



OX5 NEWS

Celebrating 64 Years: 1955 - 2019



Volume 62 - Number 3

August 2019

AirVenture Report

Summertime Activity

Published for and by the Members of the OX5 Aviation Pioneers

Editor - Don Voland
Web Site - www.ox5.org

AirVenture 2019



Blue skies greeted visitors on Monday.



Dave Hedgecock, WI Wing VP answering questions.



The Demonstration Engine performed well all week!



Chuck Heide's very informative Display Engine.

AirVenture 2019 - Continued

On Sunday the day before AirVenture officially opened, we moved the Demonstration and Display OX5 Engines into position in front of the bleachers in the Vintage Area. Wisconsin Wing member Chuck Heide also provided his display engine this year to supplement our OX5 display. His engine display has a cutaway view of the cylinder assembly showing how the valve system works. An excellent visual aid for the overall display.

As I approached the EAA grounds on Sunday, the campers were parked along the country roads leading into the campground area because the soil in the campgrounds was still too wet to allow the campers to move in. The aircraft parking areas were also marginal and many aircraft diverted to the Fond du Lac, WI Airport. The Oshkosh Area had received quite a bit of rain the week before and this really created issues for the campground and parking areas. As usual, everything settled down by Monday night and the program moved along without any further issues.

The Wisconsin Wing ran their Demonstration OX5 engine daily at 11:00 am at the start of the Vintage In Review Program and the noise from the short exhaust stacks help to fill the bleachers with interested folks. We had our usual table in the Type Club area and talked to interested parties who stopped to tell “tall tales” and renew their memberships.

Each day after running the Demonstration OX5 engine Dave Hedgecock and I were interviewed by the Master Of Ceremonies and given a chance to tell a little about the engine. This gave us a chance to put in a promotional pitch for our National Organization. We felt that this certainly gave the National OX5 Organization some excellent exposure. At the end of the week we were told that we had a Class Act!



Jeanette Voland and Dave Hedgecock staffing the booth.



Jeanette Voland and Patty Wagner staffing the booth.



OX5 2020 Reunion Information



The 2020 Annual Reunion will be held in Anchorage, Alaska on August 21 – 23, with additional activities to be offered outside of those dates (fishing, sightseeing, etc. and possibly a cruise that Nicole Azzaro may be organizing). More details to come in the next newsletter. You can also follow details on ox5.org or our Facebook page - OX5 Aviation Pioneers. (Rich Wilbur)

Congratulations Jim Beisner



**Ohio Wing Meeting presenting Jim Beisner his National Hall of Fame Honor
(Photos Furnished By Tim Pinkerton)**





Message From The Officers



President's Message:

Hello All,

I have been thinking about a story that I heard a few years back about our famous engine. It is set around 1927. Several airplane builders were using the WWI surplus engines for their upstart airplane building factories. They sold brand new OX-5 engines for \$250. Anyway there was a story that was started that there was going to be a shortage of the OX-5 engines. These engines had been sitting in crates since the end of the war. Many where junked out. I was told that an Army Air Corps base near Chicago buried thousands on the air base near there. Anyway back to the story. The scare was started to justify the \$500 price increase for the planes being built at the time. Interesting the story of the supply loss was preceded by Clayton Brukner of WACO buying a large supply of the OX-5 engines. Some think the story came out of Troy! Clayton!!!!!!! Builders of Alexander "Eaglerock" and the "Laird" moved away from the OX-5 because of this story. They went with the more modern higher powered radials. True Story!



Ohio has been busy with project work. The WACO museum has two videos that were put together by member Bill Kessler telling the story of the WACO 4 building and flying. The second one is on the impact of the OX-5 on aviation. This and the display boards will complete the OX-5 Corner of the museum. The running display engine that Jim Beisner has been working on is getting close. The WACO 10 is ready to fly the long cross country to Troy (4 miles).



WACO 4

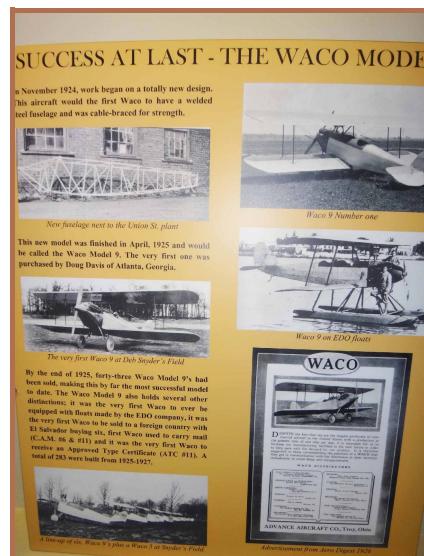
WACO Museum Display



OX-5 Display

Scholarship News

It has been busy here in Ohio. We will be giving out four scholarships this year. \$1000 goes to Kathern Grasley of Maryland. \$500 to Robert Sincrope of Pennsylvania, Joe Hickey and Stephen Schlager of the Dayton Area. One young lady and three young men, all seeking to work in the aviation field,



One Of 5 Story Boards Going On The Wall.

Presidents Message - Continued

On a sad note we lost a great member in the Spring. Norm Brush a long time member of the "Glenn Curtiss Wing" was put up for the National Hall of Fame wall at the Curtiss Museum just before he passed. He was told his name would be on the wall. Norm was a great guy and will be missed. We would be hard pressed to get everything he has done for the museum in this newsletter. Tailwinds my friend.

Our friends at Midwest Florida Wing are going to put a new roof on their building and are looking for donations for this project. Anything will help!

Midwest Florida Wing Club House



Nicole Azzaro, Midwest Florida Wing Secretary & National Governor has alerted us to the following information. Over the next couple months we are going to get a quote to replace the roof on the OX-5 building in Lakeland. As you can imagine, this will be a costly project. We are soliciting donations to help defray this expense. Thank you in advance for your consideration.

Donations may be sent to Nicole Azzaro, National Governor, 13635 Brandi Dawn Drive, Lakeland, FL 33809.

POTNOX-5
Tim Pinkerton
National OX5 President
937-542-1376
wacopinky@aol.com

Treasurer's Message:

Good-bye summer!! No more lazy days and late sunsets. The 15 Memorial Day tornadoes (one level 3 landed 300 yards away from us) heavy rains, and a record heat wave will not be missed. We are so very thankful no one got hurt.



Not quite ready for the shorter days but looking forward to the cool nights. I enjoyed my time at Oshkosh visiting the National Park area and volunteering both in the women in aviation booth and OX5 area. I will miss the sound of the OX5 engine starting up every day at 11:00 – surrounded by a crowd drawn by the unique sound. I will have to settle for walking by the new OX5 exhibit at the WACO museum – sensors activate the video and the sound of the OX5 fires up.

We are leaving soon to visit the Western Antique Aeroplane and Automobile Museum (WAAAM) in Hood River, Oregon during their annual fly-in. We will visit with our Stearman and its new WACO friends and look at an OX5 engine or two or three or four.....

Hope you enjoyed your summer. Any stories or pictures you want to share?

Thanks for all your support...

Patty Wagner

National OX5 Treasurer
937-999-9594
nc7444h@aol.com

Secretary's Message:

Greetings OX5 Members & Friends:



We have had an interesting summer season in Wisconsin. The early part of the season brought us quite a bit of rain and the farmers had a hard time getting their crops planted. This also impacted the start of AirVenture especially for aircraft parking and camping. The weather settled down after the start of AirVenture and things seemed to run smoothly from that point on.

Sadly we have lost several OX5 members this year and I have tried to include the information regarding their colorful careers in this Newsletter. There have been numerous aviation activities in our area and we have taken every opportunity to run our OX5 demonstration engine. The interesting thing for the viewers is that it starts right off and runs smoothly thanks to our Wisconsin Wing VP Dave Hedgecock. As I am writing this, we are preparing to take the demonstration engine to Broadhead, Wisconsin for the Antique Aircraft Fly-In.

I am looking forward to seeing the new OX5 display at the WACO Museum. The pictures look quite impressive. Best wishes and Happy Memories.

Don Voland
National OX5 Secretary
262-642-3115
aerooptics@aerooptics.com



Donations



We want to acknowledge the many generous donations that our Life and Regular Members have sent in for the 2020 membership year. These donations allow the Organization to reach out to the public through our Scholarship Programs, Wing Newsletters, and Aviation Displays at Sun-n-Fun, AirVenture, and the Waco Museum. Thank you all for being a special part of this great Organization.

Eldon Bankson

Elizabeth Dinan

Thomas R. Maines Jr.

Harold Pfrender

James H. Rollison

Charles H. Heide



Folded Wings



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

Robert Engels

Stu Ramstad

Fred Walatka

Eugene Weiler

Lawrence P. McCarthy

Ralph A. Hiller

Marvin E. Easter

Oren Hudson Jr. (1920 - 2019):



Oren Benton Hudson Jr. died in his sleep May 14, 2019, at Providence Hospital in Anchorage, Alaska. He was 98. Oren was born in Stockton, Mo., on the June 9, 1920, to Anna and Oren Hudson Sr. The eldest of three, he is survived by sister, Mildred O'Brien and preceded in death by sister, Juanita Hudson.

Oren achieved his airplane pilot license in 1937 and began his flying career at Stapleton Field in Denver, Colo. From there, he flew throughout the Midwest as a commercial and corporate pilot. In 1941, he enlisted in the U.S. Air Force and spent three years as an aircraft mechanic and pilot. Among many others he flew Piper's J3 Cub as a flight instructor for the World War II Civilian Pilot Training Program, did flight testing on Boeing's Stearman, flew DC3's for TWA and a Beechcraft Staggerwing for a national clothing store. In 1946, he delivered his first of many aircraft to Alaska, landing on the Chena River in Fairbanks. "I liked the country and I liked the people, so I stayed."

While operating his rural Alaskan flying service he met Ruth Grover, an adventuresome nurse from Idaho. They were married in 1951, and settled in the small cabin they'd built in the village of Nondalton. From there and the nearby village of Iliamna they operated Iliamna Air Taxi until 1966, and Hudson Air Taxi at Merrill Field in Anchorage for many years thereafter. Oren and Ruth had three children: Kerry, Kent and Guy. Oren spent more than 40,000 hours flying a wide variety of small aircraft. His orange and grey Cessna 170, V-tailed Beechcraft Bonanza or his venerable old Grumman Widgeon were in the air on near every flyable day. Oren had enjoyed riding motorcycles since his first in 1936. He and a group of Alaskan friends would ride often, rain or shine. He had ridden between Anchorage and Patagonia, his and Ruth's southern Arizona winter home, several times.

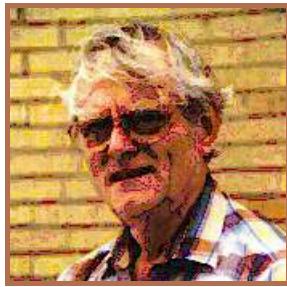
Though he loved to fly and enjoyed riding his motorcycle, his greatest pleasure was in the association with his clients, many friends, family and acquaintances. He was a member of the Mormon Church, the American Bonanza

(Folded Wings Continued)

Society, a lifetime member of the Quiet Birdmen and served as the local and national president of the OX5 Aviation Pioneers. In 2015, he was inducted into the Alaskan Aviation Hall of Fame.

Oren is survived by his sister; three children; nine grandchildren; and eight great grandchildren. He is preceded in death by granddaughter, Jana Lee West; sister, Juanita; and his wife of 56 years, Ruth Grover Hudson. A Celebration of Life will be held on June 9, 2019, at 3 p.m. in the Alaska Aviation Heritage Museum, 4721 Aircraft Drive in Anchorage. Published in Anchorage Daily News on May 19, 2019

Sam Snyder:



Sam's wife, Kay, reports that Sam Snyder flew west May 16, 2019. He had been a member of our OX5 KS Wing Board of Governors. Sam had been 1st Vice Pres, and also President. Sam was the recipient of an OX5 Award. He was a regular at both Board and General meetings, as well as many other aviation functions. He was a member of aviation organizations. He volunteered at the Kansas Aviation Museum, helping to restore a 1927 Swallow. Sam was an engineer, pilot and aircraft mechanic. He was a valuable asset to OX-5, specific aviation progress, and aviation success in general. - OX5 Kansas Wing News

Richard E. Kirkland:



Richard Kirkland flew west March 21, 2019. He is survived by his wife, Darlene, and four daughters. Richard was a graduate of Kansas State, then moved to Wichita to be in the Missile Division of Beech Aircraft. He received his pilot's license in the Beech Flying Club. He was a member of EAA and was very active in starting EAA's Young Eagles Program. He gave children rides in his Cessna 150 and his Clipped Wing Cubby. Richard was a member of the OX5 KS Wing and had been a member of the KS Wing Board of Governors. Richard was acquainted with Francis "Gary" Powers, U-2 pilot who was captured by the Russians. - OX5 Kansas Wing News



Website News



CALL FOR CONTENT

Our OX5 website has recorded 119,806 hits since going online, which indicates that people are interested and browsing our website. Of course, keeping it fresh and having good content is the main issue.

Therefore, we are requesting that you send us your items for content, such as personal events, Wing events and meetings, short stories about early flying relatives, old pictures and projects you are working on.

Photos of restoration projects are always interesting to people. Update us on the reconstruction and maiden flights.

We focus on history, but current events works great to keep people interested.

Send as much information as possible. Names, dates, etc. We will edit for publication.

Dennis G Yerkey, National Governor, Webmaster



Wing Struts



Glenn Curtiss Wing:

Wendy Smith reported about the following trip to the Golden Age Air Museum and Airshow.

Airshow Trip Curtiss Wing OX5 group June 15th 2019.

We all enjoyed a great day at the Golden Age Air Museum's Airshow in Bethel, PA at Grimes airfield. There were 19 members and guests that journeyed the 3.5 hours south to see some amazing vintage airplanes and cars put on quite a show! The aircraft are normally housed and maintained in the three museum hangers along with two OX5 engines. They were all out on the airfield waiting to perform in the airshow when we arrived. Most of the airplanes that performed were from the 1916's to 1930's. Even the Red Baron was there in his Fokker Triplane to demonstrate military maneuvers with two other military aircraft. It was a wonderful afternoon to get lost in aviation of the past, the Golden Age. Of course the last performance of the day, to bring us back to modern day aviation, was an amazing aerobatic performance by a Christian Eagle biplane.



Kansas Wing:

Harold Walter, Wing President reported about their meeting on June 15, 2019. The program will feature Harry Clements making a presentation entitled, "A Detour Happened on the Way to Mars!"



The launch of U.S. manned missions to Mars began in the 1960's - before we even went to the Moon - with the development and testing of the solid propellant rocket motors for the launch itself. Mr. Clements was General Manager of the Division that produced the nozzles for several motors in the developing series - including the final one, which was the largest rocket motor ever built and tested in the world: handling nearly six million pounds of thrust. That's enough to lift 1200 loaded cars. The ultimate customer was NASA, who after that successful static test decided having men go to Mars was no longer an immediate objective of the administration and cancelled the launch motor project. This presentation will cover the fascinating story of the huge facility required, the technical problems overcome, and getting that nozzle from California to Florida for firing.

Wisconsin Wing:

A note from Wisconsin Wing Member Chuck Heide:

Through the years we have had annual gatherings at my airstrip of the employees of our little company Vesta, in Franklin, WI. Then we merged with the local members of the OX-5 Pioneers and pilots. In June of this year we had a gathering at the Biergarten, Petrifying Springs near Kenosha, Wisconsin..

(Wing Struts Continued)

Then I got a call from Bill Knauz a long time OX5 member who said, "Chuck, I had such a good time at the Biergarten, I want another gathering, but this time at my hanger at the Kenosha, Wisconsin Airport. " To which I said "can I bring my gang" and he said sure!

The organizing of tables and food was managed by Sharen and others of his staff. It develops that Bill has had the **Stick and Rudder** group of the Kenosha Pilots Association gather at his hanger for 10 years or more. Bill, THANK YOU FOR LETTING OUR GROUP COME THIS TIME! The pictures show everyone having a good time.



Bill Knauz - Our Gracious Host



Bill Knauz & Chuck Heide

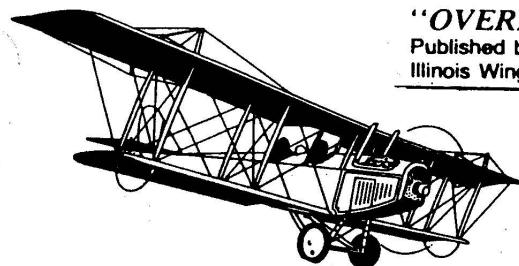
(Photos & Text - Chuck Heide)



**Dave Hedgecock Running
The OX5 Engine For The
Group.**



Old News Stories From The Illinois Wing



"OVERHEAD JIGGLES"

Published by and for the members of the
Illinois Wing OX-5 Aviation Pioneers.

JUNE 1988

LUNCHEON MEETING - SUNDAY, JUNE 12, 1988
ENGINE WARM-UP: 1:00 P.M.
CHOW TIME: 2:00 P.M.

SEND YOUR RESERVATIONS TO: Bill Hlavacek
OR PHONE: 7025 W. Keeney
312-967-8655 Niles, Ill. 60648

LOUIS' RESTAURANT, 351 E. Lake St., Addison, Ill. One mile west of Rt. 83
on the south side of Lake St.

WAY BACK TO 1930

A big aviation event of 1930, at least up in our neck of the woods..was the National Air Races held at Curtis Renold's Airport, Glenview Ill., Aug. 23 - Sept. 1. The airport was then one year old and the latest thing in airports in 1930. It was a non-runway field, 4000x4000 ft. with the student field separate from the main airport. This airport was taken over later by the Navy and is the Glenview Naval Base today. The show was managed by Shorty Schroeder probably best known for his high altitude testing of superchargers when in the military service. I'm sure we all remember the story of how his eyes froze during one of these tests and he spun several miles before he regained his sight and was able to pull out in time. It was just a short time ago that I was to learn that our own Pop West was a good friend of Maj. Schroeder and worked with him when they were both in the service. The meet has many cross country races from all over the country end there, plus any number of pylon races including the Thompson Trophy Race. And our little eager beaver Cham-Chum Rae was there got get his share. Roger made eight chute jumps during the meet along with our old pals Joe Crane and Vern Stewart.

Roger was also in some races and dead stick landing contest but he didn't always have his own way. It seems that there was this young upstart from out Kansas way by the name of Harold Neumann that gave poor Roger all kinds of trouble. These two antiques both, now have antique planes, Roger a Fairchild 24 and Harold has started to antagonize the sky with his Monocoupe. It's a good thing they were both with TWA later because they would probably have been caught playing "chicken" with their company's equipment. The late Frank Hawks had a plane there with one of those new fangled propellers that could reverse pitch. Several times each day he would demonstrate its action by taxiing forward then backing up. Some of the old timers saw an airplane back up for the first time and went straight out and took the pledge.

Most of the well known aviation people participated in the various events and the meet was visited by others, one of them Charles Lindbergh. I can remember such names as John Livingston, Wiley Post, Art Goebel, Bill Brook, Roscoe Turney, Ed Heath, Art Chester, Freddie Lund, Steve Wittman, Ben Howard, Wm. Ong, Casey Jones, R. T. Quimby, E. M. Laird, James Haizlip, Chas. Holman, Geo. Haldeman, Art Davis, Doug Davis, Lowell Bayles, M. C. Meigs, Hoot Gibson and many others.

Many events were for the gals and we can remember such names as Gladys O'Donnell, Phoebe Omile, Laura Ingalls, May Haizlip, Betty Lund, Opel Kunz, Margery Doig, Ruth Nichols, Charity Longdon, and I know that I have forgotten on a bunch of names of both men and women.

Beside the acrobatic contests, there was balloon bursting, dead stick contests, glider flying and even an amphibian race. Unfortunately, there were three fatal crashes during the air races. One of them was A. H. Page who crashed on the next to the last lap of the Thompson Trophy Race. Page was using a Curtis Hawk with....the lower wings removed. The race was won that year by Chas. Holman in a Laird.

Many aviation events took place in 1930, some of them important, others like the Hunter brothers and the Dale Jackson and Forest O'Brien refueling in the air duration flights, publicity stunts. The transcontinental speed record was broken 8 times during 1930. Mr. & Mrs. Lindbergh held it at the end of that year, their time from coast to coast was 14 hrs. and 45 min. flying a Lockheed Sirius.

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



Web Site: www.ox5.org

Attention Regular OX5 Members - Dues Renewal Time - The annual dues year starts January 1, 2020 and extends to December 31, 2020. Regular Members who have not paid their dues by April 1, 2020 will be considered as "not in good standing". Regular Members who have not paid their dues for the past two years will be removed from the Master Membership List.