.

Their experiences during that week included most of those of other OX5 devotees. First a water leak before they reached the Ohio River that required a hay field landing. Then on to Danville Kentucky FAA emergency strip to meet a friend and an over night stop. Then came the first real hitch.

Pack was to fly on to Horsecave Kentucky to visit a sister and come back for Fidler the next morning. He arrived 24 hours late with a spare set of rockerarms and a wild story about a forced landing, gathering parts on a bicycle and sleeping under the wing.

Back together they took off for Dickson, Tennessee at about noon and they climbed steadily to about 5000 ft. in the beautiful weather. About half an hour after take off, the engine sputtered and quit with a terrific blast of gas fumes. Inherently he reached for and shut off the gas valve. There were no more fumes but no more r.p.m.'s either. Garland looked around from the front cockpit where he was packed in between spare parts and baggage and signaled he'd fly while he tried to find the problem. It was fruitless so they picked a field. It was a good choice, a hay field with about an 18 inch stand. Garland set her down, deadstick, dragging the tail early so she came to a quick stop about 30 yards from a deep ravine.

The problem was that the bowl of the carburetor had crystalized and separated and raw gasoline was spewing on the engine crankcase until he shut off the fuel. It took them two days to get a new carburetor from Muncie and be airborne again.

They had two other emergency landings in fields in Tennessee and Indiana before making a moonlight landing at their home field on Sunday night to be in time for work on Monday morning. Few have crammed more of an OX5 career in one week's time than they did in that week in August.

Elbert Jerome "Jerry" Fielder

Born in West Allenhurst, New Jersey on January 28, 1911.



Elbert J. Fielder

Fielder soloed in an OX5 KR-31 Challenger on August 31, 1930 at Highstown, New Jersey from an 800' field.

He holds an ATR 19420 Gold Seal F1 single and a multi-engine land and sea ratings.

Total flight time over 14,000 hours.

Barnstormed an OX5 Travelair 2000 and other aircraft throughout the Eastern states in the early 1930s. He operated Hightstown and Mercer County Airports, Trenton, New Jersey until 1941.

While at Trenton he drop tested Army parachutes which were manufactured by Switlik Parachute Company for several years.

He joined the CAA/FAA in 1941 retiring in 1971. He married Florence E. Norcross in May of 1935 and they have two sons and two daughters. He taught his two sons Ernie and Jim to fly; both are now airline captains on U.S. Air. The two daughters Ellie and Betty settled for horses. He also is a member of Quiet Birdmen, membership No. 6358 and also belong to several Masonic Orders.

Russell V. "Russ" Fishback

Born on December 27, 1927 at Hastings, Minnesota. Fishback's first airplane ride was at a county fair in Spartan C-3 3-POLB NC7765 in 1932. Two months later a X-C with Max Conrad as his copilot in Ryan B-5 NC384K to Los Angeles via KC-Amarillo and Albuquerque returning a week later same route. He soloed by Max November 1933 in Spartan above. From September 1934 to August 1935 he logged 40:15 hrs in Parks P-1 3-Polb OX5 NC3536 owned by Arthur Gerald Donahue Certificate #23746. (Art later joined the Eagle Squadron and was lost over the English Channel returning from a mission during WWII). His Private Certificate was issued on November 10, 1940. #18639-40. Comm and FI rtg in 1944 and he was designated a pilot examiner in 1947. A&P #1055737 in 1948 also Gr Instr #1001935 with all ratings. He was employed by Convair from 1952 to 1955 as a production flight test pilot on the B-36 and Convair, Models C-131, T-29 and 340. He obtained a California class A teaching credential and he taught airframe and engines in 1955-56. Fishback was employed by CAA in 1958 as a flight inspector and retired on July 11, 1981 from the position of operations unit chief, Boise Gado with 29½ years of government service (which included six yrs USN). He is back to being a PE with the following authorizations: PE-A PE-R

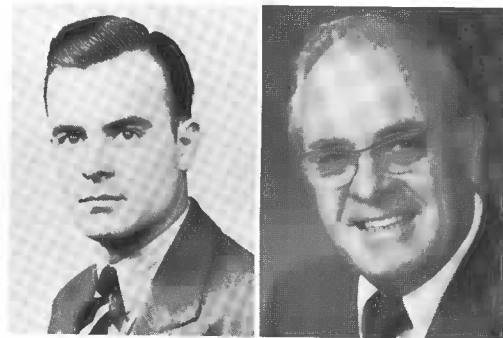


Russell V. "Russ" Fishback

CIRE-A CE-R ATPE-A FIE-A FIE-R. After 21,500 hours in the air and age creeping up he still truly loves to fly, especially with his wife, Louise. Louise holds Private Certificate #526169. David, the youngest of their two sons holds a Commercial Certificate.

Howard S. Fisher

Born on December 26, 1914 near Sagerton, Texas. Fisher's first dual instruction September 28, 1938, in an OX5 Travelair, at Rawlins, Wyoming. He soloed on April 4, 1939, in an Aronca "K", Auburn, California. He received his solo license on June 12, 1939 in Sacramento. He secured his Private license on June 25, 1941, at the Rearwin Flying School in Kansas City, Kansas. Commercial, April 23, 1946, Sacramento. He became a Flight Instructor on June 12, 1947 in San Diego. Seaplane, March 7, 1956. He had multi-engine on September 15, 1959. Instrument, July 13, 1967.



Howard S. Fisher

Fisher founded the Fisher Aircraft Company (FBO), at Lindbergh Field in San Diego in 1949.

He sold his company to Lockheed in 1966 and entered real estate business.

Fisher now lives in La Jolla, California, writes novels and flies a light twin strictly for fun.

Jack Fitzgerald

Born on July 10, 1915 in Bagwell, Texas. Fitzgerald soloed in an OX5 Waco in 1936, and practiced six hours. He bought the Waco for \$270 and went barnstorming. No license was required and fuel was 9¢ a gallon. Fitzgerald bought a J-5 Stinson and joined the flying circus. He took a Commercial license and Instructor rating and began instructing. In 1939 he took an Instrument Rating and joined Braniff as the copilot on DC-2s. In 1940 he went to England to fly. He flew Spit-



Jack Fitzgerald

fires, Hurricanes, Blenheims, B24s, Wellingtons, B17s, Lancasters and Mosquitos. In 1944 he was transferred to the 231 squadron which flew VIPs all over the world in RY-3s. In 1945 joined Air France as North Atlantic Captain. He flew for 20 years. In 1946 he set a world record from Paris to New York and one week later he set a record from New York to Paris; this was in a DC-4. In 1961 he set a record from Mexico City to Kennedy in a Boeing 707. After Air France he joined Flight Safety International.

Albert B. "Jim" Fleming

Fleming soloed in an old Challenger with an OX5 in the nose in 1936 and he has flown many biplanes including a Pitcairn mail wing many times in those days. Fleming looked for and followed a railroad and power line to get back to the field.

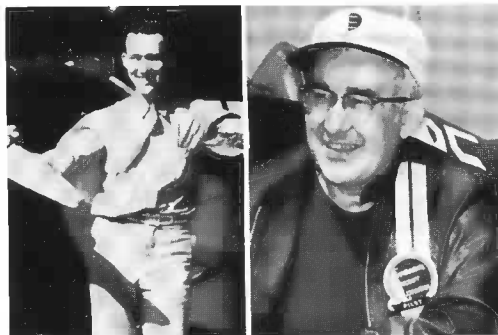
He felt fortunate to be included in the company of so many real pioneers and to have the opportunity to meet many of them through the OX5 wings.

Claude J.B. Flowers

Flowers received a Pilots License #32683 issued by the Department of Commerce. He flew an OX5 powered Waco 10, Waco 9, and KR 31. He participated in barnstorming and was elected secretary of a Pilots Association in Pennsylvania. Flowers was the Analytical Statistician assigned to Naval Aircraft Assembly and Repair. Later he became the Supervising Contracting Officer for the Department of Defense, as administrator for procurement contracts on Aircraft followed by Missiles Atlas, Polaris, Posidon, and Trident. He retired in 1969 and since that time has lived in Lake Havasu City, Arizona (the home of the London Bridge).

Marc F. Foose

Born in 1913 in Blaisdell, New York. Foose had his first flying experience in 1931 in an Aero Marine Klem powered by a 40 HP, nine cylinder Salmson at Ashburn Airport in a south Chicago suburb. His next pleasure was in an OX5 powered Challenger flown by his friend, Stanley Girenas, known for his famous trans-Atlantic flight in 1933 to Lithuania. He learned to fly at Harlem Airport, in Oak Lawn, Illinois after attending Aeronautical University in Chicago, Illinois from 1933-36. He soloed his American Eaglet, Zekely 40HP, and subse-



Marc F. Foose

quently bought and flew for about three years, the OX5 powered Waco 10; NC 4670. Prior to and during WWII, he owned and operated a B & F Aircraft Service (later, B & F Aircraft Supply, Inc.) with Don Braun, who eventually became chief pilot and manager for War Aero in the Northwest Territories of Canada. He has continually had a close association with OX5 and the restoration of the ever interesting and nostalgic biplanes and has recently rebuilt a 1929 BK Bird.

Carl C. Forrester, Jr.

Born on February 25, 1915 in Etowah, Tennessee. His first dual was received in an OX5 Waco 9 from his cousin Guy Jones whose wife Estelle was the first licensed woman pilot in Tennessee. Forrester soloed at Island Airport in Knoxville on August 9, 1938. He flew an OX5 Swallow, an OX5 Travelaire and an OX5 Waco. Forrester worked for Braniff Airways in Dallas and Austin as the agent and C.W. radio operator from 1938-40. He went to work for C.A.A. in 1940 at Atlanta in A.T.C., instructing in spare time at Lakewood Airport. He was made the Patrol Pilot by C.A.A. in 1942, flying Stinson SR9-E flight checking navigational facilities in the second region consisting of the southeastern states. Forrester was sent to Indianapolis in Howard DGA-8 to test fly the first V.O.R. with radio engineer Henry Metz who was one of the developers of the V.O.R. He flight checked and evaluated the D.M.E. and V.A.R. (visual-aural-range) and commissioned the first V.A.R. airway in the U.S. between Jacksonville and Elizabeth City, North Carolina. He commissioned all V.O.R.'s and I.L.S.'s in the southeastern United States at that time. Forrester left the C.A.A. in 1953 to be Chief Pilot for Barwick Industries in Atlanta. He flew Lockheed, DC-3, Beech's, Convair, Gulfstream 1, Merlin, and BAC-111, retiring in 1973 after 20 years with Barwick. One of his sons, John, is now a Pilot for Sanders Lead Co., in Troy, Alabama.



Carl C. Forrester

J. Max Freeman

Born at Hickory, North Carolina in January 1917. Freeman was educated in the Hickory City Schools and at Mars-Hill and Lenoir-Rhyne Colleges.



Max Freeman

Freeman started as a grease monkey at the old Sandy Ridge Airport at Hickory, North Carolina, back in 1936 and finally he learned to fly and actually flew solo in 1939. Freeman worked on an OX5 Curtiss Robin and Millerized the engine of one. He also worked on an OX6 Fairchild (Krieder-Reisner) KR-31 or Challenger. Freeman also worked on Birds, Wacos, and a few other old planes that were fairly new then.

He entered the service in 1940 and served 4½ years mostly as an instructor but getting combat training in the Martin B-26 and the Boeing B-17 and B-29. Freeman was recalled to active duty in 1950 and he flew combat raids on North Korea in B-29.

Freeman entered corporate aviation and was very successful. He retired at age 60 and he still passes physicals and flies regularly.

He is married, has three children and one grandchild. He has been an officer in many companies and active in several social organizations.

He is President of Carolinas Wing; OX5 Aviation Pioneers. He is also a national Governor and national Vice-president of OX5 Aviation Pioneers. He has over 10,000 hours on the Cessna 310 and over 5,000 hours in military time. Actually, he has logged just under 2,000 hours in the Mitsubishi MU-2 Turbo-Prop.

Charles R. Fullerton

Born in Mars, Pennsylvania on November 11, 1906. Fullerton had his first airplane ride in a barnstorming Standard near Butler, Pennsylvania on May 30, 1924. That did it! He had the



Charles R. Fullerton

bug. His partner, "Mack" McElheny, and he paid \$400 for a rather decrepit Jenny. They arranged with Dewey Noyes to fly it to Rodgers Field, near Pittsburgh, and to give them "dual." Later they switched instructors, and on May 30, 1925 he was soloed by Jack Morris, who operated a flying service at Rodgers Field. This was the second biggest thrill of his life. The first: was watching his son, Gordon, blast off on the third flight of the Space Shuttle Columbia on March 22, 1982.

Dewey Noyes became the husband of Blanche Noyes, then an actress and now well-known in aviation circles. Jack Morris became director of the CPT program, and a member of the Board of Directors of the OX5 Club.

Loren H. Gair

Born on December 5, 1917 in Fayette County, Pennsylvania. Gair's early years were spent around the airport helping local and itinerant pilots ready their planes for flight. This was accomplished by a complete check-up which included cleaning and greasing each part.



Loren H. Gair

Gair's serious interest in flying, began in 1934 and in 1947 he took the flight examination for his pilot's license. That was a thrilling day for him.

Some of the planes he flew were Waco 10s, Pitcairn and Travelair 2000s.

Bob Eskin, George Groshen, O'Neal Madore, Carl Lang and Joe Salerio were of assistance in getting him started in flying.

Harold Gallatin

Born in 1912 in Martinsville, Illinois to a farm family, Gallatin is the oldest of six.



Harold Gallatin

In 1919, he witnessed Billy Brock fly an OX5 Curtiss Pusher crosswise out of the infield of 1/2 mile oval horse race track at the local Clark County fair.

In 1927 Lindbergh and 14 aircraft flew over his home. Spellbound, he decided flying was for him.

He had his first ride in 1930 at Paul Cox Field at Terre Haute, Indiana. He soloed in Milwaukee in 1933.

After high school he hired a 1/2 hour dual at St. Elmo, Illinois in an OX5 Robin.

At Milwaukee School of Engineering his side line was in aeronautical engineering under Dwight S. Mills.

At Wauheshia the Crites brothers afforded added dual and he rented an OX5 Pheasant biplane for solo time. More recently Dean and Dale Crites sponsored his OX5 membership.

From 1950-51 Paul Roberezney, Carl Schultz and three other local flyers and Gallatin held the first E.A.A. meeting around the kitchen table in the Carl Schultz home in St. Martin's near Milwaukee.

As E.A.A. #20 honorary life member and having served as a director for the first 12 years he can say that the rest of his OX5 biography is embedded in E.A.A. history.

Richard G. "Rex" Gallogly

Born on September 24, 1909 in Fulton County, Georgia. Gallogly started flying at J.N.-4 Candler Racetrack in 1925, Beeler Blevins, instructor. He stopped in 1927. He resumed flying in 1941 and he became an instrument flight instructor at "Pete" Clays (Atl. 1943) — Ferry and charter pilot (Aero Corp — Atl.) While flying an SR-7 Stinson for T.A.C. of Villavicencio, in Colombia, South America 1945 via Havana and across Caribbean to South America, his engine failed and he was forced to land at the edge of the Nicaraguan jungle. There was no damage. Gallogly was in the jungle for 7 days and nights. The rescue was arranged by Jimmy Angle (Angel Falls).



Richard G. "Rex" Gallogly

Gallogly was Chief Pilot at the Orlando Airline, Williams Flying Service (Jackson, Florida), Aerosales Seaplane Base (Jackson, Florida) and Airsales and Service (Indianapolis Municipal).

He has C.A.A. Flight Examiner, private, commercial, instrument and multi-engine, land and sea, at above and issued

F.C.C. radio licenses. He became Airline Transport Pilot in 1948.

Gallogly owned and operated "Rex's Dusting Service", until retirement in 1978. His total time was 35,765. Past Director GA Aerial Appl. Assoc. Issure license #1 by GA A.A.A. Feb. 5, 1973.

Gallogly has flown 132 different makes of aircraft. He is a member "Silver Wings" #648, OX5 #1312 past member of N.A.A., A.O.P.A. and Atlanta Aero Club, "Who's Who in Aviation — 1973."

Cedric E. Galloway

Born in Austin, Minnesota on March 5, 1910. His first airplane ride was with Art Smith in his OX5 Jenny, on July 1924 when he was 14 years old.



Cedric E. Galloway

Galloway attended the Braley School of Flying in Wichita, Kansas from September 1929 to October 1930. He soloed July 10, 1930. He flew four hours and 55 minutes in a Kinner Swallow, C-687H, T.G. "Pop" Stone was his instructor. He has a Private Pilot License No. 16483. Limited Commercial in 1935. He was hired by Merle Kneen to carry passengers on July 4, 1936 in his OX5 Curtiss Robin, C-8355, in Adams, Minnesota.

He owned three different aircraft from October 1934 to May 1936. American Eaglet — NC472V, Davis D-1 — NC8073, and Great Lakes 2T-1A — NC856K. Sold it to Clem Whittenbeck, Joplin, Missouri in 1936.

Galloway enrolled in the University of Detroit Engineering School. Later on: Curtiss-Wright Tech. in Glendale, California.

Galloway worked for Lockheed Aircraft Corporation in Burbank, California for 33 years. He helped build P-38s during WWII. He took up Soaring from 1969-75. Galloway retired in 1975. He is back to building models again.

Ernest K. Gann

Born on October 13, 1910. Gann flew as a passenger in an OX5 Jennie (1920), again in Curtiss flying boat (1921). He never got over it. He soloed in 1935 in Great Lakes. Limited Commercial then Transport Lic. #36631. Gann barnstormed in Standard, Wacos, Fords and Stinsons. He was hired by American Airlines in 1939. DC-2s, Stinsons, DC-3s, DSTs. Gann was promoted to Captain and loaned to Defense Supplies Corp in 1941. He flew Lockheed Lodestars South

America. Returned 1942 to fly regular American Airlines routes then to Air Transport Command flying to all theatres of war; North Atlantic, South Atlantic, Africa, Europe, the Hump, etc., until end of WWII. Distinguished Flying Award, etc. Flew C-47s, C-87s, instructed in same and DC-4s. Post war leave to Matson Steamship (Airlines). Flew Pacific, San Francisco-Honolulu in DC-4s. After demise of Matson, to Trans-Ocean Airlines. Gann flew over the Pacific again to Japan, Korea, Wake, during Korean and post Korean conflict. He stayed on the ground long enough to write books and soon continued flying in Piaggio, Gull, Cessna 310 in race from England-Victoria, then around Cape Horn. Gann took time off to fly DC-3s for Polynesian airlines out of western Samoa flying ATP, Single, and multi-engine land and sea. Commercial gliders. He is still flying a Derringer for business. Bücher Jungmann for aerobatics. 20,000 hours plus and still writing books — more or less successfully.

Frank J. Garofalo

As a child in 1919 upon seeing Good-year Blimp land at nursery and farmland in South Hackensack (the Lodi township) he first became interested in aviation. He came into contact with Walter Teter in 1920, when he was on his way to Jersey City, delivering a lunch pail to his father. Enjoyed first airplane ride with Major Fowler, whom he introduced to Mr. Teter. He received flying lessons from Major Fowler in exchange for duties, including carrying water and filling tanks for engines. In 1921, his first experience at Teterboro was as a student pilot and a mechanic's helper with Cates Flying Circus.



Frank J. Garofalo

On June 21, 1923-26, Garofalo's first solo flight was in a Jenny JN-4 No. 399 N. then he worked part-time instructing, flying passengers, mechanic, pilot for Cates Flying Circus, Goodwill Flyers, Self, also Barnstorming in New York State and Pennsylvania, with his OX5 Challenger NC 4608. He received a transport license No. 25243 from the Department of Commerce Inspector Oscar Wallace, who

encouraged pilots to obtain licenses, which were not yet required, also received an Airplane and Engine Mechanics license No. 15247. He worked part-time with Wright Aeronautical Corporation as a mechanic and pilot. He met Charles A. Lindbergh when Wright Corporation serviced an engine for the Spirit of St. Louis at Teterboro. Kenneth Boedeker supervised the servicing and testing engine. Clyde Whitsworth was mechanic while he acted in capacity of Pilot.

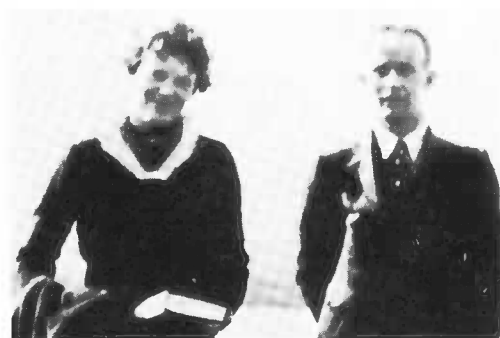
In 1927-29 while attending high school in Hackensack he spent his spare time building his own airplane and flying at Arcola Airport. Garofalo was employed by Fokker Aircraft Corporation in Teterboro as a private secretary and assistant to superintendent in charge of final testing and inspection. He had pleasure of associating and flying with many great people such as: Bernt Balchen, Eddie Rickenbacker, Jack Frye, Ed Musiak, Clarence Chamerlain, Amelia Earhardt, Ruth Nichols, Warren B. Smith, Al Williams, Jos. Bellanca, Igor Sikorsky, Admiral Byrd, Wiley Post, Duke Krantz, Jimmy Doolittle, Juan Trippe, Thor Solberg, Huey Wells, and Clyde Pangborn.

From 1930-33 he was employed by Aircraft Utility Corporation in Newark as a Pilot-Salesman Newark Air Service, and Casey Jones School of Aeronautics. Then in 1934 he founded the Lady of Loretto Aero Club for the purpose of teaching youngsters (who were lacking in funds) to fly.

From 1933-45 he was employed by Wright Aeronautical Corporation Paterson, New Jersey. As an Engine Test Engineer, he was transferred to Service Engineer Liason Department in charge of C-18 engines used in the B-29 during WWII. Founded Modern School of Aviation, Ridgefield Park, Seaplane Base. From 1945-47 he was employed by Safair Flying Service as a Service Manager. He helped Fred Wehran design and build plans toward the enlargement and improvement of Teterboro Airport. Garofalo was the first pilot to take off and land on each new runway, for testing. From 1947-50 he was President and General Manager for Aircraft Sales & Service Incorporated in Teterboro, New Jersey. He received his private pilot flight examiner #11031 license and a license to issue third class radio permits. He was President of Air Commerce Corporation at Teterboro. He was honored at a Testimonial dinner by Aviation Pioneers. Then from 1950-74 he flew privately. He has also been a Service Manager for General Aviation in Teterboro, New Jersey, maintaining real estate and insurance office and employment agency in field of aviation. He has been a member of Aircraft Owners & Pilot Association, Silver Wing, OX5 Club of America, and Power Plant Engineers.

Odell Garrison

Born on February 1, 1901. Garrison graduated from the University of Alabama as an electrical engineer in 1926.



Odell Garrison

Garrison learned to fly the summer before he graduated. He took his flying lessons in Waco 9s and 10s. His instructors were in Birmingham, John Gill and in Atlanta, Doug Davis. The airport in Atlanta was inside of the race track. Birmingham had no municipal airport — he flew on the 106 obs squadron field.

Garrison worked long enough to save money to buy an airplane. He bought a 2000 Travelair 90 hp OX5 and started a flying school in Birmingham. Garrison later built an airport and taught his wife to fly.

He barnstormed all over the south. He later joined the Flying Aces Air Circus and specialized in stunting. He worked air shows all over the U.S.

Garrison joined the Alabama Air Guard and flew flood duty in south Alabama throwing out food to people stranded on house tops.

He left Birmingham and went to Selma, Alabama for two years. He was a flying deputy there. He later was a flying state officer for Alabama. Garrison taught many people there to fly including Bruce Craig (two government airports were named after him — Craig Fields).

Next he moved to Muscle Shoals, Alabama to be manager of TVA airport. He ran a CPT program there and was hired while there as a CPT supervisor for CAA. He was finally the principal flying spec for CPT.

CPT folded and he transferred to general inspector. He was the supervisor inspector of several offices and the most important assignment was moving into the War Department office, where he taught Robert C. Patterson to fly and congressman Clifton Woodrum. As a result of his work with the War Department he demonstrated all the little airplanes to them and they bought 4,000 airplanes and started the Air Force Liaison Division and the Glider Corps.

He has the following licenses: Air Force instrument in primary, advanced and basic ratings; ATR flight instruments (land and sea); hot air balloon; glider; mechanic; Navy air carrier (Tail hooks Airdale 1st class).

He never had any children but he fostered five boys and taught them to fly. He educated some of them and helped some to procure a mechanic's license. Four are retired airline captains and one is a retired brigadier general.

When he retired he worked three years with National training pilots. He also was a flight examiner for FAA. He believes he

has flown 5,000 people on their first airplane flight.

He won a lot of races, stunting contests. He bought two J5 Stearmans from American Airlines. He checked out Amelia Earhart in one of them in 1936.

He is a charter member of three Quiet Birdman Hangars in Atlanta, Charlotte and Florida Keys.

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Born on July 17, 1911 in Dixon, Nebraska. Garvin was raised in Tracy, Minnesota. From 1932-34 he attended the Lincoln Airplane and Flying School in Lincoln, Nebraska. He was employed



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by the Forestry Service Cass Lake Minnesota from 1934-35. Garvin moved to Chicago, Illinois and accumulated flying time. From 1937-41 he worked at Wilson Airport in Schiller Park, Illinois. He flew a Welch A40A, Kinner Bird, OX5-KR31, Cubs, Taylorcraft, and a Lambert Mono coupe.

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Luscombes at Bishop, California. Army Air Corp. Pilot, class 43J. He flew B-25s along with C47, C54 and B-24 in 7th AF from Hawaii to Okinawa.

Partner Gates & Meade, FBO from November 1945 to 50. He recalled Korea, B-26s at K-9, Pusan and rated Sr. Pilot, 1952. He also flew T-6 Mosquitos and L-19 Cessnas at forward air control. He was a Base Maintenance Officer, Webb AFB, Texas. His wings were clipped there in 1953 due to polio. He is confined to a wheelchair but he retains comm., SEL and flies with hand controls. President Sierra Aviation, (Hiller 12E helicopters) 1967 to 70, Porterville, California. Ratings formerly held: A&P, Comm. Pilot, airplane SMEL, CFI, instrument, private and commercial flight examiner. He is currently president of NATCO, FBO, in Eureka, California 95501.

Robert A. (Bob) Geier

Born on August 28, 1912 in Pittsburgh, Pennsylvania. He first flew in the Ford Trimotor 1929, and soloed a Waco F Santa Ana, California in 1935. He bought an OX5 Lincoln Page in 1939. Geier got a Commercial and Flight Instructor Rating in 1940. Geier flew 40hp Taylorcraft round trip Santa Ana to Pittsburgh, Pennsylvania in 1940. He gave two aerobatic exhibitions at the new Sky Haven Airport in Las Vegas on Pearl Harbor Day in 1941. He was a CAA Aeronautical Inspector from 1943-46 in Prescott and Phoenix, Arizona, Reno, Nevada and Los Angeles. He managed a Flying School for five years, on present John Wayne Airport, Santa Ana. He has flown over 400 different planes, including a 36 hp Aeronca, P-38, SBDs, DC-3s, Lockheed 10, Electra and a Hudson, and B-17 Flying Fortress.

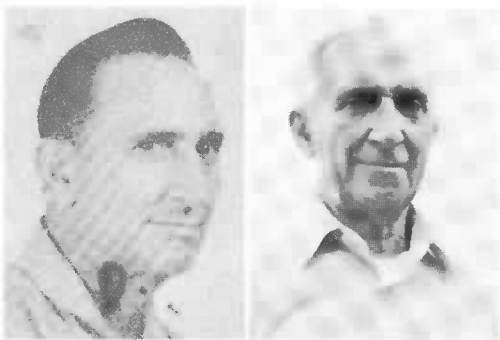


Robert A. (Bob) Geier

Philip Gennuso

Born on January 26, 1906 in New York City. It all began with Gennuso's first ride in a flying boat, and in 1925, after the second hop with Gates Flying Circus, he was hooked on flying. He was so hooked that his dad purchased a Swallow for him in 1927.

Gennuso began his instructional career after seven hours of dual, including barnstorming, and in 1940 he taught aerobatics in Kansas City. From 1941-46 he joined United Airlines in Denver, and from 1946-53 he went back to Brooklyn,



Philip Gennuso

New York where he flew seaplanes. Gennuso operated a CAA ground school, and he was appointed as a CAA Flight Examiner and a DAMI.

In 1953 he acted as an instructor for the Army at Fort Rucker flying fixed wings and choppers. During that period he received many awards, finally retiring as a real estate broker in Enterprise, Alabama.

Arthur L. Genung

Born on March 4, 1896 in Chicago, Illinois. Genung was always interested in airplanes; he built a scale model of the Bleriot that crossed the English Channel. It helped him win a debate in the eighth grade as to merits of the airplane versus the dirigible.



Arthur L. Genung

1917 was Genung's first year at the University of Illinois. WWI caused many students to join the military services. He applied for Flight Training as a Cadet. Passed his Medical and was sent to Fort Wayne in Detroit — the first of many delays.

On February 23, 1918 he went to Cornell and was graduated on May 7th with Honors. Then he went to Camp Dick in Dallas, Texas.

On May 27 he went to Park Field in Millington, Tennessee and had his first flight in a Curtis J-N4 D with an OX5 engine. He soloed on July 29th and was commissioned as 2nd Lieutenant September 21, and was recommended for pursuit and overseas. Was transferred to Mitchel Field New York, where he was with a group of officers scheduled to ship out October 29.

The Armistice was expected. He was sent to Rockwell Field in San Diego, California.

Later, he finished college, went with the The Great A & P Tea Company.

Transferred to the Divisional Headquarters in Detroit and started flying again.

He bought a surplus WWII L 6 Liaison Plane. Genung flew many others Ryan PT 19, BT 10, Cessnas, Pipers, Waco, Stinson, Navion, etc.

When A & P went into supermarkets, he took aerial photos of possible locations for new stores.

Genurg retired and moved to Florida, his present location. The island he lives on has an air strip and the Sarasota-Bradenton field is nearby. He bought a Cessna Skyhawk.

After Instrument Flight Training, he stopped flying a few years ago. But last year (1983) he flew a Sweitzer sail plane in Hemmet, California.

Eugene Gerow

Born in California in 1907 when Haley's comet was still flaming in the sky.

He soloed in April, 1929 in an OX5 powered TP Swallow. In 1938, he flew the U.S. mail in an OX Travelaire from Bakersfield to McKittrick and back during the airmail cancellation. When he checked out on the Boeing 707 in Kansas City with TWA he set a record for shortness of checkout. Eddie Flynn gave him three two-hour training periods and then sent him up with FAA inspector Wayne Kaney. The next day he was flying B707 schedules out of Louisiana.

George Allen Gerry

Born on November 10, 1901, in Dover-Foxcroft, Maine. In early 1930, he began flying the OX6 Travelair in Skowhegan, Maine. In 1932 he purchased an OX5 Robin which he soloed that year. In 1934 he completely recovered the Robin under the supervision of his first instructor, Percy Billings of Bangor, Maine. He holds a commercial license with single and multi-engine land and sea ratings plus instrument and instructor ratings. He also possesses an aircraft and an engine mechanic's license.



George Allen Gerry

Much of his 50 years of flying have been devoted to instructing students. During WWII, he participated in the Civil Pilot Training Program, a secondary training program at Dow Field in Bangor, Maine where he was the Flight Examiner. At this time, he also trained 10 navy L.T.D. Pilots to become flight instructors. In 1943, he formed the Heart of Maine Flying Service, Inc. which he

owned and operated in Dexter, Maine. In 1953, he moved the corporation to Waterville, Maine where he ran a larger and more complete operation.

Eugene C. Gibson

Born on May 31, 1905 in York, Pennsylvania. Gibson had a job with the Air Force doing mechanical work on planes at Rockwell Field, California. He received a commendation letter for mechanical work on world breaking refueling flight of tri-motor plane Question Mark in 1929. Gibson returned to Philadelphia and soloed an OX5 Challenger in 1934 at Langhorn, Pennsylvania. He rented this each week for the next few months. Gibson changed to a Great Lakes Cirrus for three months. He bought a Curtiss Robin OX5 in 1935 at Philadelphia Airport and flew it for six months. He sold it and bought a Travelair OX5 biplane. Gibson sold the plane about one year later. Other planes he had short experience with were a Curtis Pusher, Porterfield, Cherokee, Twin Beechcraft, Cub, and a Stagger Wing Beechcraft.



Eugene C. Gibson

Harry Laurence Gibson

Born in Salt Lake City on April 23, 1904. Gibson's first solo was in 1925 at the Tommy Thompson Flyin Service in a Hisso Standard. He barnstormed in Utah and Colorado in an OX5 Eaglerock. After college, Gibson met Ray Fortner (40,000 hours with American Airlines). Together they barnstormed Indiana and Illinois with a Standard and an OX Air King. Gibson gave air shows — chute jumps at dirt track auto races. He returned to Salt Lake and went with the National Parks Airways. He flew an OX Waco, Lincoln Page, Travelair. He moved to Louisiana in 1930 where he met Les Miller (OX roller rocker arm and



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Leroy E. Gates

Luscombes at Bishop, California. Army Air Corp. Pilot, class 43J. He flew B-25s along with C47, C54 and B-24 in 7th AF from Hawaii to Okinawa.

Partner Gates & Meade, FBO from November 1945 to 50. He recalled Korea, B-26s at K-9, Pusan and rated Sr. Pilot, 1952. He also flew T-6 Mosquitos and L-19 Cessnas at forward air control. He was a Base Maintenance Officer, Webb AFB, Texas. His wings were clipped there in 1953 due to polio. He is confined to a wheelchair but he retains comm., SEL and flies with hand controls. President Sierra Aviation, (Hiller 12E helicopters) 1967 to 70, Porterville, California. Ratings formerly held: A&P, Comm. Pilot, airplane SMEL, CFI, instrument, private and commercial flight examiner. He is currently president of NATCO, FBO, in Eureka, California 95501.

Robert A. (Bob) Geier

Born on August 28, 1912 in Pittsburgh, Pennsylvania. He first flew in the Ford Trimotor 1929, and soloed a Waco F Santa Ana, California in 1935. He bought an OX5 Lincoln Page in 1939. Geier got a Commercial and Flight Instructor Rating in 1940. Geier flew 40hp Taylorcraft round trip Santa Ana to Pittsburgh, Pennsylvania in 1940. He gave two aerobatic exhibitions at the new Sky Haven Airport in Las Vegas on Pearl Harbor Day in 1941. He was a CAA Aeronautical Inspector from 1943-46 in Prescott and Phoenix, Arizona, Reno, Nevada and Los Angeles. He managed a Flying School for five years, on present John Wayne Airport, Santa Ana. He has flown over 400 different planes, including a 36 hp Aeronca, P-38, SBDs, DC-3s, Lockheed 10, Electra and a Hudson, and B-17 Flying Fortress.



Robert A. (Bob) Geier

Philip Gennuso

Born on January 26, 1906 in New York City. It all began with Gennuso's first ride in a flying boat, and in 1925, after the second hop with Gates Flying Circus, he was hooked on flying. He was so hooked that his dad purchased a Swallow for him in 1927.

Gennuso began his instructional career after seven hours of dual, including barnstorming, and in 1940 he taught aerobatics in Kansas City. From 1941-46 he joined United Airlines in Denver, and from 1946-53 he went back to Brooklyn,

inlet control). Les and he got into a disastrous expedition to Baja, California to get rich in gold! They had a Kinner Waco for Flying back and forth to Louisiana. Their dream and money ran out at the same time. Gibson then started an Aircraft and engine repair and overhaul business, meanwhile completing a two place biplane trainer. He moved the business to the Metropolitan Airport (New VanNuys Airport). Entered his trainer plane in the Army/Air Force competition (won by Waco) at Wright Field. However, Interstate Aircraft liked Gibson and persuaded him to join them in designing and building the Interstate Cadet. While there he personally received the Navy "E" Award. Upon leaving Interstate, he again established his own business, specializing in machine and product design, parts manufacturing and consulting. He is retired now, but surely he has had a lot of fun along the way!

William G. Gilmore

Born on March 4, 1912 in Brooklyn, New York. Gilmore attended Dartmouth College and Harvard Business School. He soloed in 1936 in a Taylor Cub and flew an OX5 Bird.

He went to work for American Airlines in the Sales department in January 1937. Gilmore moved to the flight department in 1942. He became the Captain in 1945. He was the first American employee to go from sales to flight.

He is a member of the American Grey Eagles and also of Quiet Birdmen.

He moved to Arizona in 1950. Gilmore is past President of the Arizona Wing OX5.

Stanley Girenas

Born on Oct. 4, 1893 in Lithuania. In 1910 he immigrated to the U.S. In 1917-19 he was an airplane mechanic and served in the 136th Air Squadron in Kelly and Love Fields, Texas. After WWI, he founded a taxi company. He started flying in 1924 in Ashburn Field, Chicago. Girenas owned a Jenny and an OX5 powered Waco. In H.C. Keeler school he studied aviation. In 1931 he won the American Legion's trophy for precision landing. From 1928-32 Ashburn Field



Stanley Girenas

Girenas he was a flight instructor and a co-owner of the G&M Flying Service. He had and operated OX5 powered Parks P1 and his partner Tony Mackowitz had an OX5 Parks P2. On July 15 to 17, 1933 together with South Darius in a Bellanca "Lithuanica" he attempted to fly non-stop from New York to Kaunas, Lithuania. They both perished near Soldin, Germany.

Thomas E. Givens

Born in Memphis, Tennessee, on May, 1915. In 1919 he came to Texas and has been there ever since. He had a dollar, and Burrell Tibbs had an OX Robbin. It was at Grand Prairie Airport in 1935. He took his dollar and gave him some of his first dual. Bill Garrett was a long-time friend and added a lot to his flying time and education in airplanes.



Thomas E. Givens

He soloed on January 10, 1936 at Hampton Field in Dallas. J.O. Casparis soloed him after a short bit of dual in a Curtiss Jr. He owned OX Robin NC 167-E for a short time in 1947. He has flown OX and Tank Robbins, OX Travelaire and the last was in a Late Model OX Standard at Sweetwater, Texas. He was instructing at Avenger Field at that time. He sold Cubs and Stinsons at Corpus Christi and then went to flying pipe line for F.C. Barr, and stayed with that for 37 years. He retired three years ago after having logged 37,154 hours.

He is now building a Christen Eagle for his son-in-law.

Thomas "Morrie" "Glassy" Glassburner

Born on January 19, 1917. Glassburner soloed in the mid 1930s at Conway, Pennsylvania, in a Piper Cub. He flew many OX5 powered aircraft. In USAF he flew 10 engine B-36, C-141s and some time in C-5s the worlds largest.



Thomas Glassburner

He flew 6000 hours in a multi-engine jet time and 24,000 total. He served Pentagon duty, and was the Director of Operations, three Bomb Wings and an Air Division. He was the Base Commander at Lajes Field. Glassburner was director of Command and Control in the 21st Air Force. He flew first airmail out of Beaver County Pennsylvania in 1938. He is a member of Quiet Birdmen #8568, OX5 Pioneers #2613, National Association, Flight Instructor #342, Professional Corporate Pilots Assn. #7, Order of Daedalians #139, Professional Aviation Instructors Assn., #29. He is an honorary member of the Non-Commissioned Officers Assn., National Parachute Jumpers Assn., #71, Professional Flight Instructors Group of the National Aero Club, Pilots International Association and Silver Wings. His Airline Transport Pilot Certificate is #32685, Certified Flight Instructor Airplanes, multi-engine, instruments and helicopter. He is also an senior parachute rigger.

J. Theodore Gleick

Born in St. Louis, Gleick was raised in Webster Groves, Missouri. He was the Production Chief of a Curtiss-Robertson Airplane in a manufacturing company in Anglum, Missouri, now Lambert Field from 1927-29. He supervised the production of 750 Robins including 50 powered by OX5 engines. He is the holder of A&E ticket #7718, now in the Smithsonian Institution. Ground crew supervisor for 1928 Jackson-Obrine endurance flight. Vibration-worn stabilizer brace wire forged fitting which caused termination of flight, plus blue prints and photos were also given to the Smithsonian. He has a son who is involved in TV public relations work. He has a B.S. from University of Illinois and is registered in Illinois as a Professional Engineer. Gleick holds life memberships in the Western Society of Engineers and in the University of Illinois Alumni Foundation; he also is a member of the Burlington Liars Club. He puts in a weekly stint at the local studio of Recording For The Blind.



J. Theodore Gleick

Billie Mitchell Glover

Born on March 10, 1916 in Bristol, Virginia.



Billie Mitchell Glover

His father told him about flying in a Curtis Jenny 1919, off golf course in Bristol, Virginia. That is when the flying bug bit him.

His first airplane ride was in 1929 in an OX5 American Eagle, which he later flew in 1939.

He had dual in an OX5 Robin, OX5 Waco 10, Kinner Fleet, Great Lakes, Stinson Jr. and then he finally soloed in a 40hp J3 Cub, on May 21, 1938.

Glover joined the RCAF in 1940. He was a single and multi-engine instructor, and flew Arctic Survey in 1943 for RCAF, where he met Colonel BRJ (Fish) Hassell at Frobisher Bay. He had a drink at his three-cornered bar, and horsemeat steak for lunch. He was later made an OX5 member.

Glover transferred to U.S. Army Air Corps in 1944. He flew commercially in eastern half of the United States till 1957, then he went into Air Traffic Control. He has flown as often as possible all along.

Married Florence Hounscome, a Canadian, in 1941. His daughter is Shari Sue Hooper — Brian and Douglas Grandsons. Sons (pilot) Michael Moore Glover and Billie Eric, ex-Marine, and Postal Supervisor.

Glover retired in 1977. He lives in Bradenton, Florida.

C.J. "Ceph" Goddard

Born on 1905 in Roberts, Wisconsin. Goddard grew up on a western North Dakota ranch in a family homestead. Moved to Seattle in 1927. Goddard soloed in 1928, at Bryn Mawr Field, in an OX5 Travelair 2000, 4 hours dual. His instructor was B.C. "Dinty" Moore. He flew a Waco 10, OX5 Eaglerock, 50 hours in Bob Wark's Canuck. Did routine maintenance, repair, on various OX5s.



C.J. Goddard

Barnstormed with Dinty Moore, Max Witters, Ernie Piercy. Graduated to His-sos under Max. He owned and operated an Eaglerock A3, 180 Hisso.

Rework supervisor at Boeing, early 1930s to 1948. He returned to the cattle ranch which was founded in the 1880s by his granduncle. Flying was sideline in Seattle due to the fulltime Boeing job.

Interested in antiques, homebuilts; now building VP-1. Mostly fly charter, commercial now, as a passenger. Goddard flew all over the Australian Outback. He is president of 50 Years In The Saddle which is an old cowboy organization.

Goddard is proud of his small part in those good old days, to have known and worked with some of the "greats".

Jessie G. Goddard

Soloed in 1929 on her 16th birthday, in a Kinner Fleet. Her instructor was Garth V. "Smitty" Smith (later an OX5er), Boeing Field, Rasmussen-Meadows Flying Service; also flew their Fairchild. Smitty was then a Boeing test pilot.



Jessie G. Goddard

Goddard worked on OX5s owned and serviced by Ernie Piercy and others. She spent her evenings tearing down engines, sewing wing fabric, etc.

With husband Ceph and her first son they left Seattle in 1948 to own and operate a cow outfit founded by his granduncle in western North Dakota. In due time, Ceph and Jessie had two more sons. The two flew, and did sport parachuting at the University of North Dakota. Their third son is now going for his commercial license. He flies tail-draggers as well as newest airplanes. He flies out of Delta, Colorado.

Ceph and Jessie have flown as passengers in many countries. Many local ranchers own airplanes. Jessie is now in McKenzie County; she is the superintendent of schools, and a long-time newspaper columnist and feature writer.

She enjoys annual reunions and visiting with real aviation pioneers. Long may they wave!

Albert D. Goldman

Born on October 18, 1900. Goldman's flying began when he was 10 years old, in 1910. His hometown, Baltimore, was all abuzz with excitement . . . a flying machine was to fly over the city. The sky was continuously scanned in disbelief. Finally, the great day came and there was

a strange-looking contraption moving in the sky. It was the first flying machine over Baltimore.

Flying, and flying mechanisms were his constant interest. His first employment after he left school was with the Magneto Machine Company in their magneto department. The magnetos he was first interested in were the Splitdorf (Dixie) and Berlings that were used on the OX5s. The local flyers were the Kelly, Schenuit, Temple Joyce, the White Brothers and frequent visitors, with magneto experts from the magneto manufacturers. The magnetos were in constant need of adjustment and overhauling. It was with great relief when the dual ignition system (battery) was made available for the OX5.

He later became involved in the assembly of four Jennies (OX5) that had been purchased, in crates, by flyers, from the government after WWI. The place was the beach near St. Augustine, which was ideal at low tide but was very scary when young trainees landed at high tide.

His work was done — but his involvement, interest and affection for aviation is still very much with him.

James Woods Goodwin

Born on September 6, 1909 in St. Johns, Newfoundland. Goodwin was raised in Richmond, Virginia.



James Woods Goodwin

He first soloed in an American Eagle, his instructor was Al Underwood. He later owned an OX5 combination Eaglerock and did some cow pasture flying in the early 1930s.

Goodwin started with Eastern Airlines in June 1934 in Richmond as a dispatcher, as airport agents were called in those days. He opened the Muscle Shoals, Alabama station for the company in February 1939 and was transferred to Raleigh, North Carolina in August 1940. Jimmy remained at Raleigh-Durham in various management positions with Eastern until his retirement in 1947.

Active in the First Flight Society of Kitty Hawk, North Carolina for many years. Goodwin became its president in 1976.

At the request of Jack L. King who was writing a biography of Captain Henry T. (Dick) Merrill he made a major contribution to the book "Wings of Man."

That taste of writing led to a number of stories of aviation, covering highlights of Eastern's history. The stories have appeared in "Repatee", the quarterly of

REPA, Retired Eastern Pilots Association, of which Jimmy is a proud affiliate member.

In retirement, Jimmy's main interest is golf and travel. In 1983 he played in the first World Airline Pilots Golf Tournament in Marbella, Spain. In October of 1984 he traveled to Majorca, Spain to play in the second tournament sponsored by the Spanish Airline Pilots Association and Iberia and Aviaco.

He and his wife Lilly have two daughters, Megan and Linda.

H. Marvin Gookin

In the fall of 1927 Gookin answered an ad in Detroit Freepress about Frank Overcashier at the School of Aviation. Gookin enrolled in the mechanic school. They had already finished the theory for that class and had started on the practical work. He had about four OX Jennies, one Hisso Standard and an OX5 Laird Swallow. This practical school consisted of overhauling the OX5 engines and rebuilding and recovering the airplanes and wings. They spent the winter doing this and in the spring they hauled them out to a field on Southfield Road and Seven Mile road. After getting them all set up and rigged he had two pilots, Paul Eberly and Gaily Alexander. On weekends they hopped passengers and gave flight training. He didn't take up flying at that time but worked keeping the aircraft in flying condition. They used to say one worked two hours for every hour of flight.



H. Marvin Gookin

Gaily Alexander worked for Stinson Aircraft in Northville, Michigan, and flew for Overcashier on week ends. That fall when flying season was just about over Mr. Alexander asked him if he would like to go to work for Stinson Aircraft. He went to work for them that fall. Two years later he went to work for Thompson Aeronautical Corporation. They had a mail contract between Cleveland, Detroit, Bay City, Michigan, Chicago and Grand Rapids, Michigan. Their equipment was a J5 Pitcairn mailwing for night flying and Stinson Mono plane for day flying. While there, Gookin obtained his A&E mechanics license #8877. He also learned to fly about that time getting his Private Pilots license and he took his flight test in an OX5 Waco 10.

A little while after that the government canceled all the mail contracts and let the Air Force fly the mail. Several of them were put on furlough and Gookin went back to work for Stinson Aircraft again. In 1940 Stinson moved their factory to Nashville, Tennessee and he was transferred along with the move. Gookin stayed there all during World War II and he retired in 1970. After that he continued doing annual inspections and minor repair work on his own.

Ed Gorski

Born on Feb. 15, 1906 in Lodi, New Jersey. Gorski started in aviation at Teterboro, New Jersey, working for Clarence D. Chamberlin in 1922 — the well-known transatlantic pilot.



Ed Gorski

Gorski soloed at Teterboro in a Curtiss JN-4 in 1926; his instructor was Joe Crosson, one of the first pilots in Alaska and a well-known Arctic and Antarctic pilot.

Gorski worked for Tony Fokker as a mechanic on the "Josephine Ford," and "The America Friendship," "Old Glory," and mechanic/copilot on production test flights and in F-32 with William DeWald and other Fokker aircraft, sea-planes and amphibians.

In 1932, Bernt Balchen, the renowned arctic/transatlantic pilot, asked Ed to assist him in preparing a Lockheed Vega for a transatlantic flight for Amelia Earhart. After completing the work and test-flying, Bernt Balchen flew the Lockheed to Newfoundland with Amelia.

At Bernt's request, he also prepared a "Northrop Gamma" for Lincoln Ellsworth for a South Pole flight.

In 1933, his wife, Jule, and he bought out his partner at the Standard Aviation Inc., of Teterboro Airport which operated there until 1942. They had to move to Warwick in New York due to a defense line along the Atlantic Coast. The Standard Aviation was one of the first 13 C.P.T.P. contractors in the United States.

Gorski served for 30 months as a pilot in the U.S. Air Corps.

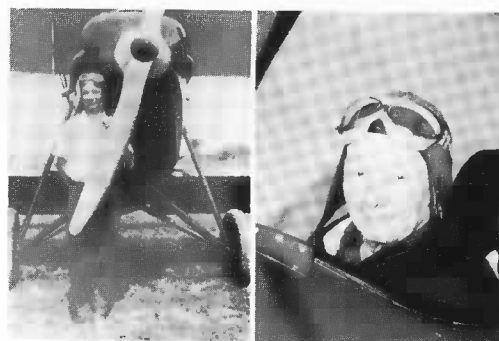
In 1946, Ed and his wife purchased Lincoln Park Airport in Lincoln Park, New Jersey, and he operated the Aero Flying Service, Inc. until 1979.

Gorski is an active airplane and engine mechanic with an Inspection Authorization Rating, and a Commercial Pilot's License.

Ed is a Trustee in the Aviation Hall of Fame in New Jersey.

Raymond J. Goss

Born in 1913, in Milwaukee, Wisconsin. He had his first ride and dual in a Jenny N2926, last one licensed in the United States. Learned to fly and soloed in a Waco 9 in 1931. Goss did some barnstorming, and during this time he owned an OX5 Waco 9, Waco 10, Travelair and Pheasant. Instructed three years in the Navy during the war. After the war he built his first surplus Stearman into duster. Cropdusted for a few years, then moved north and flew as a bush pilot the next five years flying Norseman, Cabin Wacos and Seabees into Canada. Goss moved back to Wisconsin and worked over a three-year period restoring one of the three original airplanes of Capitol Airlines, Waco 9 NC2574. He flew it to Pittsburgh, Pennsylvania, Easter, 1957, for Capitol's 30th anniversary. Sprayed and cropdusted in 450 Stearmans until he retired with 15,000+ hours. He still does some flying and restores classic airplanes.



Raymond J. Goss

Victor A. Grahn

Born on July 10, 1919 in Coloma, Michigan. Grahn had his first ride in a Curtiss Robin with an OX5. He had his second ride in a Waco 10 with Carl Jordan from Niles, Michigan. Grahn flew as a copilot with Carl for American Airlines many years later. Grahn took his first flying lesson in 1936 in a Taylor Cub owned by Bert Briney in Benton Harbor, Michigan.



Victor A. Grahn

Grahn served Uncle Sam from 1942-47. He flew B-17s in general aviation from 1947-51. Grahn had a Culver Cadet and was co-owner of a Waco UPF-7 pur-

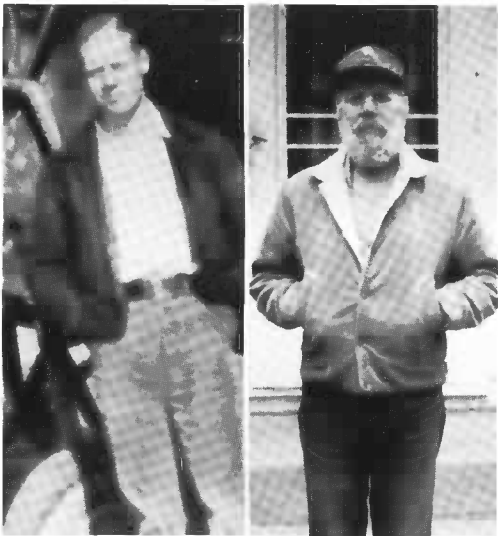
chased from Jack Schnaubelt at Lombard, Illinois.

He flew for American Airlines from 1951-79, ending up on the DC-10. Grahm flew with Ray Newhouse, Bob McDaniels, Dick Hawker and many fine old timers who made their mark in aviation. A high point in his career was taking General James Doolittle from New York to Boston. He had a back pack and fishing pole and he headed for Maine to go fishing.

He now has a Waco 10, a YKS-7 and a Cessna 120.

Alvin H. Grand

Born in Evanston, Wyoming on September 19, 1913. Grand was raised in his father's timber camps.



Alvin H. Grand

Grand soloed an OX5 at Travelair at Parks Air College in 1931.

After the University of Wyoming, he barnstormed his Axelson Travelair, Hisso Eaglerocks, Kinner Birds.

Grand instructed the CPT primary, secondary, crosscountry, and instructor programs.

He was a WWII Naval Aviator P1413 NAS in Pensacola, Florida.

He ordered Naval Air Transport Service. Grand flew as a Plane Commander. His Green Instrument Card is #16 on R4Ds and R5Ds.

Post WWII he was hired by TWA as a copilot on DC3s, Boeing 307s, and Connies.

During the TWA strike, he flew as a demonstration pilot for a major Beech distributor.

Grand was appointed by CAA as a Scheduled Air Carrier Agent for LaGuardia. He was assigned to American Airlines giving six month and enroute checks.

Grand was contracted with Swissair as a Training Advisor.

He is the manager of Flight Safety, Inc. Midway, Chicago completing 38 years of active flying from OX5s to jets.

He was Retired Commander USNR Naval Aviator P1413, ATR 25286, accumulating 23,000 accident-free hours of flying time.

Jesse L. Gray

Born in Missouri in 1874. Gray was an inventor, pilot, watchmaker, machinist, metallurgist engraver, electrical engineer, artist, tool-and-die maker and a designer of production machinery. Some of his patents remain in use world-wide, principally in the welding and petroleum fields. However, his main patent, for which he has received virtually no recognition or recompense, is Patent No. 2,031,884 entitled, "Short Wave System for Visually Observing," containing seven claims, bearing the application date of September 8, 1930, and the patent date of February 25, 1936.

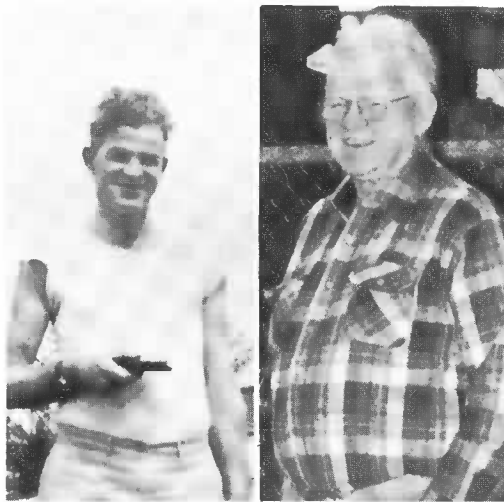
He released certain claims at the request of the British Government shortly after the patent was issued.

British scientists perfected sonar and developed radar with the technology of this patent.

Gray owned and flew an OX5 Jenny around 1924. The date is inscribed in a photograph. Gray also owned and flew at a later date a 180-HP Hisso "Swallow."

James Hugh Green

Born on August 22, 1913, in Pensacola, Florida. Green started flying after first hop in a Byrd from flyer offering rides for 75¢ over the city of Pensacola. Green bought his first Jenny (JNA-D) from a farmer who was using same for a chicken coop. He bought this in 1930 for \$75. He was a senior at Pensacola High School. He went to school during the day, worked in father's machine shop until dark, then worked on a Jenny until about two a.m. each night. Green bought a new surplus OX5 for \$150. Was given a "toothpick" prop. Green had a friend teach him to fly a Jenny in four hours. He went to API, Auburn, Alabama from 1931-35 and graduated in aeronautical engineer.



James Hugh Green

With 88th Infantry Division during WWII, Green came home on December 1945. He was appointed director of public safety in Pensacola for three years.

After this, Green started his own machine shop in Pensacola. He retired in 1975 and moved to Alabama in 1979. He

has his own private strip and a Stearman, Cub (S-3), Taylorcraft, Aeronca Champ 7AC. Green flew a Stinson L-5 during WWII for fun during breaks. He has been flying since 1930. He has flown Standards, Waco 10s, Byrds, NYs, Pipers, Cessnas.

Green married Margaret Bryan on January 13, 1934. They have four daughters — Roberta, Michaela, Constance and Terry.

Green is still flying today. He just passed his medical class III on August 1984.

James R. "Jim" Greenwood

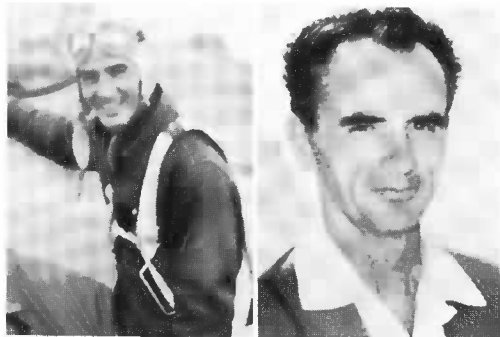
Born on June 2, 1920 in Washington, D.C. Greenwood received his first flight instruction at age 16 in Armonk, New York, 1936. He resumed flying in 1939 at Alexandria, Virginia, where he soloed a Piper J-2. Greenwood paid for early lessons by making exhibition parachute jumps, performing in dozens of airshows between 1939 and 1941. Greenwood served in the U.S. Navy in WWII, ending duty on staff of "All Hands," the Navy's official monthly magazine. Since 1939 he has flown everything from OX5s (Commandaire and KR-31 "Challenger") to the Learjet. He has also operated a commercial parachute service (1946-47). However, he started working in the newspaper profession, first for *The Washington Star*, then *The Alexandria Gazette*, and later *The Florida Sun*. He finally merged two career interests — flying and writing. He's chased blimps for Goodyear, pampered passengers for Eastern Air Lines, produced publicity for the old Miami All American Air Maneuvers, and spearheaded sales promotion for American Airmotive, also in Florida. Greenwood coordinated training for Hawthorne School of Aeronautics next (a USAF contract flying school) and then he managed press relations for Beech Aircraft. Greenwood joined Bill Lear in 1964, and today, is employed as a senior vice president of Gates Learjet. He is responsible for the firm's government, industry and public relations. (During the Nixon administration, directed public affairs for FAA.) He is the author of three books and many magazine articles. The airplanes owned are Aeronca C-3, Waco RNF, Fairchild PT-19 along with his OX5 activity he has been president of the Kansas Wing, 1956; national governor, two terms; chaired two OX5 Hall of Fame committees. He lives with his wife Maxine in Green Valley, Arizona.



James R. "Jim" Greenwood

Floyd G. Greer

Born on October 6, 1910 at Woodford, Oklahoma. He started flying in 1928, at Ardmore, Oklahoma. Pioneer Airman Arthur Oakley was his first instructor on an OX5 Travelair. He later flew an OX5 Waco 10 and an OX5 Curtiss Robin. Wiley Post was flying some with Art Oakley at this time.



Floyd G. Greer

Greer had the pleasure of flying with Wiley Post in his OX5 Canuck. He had a Piper Dealership in 1936-37 in Ardmore, Oklahoma. Greer instructed a civilian pilot training program from 1938 until Pearl Harbor. He started flying for the Army Air Corp in December, 1941 and for the U.S. Air Force thru 1945. Greer flew PT-19, PT-17, BT-13, and AT-6s. After WWII he flew as a flight instructor and a flight examiner on G.I. pilot training programs.

In 1965 he purchased a PT-17 (Stearman) and he started his own pilot training program, teaching commercial and private pilots aerobatics. In 1984 he retired. He has joined the E.A.A. and is having a great time watching the young pilots (and old) build and fly their own airplanes.

Harold F. Griffey

In October 1927 Harold Griffey soloed a Waco 9, instructors Barney Barbin, Laurence Aretz.

He graduated from Purdue in 1933 in aeronautical engineering. He was commissioned by the U.S. Army Reserves.

At Martin Aircraft, he was the executive for Glenn Martin in 1934. He built a B-10B, China Clippers, worked with James McDonnell and Ivan Driggs on a B-26, 202 and PB2M.

U.S. Air Corps organizing and operating aircraft repair depots in USA, Burma, and China, from 1941-46.

From 1947-51 he worked for United Airlines, managing DC-3s, DC-4s, DC-6s, Convair 340s a maintenance and overhaul bases.

He worked for General Motors in Kansas City, built 1000 F-84-F fighters for Korean War from 1951-55.

He was owner from 1948-77 of a 5 Globe Swift and several Cessnas.

Griffey retired in 1972, LTC. USAF, 26 years.

Stewart F. Gudgel

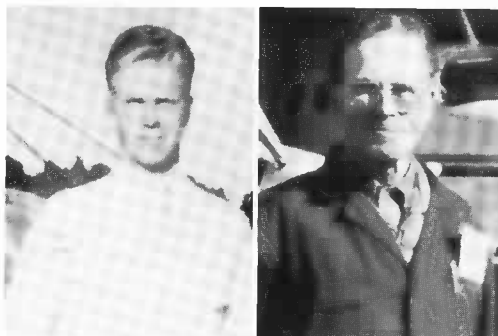
Born in Hartshorne, Oklahoma on February 6, 1909. He moved to Illinois where he went to school. In 1928, his parents sent him to Dallas Aviation School in Dallas, Texas. He returned to Chicago May of 1928. He was soon employed by Universal Airlines as a mechanic helper. His parents were unimpressed and soon he had convinced him that his future would be better served in more generally accepted fields. As a result, he left the airline and went into insurance, thereby losing direction, resolves, and motivation which finally took him to Seattle. In 1943 he went with a Boeing Airplane Company as an instructor in their B-29 Flying Fortress School, instructing Army Air Corps flight engineers, crew chiefs and aircraft specialists in Curtiss-Wright R-3350 engines and engine systems in the B-29 Bomber. The post-war years in Liaison and Logistic Engineering on Boeing Military Aircraft and Bomarc and Minuteman Missile Systems. He retired in 1974 from Boeing.



Stewart F. Gudgel

G.T. "Ted" Gullberg

Born on December 25, 1915. Aviation attracted him in 1924 when he saw Smith, Wade, and Nelson fly over his home town in Parkland, Washington at the tail end of their round-the-world flight. Further attraction came in 1928 during a free ride in an OX5 Commandair, and in 1929 to see Charles Lindbergh fly over Tacoma in the "Spirit of St. Louis." Employment started with the Washington Aircraft, Boeing Field in Seattle in 1935. Ground school was taught by N.D. Showalter, the Vice President of Engineering at the Boeing Company. He was a mechanic so he was privileged to work on Bill Boeing's Douglas Dolphin, Standard Oil's Boeing 80A, Earl Ortman's Rider Clarke Racer, and Elliott Merrill and Gil Cook's 100 HP Kinner

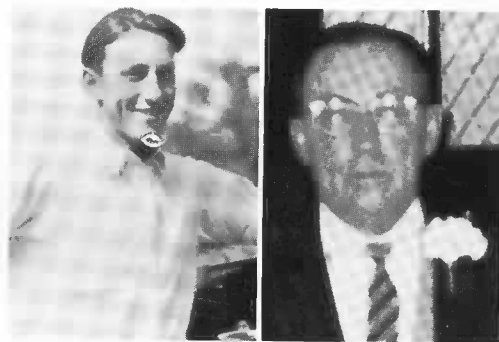


G.T. "Ted" Gullberg

Fleet. He also did some service work on OX5 Robin and he installed a new set of con rods in an OX5 Travelair. He received a Powerplant Certificate in 1936, Aircraft 1937, and Private Pilot in 1938. He has only logged 350 hours of flying after his solo in an Aeronca C3 in 1937. His most interesting flight was in a Curtiss Challenger Emsco. His smoothest flight was in a new Cessna 180, and his most powerful was in a 985 Stearman. Gullberg spent 13 years with Boeing as an FAA Designee, and was privileged to inspect and follow the Air Force 1 down the production line in Renton, Washington. He received a special FAA assignment. During the war he supervised the maintenance for the FAA War Training Service. After the war he assisted the Central Aircraft, Yakima, Washington in pioneering forest spraying with 985 Stearmans. This meant converting many Stearmans from trainers to Dusters with BT13 parts. Currently he is helping Puget Power maintain two corporate aircraft at their Renton Field Facility.

Harold R. Gustin

Born in 1927 and lived in a rural area near Elmira, New York when Lindbergh crossed the Atlantic. Back then about the only aircraft seen around Elmira were Curtiss Swallows, OX5 powered, from the nearby plant in Hammondsport.



Harold R. Gustin

Swallows were always in the best-looking hayfields, or on Charlie Strouse's land. Gustin remembers "Windy" Smith giving rides in an OX5 Jenny.

By 1930, Ed Link had come to Caton Avenue field, setting up an aviation school. Lessons were \$65, but his were \$18 per week with the telephone company which provided savings, so he signed up. The trainer was a Curtiss Junior; a two-place tandem pusher with a 35 HP, three-cylinder Szekey engine. With three hours of dual flying, he was ready to solo.

He bought a Curtiss Junior for \$400 and after two years he traded this for a Warner Commandaire. After five years and about 500 flying hours later, this gentle plane was replaced by a Model B four-cylinder "Funk." A fine craft, a little lacking in power, yet a pleasure to fly, with no hidden quirks. Next to a Waco F2 with a lot of horses up front, the OX Challenger was the greatest in my 1500 hours of solo piloting.

W. Craton "Tex" Guthrie

Born on December 19, 1911, in Fort Worth, Texas. He learned to fly with the Ritchey Flying Service, in Meacham Field in Fort Worth. Guthrie soloed on August 16, 1932, in a C-3 Aeronca after 1:45 dual. He got his private license #27401 on September, 1932, and a transport license in July, 1934. Guthrie worked as a mechanic for Ritchey to pay for flying time. In 1936, he built a crop duster out of a Challenger Curtiss Fledgling for Buster Trimble Dusting Company and he worked for him as a pilot and a mechanic, dusting along the Mississippi Delta in Louisiana and Arkansas. During that time, he barnstormed in an OX5 Waco 10. The next year, he replaced the Challenger engine with a Wright J5 and put the Challenger in an OX5 Eagle.



W. Craton "Tex" Guthrie

Guthrie barnstormed, instructed and finally opened his own flying school until mid-1939 when he took a copilot job with Trans World Airlines in Kansas City, flying DC-2s and DC-3s. In mid-1940 he went to work instructing for the Army Air Corps at Hicks Field in Fort Worth.

Guthrie started as a copilot for Pennsylvania Central Airlines in Pittsburgh in February 1941, flying Boeing 247s and DC-3s. He checked out as Captain in 1942 and flew Air Transport Command during WWII. The Pennsylvania Central changed to Capital Airlines after the war and he then merged with United Airlines in 1960. He retired in 1966 while flying 727s, at Washington/San Francisco and Washington/Seattle.

Guthrie flew an OX5 Robin, OX5 Waco 10, DC-2, DC-3, DC-4, Lockheed Constellation, Viscount and a 727.

Abbie Dill Haddaway

Born in Washington, D.C. on July 6, 1911. She moved with her family to Lakewood, Ohio. She learned to fly while attending Lakewood High School a sub-



Abbie Dill Haddaway

urb of Cleveland, Ohio. She made parachute jump to gather material for speech in English class. Haddaway flew aerobatics in several local air shows around Cleveland area using such aircraft as OX5 Waco, Bird, Travelair, Stearman, Great Lakes, Gypsy Moth.

Haddaway worked with Cliff Henderson in promoting the National Air Races, giving many speeches to Service Clubs in the area.

She assisted Amelia Earhart in organizing the 99s, an International organization of women pilots. She arranged the annual meetings of that group at the National Air Races in Cleveland.

Haddaway flew many cross country trips in Ohio, Michigan, and Illinois with other members of the 99s.

During 1935, she worked for National Aeronautic Association of Washington, D.C. organizing chapters in several Ohio cities and towns, including Mansfield, Wooster, Findlay, Akron and Cleveland.

In 1937, she flew in a closed course race in the National Air Races representing Taylorcraft Company. Haddaway won the women's C.G. Taylor trophy.

That same year, she flew to Miami Air Maneuvers with the same airplane in the Gulf Air Tour. Enroute, entered the Bernarr Macfadden Race from Tampa to Miami. She won the women's trophy.

On return from Miami Air Maneuvers carried as a passenger, George E. Haddaway, Editor-Publisher of "Flight" Magazine in Dallas, Texas. Due to weather they landed in West Palm Beach where George and she were married. George wanted to be the first aviation publisher who owned an aircraft, so they bought an Aeronca Chief, which she flew throughout Texas representing the magazine.

After a propeller failure over Coffeyville, Kansas and a successful forced landing, they went on to an aviation meeting in Kansas City by train. On return from this meeting she was invited to fly as the copilot with Walter Beech in his first twin-engine Beech D-18.

With a group of 35 aircraft they flew to Monterrey, Mexico for a weekend meeting as guests of Mexico. It was great fun and an exciting flight over those high mountains.

In 1939, though she was two months pregnant, she flew with a fellow 99 from Cleveland, Ohio from Fort Worth, Texas to Los Angeles Mines Field (now LAX) in a Cessna Skymaster. Her lovely daughter was born in 1940. She's now married, has three children and is living in Mobile, Alabama.

In 1942, became the first woman Air Traffic Controller in the Fourth Region of the Civil Aeronautics Administration and was assigned to the Albuquerque Center. While there she took over 40 hours of Link training at Kirtland Air Force Base (an hour or so with 2nd Lieutenant James Stewart).

Her next assignment was at Love Field, control tower where she remained until the end of WWII.

In 1946 assisted in the promotion of the Gene Autry Fort Worth Fat Stock Show by arranging five aerocades

throughout the State of Texas; she was the Assistant Director of the Aviation Exhibition held in conjunction with the Fat Stock Show.

Later, she was the assistant to the public relations director for Globe Aircraft Company of Fort Worth. She was promoted and flew the Globe Swift and acted as liaison officer between Globe and representatives of foreign (Swedish, German, Italian and Hawaiian) airlines for which Globe was converting military C-47s into DC-3 airliners.

About 1948 she flew to Wichita Falls, Texas to attend a 99 meeting. She was met by the Commander Hal Dungan of Sheppard Field who was the owner of Dungan Airways, where she learned to fly in 1929. She won several prizes for having flown the farthest; in the time closest to her estimated time of arrival within 30 seconds.

Then she formed Abbie's Travel Service in Fort Worth, Texas, at the urging of several friends whom she had assisted in getting hard-to-procure airline and hotel reservations. She was very successful until an auto accident put her out of business for some time.

Then she moved to Buffalo, New York and became executive secretary to Lloyd Everingham, head of the Tactical Air Division at Cornell Aeronautical Laboratory. While there, she organized a flying club with five of his engineers. They had a Cessna-140 which they used for several cross country flights and local flying. One of her cross countrys was to Oklahoma City for an aviation meeting, returning via Fort Worth, Texas and Mansfield, Ohio, to renew old acquaintances.

When the Tactical Air Division of Cornell was phased out, after about five years, she went to work as confidential secretary to Don Heussler, vice president of the Statler Hotel Foundation. Flew on many Aero Commander flights to Florida, New York, St. Louis. Left there to remarry, but his death just before the wedding, put her back to work again. She went to work for the Buffalo Aeronautical Corporation in the sales of corporate aircraft.

Haddaway flew her own Cessna throughout New York State as president of the OX5 Club; then organized chapters in Ohio, Pennsylvania and back in Texas.

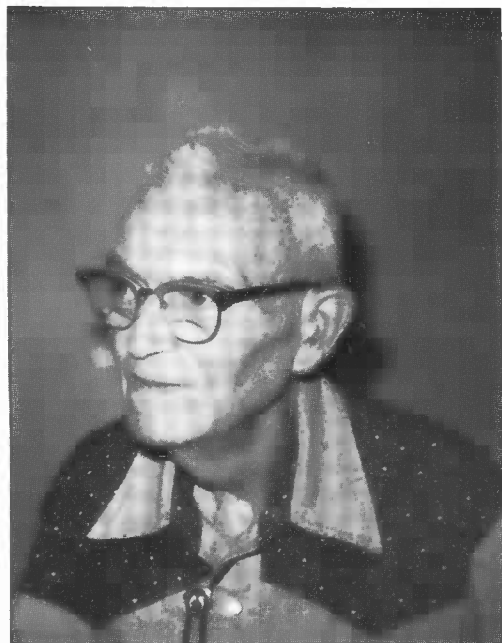
She moved to California in 1960 and organized a Department of Health, Education and Welfare civil pilot program for Valley Pilots, Inc. in Van Nuys.

Haddaway is still a licensed private pilot and is currently organizing a Greater Los Angeles chapter of the Silver Wings Fraternity, headquartered in Harrisburg, Pennsylvania.

She is a member of the 99s, OX5 Pioneer Airmen, Silver Wings Fraternity, National Aeronautic Association and Aero Club of Southern California. Haddaway was awarded the Pioneer Woman's Award of the OX5 Pioneers in 1977 and 1983 and the Outstanding Pioneer Woman's Award of the Silver Wings Fraternity.

Albert W. Hagan

Albert W. Hagan attended Gillespie Aviation School in the fall of 1918. His instructors were Gillespie, "Jack Narstton" of restaurant chain family and "Asa" Kimbal R.A.F. of Canadian Air Corp. He was wounded in WWI.



Albert W. Hagan

Flying field instruction at Old Saugus, Massachusetts race track Hagan was converted to the U.S. Government flying base in WWI.

His first solo flight was in a Curtiss JN4D (Jenny) with an OX5 engine at Saugus field in 1918.

He took other flights in the Wright experimental monoplane with Anzani engine.

On January 1919 Hagan bought a crated Curtiss Jenny with an OX5 engine, through Gillespie, at Saugus Field warehouse used by government for war surplus. He barnstormed around area from north to south shore around Boston, Massachusetts.

Commercially, he flew private mail parcels from Saugus race track to Springfield fair grounds in Springfield, Massachusetts. Sold the Jenny in 1923.

He met Karl E. Voelter in 1972 again, after the years from 1921 when Karl received his incoming Boston fight. They were close until his death. Karl sponsored him into the OX5 Aviation Pioneers.

In 1936, he did consulting work for the U.S. Government on the building of the "Respass" air ship. Most of this material is now at the Smithsonian.

From his interest in the Curtiss OX5 engine back in 1921 he built a lifetime career in engine design and building. He retired as president and part owner of the Wolvering Motor Works of Bridgeport, Connecticut. He made custom built diesel engines in 1955.

His aviation career began in 1917 when he was working on "De Havicand" fuselages at Metz Motor car plant in Waltham, Massachusetts.

Harold A. Hagen

Born in 1911 in Minneapolis, Minnesota. WWI was in full force when he was a small boy. Harold would go to the Earle Brown farm where a training field had been set up for young flyers. He decided that he too should learn to fly.



Harold A. Hagen

In 1928 or 1929 Harold soloed an OX5 Jenny. Later that afternoon he flew passengers and gave instructions to a new student; all went well. Some of the aircraft he flew were the Jenny, Standard, Curtiss Robin, Starling, Buhl Bull Pup, Waco 9 and 10. The engines were the OX5, Hispano, Gnome Rotary, and Lawrence. Continental Engine introduced the dependable four cylinder. He flew it in Piper Cubs, Cruisers, Swifts and finally graduated to a Cessna 170-B and then a new Mooney Mark "21" in 1963 and in 1964 to a Super "21." His last plane was a Beech Travelair in which he averaged 300 hours per year for several years.

Shelby B. Hagberg

Shelby B. Hagberg had his first flying lesson in 1939. He purchased Curtiss Robin, serial number 22, OX5 powered in summer of 1940 and purchased a Waco in 1941. He traded for a Curtiss Robin NC397K, serial 489 which he still has and plans to restore.

Hagberg spent three years with the Martin B-26 outfit, 17th Bomb Group, in WWII.

He received an A&E, and commercial license on a G.I. Bill. Hagberg spent 20 years as an FBO. He went from flying to talking. Hagberg retired as a postman in 1982.

Hagberg has always been interested in the OX5 powered airplane; restored a few while FBO as well as a J5 and a Nisso.

Robert I. Hale

In the summertime during high school, Robert I. Hale worked at the airport in Grinnell, Iowa for dual instruction in an OX5 American Eagle biplane. During



Robert I. Hale

that time they disassembled and overhauled the engine several times.

After graduating from the University of Iowa in engineering, he worked at the Glenn L. Martin Company. They were expanding the Baltimore Plant as fast as possible, and they were tooling and building the first B-26 bombers and the PBMs.

After the war he worked in the engineering and maintenance department of TWA and later managed a program of converting C-47s to TWA airliners.

Hale recently retired from managing a JI Case tractor plant in Burlington, Iowa. He is refurbishing a 1946 Taylorcraft and is looking forward to lots of Taylorcraft flying.

William (Bill) Hallameck

Born in Kinbrae, Minnesota on October 12, 1908. He started his flight training in May 1929 at Lambert Field, Universal Aviation School at St. Louis, Missouri. In early June 1929, after eight hours 10 minutes of dual instructions. He soloed in an OX5 Travelair. His first flight instructor was Alvin D. Niemeyer 3936. After 18 hours of solo he took a job flying an OX5 Travelair owned by John Hofstad of Grand Forks, North Dakota. No license was required at this time. He barnstormed for two summers in North Dakota and northwestern Minnesota. Because of the economic Depression of the 1930s he was forced to give up flying and went into farming at Red Lake Falls, Minnesota. He has continued flying occasionally over the years and has remained interested in aviation. He enjoys membership in OX5 Aviation Pioneers.



William Hallameck

George H. Ham

Born on February 22, 1902 in Canyon City, Colorado. He soloed an OX5 JN4D in 1927. His instructors were Rex Purcell, Jack O'Brien and Jack Knight, in Los Angeles, California. He graduated from medical school in 1925. Ham was commissioned in the U.S. Army in February, 1927. He graduated from the U.S. Army School of Aviation Medicine at Brooks Field, Texas in 1930. He was rated Flight Surgeon. Ham called to extended active duty in 1939. He returned to civilian status in 1946 and retired from the U.S. Air Force in 1962. After WWII he took GI Bill of Rights flying training earning ratings as commercial, multi engine, land, and instrument rating. Because of the change of circumstances he never flew after 1948. During his flying life he flew at least 35 different types of planes, 17 of them solo. Only one crash, sustained a skull fracture, facial and dental injuries, in 1928. He was not piloting the plane at the time.

John S. Hammond II

Born on May 19, 1907 in Pasadena, California. He attended the University of Michigan from 1928-32. He also went to the Detroit Institute of Technology, from 1936-37 in real estate lab, appraising and sales.



John S. Hammond II

His first airplane ride was in 1919 in an OX6 Curtiss Jenny at age 12. His pilot was Walter B. Hawkins who later founded Air Parts in Glendale. His flight took place at Riverside, California.

Hammond first flying lesson was in 1923 with the "flying cowboy" Roman C. Warren in a Hisso JN4H Jenny at Riverside. He flew solo for the first time at Riverside Airport (now Flabob Airport) in the spring of 1927 in an OX5 Curtiss JN4D Jenny. He was allowed to carry passengers for hire after less than five hours after solo!

Hammond received his Private Pilot's License in 1929 at Detroit. He received his commercial license in 1940, and has been flying actively for more than 57 years. (Together with his wife Alice they own a Mooney Super 21 four seater monoplane based at Millville Municipal Airport).

In WWII he was stationed from 1942-43 at Pascagoula, Mississippi as an operations officer of CAP-USAF Anti-submarine base No. 11. He was awarded the air medal for missions flown there as

captain. Later was active as a flying safety officer at the Great Lakes Region CAP-USAF as Lieutenant Colonel.

He was the Armament engineer from 1943-44, at McCord Corporation. He was a consultant to Navy and Marines on specialized aircraft armament project, fighters and bombers until the end of the war.

His memberships include: Aviation-Space Writers Association, Silver Wings Club, OX5 Aviation Pioneers, American Aviation Historical Society, Delta Tau Delta, Germantown Unitarian Church, Aircraft Owners and Pilots Association, Quiet Birdmen, Cross and Cockade Society, Antique Automobile Club, Veteran Motor Car Club of America, Society of New Jersey Artists, Union Lake Sailing and Tennis Club and Sportsman Pilots Association.

His present occupation is in aviation-automotive historian and freelance writing. He and his wife Alice have a son and two daughters.

Frank E. Hand, Jr.

On July 23, 1910 it all began at Louisville, Kentucky. From 1924-25 he began frequenting Bowman Field, at Louisville, Kentucky as the "wide-eyed kid" devouring the activities of the airmen flying the fantastic WWI Jennys and DH-4s. In 1927 he received his initial break, when he was employed by Cardinal Flyers, the first commercial operator on the airport. He soloed after 3:45 minutes in a Waco 9 on October 8, 1928. He continued his career from "Grease Ball" in 1927 to A & P mechanic, to transport pilot, and flight instructor 1927-34. Hand barnstormed throughout the state of Kentucky flying J-5 Eaglerocks, and Curtiss Robins. With Eastern Air Lines, pushing tickets, and servicing Pitcairn PA-7s and 8s, DC-2s, and Lockheed 10s 1934-37. He moved in with "Bevo" Howard at Charleston, South Carolina, flying charters and developing flight school 1937-42. For the interim period he flew for Delta Air Lines as an "AG" Pilot in LA and MS flying J-5 Huff Dalands, Travelair and Stearman. In 1942-45, he flew with Uncle Sam's Flying Navy as a flight instructor, flying: N3N, N2S, OS2U, SNC, SNJ, SNV, SNB, NH1, and R4, and R5D as an airline transport rated command pilot with Nats. wound it all up: a 30 year tour with the CAA/FAA as an aeronautical flight inspector, retiring as chief, of the FAA-ACDO at Fort Worth, Texas in 1972.



Frank E. Hand, Jr.

Theodore C. Hanes

Hanes was the Aviation Mechanic and the Student Pilot from 1929-36. His A & E License #8867 was issued on May 1, 1930. He was Mechanic for the City of Buffalo, Buffalo Airport. He was a part-time mechanic, Charles Dallas, Inc. and a mechanic for American Airways at Buffalo until August 20, 1936. He left American Airways to become a Professional fire fighter.

Gustav C. Hanke

Born on January 19, 1908 in Springfield, Massachusetts. In 1926 he spent time barnstorming and dual time in Waco 9 and 10 (OX5) in the New England area.



Gustav C. Hanke

In 1928 he received an airplane and engine license #4495. He also was chief mechanic for Eastern States Aircraft, Curtiss-Wright Flying Service and Brinton-Bayles. (Springfield-Fisk Airport). Hanke serviced OX5 Wacos 9 and 10, Curtiss Robins and Commandaires. On November 19, 1931 Hanke soloed in a Kinner Fleet.

In 1935 he worked for Seversky Aircraft Corporation in Long Island, New York. In 1937 he was employed by Spencer-Larsen Aircraft Corporation and Kirkham Engineering, Farmingdale, Long Island, New York.

During WWII he assisted Eastern Aircraft Division of General Motors, in Tarrytown, New York, building aircraft components.

In 1947 he worked for a Helicopter Technical and Training Course, at Bell Aircraft Corporation, Buffalo, New York. Also that year he worked for Metropolitan Aviation Corporation, in New York, New York as the chief helicopter engineer. In 1947 they opened the first heliport on pier 41.

In 1950 he was sent to the Associated Airways, in Edmonton, Canada to train personnel (helicopters). He was in charge of helicopter on expedition for geological survey-northwest territories, British Columbia and Yukon for five months.

Hanke was sent to Spartan Air Services, Limited, Ottawa, Canada to train personnel. He stayed on as the chief helicopter engineer and inspector. Also for the R.C.A.F.

Due to Canada's cold weather and bursitis, he reluctantly left Canada for California. He was introduced to the space program at Whittaker Controls, Holly-

wood and Chatsworth in California. He worked as a lab technician for 10 years.

In 1965 Hanke joined TRW Systems, Space Park, Redondo Beach, California as one of a spacecraft team. Hanke worked on OGO, VELA, PIONEER, APOLLO 11 to 17, the Lunar Module Descent Engine and the SKYLAB.

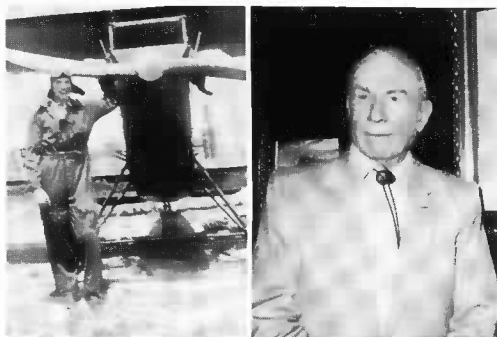
TRW presented him and others of the Apollo 11 team Medallions and metals from the spacecraft. (The first to land on moon). He received other awards, letters of recognition and appreciation.

Hanke retired from TRW in 1973. He is very proud and happy to have had a part in early aviation and in the greatest event since the beginning of this world.

His wife of 52 years, son and family are also proud. He joined the Southern CA wing of the OX5 Aviation Pioneers in 1958.

Charles F. (Chuck) Hanna

Born in Riverside, California. Considering that March Field was nearby, his interest in aviation was inevitable. Hanna started flying in 1929, in an unlicensed JN4-D at Compton airport. He had eight hours of solo at the time. Hanna was fortunate to attend free ground school sponsored by Louisiana YMCA.



Charles F. (Chuck) Hanna

The state put an end to unlicensed flying, so he was forced to receive financial help from an uncle, and he bought sufficient time to obtain Limited Commercial license. Hanna flew passengers at Compton, for the flying time. He also built up time in exchange for working on various planes. Hanna flew OX5, OX6 and tank engines in eight or more makes of aircraft.

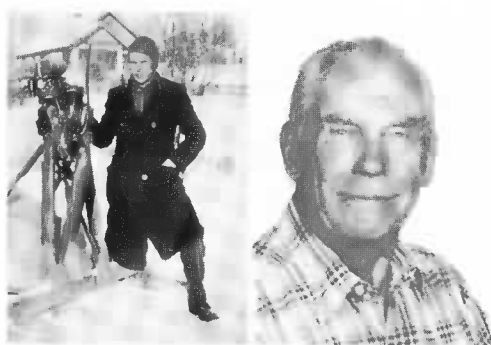
With his fresh Transport License, he started instructing and passengers flying at Sprott's Airport in Louisiana at the Eastside, Alhambra. The first airplane he owned, was an OX5 TP Swallow.

He knocked around the United States, winding up instructing CPT in Louisiana. Hanna went with Texaco, flying Keystone and Grumman amphibians, for almost 30 years until retirement.

He is the past President of the Louisiana Wing, OX5 Club.

Russell I. Hanson

Born on January 19, 1914 in Minneapolis, Minnesota. His first airplane ride was in a Waco 9 at age 13. It was his reward for being an unpaid weekend helper at the Fergus Falls, Minnesota



Russell I. Hanson

"airport." Twelve years later he soloed a 50 hp J-3 Cub. In between he finished high school, entered college, owned a small business, and married the girl with whom he recently celebrated his 47th wedding anniversary. He has flown or worked on several OX5 powered aircraft. He acquired the A & P mechanic certificate in 1940 and worked as a partner operating a small airport, an airline mechanic, General (chief) Inspector at Warner Robins AMA, and in similar aviation positions. Hanson left the industry in 1954 to teach Aerospace Technology in California. He completed studies for a master's degree, and eventually retired from Mt. San Antonio College in 1980. He was a Designated FAA Mechanic Examiner from 1968-84.

Freda A. Harmon

Freda Harmon's flying career began in Kansas City, Missouri in 1928. Her plane was a special-built Jenny with OX6 motor from Nichols Beasley of Marshall, Missouri. She soloed on Richards Field, Kansas City, Missouri in 1928. B.M. Tuxhorn was her instructor. Two things stand out in her mind. Dropping envelopes over the city with tickets for the Liberty Theatre. This act paid her the sum of \$500 which looked very big for one hour's work. Barnstorming in small Missouri towns was also lucrative with an acrobat named Bieler Belvins, who performed on wing of her plane. She now enjoys watching the younger generation's accomplishments, especially in outer space.

Charles L. (Lee) Harp

Born in Casa, Arkansas. January 12, 1904. He learned to fly at Bader Field in Atlantic City, New Jersey in 1928. Harp soloed a Curtiss Challenger, OX5 powered, manufactured by Kreider-Reisner Aircraft Co. of Maryland. His instructor,



Charles L. (Lee) Harp

Walter Allen, was a WWI navy pilot and later became a pilot for Pan American Air Lines, flying from Florida to South America.

Charles flew privately off and on from 1929-32; then the Depression was underway and his flying ended. In 1942 at 38 years of age, he was given a direct commission as a Captain in the U.S. Army Air Force. In 1943 he was sent to England and was assigned to Flying Control training with the RAF in Wales. One day he was traveling from the RAF officer's mess to his barracks by bicycle (all auto transport was restricted to military use) at night he was caught in a rainstorm, and fell down a 20 ft. cliff. He ended up with a starite fracture (five parts) of his left knee cap. After months in RAF and U.S. hospitals he returned to full active duty with the USAAF, but his unit was then in France so he was re-assigned to base duty in East Anglia where he served until he returned to the United States.

Joseph Harrell

Born in 1907 in McClean, Texas. Most of his OX5 time was in 2000 Travelair at Eugene, Oregon. He served in USMC as an Aviation Mechanic from 1928-33. Harrell started Flight Training and soloed on February 28, 1933 at Oakland Airport, in California. He worked for the National Park Service at Crater Lake, Oregon from 1934-35. Part of 1936 was an Airway Weather Observer at Eugene, Oregon. Harrell started commercial flying as an instructor in 1936 and he leased the Eugene Airport for a Flying Service. He had a CPT contract with the University of Oregon from 1939-41 and he certified 292 CPT students. Harrell joined the 6th Ferry Group as Civilian pilot on February 1942. He was commissioned on June 1942 and transferred to Romulus, Michigan on May 19, 1943 and then to India on September 22, 1943. He arrived in Tezpur on October 25, 1943 and checked out in C87s and flew 73 round trips to Kunming and Chengtu areas. He was awarded DFC/OLC and AM/OLC. Harrell transferred from Tezpur to Long Beach on October 1944. Tours at Long Beach, Manchester, New Hampshire and Hamilton Field, California. Separated at Portland, Oregon Air Base on December 1945. He was the pilot for USFS and worked 18 years for a Cessna Distributor. Harrell was the FAA Examiner for 33 years. He has flown 25,700 hours in over 50 makes and 150 models. He is still flying and instructing at age 77.



Joseph Harrell

Clifford L. Harrington

Born on December 17, 1914. His military aviation interests were aroused by WWI returnees and later ground crew work for OX5 powered barnstormers. Harrington studied aeronautical engineering from 1934-36. He was commissioned in the reserve from CMTC 1935. He was employed by American Airlines then entered the Air Corps Technical School. He later was the flight engineer on B-17s and B-18s. During WWII he specialized in Aircraft Production Line Maintenance systems. He transferred to CBI (India), and was later assigned to the State Department's Foreign Liquidation Commission in New Delhi and Washington, D.C. Harrington enjoyed two tours in Japan and retired from USAF 1960 with eight awards and decorations plus the China War Memorial medal. He is active in the OX5 Aviation Pioneers Club, the Reserve Officers Association, The Retired Officers Association, The Military Order of the World Wars, the Hump Pilots Association and the Western Aerospace Museum. After 20 years in real estate development and municipal administration, he has returned to aviation as a Director and Board Chairman of Elan Air Corporation.



Clifford L. Harrington

Arthur L. (Mike) Harris

Born on August 1907 in Kent County, Maryland. His first flight instruction was by Steve Whitman in Lakeland, Florida in 1927. Harris soloed in 1928 and pursued a pilot's license #7003 flying Darts, Swallows, Pheasants, Robins, Challengers. Harris bought an OX5 Waco 10 in 1929, did air shows, hopped passengers. He introduced many to the world of flight and bought Bellanca 74223 in 1946 beginning a 38 year unbroken relationship. Harris flew the United States, border to border, Alaska, Mexico, Puerto Rico, Virgin Islands. He is a member of



Mike Harris

IFF, AOPA, Kent Pilots' Association, OX5 Pioneers. Throughout his life he has remained faithful to aviation and his planet, working tirelessly for the advancement of one and the preservation of the other. He died in October of 1984; in November his family accepted a plaque from the OX5 acknowledging his contributions to aviation and recognizing him as one of the true pioneers in his field. Mike lived during an exciting time; he was fortunate to witness and participate in the journey of man from the era of horse and buggy to moon walk and beyond.

Joe E. Hart

Born in 1905 in Imperial County, California. His first flight was with Martin Jensen in JN, 1924 at San Diego. He received flight training in JN at Dutch Flats, San Diego, California in 1925. Hart soloed by R. Carl Oelze who later made his first descent in an airplane supported by a parachute. In Imperial Valley, California. Harp flew a JN, Hisso Standard, Velie Mono coupe, Swallow TP and Aeromarine Klemm; 1926-29. He was issued a Transport Pilot's License No. 8922 after he written and flight tests at Mines Field (now LAX) in 1929. Hart was employed by Ryan Aeronautical as Flight Instructor and Flight Commander at 5th AAFSTD at Hemet, California. The planes he used were Stearman (PT-17 and 13) and Ryan PT-22. From 1945-52 he was the Flight Instructor and designated Private and Commercial flight examiner at Peik Airport in San Diego. From 1952-1965 employed in Quality Control and as an engineering writer by Convair, San Diego. From 1965-69 employed by Cubic Corporation as engineering writer of manuals relating to Cubic SECOR Satellite.



Joe E. Hart

Albert J. Harvey, Jr.

Albert J. Harvey, Jr. began flying in July 1927. After approximately 100 hours and the equivalent of a private license, he stopped flying for nearly a decade but satisfied his spirit of adventure by racing boats. In 1937 he resumed flying at Curtiss Wright Field in Milwaukee, obtaining a commercial license (land and sea) with instrument, instructor and instructor ground school ratings. From 1940-44 he trained Naval Cadets, both ground school and flight school, as a volunteer civilian pilot. During the next 25

years, he flew almost every type of single-engine aircraft, including J-3s, Stinsons, N3Ns, Fairchild, Taylorcrafts, BT-13s, SNJs, At-6s, Howards, Wacos and Stagger Wing Beechcraft. In the latter years, he was exposed to twin-engine Cessnas, DC-3s and Beech 18s. With over 8,000 hours as pilot-in-command, he retired from active flying in 1970.

A. Howard Hasbrook

Born on July 15, 1913 in Trenton, New Jersey. He worked in Roy Ahearn's Red Wing Flying Circus in the late 1920s, flying in his OX5 Wacos and Standards. Hasbrook soloed a Mercury Chic at Roosevelt Field, New York, in 1934. After only three hours and 20 minutes of dual he obtained over three months working as a mechanic on OX5 Birds. A fatigue fracture caused the Chic to lose a wing and crash on the next flight after his solo — fortunately, he was not on that flight.



A. Howard Hasbrook

Later Hasbrook flew OX5 Curtiss Robins, Mono coupes and most every other civilian type plane built between 1925 and 1942. He spent three years as a civilian flight instructor for the U.S. Army Air Force during WWII; later he became a test pilot and an airline and agricultural pilot. Hasbrook's plane crashed in a crop spraying accident. This resulted in his becoming an accident investigator and later the Director of Cornell University's Aviation Crash Injury Research, as well as a pioneer in crash injury reconstruction of aircraft accidents and crash safety design. Hasbrook was a member of the numerous NACA (now NASA) and SAE safety committees, and the author of more than 100 technical papers on aviation safety. He assisted in the crash safety design of the Texas A&M agricultural aircraft. He advocated dynamic crash testing of aircraft structures and restraint systems in the early 1950s, and initiated the installation and use of seat belts in automobiles. Hasbrook headed up crash safety and flight research programs for the FAAs Aeromedical Institute and invented "human engineered" instrument displays for general aviation aircraft. He was the recipient of three safety awards and was elected a Fellow in Aerospace Medicine. He is still flying as a flight instructor and research pilot.

In 1984, the International Society of Air Safety Investigators established the A. Howard Hasbrook (annual) Award for Excellence in Crash Injury Investigation.

wood and Chatsworth in California. He worked as a lab technician for 10 years.

In 1965 Hanke joined TRW Systems, Space Park, Redondo Beach, California as one of a spacecraft team. Hanke worked on OGO, VELA, PIONEER, APOLLO 11 to 17, the Lunar Module Descent Engine and the SKYLAB.

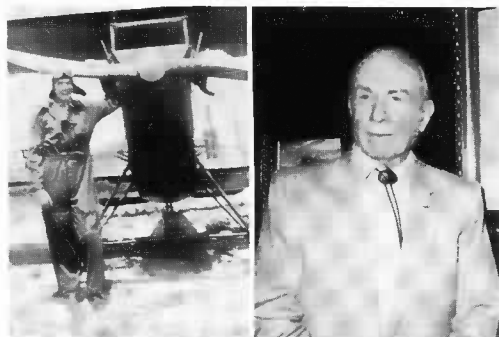
TRW presented him and others of the Apollo 11 team Medallions and metals from the spacecraft. (The first to land on moon). He received other awards, letters of recognition and appreciation.

Hanke retired from TRW in 1973. He is very proud and happy to have had a part in early aviation and in the greatest event since the beginning of this world.

His wife of 52 years, son and family are also proud. He joined the Southern CA wing of the OX5 Aviation Pioneers in 1958.

Charles F. (Chuck) Hanna

Born in Riverside, California. Considering that March Field was nearby, his interest in aviation was inevitable. Hanna started flying in 1929, in an unlicensed JN4-D at Compton airport. He had eight hours of solo at the time. Hanna was fortunate to attend free ground school sponsored by Louisiana YMCA.



Charles F. (Chuck) Hanna

The state put an end to unlicensed flying, so he was forced to receive financial help from an uncle, and he bought sufficient time to obtain Limited Commercial license. Hanna flew passengers at Compton, for the flying time. He also built up time in exchange for working on various planes. Hanna flew OX5, OX6 and tank engines in eight or more makes of aircraft.

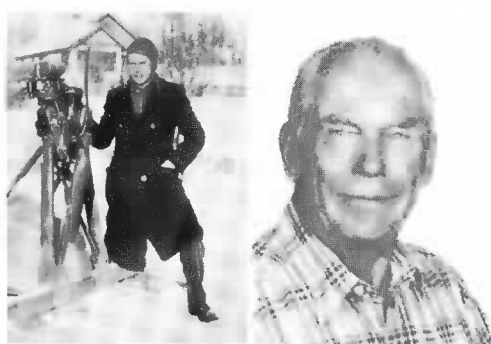
With his fresh Transport License, he started instructing and passengers flying at Sprott's Airport in Louisiana at the Eastside, Alhambra. The first airplane he owned, was an OX5 TP Swallow.

He knocked around the United States, winding up instructing CPT in Louisiana. Hanna went with Texaco, flying Keystone and Grumman amphibians, for almost 30 years until retirement.

He is the past President of the Louisiana Wing, OX5 Club.

Russell I. Hanson

Born on January 19, 1914 in Minneapolis, Minnesota. His first airplane ride was in a Waco 9 at age 13. It was his reward for being an unpaid weekend helper at the Fergus Falls, Minnesota



Russell I. Hanson

“airport.” Twelve years later he soloed a 50 hp J-3 Cub. In between he finished high school, entered college, owned a small business, and married the girl with whom he recently celebrated his 47th wedding anniversary. He has flown or worked on several OX5 powered aircraft. He acquired the A & P mechanic certificate in 1940 and worked as a partner operating a small airport, an airline mechanic, General (chief) Inspector at Warner Robins AMA, and in similar aviation positions. Hanson left the industry in 1954 to teach Aerospace Technology in California. He completed studies for a master's degree, and eventually retired from Mt. San Antonio College in 1980. He was a Designated FAA Mechanic Examiner from 1968-84.

Freda A. Harmon

Freda Harmon's flying career began in Kansas City, Missouri in 1928. Her plane was a special-built Jenny with OX6 motor from Nichols Beasley of Marshall, Missouri. She soloed on Richards Field, Kansas City, Missouri in 1928. B.M. Tuxhorn was her instructor. Two things stand out in her mind. Dropping envelopes over the city with tickets for the Liberty Theatre. This act paid her the sum of \$500 which looked very big for one hour's work. Barnstorming in small Missouri towns was also lucrative with an acrobat named Bieler Belvins, who performed on wing of her plane. She now enjoys watching the younger generation's accomplishments, especially in outer space.

Charles L. (Lee) Harp

Born in Casa, Arkansas. January 12, 1904. He learned to fly at Bader Field in Atlantic City, New Jersey in 1928. Harp soloed a Curtiss Challenger, OX5 powered, manufactured by Kreider-Reisner Aircraft Co. of Maryland. His instructor,



Charles L. (Lee) Harp

Walter Allen, was a WWI navy pilot and later became a pilot for Pan American Air Lines, flying from Florida to South America.

Charles flew privately off and on from 1929-32; then the Depression was underway and his flying ended. In 1942 at 38 years of age, he was given a direct commission as a Captain in the U.S. Army Air Force. In 1943 he was sent to England and was assigned to Flying Control training with the RAF in Wales. One day he was traveling from the RAF officer's mess to his barracks by bicycle (all auto transport was restricted to military use) at night he was caught in a rainstorm, and fell down a 20 ft. cliff. He ended up with a starite fracture (five parts) of his left knee cap. After months in RAF and U.S. hospitals he returned to full active duty with the USAAF, but his unit was then in France so he was re-assigned to base duty in East Anglia where he served until he returned to the United States.

Joseph Harrell

Born in 1907 in McClean, Texas. Most of his OX5 time was in 2000 Travelair at Eugene, Oregon. He served in USMC as an Aviation Mechanic from 1928-33. Harrell started Flight Training and soloed on February 28, 1933 at Oakland Airport, in California. He worked for the National Park Service at Crater Lake, Oregon from 1934-35. Part of 1936 was an Airway Weather Observer at Eugene, Oregon. Harrell started commercial flying as an instructor in 1936 and he leased the Eugene Airport for a Flying Service. He had a CPT contract with the University of Oregon from 1939-41 and he certified 292 CPT students. Harrell joined the 6th Ferry Group as Civilian pilot on February 1942. He was commissioned on June 1942 and transferred to Romulus, Michigan on May 19, 1943 and then to India on September 22, 1943. He arrived in Tezpur on October 25, 1943 and checked out in C87s and flew 73 round trips to Kunming and Chengtu areas. He was awarded DFC/OLC and AM/OLC. Harrell transferred from Tezpur to Long Beach on October 1944. Tours at Long Beach, Manchester, New Hampshire and Hamilton Field, California. Separated at Portland, Oregon Air Base on December 1945. He was the pilot for USFS and worked 18 years for a Cessna Distributor. Harrell was the FAA Examiner for 33 years. He has flown 25,700 hours in over 50 makes and 150 models. He is still flying and instructing at age 77.



Joseph Harrell

David Daniel Hatfield

Born in a covered wagon in Indian Territory (now Oklahoma) and was unsure of his birthdate, therefore he selected July 1st because the date was easy to remember.

From 1919-23 the United States sent 5th Cavalry Infantry, Artillery and supplies under command of Colonel Tomkins, into Juarez. Major Puflea, who had been flying for Pancho Villa returned to the United States and brought his disassembled airplane to a spot just outside the remount depot and Hatfield spent all his spare time helping Puflea put the airplane together and received some flying instructions. When Puflea left on a barnstorming tour, Hatfield spent his time with the ground crews of the 11th and 96th Aero Squadrons. He would change his hat cord from quartermaster to Aviation color and his collar insignia. Only the sergeant and mechanics knew about this. Later Hatfield moved to Shreveport, Louisiana and met Gardner Nagle. Both bought an airplane. Nagle learned to fly and then gave Hatfield instruction. In July, 1921, Hatfield soloed. With a desire to learn civil engineering where he could apply structural knowledge to airplane design, Dave traveled to Los Angeles. In 1924 he spent time at Ryans Airport (Dutch Flats) in San Diego where he met Martin Jensen and Dave spent much time flying.

From 1924-30 he began recording aviation events as personally observed. He bought a DeHavilland Four airplane for aerial survey work, did property evaluation for Louisiana State, moved to Vicksburg, Mississippi as an engineer for oil exploration company, operated aerial survey company. About 1931 officially started "Hatfield History of Aeronautics" from 1931-45. He had various aerial survey jobs and was in private practice mapping and revising tax assessment systems in Louisiana and Mississippi. Much of his time he spent in private practice of legal description maps. He mapped France for Army Map Service. He taught map reading and photo interpretation to various Civil Air Patrol groups. The following 20 years were spent operating mapping companies. In the early 1960s Dave did research and development on 26 types of special instruments related to engineering, surveying and photoreproduction.

In 1967 he gave the "Hatfield History of Aeronautics" to Northrop Institute of Technology (now Northrop University). He continued compilation and publishing of at least 12 books on aviation. Hatfield helped to establish the Aviation History Library and was made the Research Professor of Aviation at Northrop in January 1971. He was recently appointed Chairman of the committees choosing the World's Major Airlines. Hatfield worked continuously with film companies, magazines, and authors, providing detailed historical information on most every aircraft ever built, as well as the personalities who built them, designed them, and flew them. Columbia

Pictures presented him with a plaque for his expert advice on the movie "1941." It was Dave's life ambition to chronicle man's fascination with flight from myth to modern day, and a videotape was near completion at the time of his death.

Oscar Robert "Ted" Haueter

Oscar Robert "Ted" Haueter learned to fly in 1919 in an OX5 Standard. During the 1920s, he flew as a test pilot, barnstormer and served as a sergeant pilot with the Army Air Corps. Ted received his commercial license #1952 in 1927. Later, he served as a lieutenant in the Naval Aviation Reserve. He was a pilot for National Air Transport from 1931-34. He moved to TWA as a Flight Captain and Flight Superintendent and was instrumental in setting up TWA's dispatch system.



Oscar Robert "Ted" Haueter

In 1938, Ted joined Continental Air Lines as Operations Manager, became Vice President of Operations in 1939 and served in this capacity until 1965 when he was named Vice President of Operations Standards. He retired from Continental in 1968.

He was honored in a special salute to pioneer airline pilots sponsored by the National Aeronautic Association, being cited for his role in building the United States air transportation system and making it the best in the world.

Ted is a member of the OX5 Aviation Pioneers' Hall of Fame, the Colorado Aviation Hall of Fame, the International Northwest Aviation Council's Roll of Honor Award and a Continental Air Line 727-200 is named in his honor. If all of Haueter's hours in the cockpit were lumped together in a single span of time, he would be air-borne 24 hours a day for more than three years.

Frances Wilke Haussner

Frances Wilke Haussner came to the United States with her father and two brothers in 1924. They started a grocery business that prospered. After visiting the Curtiss Wright Airport she purchased

a RNF Waco, NC 1404. She soloed and found flying to be very relaxing as well as providing a feeling of accomplishment. After marrying William Haussner, a restaurateur and master chef she stopped flying upon Willie's insistence that it was too dangerous.



Frances W. Haussner

It was easy to keep in touch with the aviation community as many itinerant and local pilots were guests at the Haussners. Haussner is a lifetime member of the OX5 Aviation Pioneers and Silver Wings. She is past president of the Maryland Wing and is currently Chairman of the Board.

Awards and affiliations: Outstanding Wing President, Maryland Wing; Outstanding Serving to Wing and Community; Dr. of Laws; Notre Dame Outstanding Citizen; Baltimore City, Mayor's Award. Awards, Girl and Boy Scouts, Salvation Army (highest), 4-H Club, Police Boys' Club, Loyola College, Villa Julie, Johns Hopkins, Peabody Institute.

Richard V. Hawker

Born on July 3, 1912 in Telluride, Colorado. In 1927 he got some dual in an OX5 Waco 10 at Koerner Aviation, Kankakee, Illinois. In the 1930s he barnstormed an OX5 2000 Travelair. He operated a little airport in Martin, Tennessee. Hawker also instructed the Army



Richard V. Hawker

Primary in Stearmans before Pearl Harbor, Army basic, night, instrument, and formation in 450hp BT13 until 1944. He received an instrument rating in a BT13 multi engine in Twin Beach. He went to work for American Airlines and flew DC3s DC4s, DC6s, DC7s, Lockheed Electras, Convair 240s, Convair Jet 990s, and three Models of the 707. He was the last to fly the South Pacific. Hawker retired at age 60; and for the next 10 years he flew Cessnas and Cubs to Canada, the Yukon and Alaska. Now at age 72 he is still flying and instructing in Cubs locally.

Jesse E. Hawley

Born on August 22, 1907, in Harper County, Oklahoma. He helped Raymond Zimmer, a fellow tool maker, build an OX 5 Standard, purchased in kit form. He soloed after five hours, 45 minutes. He was an instruction from Raymond Zimmer (no license required at that time) at his farm field one mile west of Warsaw, Indiana, on September 1, 1927. His identification No. 2039 was assigned to his plane, which we applied with shoe blacking.



Jesse E. Hawley

Due to illness Hawley left the midwest in the early 1930s and operated tool and die shops in Denver and Phoenix.

He resumed flying in the early 1940s in Phoenix, obtained a private license and used the plane for business and pleasure.

Hawley is no longer active in flying, but he cherishes memories of the change of seats "from plow's to pilot's." Those not participating in this miracle can have no notion of the ferocity of desire or the ecstasy of flight.

Richard W. (Dick) Hawley

Born on March 7, 1909 in Webster County, Iowa. He grew up in Fort Dodge, Iowa.



Richard W. (Dick) Hawley

Hawley soloed in November, 1929, in a Curtiss Wright Fly Service, Moline, Illinois. He took delivery of an OX5 Robin NC904K. Hawley barnstormed throughout Iowa while attending the University of Iowa. He went to Alaska in 1934. He brought a J65 Robin NC 514 N to Alaska in 1936. He flew Bush on his own and for Pollack Flying Service at Fairbanks until 1940. Hawley joined Pan American Airways in 1940. He flew Pan American until retirement in 1969. Flew Naval Support in Aleutians and Pacific, and A.T.C. in Atlantic. Based in Seattle. Hawley flew the Alaskan Sector until retirement. F.A.I. Sport License 1930 #656. Certificate #7725. Airline Transport #10909. Ratings: single multi engine land and sea. Lockheed Electra, Lode-star, DC 3, DC4, P B 2Y3, B 377, DC 6, DC7, B707.

Charles Marshall Hayes

Born in Clinton, Indiana. He first flew at Bicknell, Indiana in a cowpasture OX5 Curtiss Robin, Travelair in 1934. He flew Taylor E-2 in 1935. Kinner Fleet 2 in 1936. Taylor-Young in 1937. In 1938 he flew a Curtiss Pusher CW-1, Aeronca C-3, Arrow Sport Biplane, Kari-Keen, 1939 OX5 Travelair, Waco GXE, Waco BSO, was issued FAI #8839, 1940 was issued FAI Glider certificate #513, flew Cinema Sailplane, American Eagle, Ryan STA Special, in 1942 flew Curtiss Robin, in 1943 flew Buhl Bull Pup, 1945 pilot Dresser Aviation, 1945 Curtiss-Wright 16-E, Waco F, Fairchild 24W, Pilot Green Construction Co., Member Veteran Air Pilots #415, Beech 35 and 18, Pilot Central Aviation, American Rocket Society #186 (1945), 1951 Pilot Traylor Bros. (OX5 #471 in 1956), NBAA Million Miler award 1958, Waco Taper-Wing, Waco UPF-7, Travelair 95, joined Silver Wings #C224, 1962 A.A.H.S. #1038, 1963 American Institute of Aeronautics and Astronautics, Pilot Governor's Airpark, 1964 Instructor Frankfort Aviation, Frankfort, Illinois, 1970 National Pilots' Association Award, 1966 N.A.F.I. #263. As of this writing he is rounding out 50 years in aviation as a senior flight instructor at Frankfort Aviation, Illinois. He flew for freedom and adventure — it's the ultimate ego trip.



Charles Marshall Hayes

For Roderick Wright, Early Bird, good friend and Chief Instructor, Orville Wright's flying school 1915:

Far from the world that bore us,
forgot by the land we find,
The good men have gone before us,
and only the dull left behind!
— anon.

C. Vincent Hazelton

Born on February 4, 1911 on a farm in South Jersey. On June 19, 1932 he learned to fly in a Waco 10 NC5789 Morristown Airport in New Jersey. On August 14, 1932 soloed. On December 5, 1932 private license #27823. He flew other OX5 power aircraft, also other biplanes, hi and low wing with various power plants. On November 7, 1933 he bought a Waco 10 NC5460. On January 8, 1934 he flew NC5460 Miami Airshow. On April 2, 1934 he obtained a limited commercial license from which he carried passengers and instructed students. On August 31, 1935 he flew in the NC5460, Cleveland Airshow. Parachutist Cole jumped from Hazelton's plane in competition. On April 27, 1936 he received his transport license at home-field instruction. Hazelton worked at the Waltz Corporation Central Airport in Camden, New Jersey through early 1930, flying weekends towing banners. He flew charters mostly at night.



C. Vincent Hazelton

On April 2, 1939 he received his instrument rating; on June 9, 1940 he went to ground school A.A.L. On June 23, 1940, he qualified as the first officer DC2 and DC3. On February 9, 1942 captain all ratings. He was in Domestic Military with service copilots, Army, Navy, and Marine. On May 20, 1943 schedule passenger service. He qualified all AAL routes except Mexico and the Caribbean. All AAL aircraft except DC7, Convair 990, Boeing 727, 747, and BAC 111. The last six months flying Kennedy, New York nonstop Honolulu.

He retired on February 4, 1971. NC 15427 owned and flown 1936 Lamber Mono coupe Deluxe, bought in July 1955, then sold November 6, 1955. NC1010 and Luscombe Phantom Warner 1936, bought on January 28, 1956, then sold February 22, 1959. He has flown over 27,500 hours.

Rudy Hazuka

Born on May 9, 1907 in New York City. He started flying in an OX5 Eaglerock in 1929, soloed in Parks OX5 biplane in July, 1930. Hazuka rented



Rudy Hazuka

planes from Loyd O'Donnell and Bill Guage. He bought an E-4000 Travelair in 1936 and built up hours for a commercial license. During 1941 knowing war was on the horizon, he went with Tex Rankin's School at Tulare, California, qualified as an instructor on Army primary and was instructing his group of cadets on the day Pearl Harbor was bombed. Later transferred to the Air Force's Ferrying Command delivering mostly Lockheed Hudsons and Venturas to Detroit.

He was also a flight instructor on WTS Secondary Program at Abilene, Texas; then flew for Ashby Drilling Company. He has met many people in his years in aviation and enjoyed every hour of flying. At present he is restoring a Thomas-Morse S4C and other projects.

Ralph E. "Deacon" Heasley

Born on November 18, 1908, in Jerome, Idaho. After four hours he flew in a Jenny with Dewey Ward in Oakland, California, transferred to William F. Fillmore who requested a letter from his folks giving permission to solo. The folks did not know of his flying lessons. He then traded his motorcycle for a JN4D, Serial #1741, then proceeded to solo on his own after October 16, 1926.



Ralph E. Heasley "Deacon"

Heasley applied for and received a limited commercial license. He was an instructor and flew for Mr. Fillmore. He flew in background scenes in a Waco 10 for the film "Hell's Angels".

He served as an enlisted pilot with the Marines in the South Pacific, during the Solomon Islands Campaign. He is still interested in aviation; joined the OX5 Pioneers in 1967, his number 8522 and is now a Life Member.

Barton M. "Izzy" Heefner

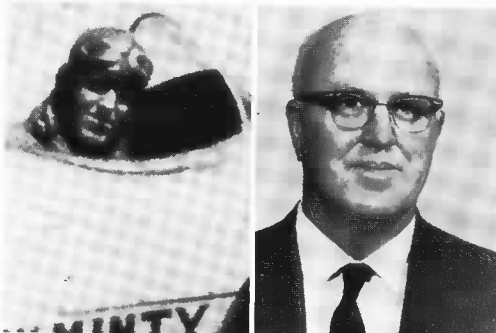
Born on May 15, 1912 in Mont Alto, Pennsylvania. In 1928, was a student at Blue Ridge Flying Service, Waynesboro, Pennsylvania. He was engaged in barnstorming in the Middle Atlantic states and instructed and flew for various commercial operators in that area. Heefner flew the first airmail between Waynesboro and Harrisburg, Pennsylvania on May 19, 1938 in an OX5 powered Bird. He flew many OX5 aircraft including KR-31, Waco 9, American Eagle, Robin. In 1941, joined the CAA as an Aeronautical Inspector and served in various CAA/FAA Offices throughout the country and internationally until retiring from that agency in 1979. He holds an Airline Transport Pilot Certificate, with type ratings on two, three, and four engine transport category aircraft, both turbine and reciprocating powered. He is also rated to fly the following categories of aircraft: helicopter, gyroplane, glider, and lighter than air, and has accumulated in excess of 27,400 hours in all types of aircraft. He also holds the following Airman Certificates: A & P mechanic, master parachute technician, control tower operator, and ground instructor.



Barton M. (Izzy) Heefner

Edwin Hefley

Born on July 26, 1908 in Emmetsburg, Iowa. He was raised on the Rosebud Indian Reservation in South Dakota on a cattle ranch. He finished the eighth grade in country school and went to the Sweeny School of Aeronautics in Kansas City in the fall of 1925. He took an 18-month course in Aircraft Mechanics. He went back to Rapid City, South Dakota in the spring of 1927. The Rapid Airlines had just been formed by Clyde Ice and the Halley Brothers. He worked as a mechanic and general handyman, selling tickets, barnstorming. They taught him to fly in OX5 Eaglerock in May of 1927. They



Edwin Hefley

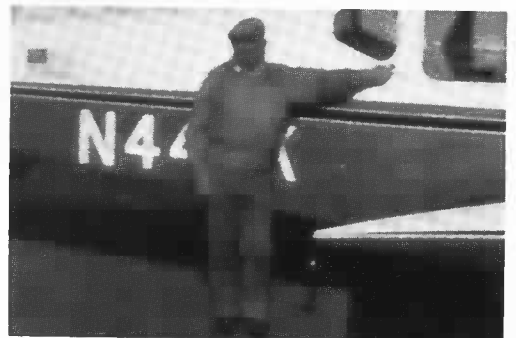
sent him to San Diego to get a J5-Ryan Brougham which he barnstormed and did charter with. In May of 1929, they started the first airline in South Dakota, Rapid Airlines, from Rapid City to Pierre-Huron-Watertown.

In September of 1929, he took a job flying for O'Neil Brothers in Great Falls, Montana flying an eight place plane SM8A Stinson. In September of 1932 they sold out their oil and gas interests to United Gas Company of Shreveport and he was transferred there. He was flying Bellanca Sky Rocket at that time. In December of 1934 they bought a Vultee VIA single engine 12 place plane. In June of 1935 it caught fire in the air. He got it on the ground but it burned completely up. In December of 1939, after he recovered from burns, they bought a Lockheed Twin Electra which he flew until June of 1941. He lost an engine coming out of Mobile to Shreveport, managed to get back to Mobile on one engine. His engine fell completely off aircraft, "prop trouble." They went to work for Ford Motor Company in September of 1941 at B-24 plant at Willow Run, Michigan. He was made Supervisor of Flight Test in March of 1942. Also flew Ford Family aircraft. January of 1946 and he took a job with Conoco Oil Company flying a Lockheed 10E. In June 1946 back in Shreveport flying a Beech D-18 for John Ewing, Publisher of the Shreveport Times. He died in the plane of a heart attack in May 1953. The aircraft was sold in 1954. He went with Hudson Oil and Gas and Hudson Engineering flying a Super E-18 in December 1954. Hudson Oil and Gas was sold to Conoco Oil in February of 1963. Since then he has been flying for the Trans Gulf Oil Company and doing charter and hunting parties to Mexico. Also for last 40 years he's been buying and selling aircraft.

He has a pilot's license #2960, multi-land and sea instrument, single land instrument, mechanic aircraft and engine #M7454, over 16,000 hours multi and four engine time. 11,000 of which is on D-18 and E-8 Twin Beechs. Total time 21,000 plus 2nd Class Medical.

Chester H. "Chet" Heinzl

Born on May 7, 1913, in St. Cloud, Minnesota. In 1931 he assisted his partner in building primary glider which he taught himself to fly. He flew many automobile tow exhibitions for the next three years reaching 600 foot altitude with 1000 foot wire tow line.



Chester H. "Chet" Heinzl

He purchased and soloed the American Eagle, OX5, #NC-7380 in 1935 followed by many barnstorming trips in central Minnesota after replacing the old engine with a new OX5 that was still in the original factory crate!

In 1937 he purchased Rearwin Sportster, #NC-14486, with LeBlond engine. He flew stunting exhibition with Rearwin for college homecoming October 1937. He was in school teaching and WWII curtailed flying until 1963 when he helped rebuild Piper "Clipper" (P-16), #5676H, which he based at Hyde Field, Maryland. He flew "Clipper" for two years then purchased Bonanza, #444K, in 1965. He flew many cross countries until 1970.

Lewis E. Hemmer

Born in Mansfield, Pennsylvania.



Lewis E. Hemmer

He flew OX5 Lincoln PTs at Lincoln, Nebraska, 12 hours dual and 28 hours solo. Hemmer passed Limited Commercial License #31320, October 21, 1934.

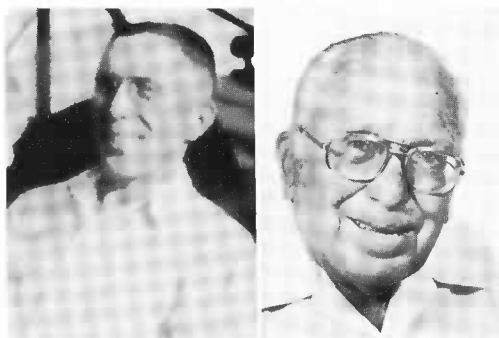
His first job (no pay) two years was at Columbia Airways, Bloomsburg, Pennsylvania. He received his engine license August 15, 1936. Transport passed (202 hours) August 12, 1936. He flew a Waco F2 and F3, Stinson SM8A, Bird and Aeronca. Flew two classes of C.P.T. — one at Clarksburg, West Virginia and one at Morgantown for University of West Virginia.

On February 1941 he joined Bill Graham's Civilian Operated Airforce Training Command at Sutter Field, training U.S. and British cadets.

In 1944 he spent his final year training French cadets for Bevo Howard at Orangeburg, South Carolina; in October 1945, he was employed by Armstrong Cork Company as a pilot and a mechanic flying their first executive aircraft, Lockheed 12. He was upgraded to Chief Pilot of Flight and Maintenance Operations in 1955. Hemmer retired in 1978 after 44 years. Last 23 years as C/P. Operations grew from DC-3 — CV440 (2), CV580 (2), to Sabre 265-60. 20,000 hours plus. He won the NBAA Million Miler Award from 1964 through 1978.

Issac "Ray" Henry

Issac "Ray" Henry is a native of Northeastern, Ohio. His love of planes began in 1929 when he purchased a Thomas Morris Scout. In 1934 he obtained a 1929 OX5 Waco 10 and after



Issac "Ray" Henry

five hours of solo flight he found himself in a cornfield. He barnstormed for four years in his OX5 Waco 10.

Between 1934 and 1943 he piloted a Jenny, Standard, Travelair, Swallow and Eaglerock each powered by an OX5.

In 1943 he moved to Ft. Lauderdale, Florida, with his wife, Ella, and sons, Fred and Donald. During his career as a building contractor and autobody shop owner, he owned, rebuilt, restored, and flew six Cessnas, two Piper Cubs, a T Craft and Aerocoupe. He has also flown a Heath Parisol, D-18 Twin, Pitcarin Mailwing, Stearman and a Bonanza.

His most recent aviation experiences included handling the controls of the Goodyear Blimp, Enterprise, and his last flight in the pilot seat of a DC8 flying from Lima, Peru.

Stanley D. Herbert

Born on December 13, 1910 on his father's farm in Herbertsville, New Jersey.



Stanley D. Herbert

In 1934, he learned to fly at Red Bank Airport in New Jersey. His instructor, Perce West, had a total of 67 hours when he began to give him instruction in a 1929 OX5 Waco 10. In June 1936, he received a Limited Commercial License.

In June of 1941, with a total of 470 hours, he was employed by Spartan School of Aeronautics as a flight instructor in the U.S. Air Corps contract.

In December 1942, Herbert was employed by Brewster Aeronautical Corporation as a production test pilot for the Brewster Dive Bomber and the F3A (F4U Corsair).

In June 1944, he was employed by Eastern Aircraft (General Motors) as an experimental test pilot for the XTBM4 (Gruman Avenger).

After WWII, he was employed by the Burpee Seed Company as a chief pilot for

a new Beech D-18S. When the aircraft was sold, he was employed by Jersey Central Power and Light Company and retired in 1973.

He owns a 1980 Cessna Aerobat and flies about four hours a week for pleasure.

Earl R. Herring

Earl R. Herring was born in 1905 in Easton, Minnesota. He began flying in 1927 in Wyoming in an OX5 Eaglerock. Other OX5s he flew were American Eagle, Swallow, Travelaire and Robin. Ferried first Douglas DC-2 Airliner for KLM Airlines. Have commercial license 19614, single and multi-engine, instrument ratings. He was President Pacific Airmotive Corporation, which at the time he sold to Union Oil Company. It was the largest aeronautical supply and maintenance company in the world with 17 divisions including Alaska. He was President AMSCO Inc., designers and manufacturers of specialized tooling and test equipment for the airlines, military and foreign governments. He also designed and manufactured the first air-driven, zero draft, rescue boat. President Kinner Motors Inc., Manufacturer of engines for WW II Ryan PT-22, Meyers and Fleet trainers and numerous private airplanes. Herring also manufactured spare engine parts for Pacific Fighter Command. He was President of Stellar-dyne Laboratories, Inc., designers, manufacturers and testing of components for the Atlas Missile.



Earl R. Herring

Gwin Franklin Hicks

Born on February 24, 1910 in Hicks Lake, Lacey, Washington, the fourth generation of a pioneer family.



Gwin Franklin Hicks

Hicks soloed for 4:35 hours on August 12, 1929 in a 180 hp Hiss-Stearman. He