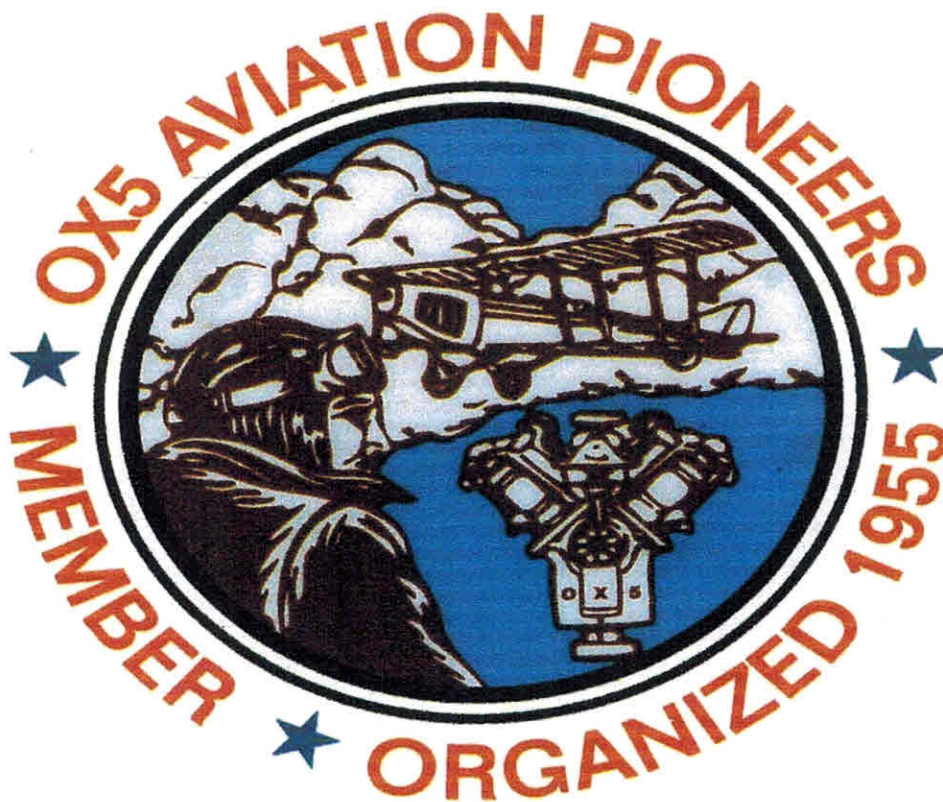




*The Wright Brothers Welcome You*



Dayton, Ohio

October 8 – 10, 2015

**60<sup>TH</sup> NATIONAL ANNUAL REUNION**



## OX5 AVIATION PIONEERS

**PO Box 769, Troy, Ohio 45373**

501 (c)(3) Non-Profit Pennsylvania Corporation

### **Troy Ohio Office:**

PO Box 769

Troy, Ohio 45373

James Beisner, Secretary

Janet Barnard, Treasurer

### **East Troy, Wisconsin Office:**

N8680 Stone School Road

East Troy, Wisconsin 53120-2334

Donald Volland, President

### A Welcome Note From Your President

Greetings to all of the attendees at the 60<sup>th</sup> annual reunion of the OX5 Aviation Pioneers. I have seen a definite change in the focus of this Organization since becoming a member many years ago. We are certainly in a transition mode and I welcome that positive direction of thinking. At the start of this Organization, the focus was directed mostly toward the social aspect for people with a common set of skills and experiences. I am pleased to see that our focus has expanded to include educational outreach programs along with members who are interested in preserving OX5 engines and the documents of our aviation history.

There is a great program planned for your enjoyment during the next few days and I know you will find a warm welcome in the Dayton, Ohio area. This is definitely an important source of aviation history. During your 60<sup>th</sup> annual reunion, I know that you will share your interesting aviation stories and renew old friendships. You will also have a chance to meet new friends and tell them of your aviation experiences as well as to hear their stories. Enjoy yourself and please share your ideas of how we can make this Organization serve its members and our communities better in telling our aviation history story. The general membership meeting is scheduled for Saturday afternoon during the reunion and I look forward to seeing you there.

Best wishes and happy memories.

Donald R. Volland  
National OX5 President





**Donald Voland, 2015 Pres**  
N8680 Stone School Road  
East Troy, WI 53120

262-642-3115  
[aerooptics@aerooptics.com](mailto:aerooptics@aerooptics.com)



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Fort Mill, SC 29715

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eMail N/A



**James Beisner, 2015 Sec**  
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Troy, Ohio 45373-9294

937-554-6599  
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**Janet Barnard, Gov, Treas**  
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**Janet Barnard**  
Newsletter Editor



**Dennis Yerkey**  
Webmaster



Word of the OX5 Club began to spread like wildfire. By the end of 1956, the total membership was 990. At the end of 1957 the membership was up to 4,249 (The largest growth year). Membership also spread to several foreign countries. To date we have enrolled over 12,000 members.

Wing charters were issued with the District of Columbia receiving Charter #1, Virginia, Charter #2, California, Charter #3 and Florida, Charter#4. By the end of 1957, twenty-two wings had been chartered.

On May 15, 1971, the OX5 Aviation Pioneers Hall of Fame was inaugurated. A long time dream of Johnny Evans of Pennsylvania, and one of the founding members, the Hall of Fame was made an important part of the OX5 Aviation Pioneers by then president, Karl E. Voelter of Florida. Since then, 150 distinguished aviation people who have contributed significantly to the progress, growth, or safety of aviation on a national scale, have been honored for their exploits. The Hall of Fame has attracted attention throughout the world and has contributed immeasurably to the prestige and prominence of the OX5 Aviation Pioneers.

In addition, the OX5 Aviation Pioneers conduct an Awards Program which also pays tribute to the outstanding contributions of its members.

Each year a national reunion of OX5 Aviation Pioneers is hosted by one of the Wings in the organization. The reunions attract much attention as many members travel from all parts of the country to gather and renew old acquaintances and relive the golden days of yore.



Jack Morris, Charlie Carroll, Pete Goff



**THE OHIO WING WELCOMES EVERYONE TO DAYTON!**

**Enjoy your stay!**



**The Ohio Wing is getting close to flying a restored 1928 WACO-10, OX5-powered aircraft. This airplane has not flown since the 1940s.**

**Thanks to Ohio Wing Members who have helped in the restoration:**

**Steve and Marla Boone, Janet Barnard, Jim Beisner, Russ Berry, and Tim Pinkerton**

**THANK YOU FOR HOSTING THE 60<sup>TH</sup> ANNUAL REUNION**

## **WELCOME OX5 AVIATION PIONEERS ~ FROM THE KANSAS WING**

### **HALL OF FAME -- KANSAS**

WALTER BEECH  
CLYDE CESSNA  
LLOYD STEARMAN  
J EARL SHAEFER  
DWANE WALLACE  
WILLIAM P LEAR  
ELTON ROWLEY  
RICHARD F SHOLTZ  
JOE & HOWARD FUNK  
DAVE BLANTON  
MORTON "MORT" BROWN  
CLIFFORD "CLIFF" DONNELLY  
ALEXANDER N PETROFF  
MARGUERITE LAWRENCE

### **OX5 KANSAS WING**

HAROLD WALTER, PRES  
SAM SNYDER, 1<sup>ST</sup> V PRES  
JOE LATAS, 2<sup>ND</sup> V PRES  
JAY McLEOD, SEC  
JOANN BAILEY, TREAS  
BOBBIE WALTER, GOV  
DOUG MOLER, GOV

### **NEWSLETTER**

HAROLD WALTER  
BOBBIE WALTER



Stearman 4D—Texaco 11—Kansas Aviation Museum



Beech Starship prototype on very early flight



First woman Air Traffic Controller—  
Mary Chance Van Scyoc

60<sup>TH</sup> 2015

**KANSAS – THE BIRTHPLACE OF MORE THAN 30 AIRCRAFT COMPANIES  
OVER THE YEARS**



# **THE INDIANA WING WELCOMES OX5 AVIATION PIONEERS**

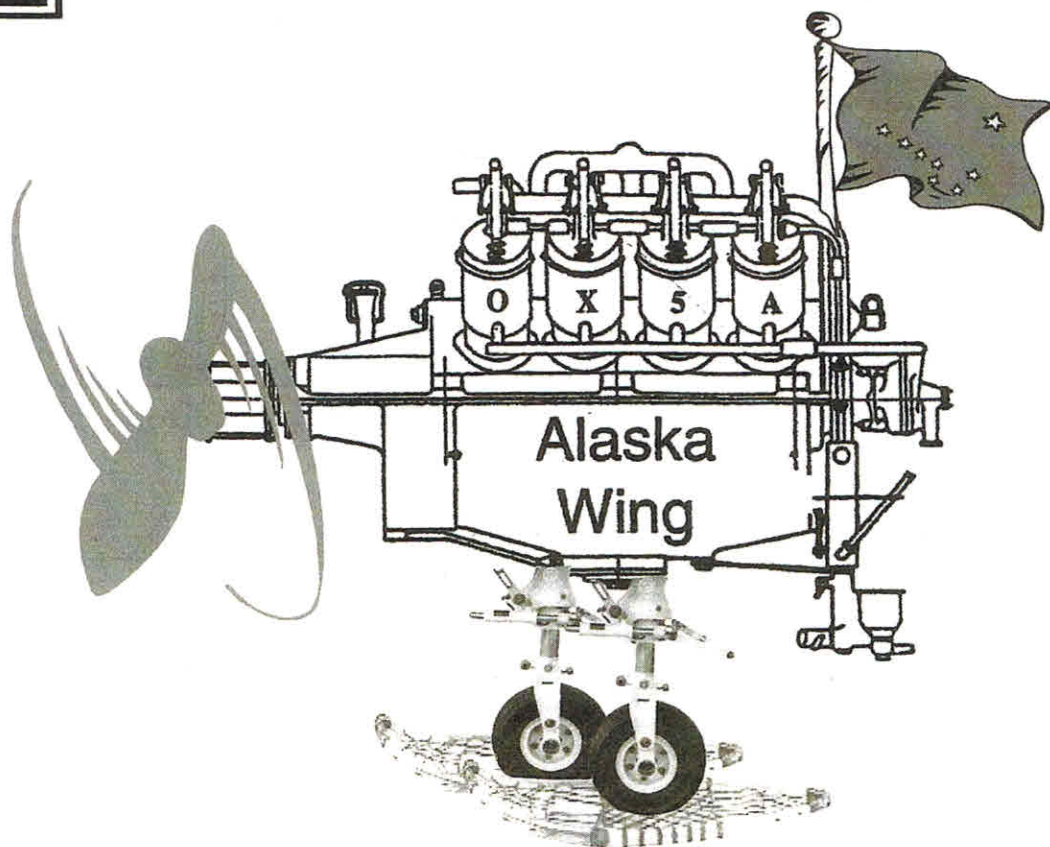


**It was our pleasure to host the 58<sup>th</sup> Annual Reunion.**

Pictured L-R: Ron Gilbert, Jim Beisner, Dawn Brier, Linda Stout, Dale Etherington, Dave Stout, Roger Myers, Charlie Brier and Jim Coy.

**Our best wishes to all attending the  
60<sup>th</sup> Annual Reunion  
October 8-10, 2015  
Englewood, Ohio**

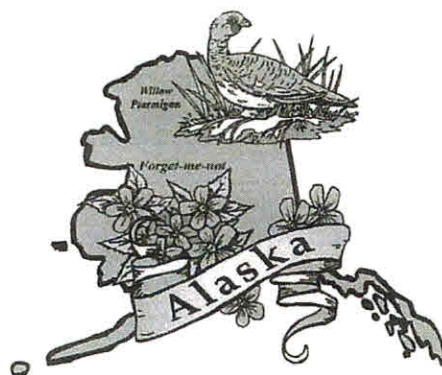
*Indiana Wing Members:* Charlie Brier, Dawn Brier, Lawrence Coles, Jim Coy, Sandy Coy, John DeLong, Dale Etherington, Reta Gilbert, Ronald Gilbert, Sam Habit, Richard Kirk, James Lanning, Roger Myers, Dave Stout & Linda Stout.



The Officers and Members of the  
**Alaska Wing OX5** extend a very happy  
**"Greetings from the Great Land"** to  
all OX5 Members everywhere.  
Wishing everyone **"Happy Landings"**.

#### **OFFICERS ~**

Oren B. Hudson, President  
William Hately, 1st Vice President  
Fred R. Richards, Wing Treasurer  
Warren Polsky, Wing Secretary





SATURDAY, OCTOBER 10, 2015

Breakfast – member's choice. Free breakfast available to guests of the hotel in the lobby.

8:45 a.m. Meet in Hotel Lobby

9:00 a.m. Depart in Vans for Carillon Historical Park in Dayton

10:00 a.m. Group 1, tour of Hawthorn Hill (Wright Brothers' Home)

11:30 a.m. Carillon Brewing Company, 1850s style brewery and restaurant, hearty German-style fare. Lunch. Purchase on your own.

(A tour may be available of the working brewery)

12:30 p.m. Group 2, tour of Hawthorn Hill (Wright Brothers' Home)

3:00 p.m. Depart Carillon Historical Park

3:30 p.m. Return to Hotel Lobby

4:30 p.m. General Membership Meeting, Banquet Room

6:00 p.m. – 9:00 p.m. Banquet at Hotel, Courtesy of National OX5



## **60<sup>th</sup> OX5 Aviation Pioneers Banquet**

**Welcome** - Don Voland, National OX5 President

**Pledge of Allegiance** - Tim Pinkerton, Ohio Wing President

**Moment of Silence** - Tim Pinkerton, Ohio Wing President

### **Banquet**

**Guest Speaker:** Nick Engler, Wright Brothers' Aeroplane Company

### **Awards:**

**Hall of Fame:** Jimmy Rinehart

**Hall of Fame:** Jack Sommers

**Hall of Fame:** Norman Armburst

**Presenter of Hall of Fame Awards:** Don Voland, National OX5 President

**Legion of Merit:** Steve Alcorn

**Presenter:** Bob Wagner, Ohio Wing

**Pioneer Woman:** Joann Alcorn

**Presenter:** Patty Wagner, Ohio Wing

**Special Merit Service Award:** George Vose

**Presenter:** Dennis Yerkey, Secretary Cliff Ball Wing

**Special Merit Service Award:** Oren Hudson

**Presenter:** Janet Barnard, National OX5 Treasurer/Office Manager

**President's Award:** Dennis Yerkey

**Presenter:** Don Voland, National OX5 President

**Door Prizes:** Jim Beisner, National OX5 Secretary



## Hall of Fame --- John E. (Jack) Sommers



Jack Sommers started his aviation career in 1917 in the US Naval Flying Corps with the rank of Ensign. In 1920 he barnstormed in a Curtis Flying Boat during summer vacation from the University of Michigan. After graduation from the University of Michigan in 1922 with a bachelor's degree in Aeronautical Engineering, he worked for the Packard Motor Company and built a prototype of a new airplane engine designed at Wright Field. Jack worked with a family business for 4 years and then returned to aviation as an Airways Extension Superintendent when the Bureau of Air Commerce was first organized. This was during a time when many municipalities needed help establishing airports. John was selected to assist with the site selection, grading, drainage, paving and the safety and economic aspects of operation. He worked on the early stages of establishing airports in Newark, Pittsburgh, Los Angeles, and San Francisco. In 1933 John was assigned to aeronautical inspection work which aided him with his investigation of the Hindenburg crash in 1937.

He was selected as the Regional Manager of the First Region of the Civil Aeronautics Authority from 1938-1940. In this capacity he integrated various activities of civil aviation that resulted in much-needed coordination of related functions and a more efficient cohesive organization. In July of 1940 the Civil Aeronautics Authority was reorganized into the Civil Aeronautics Administration. John continued his position as Regional Manager of the First Region (the original thirteen states), headquartered in New York City. At the beginning of World War II, John was assigned to the Washington, DC office as Deputy Administrator of the CAA and remained in that position during the war. When he was assigned the position of Assistant Administrator in 1944, he was sent to Spain on a special mission to survey and report on facilities needed for the American carriers to start international operations. John also assisted the Air Force on establishing navigation and communication facilities across Spain and Portugal for transfer of troops and equipment to the Pacific Theater.

In 1945 John was assigned as Civil Air Advisor to the Office of Military Government in Germany at the request of General Clay, the deputy Military Governor of Germany. In Germany, he worked closely with Major General Harper, the Armed Forces member on the Allied Control Council, and participated in the meetings that resulted in the agreement on the Air Corridors, which later proved to be the only out in the Blockade of Berlin.

## **Legion of Merit---Steve Alcorn**

I rode a bicycle to the airport at nine years old. Mr. Leonard Hartley offered me a ride. I told my mother I went for an airplane ride and said that I wanted to be a pilot. She replied "airplanes are dangerous. Do not do that again." That was my inspiration!

First flying lesson, July Fourth, 1968. I washed an airplane for ½ hr. dual instruction. I managed \$1.98 to purchase a log book.

I worked weekends and after school. A week's labor got me ½ hr. rental of a Taylorcraft BC12D. At 15 years 11 months I was ready to officially learn to fly I had plenty of aircraft rental earned. I did not have a flight instructor, nor could I afford one.

Mr. Gerry Milburn, Chief Pilot for Allegheny Airlines stepped up and was my flight instructor. I had no Money to pay him. Gerry worked with me and I soloed at 16 years old.

I went on to earn my A&P ratings while working as an apprentice.

The next 40 years would be full of aviating adventures: Flying the Red Baron Stearman, landing a Piper Cub on the car in airshows, and flight instructing in a T-6 and Pitts Special.

I have been very fortunate to have met and continue to meet wonderful people in aviation.

I currently work with JoAnne and operate DME Services in Winter Haven, Florida as an FAA Designated Mechanic Examiner.



Steve and Joann Alcorn

## **Pioneer Woman---Joann Alcorn**

I'd always been fascinated with flight. I took every opportunity to take rides or flights in airplanes and helicopters and balloons, and even a two seat ultralight but never thought to learn how to fly myself. Then at 52 I began thinking about retirement and what I'd do after retirement. I was stumped but I knew something would show itself. Then an advertisement was placed in my mailbox "Learn to Fly". That was it.....I would learn to fly. That started my trip into aviation.

Single, working, I took lessons and bought an airplane, a new Skyhawk named "Precious". Then the fateful day while helping at the airport, I met the man who would change my life, Steve Alcorn. Licensed, with airplane, and now with a mentor and future partner I really started learning how to fly. Especially cross



## Special Meritorious Service Award --- George P. Vose

George's interest in the OX5 organization began two year before it started, after a precautionary landing at the Latrobe, Pennsylvania Airport in 1954. En route to Texas from Maine that summer, George flew through some very heavy rainfall over the Allegheny Mountains. A sudden rough-running Franklin engine in his Stinson Voyager brought the need for a landing at Latrobe Airport to check things out. He taxied to Charlie Carroll's hangar. It was in this hangar, about two years later, that the "OX5 Club of America" would be born. George read a lot about the OX5 "Club", but thought that he was not eligible for membership since, at that time, he had not flown behind an OX5 engine.

A number of years later, during a visit with his early flight instructor in State College, Pennsylvania; George learned that his "stint with the NYA (National Youth Association) at the Bellefonte Airport as a teen-ager qualified my membership because we had overhauled an OX5 engine of a Waco 10. Thus I was able to join under the original rules."

George later purchased 1,600 acres of ranch land in south Brewster County, Texas. This property later became the "Taurus Mesa Air Ranch" where pilots from all over purchased tracts adjacent to bladed runways and taxiways. A monthly newsletter, the Taurus Mesa Update began. "In the late 1990s I was asked by the President of the OX5 Texas Wing to produce a quarterly Texas Wing newsletter. I accepted the job and, as of this date, (September 2015), sixty-six issues of the quarterly OX5 Texas Wing Newsletter have been printed together with the monthly "Taurus Mesa Update", that's a **total of about 446** aviation-themed newsletter in thirty years – using lots of color ink cartridges and many reams of 28-lb paper envelopes and stamps."

George has "printing in his blood". He was named after his Great Grandfather, George Parlin, who stated the weekly "Machias Union" newspaper in Machias, Maine in 1853 (later re-named the "Machias Valley News-Observer") which was in his family for three generations. George says that during high school, he ran the linotype, operated printing presses, and swept floors for \$3.00 per week. "But aviation has always been my first love."

Thank you George for all those wonderful newsletters through the years; we appreciate all that you have done!



## OX5 NATIONAL REUNION

1955 Founded Aug 27, 1955

1956 Williamsport, PA

1957 Kansas City, MO

1958 Los Angeles, CA

1959 Pittsburgh, PA.

1960 Dallas, TX

1961 Wichita, KS

1962 Miami, FL.

1963 Oklahoma City, OK.

1964 Kansas City, MO

1965 Chicago, IL

1966 St. Louis, MO

1967 Birmingham, AL

1968 Pittsburgh, PA

1969 Fort Worth, TX

1970 Fort Wayne, IN

1971 Phoenix, AR

1972 Columbus, OH

1973 Dearborn, MI

1974 Charleston, SC

1975 San Antonio, TX

1976 San Diego, CA

1977 Kansas City, MO

1978 Colorado Springs, CO

1979 Seattle, WA

1980 Baltimore, MD

1981 San Antonio, TX

1982 San Francisco, CA

1983 San Diego, CA

1983 Niagara Falls, NY

1985 Los Angeles, CA

1986 Seattle, WA

1987 Charleston, SC

1988 San Antonio, TX

1989 Wichita, KS

1990 Anchorage, AK

1991 Scottsdale, AR

1992 Oshkosh, WI

1993 Corning, NY

1994 Van Nuys, CA

1995 Oklahoma City, OK

1996 Seattle, WA

1997 Oklahoma City, OK

1998 San Diego, CA

1999 Midland, TX

2000 San Antonio, TX

2001 Scottsdale, AZ

2002 Charleston, SC

2003 Wichita, KS

2004 San Carlos, CA

2005 San Antonio, TX

2006 Denver, CO

2007 Waukesha, WI

2008 Tullahoma, TN

2009 Grapevine, TX

2010 Dayton, OH

2011 Hammondsport, NY

2012 St. Louis, MO

2013 Ft. Wayne, IN

2014 Lakeland, FL

2015 Dayton, OH



## Special Merit Service Award---Oren Hudson



Oren began flight training in 1935. "A big part of my life has been spent with airplanes," Oren says. "Before high school graduation I had a few hours in small aircraft. Each day I would ride my motorcycle over to La Junta College for my ground school training. I soloed in a J2 Taylor Cub at La Junta, Colorado, in 1937." Oren then went on to obtain his commercial license, instructor rating, and aircraft and engine mechanic training. "In 1941 I went to Kansas City for TWA co-pilot training and an instrument rating. I completed all those courses, and even Morris Code training. I could send and receive messages at sixteen words a minute." He did all of this by the time he was 21 years old. Even though he was sharp and competent, TWA felt he was too young to be the head pilot, so most of the flying went to the senior pilots. What flying he did get to do was very repetitive, so he decided he needed to try something different.

He returned to flight instructing where he could fly more and earn more money. As a Civilian Pilot Trainer (CPT Program), which was part of the War Training Service, Oren taught hundreds of pilots over the next few years. According to an article in the Alaska Dispatch News, "Oren trained up to ten pilots at a time with his students flying twice daily, both morning and evening. This flight schedule allowed pilots to complete their flight training in 30 days. Student pilots could experience weather changes throughout the day from morning to night, this exposure taught invaluable lessons from experience. Many of Oren's students returned from the war, having completed over 50 missions."

Oren was a company pilot and was asked to deliver a new Cessna 170 to Fairbanks, Alaska. It was a memorable trip and Oren says, "I liked the country I flew over, I liked the people I talked with, and I liked to fly airplanes, so I stayed!" He decided to start a flying mail delivery business. His business took off and many times his wife Ruth, a registered nurse, would go with him on his flights. They were a valuable team that could provide emergency care in many kinds of weather conditions. They did this for over 50 years.

"I have been flying airplanes for 74 years," reminisces Oren. "I enjoyed the people of Alaska and gave each flight my best. People liked it. My last flight physical was recorded at 36,764 flight hours." At 92 years of age Oren still has three airplanes, a Widgeon, V-tail Bonanza, and a Cessna 170.

Oren has been an active life member of OX5 for over 50 years and also served as National President. Oren states, "As I get older, I continue to enjoy this association as president of the local chapter. The OX5 Aviation Pioneer Club allowed me the opportunity to enjoy many people living the same life style."

#### **Pioneer Woman---Joann Alcorn continued**

country flying. My dream had been to be able to visit my mother in Fargo whenever I wanted and now I could. Indy to Fargo became a well-worn route.

A few years later I learned of the Air Race Classic, the women's transcontinental air race once called The Powder Puff Derby. One race and I was hooked. I've flown 7 races and now am part of the Board of Directors to help promote aviation to women and girls.

Aviation opened a new world for me. To be able to know so many talented people and experience so many unique opportunities is beyond anything I could dream of.

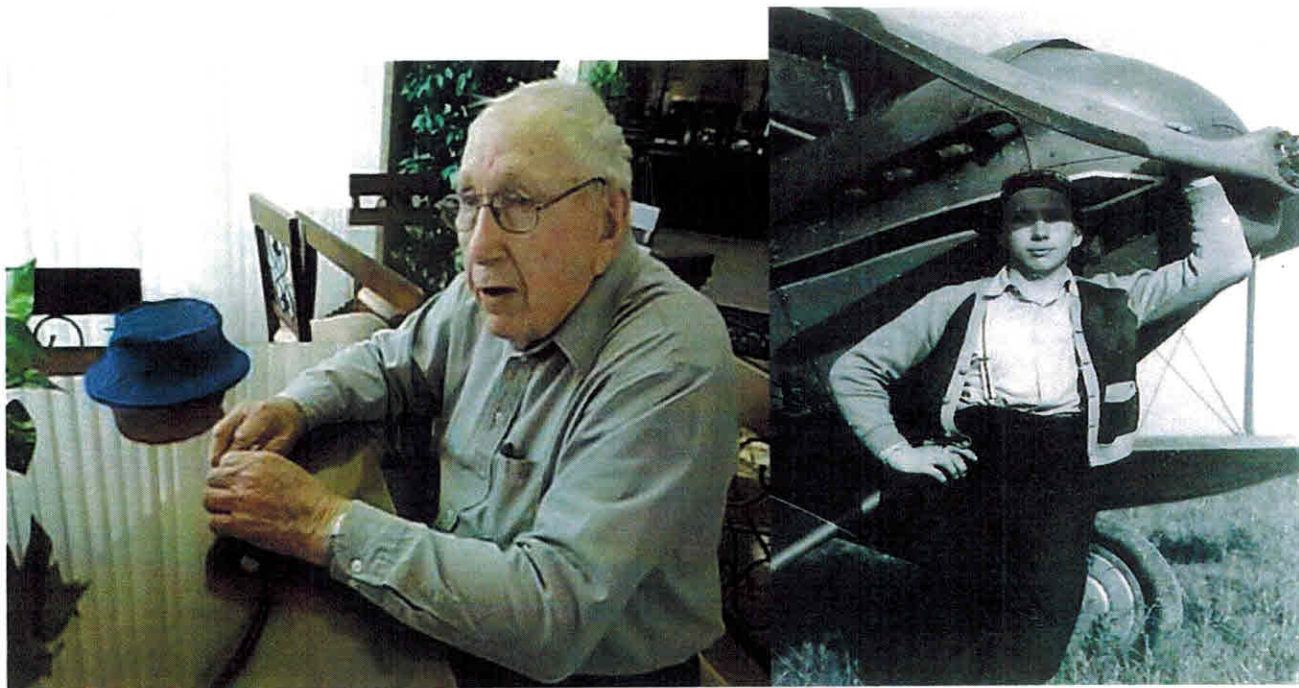
#### **President's Award---Dennis Yerkey**



Dennis Yerkey has been a past National OX5 President, and a past President of the Cliff Ball Wing. Dennis is currently a Governor for the National OX5 Aviation Pioneers, the secretary for the Cliff Ball Wing, and manages the OX5 Aviation Pioneer website.



## Hall of Fame --- Norman A. Armburst



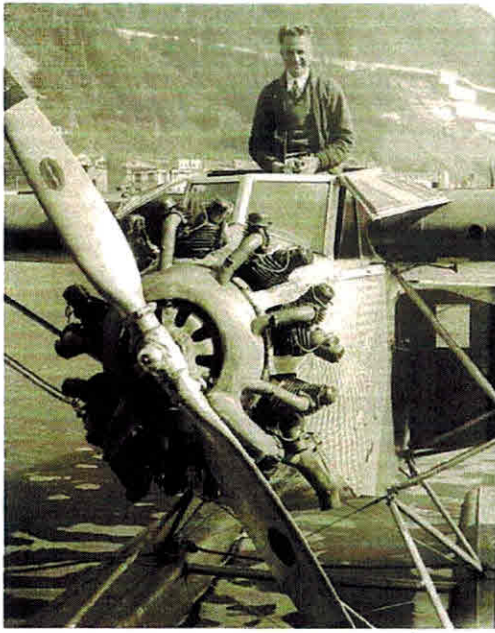
Norman volunteered for duty in the Army Air Corps within a week of Pearl Harbor. Norman was a pilot before the war and loved to fly. He and his brother owned a WACO-10 bi-plane. He trained at Hancock College of Aeronautics in Santa Maria, CA and then on to advance training to Luke Field in Phoenix, AZ where he received his "wings" on January 4, 1943. He was assigned to Pyote Air Base, TX for the B-17 Flying Fortress. He said, "I wanted the smaller, two-engine planes. I had never seen a B-17 before".

He was assigned to the 306<sup>th</sup> Bomb Group at Thurleigh Air Force Base in England. Norman flew 11 missions in the spring and summer of 1943; number 12 would be his last.

On July 26, 1943, Norman was in command of a B-17 that had target in Hanover, Germany. "We were flying off the left wing of the lead plane that day. "We normally fly at 27,500 feet," he said, "but the lead plane was a thousand feet lower because of a faulty supercharger as they approached the target". At that height, all the planes in that group were targets of flack and the German Fighters. Norman heard two things at almost the same instant. Over Hanover, he heard through his intercom, "Bombs away" from the navigator and the sound of a direct flack hit spraying hot shrapnel through his plane. Three crewmen were injured at once by flack, and Norman said all his instruments were knocked out by the flack damage. And then, the engines began to fail. "First engine one went out, then number two, then number three," he said. The crippled plane, limping along at about 18,000 feet on a single engine, was nearly third of the way out of Germany. That's when the last engine caught fire. He gave the order to bail out and landed in a field where German civilians were armed with Lugers. He spent the next two years of his life in Stalag Luft 3-A as a POW.



## Hall of Fame --- Jimmy Rinehart



James Rinehart was born August 13, 1908 in Portland, Oregon. When he was about 13, he went to work as a mechanic in his off school hours for Earl Gray Aviation Company in Seaside Oregon. His pay consisted mostly of used aircraft parts. While still in high school, he built his own plane with parts he had collected. He soloed on 1 November 1925 at Pearson Field, Vancouver, Washington and obtained his Oregon pilot's license. He taught both his parents to fly. He established the first passenger service from Portland to the beaches and was the first pilot to deliver newspapers for the Oregon Daily Journal when that type of service was initiated. In 1927, at 18, he traveled to Wichita, Kansas and purchased a brand new Travel Air. He flew the plane back to Portland following the union Pacific Railroad tracks and barnstorming along the way. He named

the plane; "The City of Roses" and entered the San Francisco to Spokane Air Race. He was the youngest board member of the Portland Aero Club and youngest licensed commercial pilot obtaining certificate

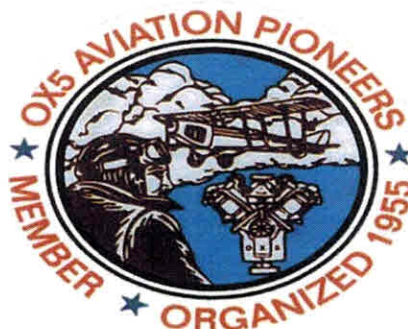
He founded Columbia provided scenic flights, advance aerobatics. endurance record without staying aloft 16 hours and June 28, 1928 in Seaside, concession for Janzen fling wing walkers, racing passengers. After University where he studied pursue a career in Aviation.



number 829 on his 18<sup>th</sup> birthday. Gorge Air Service where he flight instruction and taught Rinehart set the first official world refueling, with the **OX5 motor**; 35 minutes 25 2/10 seconds, on Oregon. He obtained the aviation Beach Amusement Park; Oregon; boats, mock dogfights and graduating from Oregon State medicine, Rinehart decided to He became a flight instructor for

Tex Rankin's flying school in Portland. In 1934 he moved to Alaska to fly as a bush pilot for Alaska Air Transport; he founded both Alaska Seaboard Airlines and Rinehart Seaplane service. During WWII he was a civilian flight instructor with Ryan School of Aeronautics' Hemet Ryan Field, California. After the war Rinehart opened Hemet Flight Academy. In 1948; Rinehart returned to Alaska to accept a position as the resident pilot for Alaska Coastal Airlines in Sitka. In Alaska he was ranked as one of the most experienced and trusted pilots in the region. James Rinehart was killed 4 Nov 1954 when the Grumman Widgeon he was piloting crashed in bad weather near Hoonah, Alaska.





*OX5 Aviation Pioneers*  
*60<sup>th</sup> Anniversary Banquet Dinner*  
*October 10, 2015*

**Seasonal Fresh Green Salad with Assorted Dressings**

**Seven Layer Salad**

**Warm Rolls and Butter**

**Chicken Supreme**

**Beef Tips and Noodles**

**Rosemary Garlic Mashed Potatoes**

**Oven Baked Macaroni and Cheese**

**California Blend Vegetables**

**Assorted Cheese Cakes**

**Anniversary Cake**

**Selection of Assorted Sodas, Teas, Columbia Coffee, and Freshly Brewed Decaffeinated Coffee**

## SCHEDULE OF EVENTS

### 60<sup>th</sup> Annual Reunion OX5 Aviation Pioneers

THURSDAY, OCTOBER 8, 2015

6:00 - 8:00 p.m. Registration and Welcome to the Reunion

FRIDAY, OCTOBER 9, 2015

Breakfast – member's choice. Free breakfast available to guests of the hotel in the lobby.

8:00 - 9:00 a.m. Registration for those not already registered – Hotel Lobby

9:15 a.m. Meet in the Hotel Lobby

9:30 a.m. Board Vans for Tours

10:15 a.m. New Carlisle Airport (Andy Barnhart Memorial Flying Field) : Tour of restorations and projects

11:30 a.m. Lunch at the Airport, courtesy of National OX5 and the Ohio Wing

1:00 p.m. Depart in Vans to travel to Grimes Field

1:45 p.m. Visit the Grimes Field Museum and B-17 restoration project

3:45 p.m. Depart from Grimes Field to return to the Hotel

5:00 p.m. Governor's meeting with light refreshments, Banquet Room.

6:00 - 8:00 p.m. Visiting Time: Hotel Lounge

Dinner on your own.

**\*\*Free transportation within a 3 mile radius is offered by the hotel. There are beautiful Metroparks such as Aullwood Gardens Metropark and Englewood Metropark available for garden viewing, a quiet stroll, or a hike.**



# THE OX5 TEXAS WING



**Extends Best Wishes  
from its Membership  
to all OX5 Aviation Pioneers  
on the 60<sup>th</sup> Anniversary of the OX5**

**In DAYTON, OHIO**

**Oct 8-10, 2015**

2015



2015

## Welcome to the Home Of the Wright Brothers' For the 60<sup>th</sup> National Reunion of the OX5 Aviation Pioneers from the Wisconsin Wing.

2015 Reunion October 8, 9, and 10, 2015 in Englewood, Ohio.

President/Treasurer Don Voland  
Vice President Dennis Mohr  
Secretary Cheryl Dewey

Governing Board Carroll Rands  
Charlie Moelter  
Roy Stuart



OX5 Wisconsin Wing  
New Members of the Hall of Fame

Charlie Dewey\_\_\_\_2008  
Gene Chase\_\_\_\_2008  
Freddie Stripe\_\_\_\_2009  
Don Voland\_\_\_\_2009



Oshkosh, Wisconsin  
Home of the EAA and AirVenture  
Wittman Regional Airport (OSH)

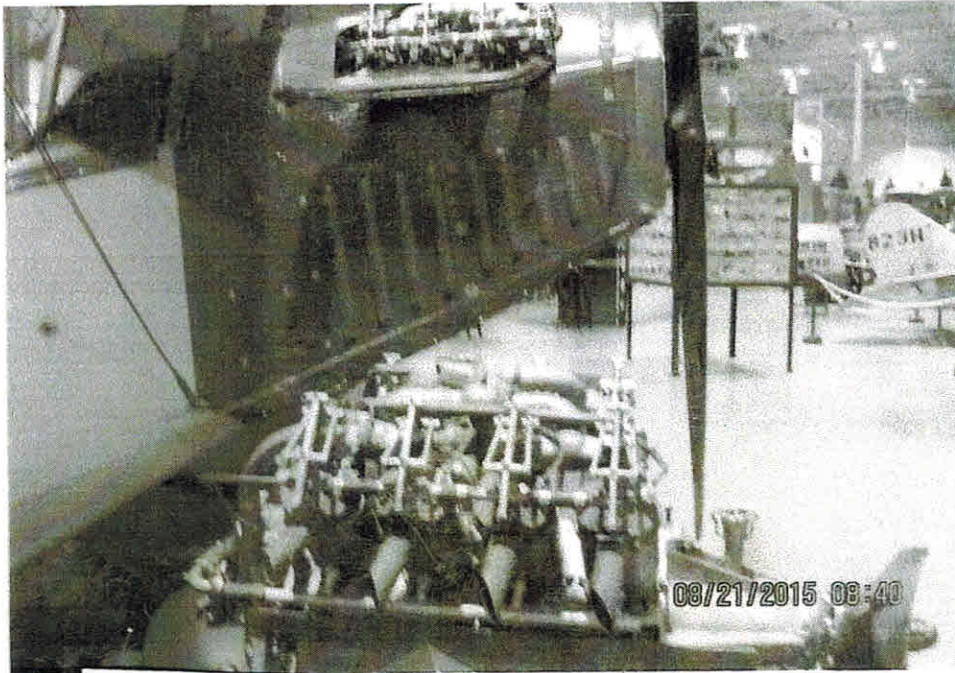
**OX5 Wisconsin Wing**



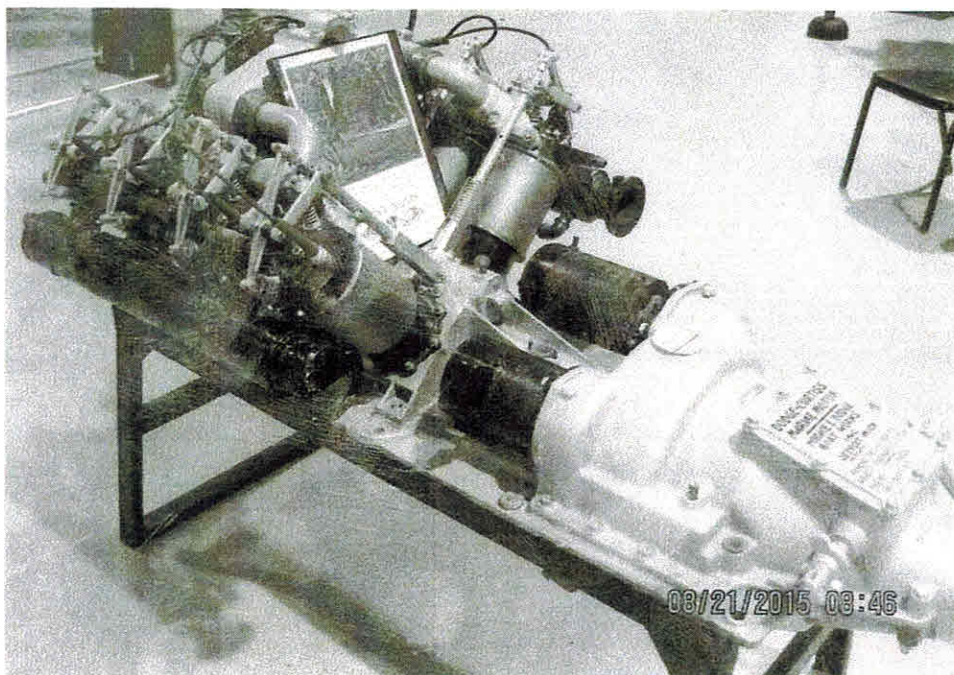


# Congratulations 60<sup>th</sup> OX5 Annual Reunion

Glenn H Curtiss Wing, Hammondsport, NY



OX5 engine in Genny and display OX5 engine



OX5 Marine Dodge Curtiss Conversion

## AN EARLY HISTORY OF THE OX5 AVIATION PIONEERS

Reprinted from the 1992 BLUE BOOK

--Author unknown

In June of 1955, Charlie Carroll, then operator of the Latrobe, Pennsylvania Airport appeared before the Aero Club of Pittsburgh. He approached Gaylord Ball, then Manager of Greater Pittsburgh Airport and President of the Aero Club of Pittsburgh and suggested they arrange a rally for OX5 pilots.

The purpose of the meeting was to round up aviation people, and to honor them for the part they played in laying the foundation of the aviation industry as we know it.

Cliff Ball agreed to spearhead the project, which was, at that time, not expected to be little more than local interest.

Charlie Carroll welcomed the opportunity to host the aviation pioneers and a meeting was arranged at Latrobe airport, with a luncheon, banquet and lodging made available at the Mission Inn.

Word of the rally began to spread. Realizing that there might be a need for a record of those who attended in case another get-together might be desired, Cliff Ball had some temporary forms run off in the office before he left for Latrobe.

Temporary officers were selected at Latrobe until a formal election could be held. Russ Brinkley was appointed President, Clifford Ball was appointed Secretary and Charlie Carroll was appointed Treasurer.

When the affair was over, 87 persons had signed the application form, and 20 more had signed the form and mailed them in, with a total of 107 to form the nucleus of the OX5 Club. At that time the OX5 Club of America came into existence and the parent club became the OX5 Club of Pennsylvania.





## **OX5 AVIATION PIONEERS**

**PO Box 769, Troy, Ohio 45373**

501 (c)(3) Non-Profit Pennsylvania Corporation

### **Troy Ohio Office:**

PO Box 769

Troy, Ohio 45373

James Beisner, Secretary

Janet Barnard, Treasurer

### **East Troy, Wisconsin Office:**

N8680 Stone School Road

East Troy, Wisconsin 53120-2334

Donald Volland, President

Welcome to Dayton, Ohio; the birthplace of aviation!

A bicycle shop, where Wilbur and Orville first dreamed and experimented with kites, gliders, and other things that fly, still stands. You are welcome to stand where they stood and visit their workshop.

As an OX5 Aviation Pioneer, you are part of the prestigious organization that is keeping the legacy alive!

Thanks for being a part of the 60<sup>th</sup> reunion!

Jim Beisner, Secretary



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## AVIATION TRAIL, INC.

Post Office Box 633, Wright Brothers Branch, Dayton, Ohio 45409 (937) 443-0793

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### 60<sup>th</sup> OX5 Aviation Pioneers Annual Reunion

Hello and welcome to the home of the Wright brothers and the "Birthplace of Aviation" from the Aviation Trail, Inc. Board of Trustees.

You are surrounded here in the Dayton area by past aviation history, and as you will soon discover, there were many other aviation pioneers and industry leaders who called the Miami Valley home. You are about to experience first-hand some of their achievements and visions for the future. I think you will find so much of interest that you will be returning again to explore other sites on the Aviation Trail.

We know you will enjoy your stay and can't think of a better way to celebrate your sixty years of OX5 dedication than to be among fellow aviators, airplanes and American aviation history.

Marvin Christian, President  
Aviation Trail, Inc.

As long as men fly...wherever they journey through space...their flights began in Dayton, Ohio The Birthplace of Aviation.



Wilbur  
Wright



Orville Wright

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The Aviation Trail connects 47 historical aviation sites which tell the story of Dayton's and the Miami Valley's significant contributions to flight.

As long as men fly . . . wherever they journey through space . . . their flights began in Dayton, Ohio. *The Birthplace of Aviation.*



