

also spent time in an OX5 and Travelair and OX5 Commandaire.

As clerk Traffic Control Division, was custodian of Washington State's first aircraft NS665K. The Hall of Famer Jack R. Gram was chief pilot in 1933.

He was the coordinator State Aviation Planning under Lacey V. Murrow, director of highways and aeronautics. As founding member, joined Pacific Northwest Aviation Council, now INAC in 1936. Washington State director in 1942 and Idaho director 1944-45.

He became airport manager, of the city of Olympia in 1937. He organized as the general manager F.B.O. Buroker-Hicks Flying Service with H.A. Buroker as chief pilot and shop foreman.

Hicks started non-college C.P.T. flight school in Port Angeles, Washington in 1938. He became the flight school contractor with St. Martin's College, Lacey in Washington, conducting civil pilot training. He was the instructor refresher, primary and secondary programs. He became the founding seventh region member National Aviation Trades Association/NATA from 1942-44. Hicks served as the president and regional governor and national director.

In 1941 he volunteered assisting General Wallace in organizing of the state wing of the Civil Air Patrol. He was sworn in as a Wing executive officer headquartered at the Air National Guard Armory in Spokane, in Washington.

He moved F.B.O. and C.P.T. schools inland to Pasco, Washington and Weeks Field, Coeur d'Alene, Idaho.

Upon completing the mission, he resigned C.A.P. to expand and convert B. & H.F.S. to War Training Service flight school for Second Air Force, Gieger Field, Spokane, Washington conducting cross country, instructor and ferry pilot courses supervising 77 pilots, 26 mechanics and 17 administrative personnel — graduating 1,250 cadets. He was Recipient of the C.A.A. Grasshopper Award.

During the war years he served as aviation advisor to Governors Langlie and Bottolefson of Washington and Idaho.

He dissolved partnership of B. & H.F.S. and former Western Aviation Corporation to activate three war surplus aircraft disposal centers. He also joined Bert Zimmerly in the promotion of Zimmerly Airlines, Idaho's intra-state feeder service.

With others, he became founding stockholder, vice president and director of Empire Airlines in 1944 to acquire assets of Zimmerly Airlines to operate interstate feeder service to 22 cities of Idaho, Oregon, and Washington.

He sold interest Moose Creek Ranches in 1946 (Aerial Dude Ranch) along with other F.B.O. interests to devote full time as vice president, traffic and sales and public relations of Empire Airlines in Boise, Idaho. Hicks served nine years until merger concluded with West Coast Airlines in 1953.

A trustee bank group was operating Turner Airlines (organized by Roscoe Turner) serving 10 cities in Indiana. He was hired in 1953 as a special assistant to

president and organized the Lake Central Airlines (world's only employee-owned airline), becoming president and board chairman, expanding L.C.A. service from Indiana to 33 cities and 7 states, including Pittsburgh, Pennsylvania (Cliff Ball, pioneer airline operator and Russ Brinkley, founders of OX5 Club, assisted materially by endorsing L.C.A.'s growth).

From 1964-65 Lake Central was acquired by Allegheny Airlines. It has now merged into the U.S. Air Group. He retired in 1966.

While president of L.C.A. he was the founding vice chairman of A.L.T.A. (Association of Local Transport Airlines) later becoming chairman while residing in Washington, D.C. Hicks also served as director of the Air Transport Association receiving Hall of Fame recognition in Traffic and P.R. Division. During L.C.A.'s Great Lakes expansion, he attended first International Helicopter Conference, Rotterdam, Holland researching data for L.C.A. planned city center to city center service with the Boeing Vertol aircraft.

Other activities and associations: As local service airline representative served four years on the National Transportation Advisory Group. He was also a two year Senate Interstate and Foreign Commerce Committee advisor. He was included in "Who's Who in World Aviation" and was an Associate member of American Association Airport Executives. Past member N.A.A., Aero Club of Washington, D.C., Wings Club, New York City, National Aviation Club of Washington, D.C., past president Washington-Alaska State Societies, Washington, D.C. Member Silver Wings Fraternity (Golden Card), Pioneer Association, state of Washington and Museum of Flight Foundation in Seattle, Washington.

Richard Hildenbrand

Born near Lafayette, Indiana, on December 15, 1915. He became a typical "airport kid" at the old Shambaugh airport at Lafayette where he worked many hours on OX5 engines. Shambaugh closed in 1933 and the personnel moved to the new Purdue Airport where he continued mechanical training and received his aircraft and engine mechanic's license when he was 18. Hildenbrand worked two years in final assembly at Waco Aircraft Co. in Troy, Ohio. He moved to Indianapolis, Indiana where he was the night shift head mechanic at



Richard Hildenbrand

Weir Cook, then Indianapolis Municipal Airport. Roscoe Turner bought the company in 1939. In January, 1940 he went to work for Allison Division of General Motors in the experimental department, doing performance testing of aircraft engines. He retired in 1975. Hildenbrand became an OX 5er in 1976. His sponsor was the late Mike Murphy whom he had known since the 1930s.

A.L. "Hoot" Hilpert

Born in Stanford, Illinois, in 1920. Hilpert attended Purdue University in West Lafayette, Indiana and first soloed a PGC-2, glider, designed and built with fellow members of the Purdue Glider Club. Private and Commercial license in 1939 and 40 at Purdue Airport under the guidance of "Cap" Artez.



A.L. "Hoot" Hilpert

Hilpert flew with his friend Dick Kurzenberger (OX5 8267) in his OX5 Waco 10, and barnstormed on weekends while in school.

He had contacts with Roscoe Turner, Jimmy Doolittle (Shell Scholarship) and Amelia Earhart. Hilpert earned a National Aeronautic Association Soaring Certificate No. 410 in 1939.

He joined the Army Air Corps in 1940 and flew P-38s in European theater during WWII. Hilpert retired from the USAF in 1969, after flying all types jet fighters.

He is currently flying a corporation twin Cessna, and a C-150 taildragger for fun. He has also run the Charter Fishing Boat "Robroy" out of Destin, Florida. Hilpert is an member of the EAA, Daedalians and AFA.

Clayton Mardoni Hines

Born on October 7, 1904 in Elburn, Illinois. His first formal instruction was in an OX5 Eaglerock on May 21, 1928. Hines learned about loops, aerobatics,



Clayton Mardoni Hines

and how to clean up airplanes afterwards. He soloed in an Aeronca C3 in 1932. Hines flew rented airplanes to promote magic. He purchased a Cub in 1939, next a Fairchild 24. A Beech Staggerwing from 1948 till 1954. His planes had a "Mardoni and Louise" and rabbit in hat insignia. His first act in show business was to fly his own airplane to fill dates. In 1928 he was locked in a strait jacket by the Chicago police. He escaped hanging inverted from a Gray Goose Airlines Fokker. Hines was handcuffed by the San Diego Sheriff Dort in 1936. He was dropped from an airplane, escaped, then pulled the rip cord. He taught Navy Instructor programs at Topeka, Kansas during WWII; Secondary, Cross Country and Ground School. Licenses include A and P, Commercial Pilot, Instrument Pilot, Flight Instructor and Instrument Flight Instructor ratings, all Ground School Instructor Licenses. Pilot License #31196.

Lawrence B. Hirschinger

Born in Elwood, Indiana on September 3, 1914. He has a wife, Marilyn, and children, Sharon, Carole, and Charles. During high school and the following three years he worked in family retail, coal, ice and dry-beer business. His first solo flight was at Indianapolis Municipal Airport on May 1935, in a three-cylinder Rearwin Jr. two-place parasol monoplane. With a professional piloting goal, training continued to attain the limited commercial license, followed shortly by the Bureau of Air Commerce Transport license. Mechanic's helper and instructed pilots at former Capital Airport, Indianapolis in 1937.



Lawrence B. Hirschinger

Hirschinger operated a Tri-City Airport between Elwood and Tipton, from 1938-39. He was the flight Director, at Muncie Aviation Corporation during Civil Pilot Training Program, War Training Program, and first G.I. Bill Training, along with civilian training and some early corporate pilotig, beginning in 1939. During World War II responsible for primary and advanced flight training of over 1,600 Army and Navy officers and cadets, entirely without injury or serious accident. He personally trained the Navy's leading Pacific Ace & Sky Harbor Airport, Indianapolis, Indiana, he was the Assistant Manager from 1961-64.

Memberships: International Fellowship of Flying Rotarians, Past Director

and World Bulletin Editor; International Flying Farmers; OX5 Aviation Pioneers; Quiet Birdmen; Silver Wings Fraternity Director; American Association of Airport Executives; Charter Member Great Lakes Chapter and Past Executive Board; National Aviation Trades Associations, past Director, and Aviation Business Division, Steering Committee; Aircraft Owners and Pilots Association; Former National Pilots Association; Aviation Hall of Fame, Charter Member; Former Indiana Airport Officials Association, Past Director; Former Indiana Aviation Trades Association, Former Chairman of Board and past President; Aviation Association of Indiana, Director; Indianapolis Aero Club, Charter Member of forerunner Indianapolis Pilot's Association, 1935; Delaware County Aero Club.

Business Duties: Delaware County Airport Authority, Airport Director, Retired; Muncie Airport, Inc., Vice-President and Past General Manager. Now Consultant; Muncie Aviation Co., Past Vice-President; Aircraft Distributors of Muncie, Inc., Director; Airplane Appraiser; General Aviation Consultant; Airplane Accident Analyst and Expert Witness.

FAA Certificates/Ratings: Commercial Pilot #35374; Single and Multi-Engine Airplanes, Single Engine Seaplanes; Instrument; Former Long Time Flight Instructor and Instrument Instructor, Airplanes.

Awards: Former National Pilot's Association, 2nd highest safe piloting award for logging 20,315 consecutive accident free hours, 1970. Survived unscathed from catastrophic mid-air collision since; Indiana "Aviation Man of the Year," 1970; FAA National Airport Beautification Commendation, 1968.

Recognitions: "Who's Who In the Midwest"; "Who's Who in America"; "Men of Achievement"; "Dictionary of International Biography"; Former long time CAA and FAA Pilot Examiner (private, commercial, multi eng.); Contributing Editor, various aviation columns and journals; Transportation Advisory Committee, Delaware-Muncie Metro Plan Commission.

Dorothy Schaefer Hitchins

Her first exposure to the airplane occurred on the wide beach at Wildwood Crest, New Jersey, when she was 12 years old. The pilot was selling chances on a ride in the plane. Her mother took a chance when she assured her she would



Dorothy Schaefer Hitchins

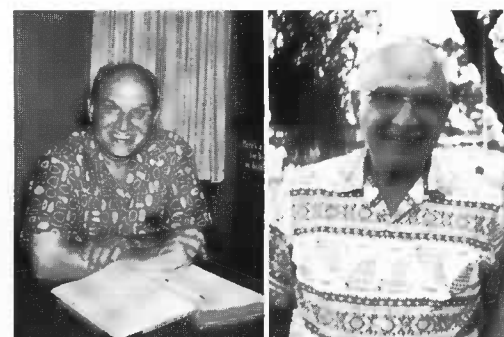
go up if she won. She didn't win and she lost an opportunity for her first flight. It is incredible, with today's summer-crowded beaches that back then it was possible and permissible for the pilot to use the beach in this manner.

Years later it was the historic flight of Charles A. Lindbergh that inspired her to take flying lessons. The plane was an Eaglerock with an OX5 engine. The "airport" where this took place was a small landing field on the outskirts of Detroit, where she was living.

However, flying proved too expensive a hobby with her meager bookkeeper's salary. The year was 1931 — and she never had a desire for a career (very limited opportunities for women back then) so her flying experience was very short-lived.

Paul Hobrock

OX5 #8725 was only 21 years old when he was the chief architectural draftsman for the J.M.E. Reidel Company in Fort Wayne, Indiana and he first became interested in learning to fly. A few weeks later, in July of 1923, he had put in his three hours, and 50 min. of dual and was turned loose to fly solo by his instructor, Merrill K. Riddell.



Paul Hobrock

In 1924, Hobrock took over an airport lease, built a row of hangars, and with a partner, George A. Sweet (OX5 #8568) and established a business known as Sweebrock Aviation Co.

By 1927, Hobrock had designed a 4-place high-wing monoplane, with engineering assistance from Lt. Glenn Lampton of the Army Air Corps in Dayton, Ohio. The Lindbergh boom was on, and Paul hoped to ride the wave of aviation enthusiasm to fame and fortune with his design, which was typical of the new planes of that period. He built a large model of it to attract the interest of stockholders, and on November 23, the organization of a corporation to build the plane under his supervision was finalized. The new plane was originally named the Sky Rover. Later this was changed to Sky Roamer, and finally to Sky Romer, to avoid conflict with the name of a popular Crosley Corporation radio.

Work on the plane started at once, with two full-time helpers, Carl Buecker and Bob Connors (OX5 #8179). Its most impressive feature was a huge thick wing, that surely would have lifted anything that could have been jammed into the

cabin. Span was 45 ft. 9 in., chord was 6 ft. 9 in. and the airfoil was a modified Goettingen 387. Ribs were of built-up wood truss construction, and the two wing spars were of deep box type design, built up at a local lumber yard under Paul's supervision. The engine was the popular 180 hp. Hiss, with the option of the 220 hp. Wright J-5 for production models.

Fuselage and tail surfaces were of the contemporary tube and rag construction. The design was slanted toward the use of the small sod airports then generally available. These days it would be called an STOL design.

The plane made its first flight on February 9, 1929 with Lt. Lampton at the controls. It proved to be so wing heavy that turns could be made in only one direction. This was easily corrected by the adjustable wing struts, the next day, the plane had been ceremoniously christened "Miss Fort Wayne."

Then came the problem of selling the plane and setting up a factory to produce more of them. That's when frustration set in, along with the start of the Great Depression. Eventually the plane was sold to Ed Hadley, for what Paul said paid only for the hangar rent. Stockholders in the budding company lost their investments. Ed Hadley moved to Toledo, Ohio where two people later reported having seen the plane dismantled in a hangar in the early 1930s.

After the Sky Roper, Hobrock continued with his Sweebrock Aviation Co. until his retirement in 1959, and also branched out into other fields of endeavor. In 1935, Paul received an order for 6000 goggle headbands for the Air Corps. This led to large orders for aerial gunnery tow targets and parachute test dummies during the war. His home was on the site of a once-fabulous amusement park created in 1896. He also had a summer cottage on Lake George in Northern Indiana, and spent winters in Venice, Florida, where he died in March 1972 at the age of 70.

Wesley Hodgetts

Born on July 11, 1911 in Youngstown, Ohio. He attended school in Everett, Pennsylvania. Hodgetts moved to California in 1929 to attend San Diego State College. He is the owner and builder of midget race cars. Hodgetts flew at Eagle Rock in the early 1930s. He joined Consolidated Aircraft Corporation and was assigned to Camp Consair as an instructor of Air Force personnel on B-24 air-



Wesley Hodgetts

craft. Hodgetts enlisted in the Army Reserve Corps in 1941. He was transferred to Consairway at Fairfield-Suisun Air Base as inspection supervisor. Consairway under contract to the Air Force flying the Pacific. Resigned from Consairway and became personal flight engineer for General Ivan Farman, Air Transport Command, based at Guam. He returned to civilian life in 1946 and joined Ryan Aeronautical Company as the tooling inspector. Hodgetts left Ryan and joined Rohr Corporation as a fabrication superintendent. He owned a Luscomb 8E Tail Dragger. He held the following licenses: aircraft pilot, aircraft mechanic, aviation mechanic engine, aircraft and engine ground instructor, factory mechanic (Consolidated).

Harold D. Hoekstra

Born on August 18, 1902, in Chicago, Illinois. He grew up in Battle Creek, Michigan. He earned a B.S. in Aero Engineering at the University of Michigan, in 1929. Hoekstra designed airplanes for Powel Crosley in Cincinnati, Ohio from 1929-31. He was an aero engineer/designer for Ford Motor Co. 1931-32, Curtiss, Buffalo, 1932-33, Stinson, Wayne, 1933-37. He was the Aero engineer to the Chief of the Engineering and Safety Division of CAA-FAA, from 1937-70. He was the V.P. of Engineering, for the Flight Safety Foundation, 1970-72, U.S. representative, Miles-Phoenix, Ltd. U.K. and has been the consulting engineer since 1976.



Harold D. Hoekstra

Hoekstra helped rebuild the OX5 JN4-D in 1920 and built a motorcycle powered monoplane from 1920-21. He soloed in an OX5 Travelair at Blue Ash, Ohio in 1930. Hoekstra has been an active pilot (1984) with a current FAA commercial medical license, and charter member of United Flying Octogenarians (UFO). Hoekstra has engaged in flight tests and/or certification work on Crosley, Stinson A trimotor and Reliant, Boeing 307 through 727, Douglas DC-4-DC-8, Curtiss CW20-C46, CV240, Vis-

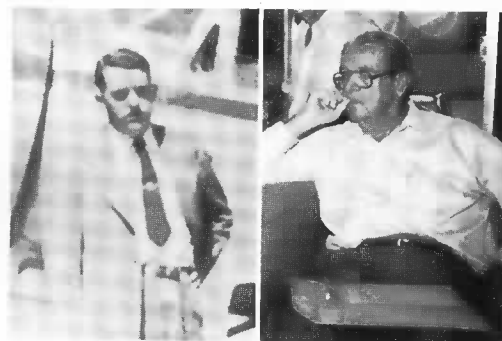
count, Comet. He was the author of "Safety in General Aviation" (hard cover) and many technical papers. Inventor of eight patents, one pending.

He was the OX5 Hall of Fame 1982, distinguished alumnus University of Michigan 1953, Fellow, Royal Aeronautical Society, SAE, AIAA, and member Tau Beta Pi. He is also a member of Quiet Birdmen, Society of Air Safety Investigators Aviation/Space Writers Association, AOPA, EAA and others.

It has been a rare privilege to see and take part in a new and great industry, from watching a Wright biplane fly out of and back into a baseball park in Battle Creek on the 4th of July, 1911, to flying the Atlantic on March 2 in a Concorde; and to meeting and working with pioneers including Orville Wright, Glenn Martin, Grover Loening, Jerry Hunsaker, Major "Shorty" Schroeder, Doolittle, Fred Weick, Brukner Chamberlain, George Haldeman, Ruth Nichols, Bill Lear.

Everett Hogan

Everett Hogan at age 17, took his first flight instruction in a J-1 Standard in the fall of 1926. In June of 1927, he was in Denver to check out an OX5 Eaglerock; in the spring of 1928 he found Everett flying the OX Lincoln Page and Swallow P.T. He got his A&E License No. 3027 taking his practical on OX5s and Hissos.



Everett Hogan

On April 1929 Hogan was flying a new OX5 Eaglerock, training pilots and also an OX5 Robin barnstorming and doing charter flights. To cope with over 7,000' elevations, he modified the Robin engine. He used the OX5 Robin for hundreds of Wyoming passenger rides and charter flights. At the year end Hogan had logged more than 700 hours in OX5 powered planes.

On April 13, 1931, he took off from Denver through Wyoming on the inaugural flight for Wyoming Airlines. During June 1931, Hogan began flying 80 and 80A Boeing Trimotors for Boeing Air Transport (later named United Airlines) from San Francisco to Chicago. Also flying the line in 1931 was E.B. Jeppesen — both are members of the Colorado Mile Hi Wing, OX5.

Everett has been a cropduster, a fixed base operator, instructor and an air line pilot. No student or passenger has ever been injured during his 23,000 hrs. of flying.

Carl W. Hohman

Born on a farm at Lone Wolf, Oklahoma on November 24, 1910. Seventeen years later he had his first contact with the machine, a Ryan monoplane landed on our farm — same type as "The Spirit of St. Louis." His first flight was in 1928 in an OX5 Jenny. Late in 1929 he put down a deposit on 10 hr. course (bargain price) \$20 bucks per hr. that was a whole month's work in those days. Training in OX5 Standard, and TP-Swallows, Travelair. Soloed from Dad's wheatfield in 1930 in American Eagle. Received license #16836. He married Ida Boelte in 1931, they spent their honeymoon trip in an American Eagle. This and the Depression became a matter of survival, but Hohman managed to keep flying. In 1940 Hohman acquired a CPT flight contract. He instructed in an CPT, Army Air Force, GI flight programs. Then 15 years of crop-dusting and spraying. So after owning and operating 14 aircraft it's been over 50 years and over 10,000 hours of flying.



Carl W. Hohman

Hohman commented, "I gotta tell ya it makes me feel a bit good and a whole bunch proud of being a part of it all. I'm still a proud farm boy from Lone Wolf, Oklahoma. Why sure that's the U.S.A."

Marion D. Holman

Born on October 18, 1906. He married Hazel Barstow on November 21, 1928. He has two fine sons, six grandchildren, and so far three great-grandchildren with another on the way. Both sons are graduates of Kansas University at Lawrence and are doing great!



Marion D. Holman

Holman joined the Army Air Corps from 1925-26. He learned to fly at the Braley School of Flying, in Wichita, Kansas in 1929. He started barnstorming immediately and building up flying time.

Holman traded his airplane for enough flying time to secure a Transport License (now called a Commercial License).

He had various employers over a period of eight years: Braley School of Flying in Wichita, in 1929, Student Instruction, Safeway Airlines in Tulsa, Oklahoma Ford Tri-Motors in 1930, line absorbed by American Airlines in 1930. He was instructing and barnstorming until 1936, student instruction, Cross Country, Charter until 1937 (Bill Vacin, Wichita, Kansas). He was employed by Roland Wells in Hutchinson, Kansas. He did the same type work as with Vacin. Holman was employed by Lincoln Airplane and Flying School and was (Military Division) Sent to Lincoln, Nebraska as a Civilian Director of Flying, training British and American Cadets for the Air Force. Inclement weather forced him to move the entire Military Division to Lakeland, Florida and was purchased by Albert I. Lodwick who operated the unit until the war was over. School closed on August 1, 1945, and employed by Tom Gordon as Manager, Cannon-Mills Airport in Orlando, Florida. While there, he set up and put in operation the Florida Airways, one of the first five "Feeder" Air Carriers. He issued a Certificate of Convenience and Necessity by the Civil Aeronautics Board.

He retired from active flying in January 1950.

Lewis J. (Lew) Holub

Born on December 1, 1913 in Corona, New York. He started flying at Roosevelt Field on October 27, 1935 and soloed on December 7 after four hours and 20 minutes of instruction.



Lewis J. (Lew) Holub

Holub hopped passengers at Roosevelt and Floyd Bennet Fields in B5 Birds, J65 Travelairs, J5 Stearmans, Wacos.

In 1939 he bought an OX5 Travelair 2000, NC9979, at Heightstown, New Jersey and flew it out of Fittsmaurice Field, Long Island.

During 1940-41 Holub flew charters and demonstrations for Howard Ailor's Waco sales and instrument flight instruction.

On March 3, 1941 he started flying for Eastern Air Lines. During the following 32 years and nine months he flew the DC3, 4, 7 and 8, Boeing 720, Lockheed 749, 1049, 188, and 1011. Also the Curtiss C46 on Eastern's Military Transport Division. For two years he was the instructor on the B720 and the DC8.

On November 28, 1973 after his last flight with Eastern, he closed his logbook with 28,500 hours and 8¼ million miles.

He is a member of the Air Line Pilots Association, and the Retired Eastern Pilots Association.

Walter R. Homiller

Born on November 11, 1911 in Philadelphia. He had his first airplane ride in an Aeromarine with a Hall Scott engine at Wildwood, New Jersey in 1925. In his Junior year of high school he built a Northrop glider which he flew at Wings Field, Ambler, Pennsylvania where he became a mechanic in 1931. Having a few hours time in an OX5 Waco 10 he decided to remain a mechanic. During the 40 years of his working in an aircraft, he worked at Wings, Brewster, McDonnell, Kellett, Lehava Air Service, Patco Airport, Chase Aircraft Company, Honold Manufacturing Company and Westinghouse, Gas turbine division. After he retired in 1974 he became involved in rebuilding Old Antique aircraft such as D17 Staggerwing Beechcraft, Inland Sport, OX5 Waco 10, J6-7 Waco 10, two Waco cabins. He remembered in order to start an OX5 you flooded the carburetor turned the prop over seven times with the switch "off" and on the next turn with the switch on it almost always started.



Walter R. Homiller

John J. (Jack) Hoover

John J. (Jack) Hoover started flying in 1937 at Canton in Ohio. He flew many hours in a Curtiss Jr., OX5 Travelair,



John J. Hoover

Rearwin Jr. and Pietenpol aircraft. Hoover instructed the first Army glider program at Lamesa, Texas. Hoover flew PT 19s as a primary instructor at Stamford, Texas. Spent four years on active duty with the Air Force as a Troop Carrier pilot. Hoover instructed the G.I. bill at Canton, Ohio in 1951 and began 10 years as a flight instructor and flight commander in the Air Force contract school, Columbus, Mississippi and Mission, Texas flying the T6, T34, T28, and T37. Following the contract termination he was employed by the U.S. Department of Agriculture as Chief Pilot operating a fleet of C45s and DC3s in the United States and Mexico. Transferring to the F.A.A. as Inspector in the Cleveland, Ohio G.A.D.O. Then to the F.A.A. Academy, lecturing with the Flight Instructor Clinic, and as a Turbo-Prop specialist. Retirement was from the Great Lakes Regional office to his home in McAllen, Texas.

Robert E. Hoover, Jr.

Robert E. Hoover, Jr. got his private license at 17 in Atlantic City. He made many trips in his Waco 10 and "Challenger" between Atlantic City and Harrisburg, his home and Allentown, his future wife's home, with the usual forced landings. In June 1932, his "Challenger" OX5 quit at 800 feet on a trip to Atlantic City. He "dead stuck" it into a field and found it was a Small Pine Valley, New Jersey airport.

Robert and his wife Betty celebrated their 50th wedding anniversary in November, 1984. They have four children, 14 grandchildren and three great-grandsons.

Charles White Howell

Born on September 2, 1915 in Roanoke, Virginia. His love for airplanes and flying began with Lindbergh's transoceanic flight. Flying became possible when one of his friends who owned a plane returned from a leave of absence to finish high school and Charles' love for flying grew as the two of them spent all their after-school hours in Leonard's Gypsy



Charles White Howell

Moth. At 16, after 10 hours of solo time, he obtained his private pilot's license. One of his treasured memories of those years is a trip he made to Cleveland for the National Air Races where Jimmy

Doolittle won the Thompson Trophy in a GeeBee and he saw many other pilots from all over the world which increased his desire to continue flying. However, in 1933 his flying career suffered a setback when he was slightly injured after spinning the Moth into a steel hangar. Later other related injuries surfaced which brought an abrupt end to his flying career, but not before they flew the OX5 Waco, Taylor Cub, Travelair, and had flight time in a Curtiss Robin, Trimotored Ford and Eaglerock. He remembers fondly his many friends who went on to complete their flying careers and have since retired. Because of earlier injuries sustained in his beloved Gypsy Moth he was unable to get into the Air Corps during WWII. They suggested that he might become an Aviation Mechanic which he did when he went to Memphis and joined the 4th Ferry Command where he remained until the end of the war. Although he is semi-retired, he keeps in contact with the aviation industry through his association with the retreading of aircraft tires.

Lloyd E. Hubbard

Born on April 24, 1915 in Witt, Illinois. Attended Parks Air College, East St. Louis, Illinois 1932-33. While there he overhauled OX engines. Hubbard graduated with an A&E. He worked for Monocoupe Corporation, Lambert Field, Missouri, from 1933-34. He joined Trans World Airlines in April 1935 as a mechanic. He flew an OX6 Travelair in 1935. Hubbard was in the first Flight Engineers class, in Boeing 307 Stratoliner in 1940. A year later he became copilot. He reported to Active Duty with the Air Corps on March 15, 1942. Hubbard flew the Hump for 18 months from India to China. He returned to TWA in November 1945, flying as Captain on DC2, DC3, DC4, Lockheed Constellation, Boeing 707, Boeing 747. He retired in April 1975.



Lloyd E. Hubbard

L.W. (Roy) Hubert

L.W. (Roy) Hubert started working on engines in 1926 Hubert obtained Aircraft and Engine CAA License #7721 in 1929. He started flying a Hispano powered Lin-



L.W. (Roy) Hubert

coln Standard (improved Jenny), in 1927 and he soloed on July 1928. He completely rebuilt a Lincoln Standard OX6 Reg #117 flew this Aircraft some 200 hours unlicensed until he received his Transport License CAA #13314 in 1930. Hubert taught ground school and student flying at Chehalis Washington Airport, barnstormed the beaches, fairs using #117, Eaglerock and Stearman Aircraft. Hubert moved to Tacoma Washington, in 1937 established approved Repair Station. He was a Taylorcraft distributor and sold wholesale parts also South Tacoma Airport. War stopped his flying. He set up Maintenance at McChord Field Airbase, as Superintendent of Engineering. Military drafted him to set up production of CG4A in Michigan for the duration. After war he continued Taylorcraft & parts. President of Saturn Aircraft & Engineering five years, where he completed the design of the Saturn "Meter" a five place Light Twin. (He did all of the test flying), also a two place pusher program.

Hubert joined the OX5 Pioneers in 1943 #2835, Honorary member of Elks OX5 Pioneers Certificate from Seattle group. On June 12, 1976 Pioneer Fixed Base Operator. Still active as pilot and mechanic current multi-engine, single engine land and seaplane ratings.

United Air Lines presented him with a bronze plaque making him a member of the United 100,000 mile Club signed by Washington President Patterson.

Oren B. Hudson

Born on June 9, 1920 in Stockton, Missouri, but he grew up in Las Animas, Colorado.

In 1938 he fell in love with a J2 Taylor Cub and had a flight instructor named Leo Schuth. All his spare time and money was spent taking flight instruction at Las Animas, LaJunta and Rocky Ford, Colorado. He went to Denver in 1939 where he was employed by Harry Combs and Lou Hayden. Here he worked on Wright, Lycoming, Continental and OX5 engines doing overhaul and repair and flew every airplane at any time he could.

In 1941 he was accepted by TWA for First Officer Flight training at Kansas City, Missouri. He completed this training and received his instrument rating while there.

Later he was a Flight Instructor in CPT and WTS Programs. While at Midland Airforce Base all his off time was spent at Odessa, Texas instructing and hopping

passengers in a Wacco 10 powered by an OX6 engine.

After WWII Hudson went back to Denver and instructed for Lou Clinton (Clinton Aviation) and flew a new staggerwing Beechcraft for a private firm.

In 1948 Hudson ferried several airplanes to Alaska and has remained there operating his own charter business using many different types of aircraft. He has flown a Grumman Widgeon 12,000 hours in 28 years and has owned two Beechcraft Bonanzas. One, he flew 2,100 hours before selling and has flown 11,640 hours in the V35 Beechcraft he still owns.

He has over 35,000 hours of flying behind him, most of it in Alaska, and he is still flying and enjoying it.

Harvey M. Hughes

Born on April 14, 1906 in Cutler, Indiana. Hughes soloed a Challenger OX5 spring 1929 in Lansing, Michigan. He received a Limited Commercial #6906. In December received an FAI Certificate #7442. Hughes entered events in Miami Air Meet and Florida Air Tour. In Lansing, Hughes received a Transport license. Hughes flew many different aircraft. In the Eastern Division of Cord Derby, he placed 20th out of 50 entries after losing 1½ days of points due to forced landing in the Ozark mountains. Barnstormed until 1935 then started fixed base operation. He was a contractor to CPT/WAR Training Service. In 1946, Hughes became half owner of P38-F5. With only a cockpit checkout, he flew to Van Nuys, California. The next morning Hughes took off in 1946 Bendix race to Cleveland, Ohio. He placed 7th. He had a sales, service, student training, single and twin engine charter for people and cargo. Hughes sold his business on December 1981. At age 78, he does some flying, water skiing, fox hunting, and jumping horses in shows.



Harvey M. Hughes

Ormand E. Hukari

Hukari had his first flying lesson in an OX5 Eaglerock from Hap Rountree in Hood River, Oregon, in 1927. No airport was in the area except sand bars and baseball fields. Hukari soloed in 1929 in a Waco 10; instructor was Hans Miro, Swan Island Airport in Portland, Oregon. He also received post-solo instruction from: Roy Dickson, Vern Bookwalter, Hap Rountree, Tex Rankin, Dud Rankin, and Dick Rankin. During the



Ormand E. Hukari

1930s he flew most airplanes at Hood River, Oregon in the middle of the scenic Columbia River Gorge. All were OX5 powered with the exception of a Challenger Robin, Whirlwind Powered Eaglerock, and a Hisso Eaglerock. Portland being the center of Oregon flying activity prompted him to take every opportunity to check out in almost every make of light aircraft in the area; for the most part these were Great Lakes, Fleets, American Eagles, Fairchild 22s. He occasionally rented the lighter "modern" planes: Piper Cubs, Luscombes, and Taylorcrafts. At the age of 73 years he is still an active pilot.

Charles J. Hull

Born on February 4, 1913. He was employed by Aereco Flying Service, in Ft. Wayne, Indiana from 1931 until corporate liquidation in 1934.



Charles J. Hull

Hull soloed a fleet trainer in 1932. He obtained a private pilot's license and A&E mechanic's license in 1933, and a limited commercial pilot's license in 1934. He barnstormed in rural north-eastern Indiana, intermittently from 1934 until 1936.

He was employed by The Wurlitzer Company, Inc. from 1936 until he retired in 1970. He worked at the North Tonawanda, New York division as the design engineer and project engineer, chief engineer and then the works manager.

In addition to civilian products, he designed and manufactured a large variety of military hardware, including many aircraft components and accessories.

He worked at the DeKalb, Illinois Division as a chief engineer. Prepared this division for production of U.S. Navy XTDR and XTDN Remote Controlled Aircraft.

WWII commendations: USA National Defense Research Committee; USA

Office of Scientific Research and Development; U.S. Navy, Bureau of Ordnance, U.S. Army, Department of Ordnance.

Dorothy Goodwin Hunter

Born in Cincinnati, Ohio, on September 17. The flight bug zapped her in 1928 when they were selling ride tickets at Embury-Riddle flying school in Lunken Airport. Hunter was the Aviation Editor of Cincinnati Times-Star and learned to fly on OX5 Travelair at Dixie Davis Field in 1929. She flew as a passenger on the inaugurals of Cincinnati-Columbus link of Continental Air Lines in Fokker and Mason and Dixon Air Lines in Flamingo. She barnstormed a Waco in the 1930s in Florida and West Texas, settling at Love Field, Dallas where she hung up her helmet and goggles. Hunter joined overseas civil service at end of WWII and in 1946 she married an Air Transport Command pilot in Tokyo. Came to March AFB, California after death of her husband and rejoined the civil service until 1977 retirement. She is now on her second career as a Tour Director of senior citizen travel group in Riverside, California, still flying to those far away places.



Dorothy Goodwin Hunter

William W. Hurtt

Born on February 2, 1921, in Wichita, Kansas. He soloed in March, 1939, at Wichita Municipal Airport. Hurtt started his engineering career at Beech in July, 1939. He purchased a Curtiss OX5 Robin, NC9290, in April 1940, with Jack



William W. Hurtt

Rearwin Jr. and Pietenpol aircraft. Hoover instructed the first Army glider program at Lamesa, Texas. Hoover flew PT 19s as a primary instructor at Stamford, Texas. Spent four years on active duty with the Air Force as a Troop Carrier pilot. Hoover instructed the G.I. bill at Canton, Ohio in 1951 and began 10 years as a flight instructor and flight commander in the Air Force contract school, Columbus, Mississippi and Mission, Texas flying the T6, T34, T28, and T37. Following the contract termination he was employed by the U.S. Department of Agriculture as Chief Pilot operating a fleet of C45s and DC3s in the United States and Mexico. Transferring to the F.A.A. as Inspector in the Cleveland, Ohio G.A.D.O. Then to the F.A.A. Academy, lecturing with the Flight Instructor Clinic, and as a Turbo-Prop specialist. Retirement was from the Great Lakes Regional office to his home in McAllen, Texas.

Robert E. Hoover, Jr.

Robert E. Hoover, Jr. got his private license at 17 in Atlantic City. He made many trips in his Waco 10 and "Challenger" between Atlantic City and Harrisburg, his home and Allentown, his future wife's home, with the usual forced landings. In June 1932, his "Challenger" OX5 quit at 800 feet on a trip to Atlantic City. He "dead stuck" it into a field and found it was a Small Pine Valley, New Jersey airport.

Robert and his wife Betty celebrated their 50th wedding anniversary in November, 1984. They have four children, 14 grandchildren and three great-grandsons.

Charles White Howell

Born on September 2, 1915 in Roanoke, Virginia. His love for airplanes and flying began with Lindbergh's transoceanic flight. Flying became possible when one of his friends who owned a plane returned from a leave of absence to finish high school and Charles' love for flying grew as the two of them spent all their after-school hours in Leonard's Gypsy



Charles White Howell

Moth. At 16, after 10 hours of solo time, he obtained his private pilot's license. One of his treasured memories of those years is a trip he made to Cleveland for the National Air Races where Jimmy

Doolittle won the Thompson Trophy in a GeeBee and he saw many other pilots from all over the world which increased his desire to continue flying. However, in 1933 his flying career suffered a setback when he was slightly injured after spinning the Moth into a steel hangar. Later other related injuries surfaced which brought an abrupt end to his flying career, but not before they flew the OX5 Waco, Taylor Cub, Travelair, and had flight time in a Curtiss Robin, Trimotored Ford and Eaglerock. He remembers fondly his many friends who went on to complete their flying careers and have since retired. Because of earlier injuries sustained in his beloved Gypsy Moth he was unable to get into the Air Corps during WWII. They suggested that he might become an Aviation Mechanic which he did when he went to Memphis and joined the 4th Ferry Command where he remained until the end of the war. Although he is semi-retired, he keeps in contact with the aviation industry through his association with the retreading of aircraft tires.

Lloyd E. Hubbard

Born on April 24, 1915 in Witt, Illinois. Attended Parks Air College, East St. Louis, Illinois 1932-33. While there he overhauled OX engines. Hubbard graduated with an A&E. He worked for Mono coupe Corporation, Lambert Field, Missouri, from 1933-34. He joined Trans World Airlines in April 1935 as a mechanic. He flew an OX6 Travelair in 1935. Hubbard was in the first Flight Engineers class, in Boeing 307 Stratoliner in 1940. A year later he became copilot. He reported to Active Duty with the Air Corps on March 15, 1942. Hubbard flew the Hump for 18 months from India to China. He returned to TWA in November 1945, flying as Captain on DC2, DC3, DC4, Lockheed Constellation, Boeing 707, Boeing 747. He retired in April 1975.



Lloyd E. Hubbard

L.W. (Roy) Hubert

L.W. (Roy) Hubert started working on engines in 1926 Hubert obtained Aircraft and Engine CAA License #7721 in 1929. He started flying a Hispano powered Lin-



L.W. (Roy) Hubert

coln Standard (improved Jenny), in 1927 and he soloed on July 1928. He completely rebuilt a Lincoln Standard OX6 Reg #117 flew this Aircraft some 200 hours unlicensed until he received his Transport License CAA #13314 in 1930. Hubert taught ground school and student flying at Chehalis Washington Airport, barnstormed the beaches, fairs using #117, Eaglerock and Stearman Aircraft. Hubert moved to Tacoma Washington, in 1937 established approved Repair Station. He was a Taylorcraft distributor and sold wholesale parts also South Tacoma Airport. War stopped his flying. He set up Maintenance at McChord Field Airbase, as Superintendent of Engineering. Military drafted him to set up production of CG4A in Michigan for the duration. After war he continued Taylorcraft & parts. President of Saturn Aircraft & Engineering five years, where he completed the design of the Saturn "Meter" a five place Light Twin. (He did all of the test flying), also a two place pusher program.

Hubert joined the OX5 Pioneers in 1943 #2835, Honorary member of Elks OX5 Pioneers Certificate from Seattle group. On June 12, 1976 Pioneer Fixed Base Operator. Still active as pilot and mechanic current multi-engine, single engine land and seaplane ratings.

United Air Lines presented him with a bronze plaque making him a member of the United 100,000 mile Club signed by Washington President Patterson.

Oren B. Hudson

Born on June 9, 1920 in Stockton, Missouri, but he grew up in Las Animas, Colorado.

In 1938 he fell in love with a J2 Taylor Cub and had a flight instructor named Leo Schuth. All his spare time and money was spent taking flight instruction at Las Animas, LaJunta and Rocky Ford, Colorado. He went to Denver in 1939 where he was employed by Harry Combs and Lou Hayden. Here he worked on Wright, Lycoming, Continental and OX5 engines doing overhaul and repair and flew every airplane at any time he could.

In 1941 he was accepted by TWA for First Officer Flight training at Kansas City, Missouri. He completed this training and received his instrument rating while there.

Later he was a Flight Instructor in CPT and WTS Programs. While at Midland Airforce Base all his off time was spent at Odessa, Texas instructing and hopping

Chastain, now deceased. They also owned a BT-13 which they built from three wrecks. Hurtt assisted Herb and Gene Rawdon in the designs of the Rawdon R-1 and T-1. Hurtt became the Senior Preliminary Design Engineer at Beech; and Assistant Chief Engineer of Design at Temco; Chief, Supporting Systems Group, Preliminary Design Staff, Boeing in Wichita. He is the Chief of Advanced Design at Ryan; Senior Staff Engineer/Program Manager at Lockheed Missiles and Space; Program Manager at Cochran Western Corporation; he is currently a Design Engineer at The Lantis Corporation (formerly Cochran Western). He designed and developed the Temco "Plebe" trainer in 75 working days. While at Lockheed, Hurtt was recommended for, and is listed in the 6th Edition of "Leaders In American Science."

Leonard I. Hylton

Born on March 30, 1912 in Troutville, Virginia. He soloed on May 28, 1928 at age 16 in OX5 Canuck that had been converted to a monoplane with an Allison wing. Hylton crashed into the trees on Memorial Day May 30, 1928 when his engine failed soon after take off. He barnstormed in Virginia and North Carolina accompanied by parachute jumpers Eddie Butler, Al Heinz, or "Wild Bill" Hayne.



Leonard I. Hylton

Hylton flew charter in California for Lewis Air Service from 1935-37. He was the pilot for Hanford Airlines based in Kansas City from 1937-40. Hylton moved over to T.W.A. in March 1940 and he flew DC-2, DC-3, Boeing Stratoliner, Constellations, Boeing 707, and Boeing 747. Hylton was on Military leave from T.W.A. during WWII for three years to ferry bombers and fly transports.

He retired at age 60 from T.W.A. flying Boeing 747s from New York to London, Frankfurt, and Madrid.

Clyde W. Ice

Born in Hand County, Dakota territory, on May 28, 1889. He bought his first plane, a Standard, in June, 1919 and taught himself to fly. His first flight was successful so he carried his first passenger on the next flight. He started barnstorming at that time. Over the years he barnstormed Standards, Jennies, Waco 9s and 10s, and Eaglerocks. He also taught many people to fly during that



Clyde W. Ice

period. Ice acquired a Ford Trimotor, N5093, the 20th one built. He was the first to go barnstorming. They covered the entire United States and wintered in Mexico in 1928-29. Ice flew 5093 until the fall of 1931 when it was sold. Ice then acquired a used aircraft, the 19th Ford and flew it until 1935. Then flew Watertown Airways Travelair 6000 between the Black Hills and Minneapolis for six months attempting a mail and passenger route which the Postal Service would not approve. Ice operated CPTP and War Training flight programs from 1939 through the end of WWII. Approximately 2000 students went through the program. The war was followed by lean times. Ice started AG spraying and continued until the fall of 1972 when he sold his outfit. Also during the 1950s and 60s, he rounded up 1500 head of wild horses using a J3 Cub, done on a commercial basis. For many years he had a contract for hunting coyotes for Federal Fish and Wild Life and the Stock Growers Association. Since selling spray business, he has been an active farmer with 140 acres. He also has used custom combining for others. Ice had a moose license for Wyoming in 1984. He also hunts deer and antelope.

Stanley Miles Irons

Born on July 4, 1908. He learned to fly in 1925 and soloed on May 16, 1927.



Stanley Miles Irons

He is still flying and instructing. He is a commercial pilot with an instructor rating instrument single engine and multi engine, land and sea, also gliders. He is an A & P mechanic with inspection authorization. He licenses about 20 aircraft each year. He owns his own shop and he is also

a parachute rigger for seat and back packs.

He says he does not know much about aviation, but that he has just been around a long time.

Marcellus L. Jacobs

Jacobs is a Life Member of OX5, #9071. He soloed a 1927 Travelair at Miles City, Montana, on April of 1927. Frank Wiley was his instructor. Wiley went with Jacobs to Wichita, Kansas in April of 1927 to help him fly a new Travelair back to Miles City for his Student Training School.

An interesting trip for him was his first cross-country, as a student with only 20 hours of solo. Jacobs and Wiley bucked a strong head wind across Kansas and were forced to land to refuel at David City, Nebraska. They landed in a pasture, hitchhiked into town and had a filling station drive them back to the plane, with a ladder and a five gallon can of gasoline to refuel, in the upper wing tank. Then they flew on to Yankton, South Dakota, and on to Bismark, North Dakota. After gassing up at Bismark they headed west to Miles City, Montana. About 50 miles west of Bismark they ran into snow squalls which did not seem to be very heavy at first but they then hit a squall that was quite large and soon every thing below them was white and as they had no blind flying instruments, they dropped down to where they could see the black rails of the Northern Pacific railroad. By staying a little below 200 feet, they could still see the rails, and were hoping they would soon get out of the snow storm. But as it became heavier they flew lower and tried to see the black rails to keep the plane under control. They had no turn and bank instruments. Suddenly directly ahead of them in the snow storm, loomed a large grain elevator. Jacobs yanked the stick back so hard, to clear the elevator that he shot up into the snow clouds and for a moment Jacobs was lost until he quickly dropped back where he could again see the rails. Lucky for them the snow let up a bit and they found a field where they could land. They waited for the squalls to ease off and then cranked up and started again for Miles City.

Just over Terry, Montana their gas gave out and Jacobs switched over to the reserve tank which should have carried them on to Miles City, about 40 miles, except the reserve valve didn't work, so he made his first "forced landing."

Examination of the reserve tank control valve showed it had never been installed correctly at the factory and he guessed that the test pilot never tried the reserve tank to see if it would work before he turned the plane over to them at the factory. They corrected the problem, cranked up the OX5 and flew on to Miles City.

When landing at Miles City on the rough sagebrush runway, just as they had slowed down to about 30 miles per hour, the right ailerone fell off the upper wing (that model Travelair had only one on each upper wing). Luckily they were on

the ground, or he wouldn't be writing this report. Examination showed that the factory forgot to put cotter pins in each of the four hinge pins and they stayed in just long enough for Frank Wiley and Jacobs to land at Miles City.

Frank Wiley operated his flying school for several years and then went on to become the State FAA Inspector, a position he held until he retired a few years ago. Three years ago he came back to Miles City to attend a dedication of their new airport which they named the Frank Wiley Airport.

In 1931 Jacobs organized the Jacobs Wind Electric Company and started to manufacture the Jacobs Wind Electric System for farms and ranches of America and the world market. For the next 30 years, tens of thousands were built and sold worldwide. A Jacobs Wind Electric Plant operated at Admiral Byrd's South Pole Camp from 1933-55. It was installed on a 70' tower which was slowly buried in snow and ice until the tower was almost covered in 1955. Admiral Byrd took the plant off the tower with the blades just striking the snow. His son Richard wrote that the plant was still in good operating shape after all those years.

Jacobs continued flying various planes in his business as President of the Jacobs Wind Electric Company. In the 1950s the last plane he flew was a Stinson Voyager, which he flew over 3,000 hours over most of North America. At 82 he is still active in his company as Vice Chairman. The new Wind Energy Systems are much larger than the ones built in the 1950s. The farm size then was rated at 3,000 watts, while the more than 600 plants installed at Wind Farm last year are now rated at 20 kilowatts.

Henry G. Jacoby

Born into a poor immigrant family, in December 1907. He worked hard manual labor from the time he was seven years old, and later figured there ought to be an easier way. He missed a lot of formal schooling because he had to help support his large family. He was the oldest of 11 children.

Jacoby got the flying bug early in 1927. He borrowed money from his father for flying lessons to start. Ten of them grouped together to buy a new Lincoln Page with an OX5 motor (the plane was built in Lincoln, Nebraska) Ray Page also started a flying school which Lindburgh attended. He could not say that he knew him, but saw him around the hangar at their first flying field. The only runway (cinder) ran north and south and whatever one was doing, landing or taking off in either direction, there at the south end was a cemetery which prompted a few fearful thoughts in taking off or landing. To add to the 'fun' the field had a good sized 'hump' in the middle and it was tricky trying to get your line of sight adjusted on the horizon. They had one pilot, named Ira Hurst who had 10 hours of solo time — in those days the nearest Fed Inspectors were based in Minneapo-

lis and only showed up here in Lincoln about every six months — so Ira, without benefit of license taught each of them to fly. When each of them had accumulated approximately 10 hours, they started a flying school, called "Mutual Flyers Club." They each taught others to fly again without the benefit of a license. He soloed in the Page OX5 in 1927 and did not get a private pilots license until 1928. Fortunately they prospered for a time. They acquired another Page, and then an American Eagle with a Kinner motor, but this was during the Depression and they soon went broke. Fortunately, they didn't kill anybody. They had just one crash from a flat spin and the injuries to the pilot were mild. Jacoby was working in the post office as a substitute clerk, making good money for those days. His partners had dwindled down to four, and they had been spending full time at the field and were much more experienced than he.

This was in 1933; they couldn't get good paying flying jobs, so Jacoby reasoned if they couldn't get good jobs, what was he doing there with his lesser experience — so Jacobs stayed with the post office — and simultaneously with the National Guard he saw war time service and did real well in both the post office and the Guard.

They made a lot of their expenses doing shows and hauling passengers for two bucks a throw at country fairs and such, also, several of them jumped parachute. Jacoby's first jump was in June of 1931 when the city of Lincoln dedicated its Municipal Airfield, which was twice taken over by the Air Force. Incidentally, they were the first on the field when the city purchased a section of farm land, they built a tin hangar to house our airplanes. Some old timers might remember a Stunt man, named Paul Duncan. He was a distant relative and had been part of a Flying Circus team which included Speed Holman. Duncan did such stunts as changing aircraft in mid-air and hanging by his teeth. He saw a whole trunk full of trophies and news clippings about him and his Flying Circus. It was interesting when Jacoby first met Paul he had become blind, however, for his first jump, he went to him for advice. He rented a chute from Sias Aircraft in Lincoln for \$5. He took it out to Paul who was blind. Paul and his wife unfolded that chute and repacked it for his first jump — Jacoby's buddies thought he was a 'nut' having a blind man pack his chute. However, he had full confidence in Paul. He knew what he was doing and he felt those shrouds knowing exactly where each one went. Also incidentally, about that time Omaha, Nebraska had a big air show and Paul knew that Speed would be there. He asked him to say 'Hello' to him, which he did about a half hour before he was killed flying upside down across the field.

Ray Jacoby

Born on February 20, 1909, near Little Rock, Arkansas. He moved to Oklahoma



Ray Jacoby

City, Oklahoma in 1926. In 1932, he had the world's best job with Oklahoma Aviation Service at Oklahoma City Municipal Airport (now Will Rogers World Airport). Jacoby only had to work 14 hours a day and received \$15 a week (when they had it!) plus one hour of flying instruction.

Jacoby soloed six hours in a Mighty Curtiss Junior and then the required 10 hours solo for a private license. He flew various light aircraft: Great Lakes, OX5 TP Swallow, Bird, Inland Sport. He later worked for Braniff Airlines at the old Curtiss-Wright Field in north Oklahoma City. It was later called Wiley Post Airport and is now a housing and shopping area.

Jacoby was with the 14th Fleet Airwing (USN) during WWII. After discharge in 1946, he started Ray Jacoby Photography doing Commercial and Aerial Photography. He now owns a Cessna 172, handling mostly color vertical and oblique assignments.

Jacoby plans to fly as long as he can pass the physical.

John B. James

Born on February 24, 1917, Pittsburgh, Pennsylvania. March 1933 started lessons in Wilkesburg, Pennsylvania Airport Travelair N2000, OX5 engine Registration NC6146. James soloed in May 1933 eight hours dual. January 1942 enlisted Army Air Corps. Commissioned December 1942. After B17B combat pilot training assigned as replacement pilot 345th Squadron, 384th Bomb Group Grafton Underwood, United Kingdom in August 1943. After 10 missions he was promoted to 1st. Lieutenant. James was given a permanent crew with 346th Squadron. After the 17th mission James reassigned Maxwell Field. Attended Air College, promoted to Captain, assigned Homestead Air Base for B-29 training. Discharged October 1944. After short stint with TWA returned to former position as police officer with City of Pittsburgh. Assigned to Office of Superintendent 1952. Organized first chopper service for Pittsburgh Police. Organized and directed Racket Squad for 11 years. Wounded twice on duty. In Sept. 1976 was shot, for third time, while on stakeout. Retired on disability 1978. Member Air Force Reserves 1952 as Major. Retired as Colonel in 1977. Governor Western Pennsylvania Wing.

Joseph R. James

Born in Papele, Lithuania on September 16, 1895. At an early age of three years his parents moved to adjacent Riga, Latvia. James' mother remained in Riga with his brothers while his father emigrated to the United States in 1905 settling in Melrose Park, Illinois. His mother and all his brothers joined his father in 1912. He elected to remain in Riga to graduate from high school. He sailed alone to join his parents in 1913. James attended the Lewis Institute of Technology and electrical trade school at night. In 1917 he enlisted in the US Army. James served with the AEF in Romorantin, in France with the 3d Air Service Mechanics regiment until the end of WWI. Learned to fly as a Flying Cadet at Brooks Field (now Randolph) at San Antonio, Texas in 1923. He bought an OX5 Jenny from Bill Long at the nearby Stinson Field and ferried it back to Chicago. Went to work for the U.S. Air Mail, Post Office Department. Received his transport license #56. He established his own airport at Elmhurst, Illinois. Met Slim Lindberg while with Air Mail at Maywood, Illinois.



Joseph R. James

In 1927 James joined the famous Gates Flying Circus at Teterboro, New Jersey. After barnstorming with the Circus all over New England set up an Airport at Newport, Rhode Island. He joined Pan American Airways in 1929 pioneering its Central American Division based at Cristobal, Panama. In 1932 he returned to Chicago to fly for Century Air Lines operating Stinson Tri-Motors. This Air Line folded up after the chief pilot and four other pilots were killed striking an unlighted windmill.

The same year he operated his own air line with two eight place Flamingos between Chicago and New York. After three months shut down due to lack of funds to purchase a third airplane, James planned to continue the transatlantic flight to Lithuania after two Lithuanian pilots were shot down by the Germans after crossing the Atlantic. Due to impossible demands by the backers he had aborted this project. It was supposed to be a solo flight yet the backers demanded that he take a young reporter along. In the fall of the same year he met and married his wife, Jeri Steinhebel. In 1936 they joined North American Aviation at Englewood, California. Early in 1937 dusted banana plantations in Honduras and Guatemala. His only son Robert,

was born in LaLima, Honduras in 1937. Robert is a senior space engineer with the Shuttle program at Cape Canaveral.

James returned to Lockheed Aircraft at Burbank, California. In 1940 he accepted a commission with the RCAF and flew the Lockheed Hudsons out of Halifax, Nova Scotia. After they entered the World War II, he returned to the states to become a chief celestial navigation instructor as a reserve captain for TWA. All the navigation flights were conducted at night in B-24s. During the latter part of the war he was employed by the Bahamas Airways operating a Douglas Dolphin throughout the Caribbean. In 1945 accepted a chief pilots position with the John Deere Company at Moline, Illinois. James is now retired and lives in Ft. Lauderdale.

Teresa D. James

Born January 24th in Pittsburgh, Pennsylvania. She soloed an OX5 Travelair in five hours, 20 minutes at Wilkinsburg Airport. She got her private license in 1934, and a commercial license in 1939.



Teresa D. James

She earned money in air shows giving stunting exhibitions in an OX5 Travelair — snap rolls, 26 turn spins, 10 consecutive loops, Immelmans.

She received a primary instructor rating — Buffalo Aeronautical in 1940. Obtained secondary instructor rating for teaching inverted flying Roosevelt School of Aviation in 1941, multi-engine rating.

Was one of the original WAFSs recruited to fly Army Air Force planes. She flew primarily advanced, twin, pursuit aircraft for 27 months during WWII. James checked herself out in P-47 and P-51 airplane. She was commissioned as a major in the Air Force in 1950 and retired in 1976.

During her WASP service (Women's Airfare Service Pilots) from September 1942 to December 1944 James was stationed at New Castle Army Air Base, in Wilmington, Delaware. She led the battle in Congress for recognition of women pilots achievements in WWII. She finally achieved veteran status.

Jack B. Jaynes

Born near Linden, Cass County, in East Texas on March 20, 1897, the 14th child of a Civil War veteran. He was commissioned as 2nd Lieutenant, Aviation



Jack B. Jaynes

Section, U.S. Army Signal Corps, May 21, 1918. Awarded Federation Aeronautique International Aviation Certificate No. 4275 on May 14, 1919. James barnstormed in the United States and Cuba in 1920, demonstrated simulated combat dog-fights, wing-walking and plane transfer.

James selected the site for the present Meacham Field in Fort Worth, Texas in 1924. He was the U.S. Aeronautical Inspector from 1929-30, Bureau of Air Commerce. He was an Airline Field Inspector, from 1930-37. Chief, U.S. Airline Inspection, Washington, D.C., 1937. Director, Aviation Safety, Civil Aeronautics Administration, from 1937-39, Washington, D.C. Pilot on the first test flights of the Klystron Instrument Landing System (ILS), M.I.T., Boston, Massachusetts, 1939. He was the Operations Officer, Air Transport Command in Washington, D.C., from 1942-44. James was the Base Commander, for USAF, Lisbon, Portugal, 1945. Deputy Regional Administrator, Civil Aeronautics Administration, 1946-60. Commanding Officer 446th Bomb Group (VH-Res), Carswell AFB, Texas, 1947-51. Chairman, Atlanta Regional Airspace Committee, 1946-60. Author of "Eagles Must Fly," a book of early aviation experiences, published by Taylor Publishing Company, Dallas, Texas, 1982.

Dorothy Ring Jenkins

Born in Winona Lake, Indiana. Jenkins started flying in 1932, and soloed in a Challenger Fledgling. Jenkins' Private License 1935, L.C. and Transport 1936, in Warner Fleet. Jenkins instructed and flew passengers at Chicago Muni. in Stinson.



Dorothy Ring Jenkins

In those years Jenkins also flew a Driggs Skylark, Comet Eaglerock, Siemens Waco 10, OX5 Robin, J65 Travelair,

Continental Verville, Stinson SM8A and SR, and for a short time a Pitcairn Mailwing.

She participated in Chicago Girls Flying Club air meets, flying a Ryan ST in races and acrobatics.

On May 19, 1937, Air Mail Day, Jenkins flew a sack of mail from Chicago to Moline, Illinois, for the U.S. Post Office.

At the inception of C.P.T.P. she was rated and flew five classes of Primary students, in J3 Cubs.

Marriage and the war brought her to Arizona. The years brought three sons. She continued flying, some charter, instructing, three AWTARS, and working with potential young pilots. She has over 40 years in 99s.

During her active years she got some interesting publicity — a full page color photo on the front page of the Chicago Sunday Tribune Graphic Section, in magazines, and even a billboard.

She has flown about 60 different models of airplanes, and though the days of over regulation and very high cost have tapered off, the memories are great.

Elrey B. Jeppesen

Born on January 28, 1907, and reared in Portland, Oregon. The 'flying bug' bit early and Jeppesen joined Tex Rankin's Flying Circus in 1925 as a ticket seller. He progressed to wing walker and aerial acrobat. Jeppesen bought his own OX5 Jenny. He learned to fly in 1927 and organized a barnstorming group to the northwest. He joined Fairchild Aerial Surveys in Mexico City in 1928 flying Liberty DH and Wasp Fairchild FC2W2. He holds licenses ATR, FAI, #121 in old Mexico, and Oregon State License #27. (First license signed by Orville Wright). Jeppesen flew Salt Lake-Reno for the Boeing Air Transport in 1929, Seattle-Portland-Pasco for Varney Airlines in 1930, in Boeing 40Bs and Bull Stearman. (These airlines later became United Air Lines). On May 15, 1930, in a tri-motor Boeing, he flew first flight which carried stewardesses. While flying the Chicago-Oakland route he began to collect data on airfields and obstacles, and originated radio procedure charts — anything that would be an aid to safer flying. He began publishing this aeronautical information as "Airway Manual" in 1934, and formed Jeppesen & Company. At the start of WWII was able to supply all U.S./Canada charts to U.S. military. Jeppesen continued as Captain for United while managing the expanding company. He retired in 1954 and devoted full time to his com-



Elrey B. Jeppesen

pany business. He is still active as Chairman of the Board. Celebrated 50th anniversary of company in 1984 — over 6 billion instrument charts published.

Clayton L. Jewell

Clayton Jewell soloed a Driggs Skylark at Jackson, Michigan in 1931. Later he purchased a Skylark when Driggs Company was liquidated in 1933.



Clayton L. Jewell

From 1931-39 Jewell owned and flew Curtiss Wright Junior, OX5 Robin, E2 Taylor Cub, OX5 Travelair, and a Wright J65 Travelair, which he purchased from Bill Piper in Bradford, Pennsylvania, in 1936.

Jewell also flew a J5 Waco straight wing, Fairchild 22, Aeronca C3, K, Piper J2, J3, J5, in addition had right seat time on a Ford Trimotor, owned by Art Davis of East Lansing.

In 1936, Jewell operated a flight school at Capitol Airport, using the Travelair and an E2 Cub.

In the later years, Jewell had various aircraft based at his farm strip at Leslie, Michigan. He presently owns a 1940 Piper J5-A, which he restored in 1982.

Jewell served for two terms as president of the Michigan Wing, OX5 Aviation Pioneers.

His son, Jim, a commercial pilot, is involved in aerial photography and agricultural flying in Minnesota.

Alford B. Johnson

Born in Henning, Minnesota on August 7, 1903.

He entered Marshall Flying School in early August 1928. Forest O'Brine was his instructor. About ten days later he soloed.

Winter was approaching, and Johnson was advised by a friend to go home and build up his finances, and when ready, show up in Dallas, Texas. Johnson



Alford B. Johnson

returned home via Santa Fe, on his roundtrip ticket, stepping off at Los Angeles to buy a used Model T Coupe. He arrived home, some 90 miles east of San Francisco, with one penny in his pocket. Two weeks later he started a 10 year career in auto and tractor repair. Following that, he began what turned out to be, a 30 year job in a Burbank, California aircraft plant. He is now 81 years old.

Forest M. "Iron Hat" Johnston

Born January 12, 1904, Oakland, Kansas. Married Nola Shepherd, child Shalom, LCDR-USNR, grandchild "Bimi." Attended college at Kansas University, chemical engineer. Kept records of altitude refueling aircraft from auto and boat. Auto catapult ski takeoff instruction, mail pick up from sprinter. Early 1930s firsts.

American Airline captain, factory representative for Nicholas-Beazley and Aeronautical Corporation of America. Record holder, air show-movie pilot. Executive pilot for Honolulu Oil Corp.

He is a member of Royal Yachting Association, Finn Association, CIOR, NRA, life member ROA and TROA, AARP, OX5 1774, Naval Order, Navy League, San Diego Naval Aviation Museum, Pensacola Naval Aviation Museum, NAA, FAI #7355, Wings Club, AFA, Mason, Scottish Rite, Shrine, American Legion, Elks, Grey Eagle.

ATR 6410, 16000 hours. Aircraft dealer and fixed base operator San Francisco Bay Region. WWII NATS pilot VR-1,3,5 CONUS and Alaska 1943-46.

C.R. "Russ" K. Johnston

Born in Winnipeg, Canada. When he was 12 he moved with his parents to Saskatoon, Canada. He served in World War I in the Royal Canadian Air Force in Canada and England, where he learned to fly, and saw combat overseas. After the war he came to the United States, became naturalized, and became the operator with several airports and several different craft in the Chicago area. Johnston flew the air mail during Air Mail Week in 1938. He was a member of the Aviation Post American Legion.

During WWII he was Flight Commander of the U.S. Army Air Corps at Spartan School of Aeronautics in Tulsa, Oklahoma.

When the war preparations ceased he became manager of the Airport at Spring-



Hubbard M. "Cotton" Jones

with Miami Airlines and was sent to Europe to participate in flying DPs from Munich, Germany to Haifa, Israel. Golda Meir was an occasional passenger.

Jones returned to Miami, joined the Southern Air Transport and flew all over the world until retirement in 1971. After retirement, outlets for flying were Trans-Air Cargo, various charter flights, and last, and perhaps most enjoyable, was piloting a wellkept DC-6, "Trusted Friend", owned by Ed Lavoque, between Charleston, South Carolina and Port-au-Prince, Haiti.

Ira Milton Jones

Born on June 22, 1896, in Washington D.C. Jones promptly upon the declaration of war, enlisted as an aviator cadet in the Signal Corps, and was ordered to the School of Military Aeronautics, at Princeton University. His ground school was rigid, and its term was six weeks of real, concentrated work. No "flunks" were allowed.



Ira Milton Jones

From ground school he was ordered to Chanute Field, Rantoul, Illinois, for flight training. Upon arrival he learned that all its planes, OX5 powered Jennies (JN4DS), were in crates and had to be uncrated and rigged, putting into practice what little had been learned at ground school about rigging airplanes.

The way he rigged them would scare the pants off him today!! When wing fitting holes did not line up properly, they would take a rat-tail file and line them up.

His first flight was a never-to-be-forgotten experience. The vastness of the cloud-filled sky made him feel so insignificant. After a total of seven hours dual-training, the instructor tied a hankerchief to the rudder of his plane as a warning for all to WATCH OUT, and told him "Go to it — you are ON YOUR OWN".

The last step in flight training before being commissioned was a cross-country flight. His plane did not have a compass, nor a gas gauge and his sole navigation aid was a blueprint about 18 by 9 showing roads and railroads. Before reaching Gibson City, the first point on the triangular course, he encountered a thunderstorm and momentarily lost contact with the ground. When the ground again became visible, he hastily sought a likely place to land. He landed on a farm and taxied to the barn. An amazed farmer rushed out and Jones asked the direction to Gibson City, "That-a-way", he said, pointing. Jones then asked that the farmer sign a release to the effect that no damage had been done to his crops. The farmer said, I'll sign anything but just don't go right away", he then rushed into the house, apparently to phone his neighbors. In a few minutes Jones was surrounded. They touched him and the plane in awe, for it was their first sight of a plane.

The farmer then signed his release and he took off "that-a-way" for Gibson City.

Two days after his cross country flight, he received his commission and no one could have been more proud than he of his wings and gold bar.

His total time flying in a Jenny powered by an OX5 exceeds 50 hours.

From Chanute Field he was ordered to France for combat training, and finally served with the 25th Squadron and the 148th Squadron, Fourth Pursuit Group, Toul, France.

Geo. E. Justman

Born in Tacoma, Washington, during WWI. At Olympia, Washington, he soloed in a Menasco Fleet (Instructor, Ross Dye) July 17, 1936. His first plane was in an OX5 Travelair 2000 which he bought for \$500. He received his private, limited, commercial licenses in this plane. Justman needed more passenger seats, he then bought a Stinson Detroler SM-1 (Wright J5) and planned to fly to Alaska to bush fly.



Captain Geo. E. Justman

About this time, The CPTP program was started and he sold the Stinson, received his instructor's rating and taught his first class of college trainees at the University of Oregon at Eugene, Oregon. Greener pastures beckoned and he took a position at Pasco, WA, as chief pilot for a non-college CPTP program. The next logical step up was to a contract school teaching AAF cadets in the Gulf

Coast Training Command at Spartan School of Aeronautics in Oklahoma. After 13 months he went to Love Field in Dallas and received an ATP rating — then on to Chicago to one of the major airlines. Here he started flying in the 247-D Boeing Transport. Being a patriot, Justman took leave of absence from the line and joined the Army Air Corps (6th Ferry Group at Long Beach, CA). He was given a direct commission and while he waited for it to come through he ferried, respectively, a C-47, B-25, P-51, B-17 and B-24 throughout the U.S. As experienced airline pilots were needed in the ETO, he was transferred to Africa two months after he was commissioned. His major station there was Cairo, Egypt, where he was appointed the Station Flight Training Officer.

His duties included checking pilots in that theater on aircraft, instrument and route checks. He had 100 C-46 Curtiss Commandos and 13 C-47 Douglas under his command.

After serving 13 months in that theater, he was transferred to Great Falls, Montana, to the Air Transport Command. Here he flew all the West Coast routes until discharged as a Captain in 1945. After cessation of hostilities, he went into general aviation and started as an FBO in Petaluma, California, (40 miles north of SFO). In 1950, this airport was designated the most outstanding privately owned airport in California by the Department of Education and the FAA. He developed the Justman Flying Service and the Petaluma Sky Ranch Airport. He soon owned the airport and 15 planes, becoming the first FAA flight examiner in the northern part of the state.

In early 1960, he developed a companion flight service and FBO at Lower Lake, California. In the middle 1960s he liquidated both operations and flew in Hawaii for several years. Returning to San Diego, he then flew for four different FBOs including the Catalina Vegas Airlines (flying DeHavilland Doves at night to Las Vegas). Being self-motivated, he started the CSTA Flying Club and now owns and operates the Adventure Flying Club here in San Diego. Up until the present time, he has owned 61 planes, two airports, four third-level airlines and two flight schools (one part 61 and one part 141).

Jack D. Kahlo

Born in Defiance, Ohio July 1, 1917. He moved to Whittier, California at age



Jack D. Kahlo

field, Missouri, and in 1947 Manager of the new Capital Airport at Springfield, Illinois. In 1950 Russ left the airport and went with Allis Chalmers Manufacturing Company at Springfield, Illinois from which he was retired in 1967. Russ spent several years with home building for himself. He became ill in 1979 and died January 8, 1980.

James A. Johnston

Born in 1918, in East Texas. Johnston obtained his Private and Commercial Ratings from 1934-35 in Douglas O2A, OX5 Curtiss Robin and Stinson Reliant; engaged in barnstorming in Louisiana and Texas. Appointed Aviation Cadet, of the Army Air Corps, in December, 1941. Johnston served as the Pilot in Air Transport Command, Air Training Command, Strategic Air Command, NATO and Air University until retirement in 1961. His military duties included Instructor, Check Pilot, operation of Instrument and Instructor Schools; member SAC Combat Readiness Inspection Team, USAF Instrument Standardization Board; wrote Training Manuals on Instrument Procedures. After retirement worked as Chief Instructor and operated Flight Schools in PA and FL. In 1984 he wrote a book on highlights of 50 years of flying, "The First Fifty Years;" currently gathering material for sequel.



James A. Johnston

Laura Mabel Johnston

While working with the Chicago Park District as an artist and teacher, Johnston joined the Chicago Girls Flying Club. They received instruction in the ground rules by Art LaPonte at monthly meetings. She was deeply interested in flying and sought instruction with many of the pilots at the Chicago area fields.

One day Shorty Schroeder introduced her by letter to a young Canadian pilot, Russ Johnston, who would give her instruction. Shortly after they met Russ arranged for her to take an hour of flying instruction every morning before going to work. After a few weeks Russ flew her to the Lansing Illinois airport and soloed her. Two months later they were married. That was in May 1936.

Preparations were being made for WWII. Russ took a refresher course at Randolph Army Field, in Texas, and was appointed instructor, and later Flight Commander with the U.S. Army Air

Corps stationed at Spartan School of Aeronautics, in Tulsa, Oklahoma.

The Government was also offering courses of advanced training for pilots with experience. She sought the opportunity, and was accepted. She could choose where she wanted to take her training, and, of course, she chose Spartan. She took a leave of absence with the Park District, and when she finished her training at Spartan she was given the task of teaching for Spartan School, a group of women, members of the Women's National Aeronautics Association. She soloed many of them. Months later a group of about 25 young people, not connected with Spartan, wanted her to teach them and she agreed. She flew them at the Civilian field, a few miles from the Army field at Spartan. She had a Cub and a Taylorcraft and soloed most of them. Two of the girls were accepted in the Wafs. Three of the boys later became officers in the Air Corps. Many of the young folks are still her friends.

Dr. Fenwick, one of the early organizers of OX5, while giving her a regular medical checkup, asked her to join OX5, which she did, and Russ joined at that time too.

Arthur Rowan Jones

Born on August 15, 1910 in Liverpool, England. His Commercial aviation experiences date back to 1931. He had an aviation pilot license #25695 and civil aeronautic ground school instructor license #869840.



Arthur Rowan Jones

Jones flew a Waco biplane, Stinson, Cabin monoplane, Fairchild monoplane, Aeronca monoplane, Kitty Hawk biplane, Davis monoplane, Piper Cub monoplane, Taylor Craft monoplane, copilot on a flight Ford Tri-Motor.

He was the assistant base engineer of the Hillsgrove Army Air Base until he terminated to inactivation as an Army Air Base.

Jones was the Chief of airport operations for five Rhode Island state airports. He retired after 32 years in 1969.

Jones was a major in the Civil Air Patrol. He was a member of the O.B. Quiet Birds at the Boston, Massachusetts hangar. He was also a member of the American Association of Airport Executives.

He received the Air Force Association citation for furthering the progress of aviation, humanitarian, charitable, civic endeavors.

Pilot of aircraft powered by OX5 engine. OX5 Club number 543-1957.

Arthur Jones passed on or folded his wings suddenly January 8, 1984, in Naples, FL.

Homer M. Jones

Born on November 23, 1909 in Garrard Co. Kentucky. He soloed an OX5 powered International biplane on February 2, 1929 at Mt. Healthy airport in Cincinnati, Ohio. With the late Frank Mayo Fairchild, he established aviation training in the Cincinnati Public Schools system. He also wrote curriculum for pilots and mechanics.



Homer M. Jones

Frank Fairchild, Earle D. Barnes, and Lawrence Stephens, helped him build and install the equipment for the first control tower in the Hinsch Administration Building at Lunken airport. He trained the first tower controllers while the tower was operated by the city of Cincinnati. The tower was later taken over by the C.A.A. with Ed Biber as the first federal employee.

He ran the C.P.T.P. at Cincinnati, giving both ground school and flight instruction. He used Aeronca Champs and Taylorcraft for primary flight instruction and Waco UPF-7 and Stearman P-T17 for secondary.

Jones entered the military service (Navy) August 28, 1942. He was honorably discharged on November 23, 1953. He was on active duty in the American campaign, European-African-Middle-East campaign, and Asiatic-Pacific campaign. He is presently a member of Antique Airplane Association — M-3072; A.O.P.A. 065403; OX5 Aviation Pioneers 4459; N.A.F.I. 547. Jones is a past Secretary of the Ohio Wing OX5 and a past Secretary-Treasurer of the Mid-West Florida Wing.

Hubbard M. "Cotton" Jones

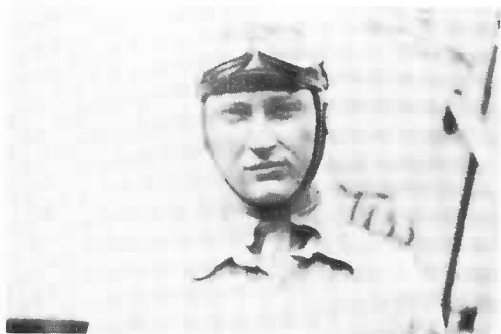
Born in Texas in 1911. Jones started flying at Bristol, Virginia Airport and soloed an American Eagle in 1931 after three hours instruction. He also flew Eaglerock and an OX5 Robin. Jones barnstormed, rebuilt airplanes and instructed — later in a C.P.T. During the war he instructed and supervised the instruction of British and American Cadets for the Air Force at Carlstrom Field in Arcadia, Florida.

After the war, Jones had a flying service at Fort Myers, Florida; then he flew

13. The Los Angeles eastside airport was 2½ miles from their Whittier home. One morning, there was an ad for a boy to hoe weeds in exchange for an airplane ride. After nine hours of hard work, he received a 10 minute ride. After that ride the airport could not get rid of him. He cleaned hangars, washed motors, cleaned airplanes, and worked in the shop overhauling OX5s, Kenners and the Wright J-4, J-5 and J-6 series. To this day, in his sleep he can still take apart and assemble an OX5. For this work he received flying lessons from Leon Durden in his OX5 Waco 10 N.C. 9575 and John Nagel in his Kenner Fleet N.C. 702V. Early one morning, when he was 15½ years old, Leon soloed him in a Le Blond powered Klemm N.C. 161H. By his 17th birthday he had flown solo 13 different types of aircraft, which were powered by nine different types of engines, ranging from the OX5 to the Wright J67. Thanks to the confidence of Leon Durden, John Nagel, and R.L. McCreery had in him, as a boy, he was able to achieve the dream of his life. Because of corrective eyeglasses, he gave up flying as a career and went to work for Northrop Aircraft at age 20. At Northrop he was the Assistant to the Superintendent of Production Engineering, and the Project Tool Engineer on the B-35 and B-49 Flying Wing Bomber Projects. He retired as the Executive Assistant to the President who, at that time, was Whitney Collins.

Fred J. Kane

Born in Nebraska, on October 1899. Kane moved to Kansas City, Kansas, in 1907. Spent summers at Olatha Flying Field. He helped early pilots Freddie DeCaro and Lincoln Beachey. His first airplane ride was at Lewis Bennett. Acquired Belierot Model Ten 1919. No duals. In 1920 he purchased an OX5 Curtiss Jenny JN4C. He hired an instructor Ed Locher; received six hours instruction when Ed broke a leg in Army Reserve Crash. Kane decided to solo. He took solo flight with a lady passenger. All went well until the first landing. He came down hard, and the landing gear collapsed, nosed up and broke propeller. Had plane repaired, continued flying, some barnstorming.



Fred J. Kane

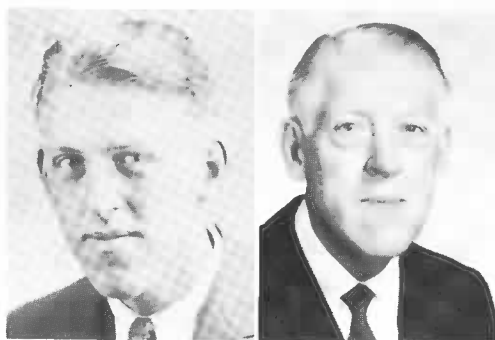
Kane test flew motorcycles and auto engine, homebuilts. He also started flying and instructing an OX 5 Standard J 1 biplane. Kane crashed Canuck on his first night flight with no lights.

He became the chief instructor at Richards Field for Bennett Flying School and sold Eaglerock airplanes.

Kane received his Transport Pilots License No. 669, and A&E 343 in 1926. He soon after started flying for large corporations.

Harvey W. Kattelmann

Born on December 27, 1910, in Cincinnati, Ohio. Kattelmann entered aircraft work, Aeronautical Corp. of America, in Lunken Airport, in 1930. He attended flight training late in 1930 at West Cincinnati Airport, in Harrison, Ohio. He also did a mechanic apprenticeship. Early 1931 Chief Mechanic Milan Flying School, Milan, Indiana. He soloed on February 3, 1931 in Monoprep. Obtained Private Pilot's License No. 20,888 in an OX5 Waco 10, at Lunken Airport in Cincinnati, Ohio on June 25, 1931. From 1931-34 he was the Chief Mechanic and Ground School Instructor, Dayton School of Aviation, Madison, Indiana. He passed a flight test for Limited Commercial Pilot's License on February 6, 1933. January 1934 through December 1936 he fixed base operations at Mt. Healthy Airport in Mt. Healthy, Ohio Repair shop and passenger rides. Owner of Curtiss Challenger Robin, OX5 GXE Waco and Travelaire 2000. From January 1937 to July 1941, Douglas Aircraft Co., Santa Monica, California. Head Instructor for Airplane and Engine mechanics courses, Santa Monica Technical School, in Santa Monica, California from January 1941-45. After WWII he owned two Vultee basic trainers, Stinson 108-2 and Stinson HW-75.



Harvey W. Kattelmann

Employed by CAA on January 1947 and up-graded to General Aviation Maintenance Specialist, Supervisory level. He received special commendations and Superior Performance awards. Kattelmann retired on January 1973. Not an aircraft owner now or flying since 1982. He is the holder of Aircraft and Powerplant Certificate No. 10035 and Commercial Pilot Certificate #20888. He is a member of OX5 Pioneers, at the Southern California Wing.

Leslie J. (Les) Keely

Born on December 17, 1915 in Wahoo, Nebraska. Keely watched Lindbergh parade in 1927 in Omaha and decided that aviation was for him. Keely graduated from Technical High School in Oma-



Leslie J. (Les) Keely

ha in 1933. He completed an Apprenticeship at Rapid Airlines and passed CAA tests for "A" and "P" certificates in 1934. Keely worked as a mechanic on OX5 powered aircraft while at Rapid. Douglas Aircraft, in Santa Monica, in 1936. He went to work for Hanford Airlines in Kansas City, 1937. After the merger of Mid-Continent Airlines with Braniff in 1952 he was Superintendent of Service, in the Northern Region. Keely joined North Central Airlines as Director of Maintenance and Engineering in 1960 and became a Vice-President in 1965. He left North Central in 1972 to become Vice-President-Operations for Frontier Airlines in Denver. He resigned in 1975 and returned to Minneapolis. He is presently retired.

George W. Keenan

In the spring of 1932, Keenan purchased a used Travelaire 2000, and soloed from Hector Airport in Fargo, North Dakota in June. Late that fall, he had a decision to make. He was to either keep his Travelaire or get married. Marriage won. Since that time he has done very little personal flying, but he has raised a family. He did, however, pass on his love of flying to his children and to his five grandsons and one granddaughter. Since retiring he has made about 30 trips between his home state of Minnesota and his retirement home in Florida. He still takes in all the antique airplane shows that he can reach.



George W. Keenan

William H. Keller

Keller learned to fly by working as a line boy and general flunky at Dayton, Ohio for flying time and no pay. He soloed in 1936 at age 16.



William H. Keller

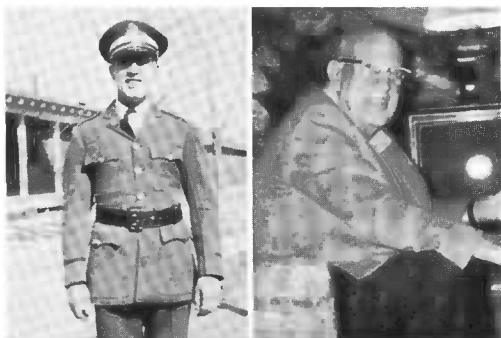
Keller received his commercial and instructors rating in 1939. Taught primary and secondary C.P.T. until 1942. Keller was commissioned as a service pilot in U.S.A.A.C. as basic flight instructor. He transferred to A.T.C. as ferry pilot and later to C.B.I. theatre as a hump pilot.

Keller was fixed as the base operator at Dayton Municipal Airport from 1946-52 when he was recalled to the U.S.A.F. and served until 1954 with Air Technical Intelligence attaining rank of major.

His flying career ended in 1960 after his heart attack except for an occasional flight in an ultralite.

Douglas T. Kelley

Kelley started in aviation in R.O.T.C. Air Corps., University of California, from 1923-24. He soloed in a Hisso Jenny, 1925 at Brooks Field. Graduated Kelly Field in 1926.



Douglas T. Kelley

Kelley's first flying job was for Ryan Air Lines, in 1926 hauling beer to Baja, California. He became Ryan's Chief Pilot, in 1927. Then he became a Chief Pilot for Airtech Flying Service, first operations on Lindbergh Field, San Diego, on September 1928. This was the 2nd Transport Flying School in United States. Kelley became President of Airtech, in 1932. Sold school in 1940. Joined Consolidated-Vultee as Test Pilot, becoming Director of Flight until the end of WWII, after which he formed the Nelson-Kelley Company, Lindbergh Field, in fixed base operations.

In 1938, Kelley sold out to Friedkin Aeronautics. He joined Franklin as Vice President in starting P.S.A. a position which he held until retirement in 1967.

He and his wife are still flying their Cessna 205 STOL which they have at their front door at Sierra Sky Park in Fresno.

Ward L. Kelley

Born on June 17, 1911. He was raised on a farm in New York and had always wanted to fly. He would stand in front of their barn, look at the long level field in front, and dream of landing his own airplane there.



Ward L. Kelley

Kelley soloed a Waco 10 NC 6975 in August 1934. He had so called advance instruction in a Kinner Fleet. The next year he bought a pretty blue and cream Buhl Bull Pup. He paid \$350 for it. His first cross country was to his parents farm 90 miles away. He still has the clipping from the local newspaper. On the way back his Szekeley engine burned out the crank shaft bearing and he had his first forced landing. Kelley brought the airplane back on a truck. The next year he acquired a Driggs Skylark and built time for Commercial and Instructors rating. Kelley operated a part time instruction and charter service.

He went through flight training NAS at Corpus Christi, Texas, and he was commissioned as a Naval Aviator in September 1942. He was a production test pilot, engineering officer at NAS Floyd Bennett Field in New York. Flew all the latest Navy types, a total of 40 military and commercial airplanes from 40 HP to 2000 HP single and multi engine. He retired as LCDR USNR.

What a wonderful time to have lived.

William (Wild Bill) Ellis Kelley

Kelley was born on May 10, 1921. He was reared in Kansas City, Missouri. Kelley sold airplane rides and worked on flight line weekends with Kansas City Flying Service in Old Richard's Field, while attending high school and learning to fly. He first soloed on October 30, 1939 in Warner, 125 H.P. Fleet Biplane, and built up additional dual and solo time flying a Warner Fleet and Waco 10 OX5 aircraft. He joined the Army Air



William (Wild Bill) Ellis Kelley

Corps Cadet Pilot program with WWII service in Air Transport Commandair Crew (Ferrying Division). Post war graduate of Owens Corning Fiberglass Corp. Executive Marketing School and worked in Washington D.C. for several years. In 1950 he returned to aviation as a Flying Aviation Advertising Account Executive, in Wichita, Kansas. Kelley was a member of original founding staff of King Radio, Corporation in Olathe, Kansas, manufacturers of avionic communication and navigation equipment as Vice President of Marketing and a member of the Board of Directors. He is an Alumnus and present Trustee of the University of The South, in Sewanee, Tennessee. President and founder of Avcon International (Aviation Consultants). Kelley is living (with wife, Jean) in Fort Lauderdale, Florida.

William A. Kennedy

Born on June 22, 1901 in Philadelphia, Pennsylvania. At the age of 9 he saw his first plane built by the Wright brothers in Wanamaker's department store. In 1918, he moved with his parents to Baltimore, intent on a career in flying. Unable to join the Air Corps, he went to work as a plane mechanic with Harry Easter, who operated a Curtiss H-boat plane on the harbor.

In 1919 Kennedy made his first solo flight and in 1922 he bought an old Jenny biplane and set out for a few years of barnstorming.

Kennedy returned to Maryland and took a short job with Monumental Aircraft. In the mid-1920s, he developed a type of wing that gave airplanes extraordinary stability when using short fields or flying at low speeds. He also created full-span ailerons that helped short-field flying as well.

In the fall of 1927 Kennedy went to work for the troubled Krider Reisner firm which had frames for 10 airplanes. Then he was on loan to Doyle Aero Company where he straightened out their technical problems and put their test program back in the air.

Kennedy was the chief pilot in the newly created Baltimore Airways.

The U.S. Government moved to create civilian pilots by the thousands. Kennedy started it initially and organized the program for the Shippensburg College in the summer of 1939. This program allowed him plenty of spare time and he organized an Aeronca distributorship in Baltimore. Just in time for Pearl Harbor to put him out of business. He was sent out in the first group. Arriving first and having used the least fuel he was promptly named wing commander for future flights. This position he held for several months. Feeling his best skills were not being utilized he set foot to teach Navy cadets. This challenge he really enjoyed. He racked up 1500 hours the first year. This taught him a human body does have its limits and he was ordered to take 30 days rest when it was learned he was also instructing part-time at a nearby civilian

field. His program was finally assimilated into the Navy's regular system.

Kennedy organized a small group of pilots to complete this phase of wartime service, namely spraying and dusting at, in and around military camps to remove and prevent malaria mosquitos. This consumed two years of this time as bases extended all up and down the east coast.

The Navy Bureau, remembering Kennedy's performance at LPR as student instructor, called him to be an inspection supervisor at Martins. He carried this to the end of WWII and beyond; then it was back to his real love — flying schools and teaching.

During his lifetime he has issued more than 400 flight exams ranging from private pilot all the way up to single multi-engine land and sea certificates. He taught more than 4,000 students to fly and during the nearly 60 years of his career he amassed 23,000 hours of accident-free flying time.

Kennedy died in 1980.

David H. Kenyon

Born in Santa Barbara, in 1918, first flight was in 1935 in an OX6 Bird biplane at Capitola, California. Kenyon's instruction continued in "Early Bird" Jack Irwin's OX5 Bird. This led to his apprentice mechanic's training at Irwin's Watsonville Airport in 1936. His career at Lockheed Aircraft, Burbank began in 1937. His flying continued at Los Angeles Metropolitan Airport and with the National Guard's 115th Observation squadron. Kenyon also barnstormed with race pilot Harry Crosby in his Fokker Super Universal. Wartime service was with the 435th Bombardment Squadron. Ten years followed as Lockheed's Regional Field Service Manager assigned to 10 major Constellation operating airlines. He joined Capt. Eddie Rickenbacker on his 1959 Latin American tour. Lockheed retirement came as a Marketing Director after 40 years in the association with 34 Lockheed models. His brother, Herbert Hollick Kenyon, flew Lincoln Ellsworth over the Antarctica in 1935. RADM Richard Byrd wrote: "Your flight was one of the greatest in all aviation history."



David H. Kenyon

R. Stewart Kilborne

Born August 1, 1905, in New York City. He started flying on a Jenny (JN4) at old Curtiss Field, in Long Island, New



York, in early 1927. He soloed after six hours. No pilot's license was required except an FAI for racing. He flew almost all OX5 engine planes. He bought a Waco 10 and assisted in building it at Troy, Ohio in 1927. He was advised that the OX5s built at Hammondsport, New York, were the most reliable, so he had it installed. He barnstormed the northeastern states and paid full price for the plane — \$2385 — in six weeks. He seldom bought gasoline because of the carrying local dealer's name on the side of the plane. Regular gas was used, but all was strained through a piece of chamois. He received pilot's license #1599 with transport rating for all types in July, 1928. He founded the Eastern Aviation Corporation that year and acquired another Waco 10 and a new Laird with a Wright J-5 motor. He is a member of the National Aeronautic Association and OX5 Pioneers, Wings Club since 1942. He was director of Equitable Life Assurance Society from 1947-77, President of National Federation of Textiles from 1952-53, and President of William Skinner and Sons 1947-61. He received Army-Navy "E" Award for manufacturing unique and parachute materials, and commendation and appreciation from director of Military Planning Division of Quartermaster General's Office for special development services. He is a member of Governor Rockefeller's Cabinet as Commissioner of Conservation from 1966-70. All State pilots and airplanes were under my department (firefighters, etc.).

Charles T. Kilgore

Born January 29, 1908 in Wise County, Virginia — started flying as a student in Bristol, Virginia on an English Avro WWI trainer powered by Gnome Le Rhone rotary engine in 1927.



Charles T. Kilgore

He was a mechanic, student, airport attendant and operator in Bristol and Knoxville, and he soloed an OX5 Waco.

In 1933-35 Kilgore graduated from the U.S. Army Air Corps Technical School, Chanute Field and operations mechanic in Langley Field. From 1935-36 Manager — Bristol Airport, Virginia. 1936-40 Mechanic, American Airlines and Flight Instructor, Ashburn Airport Chicago.

In 1940 — Flight Instructor CPTP, King College, Bristol, Virginia, 1941 — Flight Instructor U.S. Army Primary training, Arcadia, Florida, 1942 — Pilot in training, Pan American Air Ferries, Miami, Florida, 1942-45 Consolidated Aircraft, San Diego — test pilot, B24.

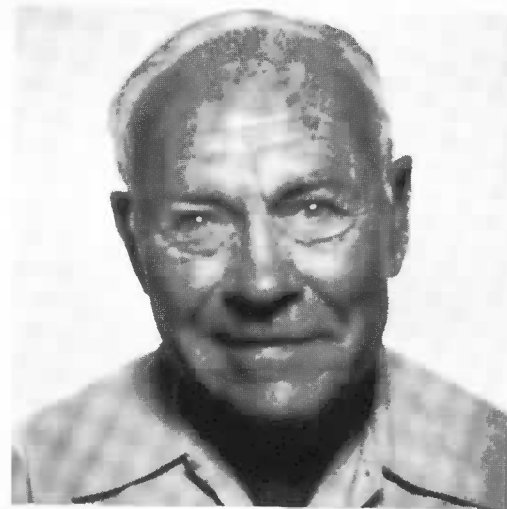
Trans Pacific Captain, Consairway, ATC contract, Hamilton and Fairfield, (now Travis) California.

1946-61 — Airline Captain, Pacific Overseas Airlines, Transocean Airlines, Miami Airlines, Modern Air Transport, U.S. Airlines, National Airlines, California-Eastern, U.S. Overseas Airlines. During this period operations included contract charter services in Atlantic, Pacific, Domestic, Caribbean and South America.

From 1961-78 — Inspector, Flight Standards in FAA, Washington and Denver. Then in 1978 Mandatory retirement at age 70 years.

Alfred G. King

Born October 31, 1907 in Gatesville, Texas His boyhood was spent on a farm in Missouri. At the age of 12 he received his first airplane ride from a barnstormer flying an OX5 Jenny at Odessa, Missouri. In 1929 he made his first solo at Richards Field, Rayetown, Missouri after six hours of dual in a Standard OX6.



Alfred G. King

In 1934 King joined Luscombe Aircraft at the Municipal Airport in Kansas City, Missouri and in 1935 he moved with them to Trenton, New Jersey where he worked constructing and testing Luscombe aircraft until December 1940. After a short stint with the CAA he went to work with Delta Airlines in Atlanta in February 1941. During his career with Delta he flew the Lockheed 10, Douglas DC-2, 3, 4, 6, 7 and the DC-8 jets. He

retired from Delta on October 31, 1967 and now he resides in DeLand, Florida.

Claude F. King

Born at Glenford, Ohio on September 13, 1897. King was an electrical engineer supervising the lighting of the airway from Toledo to New York for the night flying of the first air mail. He returned to Cleveland to install the lighting of the new Cleveland Municipal Airport. In 1925 he was appointed deputy airport commissioner. He helped supervise the building of the first airport terminal with the first control tower. He was awarded the number one control tower license in 1929. King soloed an OX5 Waco 10 in 1927.



Claude F. King

As commissioner King completely rebuilt the passenger terminal and all new hangars for the jet age of 1952. He retired in 1958.

The honors he received were: Western Reserve Aviation Hall of Fame; Air Transport Association Award — Order of the Vest honoring 50th year U.S. Air Mail; No. 1 Control Tower License.

Jack L. King

Born on January 23, 1922 in Virginia King acquired over 20,000 hours. He learned to fly during the 1930s in Baltimore by trading a day's work for each 30 minutes dual while acquiring shop experience to obtain an A&E mechanic license. He owned Great Lakes, Taylorcraft and Stinson Reliant. Before and after WWII King was employed by Glenn L. Martin Aircraft in Experimental, Engineering and Flight Test. During WWII he worked on NACA research programs at Langley Field and later as AAF B25 bomber pilot. After the war he flew as an engineering test pilot on FAA certification program of Martin Airline Transports. He was awarded the Martin



Jack L. King

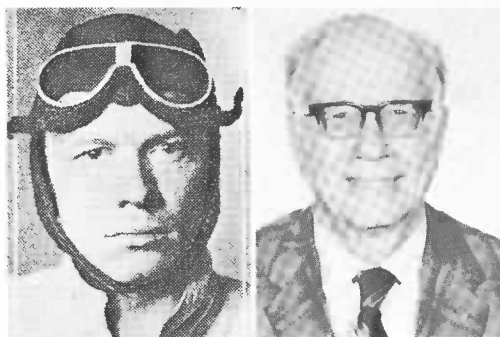
Purple Martin Citation for developing and obtaining U.S. Patents relating to flight test systems.

During the early 1950s King supervised a contract military instrument flight school for one year and was designated as an FAA Flight Examiner. He spent one year as corporate DC-3 pilot with Olin Mathieson Corp. then employed by Langenfelter Construction Company as chief pilot for 31 years operating DC-3 and F-27. Made first landing at Dulles airport while under construction.

In 1966 began part-time journalism career by helping to establish "Professional Pilot" Magazine and served 11 years as managing editor. Author and co-publisher of "Corporate Flying" and "Wings of Man — the Legend of Captain Dick Merrill" which was voted the best aviation non-fiction book of the year by Aviation/Space Writers Association. Presently working on Arthur Godfrey biography. Member of OX05, QB, ASWA, Silver Wings, NBAA, AOPA, Flying Shriners and honorary member of REPA.

C. Raymond Kirby

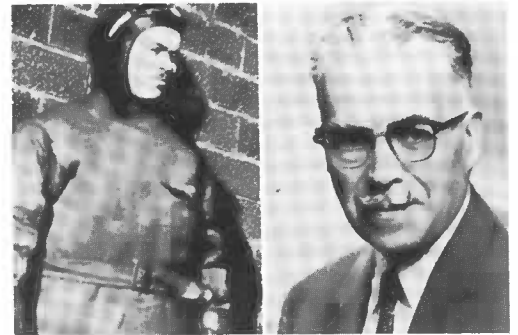
Born on July 31, 1901 in Labette County, Kansas approximately 25 miles from where Ryan, the aircraft builder was born. His family moved to Houston where he learned the machinist trade after starting as an apprentice at Hughes Tool Company from 1920-25 while employed at an early Automotive Machine Shop. They overhauled OX5 engines for most of the early fliers of Houston, who included L.L. (Shorty) Walker, Burt Pidcoke, Dub Pennington, The Quick Brothers. In 1924 Clyde Pangborn with the Gates Flying Circus wintered in Houston. While there the shop put new bearings in some of the Hissos that were in the Standards they flew. Freddy Lund and Pangborn were frequent visitors to the shop. The Circus performed at Ellington Field that year from 1925-31. In his shop he souped up several OX5s by increasing compression, putting in dual plugs, grinding camshafts and other methods.



C. Raymond Kirby

Geo. W. Kirkendall, Sr.

Born on May 26, 1902, in Kokomo, Indiana. He graduated from Greentown High School, Indiana in 1920. Probably #13 enlistment in Indiana National



George W. Kirkendall, Sr.

Guard Air Service 1921, Kokomo, Indiana.

June 1922 was crew in testing and flying first ever airplane landing lights on DH4B Liberty engine 400 H.P. at McCook Field, in Dayton, Ohio. Air service lights now in Wright-Patterson Museum, Dayton. His first landing lights at Kokomo, Indiana were a failure.

In 1925 he had accomplished highest overall grade in the 113 Squadron and was assigned Flying Cadet U.S. Air Service Brook and Kelley Field in San Antonio, Texas.

From 1926-27 he was a special student at Purdue University W. Lafayette, Indiana. In 1927 he barnstormed with an OX5 and Hisso 180 HP at Detroit, Michigan. He flew with a cadet classmate (Kelley Field) who was flying Atlantic to Paris. Yes, "Chuck" Lindbergh made it. They had a special biplane five-place which carried four passengers \$2.50 each. Many thousands of passengers just a few miles east of Ford Tri Motor Nest. This same airplane was later used to open Sandusky, Ohio Inter-island Air Ways.

In 1928 he designed a six cylinder radial air-cooled airplane engine. It was built by Superior Tool and Spring Co. for Nichols-Beasley Aircraft for Barling, all metal low wing.

In 1929 he was the Design engineer with Consolidated Aircraft, Buffalo, New York on Fleet two-place biplane trainer. After 250 Fleet planes were built GWK engineered aero-dynamic lifting stabilizer to prevent Flat spinning. This design method is used to keep airplanes out of the fatal flat-spin.

In 1937 the Government C.A.A. requested Kirkendall to improve quality and be Chief Test Pilot of the new in production Taylorcraft two-place. There were 14,000 Taylorcrafts produced by 1946. One year later he served as the factory Superintendent for Akron Aircraft Co. and wrote airplane relicense law as passed by Congress in 1938. With the war in prospect he went with Goodyear Aircraft as Chief Inspector where he built the Inspection Department to 1600 personnel when the work force during WWII was 32,000. His proficiency was in airship as well as multiple airplanes.

The Air Force in 1945 tendered the Kirkendall Reserve Office rating as General but after passing a high physical test he decided to remain unattached. He served as the Professor of Engineering at PA State University from 1957-62.

From 1978-83 The Kirkendall Theorem was investigated by F.A.A. in rela-

tion to wet versus dry Aerodynamics in landing or taking off aircraft in rain. Kirkendall was under investigation by order of the F.A.A. with NASA. He worked at Langley Field, Virginia. In case accident (New Orleans, Louisiana on July 9, 1982 of 727 Boeing take off in rain fell from 158 ft. and was fatal to all 147 people).

John Marcus Kirkpatrick

Prior to 39 J.M. Kirkpatrick was a barnstormer in the summers for Ivan R. Gares Flying Circus and others. In 1939 he attended the University of Florida A.A., Military Preparatory Academy, Public schools. Also he was a naval aviator, No. 6598. He served in a fleet. He was a gunnery instructor and squadron engineering officer.

Kirkpatrick graduated from the U.S. Naval Air Station in Pensacola, and was appointed ensign.

He was hired as a copilot for Eastern Airlines (DC-3) in 1942. Also in that year in the U.S. Navy Contract Naval Air Transport Command. He was a flight and instrument instructor for copilots transitioning to captain so as to receive their Air Transport Pilot ratings. Between regular airline assignments served as a test pilot on F4U "Corsair" and F4F "Wildcat". Aircraft sales and delivery for Charles Babb Co.

In 1944 he went to Stockholm, Sweden. He assisted in Scandinavian base set up. He worked on Air Transport Command contract flights for the U.S. Army. His familiarization was with a pilot for captain's transitioning from flying boats to land planes. Captain PB2Y3-R, PBM, PBY, VS44 flying boats. Flights to Europe, South America and Africa.

In 1948 Kirkpatrick was a captain of DC-4/C-54. His flights to Europe, Scandinavia, Iceland. Helicopter rating.

He was captain of Lockheed Constellation, Boeing B377 with flights to Europe, Japan and Scandinavia in 1952.

Kirkpatrick was appointed in 1954 to Check Captain by Pan American and appointment approved by U.S. Civil Aeronautics Administration. His duties were to check flight, navigation, cruise control and procedures of regular line captains and first officers. He Captained a Convair CV240, Douglas DC-4. Flights to South America, Cuba and Central America.

In 1956 he captained a Douglas DC6-B, flights to Europe, Africa and South America. In 1960 he was a familiarization pilot for other captains transitioning from propeller to jet operations, cruise control. He flew 4,000 hours.

In 1964 he began to captain the Douglas DC-8 with flights to Europe, South Africa, South America. And on to the Boeing B707/720 in 1970. He then flew to South America, Panama, Caracas, Rio de Janeiro, Sao Paulo, Buenos Aires, Los Angeles, San Francisco amounting to over 5000 hours.

Beginning in 1975 he captained the Boeing B747 Jumbo Jet from its inception. Flights to Alaska, Japan, Hong

Kong, all Europe through Middle East, Beirut, Teheran to India.

J. Mileham Klapp

Born January 5, 1915 in Chicago, Illinois In 1932 Klapp was a student at Land-O-Lakes flying school in Delafield, Wisconsin. From 1933 until the beginning of WWII he flew with Turgeon Flying Services owned by OX5r, the late Bill Turgeon. The Aircraft he flew during that time: OX5 Eaglerock, Curtiss Robin, Driggs Skylark, Waco F, all models of Piper and Taylor Cubs, and anything else sitting around the airport. He became a Naval Aviator in 1941 and was attached to the Naval Air Transport Service flying DC-3, DC-4 type of equipment in the Pacific Theater as a backup to the operations of the Pacific Fleet. He remained in the Naval Reserve after the war and retired with the rank of Captain. Then he joined the United Airlines in 1942. He became a Special Assistant to the President in 1955 and remained with United until 1965. His total flight time was approximately 15,000 hours. His Airline Transport License is No. 26002.



Jay M. Klapp

Edward Klatka

Born in Ashton, Nebraska. Klatka soloed an OX 5 Commandair at Alliance, Nebraska October 20, 1935. However, he had previously soloed a Curtiss Pusher in three hours and 45 minutes. With Harold and Louise Tinsley Miller then later after he instructed thousands of hours, that was not very smart. Gene Gates and he barnstormed from L.A. to Central Nebraska, one thing they learned was to stay away from towns that had airports and or airplanes. They also learned a lot about hand starting engines. Coyote hunting from airplanes was great sport and paid for gas, with approach of WWII



Edward Klatka

they ferried J3 Cubs from Pennsylvania to Los Angeles.

Then they joined Southwest Airways, which operated Thunderbird at Phoenix, and Falcon Field at Mesa, that trained British Cadets in PT 17s, BT-13 and AT 6s.

Klatka held the record, with no wash outs and no paint scratched within the last two of 4½ years as Flight Commander, four years assistant, then 15 years airport manager of Enid Woodring Field. S&M, EL&S. CIF&I also F.A.A. He was also Des. Flight Examiner for a period.

Klatka was Awarded the Airport Operator of the year on Aug. 12th, 1959 by the National Flying Farmers Association.

To be a good Flight Instructor one must remember, that they are not *born* with wings.

William H. Klingenberg

In 1925 Klingenberg took his first airplane ride with Art Smith. In the fall of 1926 he signed up for flying with Eddie Heath, whose factory was on north Broadway, Chicago. The flying field was at the southwest intersection of River and Toughy Avenue, south of Desplaines, IL. The winter was so cold and snow so deep that they had to taxi the plane back and forth on the field to cut ruts in the snow to get speed enough to take off in. Prior to that they had to heat the oil and water over an open fire to get the OX5 motor started. Al Meyer and Ed Heath gave him instructions. They had to land in the same ruts so as not to nose over.



William H. Klingenberg

Klingenberg bought his first Thomas Morse Scout in the spring of 1927. A year later he purchased an OX5 Standard from Robertson at Lambert Field, St. Lewis. This is the one Chas. Lindbergh instructed students in before he flew the ocean. In 1929 he purchased an OX5 Swallow, which he barnstormed in. In 1929 as he was flying along side of the Graf Zeppelin, over Chicago he dove under to leave, as it was the only clear space around due to so many planes around it.

The Germans were leaning out of the gondola windows and shaking their fists at him as he almost clipped off their antenna.

His transport license was #6827. In January he will be 81 years old. He has flown 16 different types of planes and did a lot of instructing.

James W. Klopp

Born at Fleetwood, Pennsylvania. Klopp was a Charter member at Penn State Aero Club in 1931. Club operated OX5 Eaglerock from Belfonte airport. Hen Noll was his instructor. Upon graduation (1935 BSME), he entered a 30 year career in naval aviation, starting with flight training followed by duty in the Pacific Fleet.



James W. Klopp

Then he went to the Navy Bureau of Aeronautics (1940). Klopp became the first Rotary Wing "Class Desk" officer. He initiated tandem rotored helicopter development and such models as the XHRP, XHJP (HUP), and XHJD. He participated in a Joint US-British evaluation of the helicopter for anti-submarine warfare involving the operation of two early Sikorsky R-4 helicopters from a platform aboard the British freighter Daghestan, while crossing the Atlantic in convoy 1943. In 1944 he served on Staff A, ComAircraft, South Pacific. In 1945 he served on Staff D/C, ComNaval Air Bases, Okinawa, during invasion. In 1946 he returned to BuAer as Head, Rotary Wing Branch. Subsequent Navy duty included: Head, Missile Test Department, NavAir Missile Test Center, Pt. Mugu, California. He is the director, Airframe Design Division, BuAer. He is the director of Aeronautical Materials Lab., Philadelphia Assistant to Chief of Naval Material, Navy Department Bureau Naval Weapons, Fleet Readiness Rep., Central District. Upon retirement from the Navy he joined Piasecki Aircraft Corporation as a Vice President for Flight Test and Quality Assurance. Klopp married the former Virginia Bristow of Trevoise, Pennsylvania. He is now residing in New Smyrna Beach, Florida.

Stanley W. Kluzek

Born at Springfield, Illinois on January 8, 1911. In 1928 he was a student at Heath Airplane Company in Chicago. He paid \$35 per hour for flying time and attended mechanic school at night. August 13, 1929 he purchased an OX5 Standard #4868 from Geo. L. Petzold Chicago for \$625. After about six hours of instruction, he climbed into his standard and soloed.

During 1937 Kluzek made a parachute jump; his backpack did not fill out. It just dangled. He pulled the rip cord on his 22' chestpack, had to push it out with his



Stanley W. Kluzek

hands. It filled out with a bang split the vent down one panel about a foot. They picked him up, his heels were torn off his shoes. He had no broken bones. He was O.K. in 30 days.

Kluzek was barnstorming in many planes and during 1940 he was crop dusting for Delta Airlines. The main office was a two room shack on the Monroe, Louisiana Airport. He was offered a job as airline pilot, but he was on a boat. He arrived in Liverpool in October, 1940. The harbor and Liverpool were being bombed that night. He arrived in London next night.

He ferried bombers and fighters for the A.T.A. at Maidenhead and Hawrden airports. He arrived in Canada to ferry bombers to England, made first crossing to Prestwick on June 19, 1941. Kluzek ferried aircraft to Egypt and Australia. He resigned in 1943 and flew with Consolidated Aircraft in San Diego, California and then with Douglas Aircraft in Tulsa, Oklahoma. Last flight there was in a B24J on August 10, 1945. The war ended and so did his job. He still works and is president of the Stan Kluzek Industrial Empire.

Franklin N. Knapp

Born on September 18, 1908 at Chesterland, Ohio. Education: civil engineering and one year aeronautical engineering at Cleveland College under Professor Heraclio Alfaro of Martin Aircraft Corporation. While engineer with the Cleveland Union Terminal project, he laid out traction platforms for electric trains that presently run from the Cleveland-Hopkins Airport to the terminal at Public Square. On July 1927, he completed 6:45 hours dual and 3:35 hours solo on a Standard JI at Robertson Aircraft Corporation in Anglum, Missouri. Knapp acquired a Transport License No. 6366 on September 1929. He entered Cleveland Air Races in 1931, obtaining an FAI



Franklin N. Knapp

Pilot's License No. 8033 signed by Orville Wright.

Knapp was born on September 1933. He flew relief to Barney Rawson on Weather Flights at Cleveland. From July 1, 1934 through June 30, 1938 he made weather flights at Nashville, Tennessee. From 1939-44 he was contracted for the CPTP and WTS Army and Navy Pilot Training programs. In 1940 he married Ruby Smith, a student in the first CPTP program. Gave her instruction in a Waco 9 in November 1939. She earned Commercial License number 83955.

From 1944-64 Knapp was an FBO and a Corporate pilot. From 1963-78 he was the Director of Operations for the Nashville Metro Airport Authority.

Harold L. Knoop

In June 1923, he enlisted in the Army Air Service. Knoop studied airplane mechanics and parachute rigging.

In September 1924, he went to Brooks Field as a flying cadet. He met Slim Lindberg in September 1925 at Kelly Field. Knoop graduated from Army Advance Flying School, and was commissioned as a 2nd Lieutenant in the Reserve. In 1926, he was a barnstormer in the midwest and Ohio.

Knoop was hired in 1927 as an airmail pilot by Robertson Aircraft which is now American Airlines. In October of that year he was hired as an airmail pilot by the National Air Transport, Chicago to Cleveland.

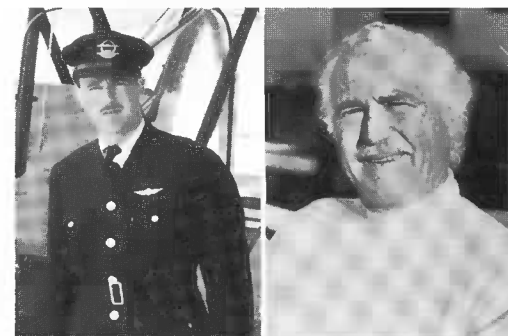
Knoop retired in 1964 at 60 years of age. He was number one on the system seniority list for several years.

Knoop flew more than 30 different types of airplanes from Jennies to Jets and enjoyed it all.

He had many famous passengers from Will Rogers, B.B. Daniels to "Ike" on his campaign flights.

Patric Knowles

Born on November 11, 1911, near Leeds, Yorkshire, England. He came to the United States in March 1936 under a contract to Warner Brothers Film Productions in Burbank, California. During the following 45 years he made about 80 films, including "The Charge of the Light Brigade", "The Adventures of Robin Hood", "How Green Was My Valley", "Auntie Mame", "The Wolfman" and "Chisum".



Patric Knowles

In 1936 he started flying lessons at Joe Plosser's school at Grand Central Airport, in Glendale, California. Andy Anderson was his instructor. Between flying and filming he kept pretty busy. He did a lot of flying out of Dick Probert's school at the Metropolitan Airport in the San Fernando Valley.

He joined the Royal Canadian Air Force in 1940 and became an instructor. He was stationed at Regina, Sask.

Later, on returning to California, he joined the A.A.F.T.D. and was posted to the Mira Loma Flying School, Oxnard, as an instructor.

On the way home from their location filming "Robin Hood" near Chico, California, they passed a small airport. (Bill Miller was managing it.). Their star, Errol Flynn, said he wished he could fly a plane. He took him for a ride in a Curtiss Robin and he was hooked. He gave him lessons almost every day and had him solo once around the field. He said only 'once' because the spies from Warner Brothers were there and they were grounded in short order. He should mention that he gave Flynn lessons in a Piper Cub, not the Curtiss Robin.

In 1942, while on vacation at Lone Pine, California, he heard there was an OX5 Robin at Olancho, about a mile away. He put in a few hours shooting landing.

Knowles is now retired and living with his wife of 50 years, at Enid in Woodland Hills, California.

Delbert Koerner

Born on a farm east of Cullom. Koerner's father, John, did custom work in addition to farming, maintenance of machinery was learned early by both Delbert and his brother, Martin. His mechanical interest later turned to automobile repair and then, in 1926, airplanes and aviation drew his attention. The Koerner brothers, along with a Kampion garageman, Barney Wilson, decided to get in on the ground floor of this new field. Delbert and Martin went to Peoria to purchase an OX5 Standard from Alex Varney. Delbert remained in Peoria long enough to solo thru the efforts of instructor Alex Varney and then flew the Standard to Kankakee. From then on, using the Koerner farm as home base, every week-end was spent barnstorming the local area until an argument with a fence ended the Standard's career. Their enthusiasm unabated, they bought an OX5 Waco 10 from John Livingston and continued this adventuresome life.

In 1927, the three partners rented a 40 acre farm which was square and free of obstructions (rare in those days) and established Wilson-Koerner Aviation Company of Kankakee. The partners purchased the land in 1928 and over the years they expanded the airport to 120 acres. Barney Wilson remained in the partnership just one year and Delbert became the sole owner and manager in 1933 when his brother was killed in a motorcycle accident.

Before the formation of the C.A.A., later the F.A.A., various organizations required pilots to have licenses before entering competitions. Delbert is the proud possessor of a 1930 license issued by the National Aeronautic Association of the U.S.A, Inc. signed by Orville Wright.

In 1937 a tornado which only hit the airport destroyed most of everything on the field. A Stinson S was lifted up about 100 feet, dropped down flat blowing all three tires but sustaining no other damage. Needless to say operations continued as rebuilding proceeded and today Koerner Airport is the oldest one-owner airport in Illinois. They celebrated their 50th year in 1977, so 1982 marks their 55th anniversary.

WWII brought additional experiences to Delbert. He served as a factory airplane test pilot spending a year and a half at Willow Run in Detroit testing B-24s. Charles Lindburgh was there at the same time conducting high altitude tests. Then Delbert went to Buffalo to test Curtiss C-46 cargo planes and P-40s. Most of his factory experience was in production testing although he did some experimental test flying. The last few months in Buffalo found him as a pilot representative visiting air bases and familiarizing personnel with new planes and equipment. At the conclusion of the war Del returned to the continuing operations at Koerner Field.

In 1971, Delbert married his delightful wife, Louise. Louise, Martin Koerner's widow, had two sons, Martin and Rodger, who could not help being aviation oriented. Martin has his private license and Rodger has a Commercial Instructor's license and A&P ratings. Thru the years, Louise has been instrumental in the smooth operations at Koerner Airport. She did all the office work and helped make business decisions. Del and Louise have four grandchildren and one and a half great-grandchildren.

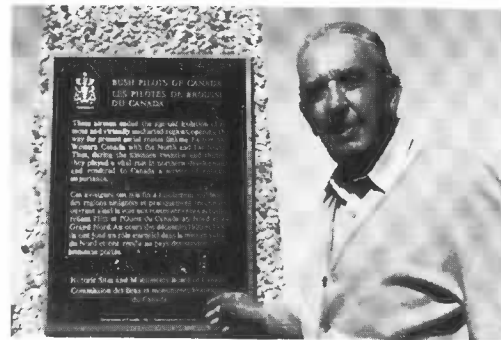
Today, Delbert, who has taught many of the pilots from the Kankakee area how to fly, can boast more than 10,000 hours of flying. He can also boast he has never suffered a flight related injury; never had to bail out of a plane and never been involved in a serious crash.

In addition to being a valued member of the Illinois Wing, OX5 Aviation Pioneers, Delbert is a member of the Flying Farmers, the Civil Air Patrol and the Kankakee Amateur Radio Club having been a "ham operator" for many years.

One can readily imagine that there are many interesting stories covering a span of 55 years of active flying — some historical, some sad, some comical, but space does not permit these stories so they will be left for Delbert to tell in hangar flying sessions at the airport and other aviation oriented gatherings.

Horace H. Koessler

Born in Chicago in January 1909. Koessler saw his first aircraft in 1912, when riding with his grandfather in his



Horace H. Koessler

Pope-Toledo automobile toward the Lincoln Park Zoo. In that year there was an airshow held on the lake front right in front of the loop on what is now Grant Park; then it had an airstrip.

Most of his schooling was in Chicago. He had an elderly uncle who was very interested in aviation and had an aircraft built by Matty Laird. Through him he got interested again in airplanes and took some instruction in a DeHaviland Jenny at the old Illinois Aero Club at Cicero and 87th Street. His instructor was "Pop" Keller — a middle-aged gentleman and an ex-barnstormer. He did not solo and only took three or four hours of instruction. That was how he earned his eligibility for OX5 and it was his old uncle's pilot, Al Sporer, who urged him to become affiliated.

After graduation from the University of Chicago, Koessler went to Montreal, Canada and entered their School of Medicine. There he got his Canadian license in February of 1935. This was done in a Gypsy Moth. While he was around there a Dutch engineer was building the Nordyn Norseman, which he thought was the first aircraft designed primarily for bush flying on floats wheels or skis.

By that time he became well hooked on flying and pursued it vigorously. His parents had passed away and he was in Missoula, Montana where his father had acquired land. He used to rent aircraft from Johnson Flying Service.

WWII came along and the Army insisted that he serve in the Medical Department. He volunteered for the Army Air Force in November of 1942. He was fortunate and soon became a flight surgeon and flew overseas with the 302 Squadron, 441 Troop carrier group. Our Unit took part in the Normandy invasion and various other combat missions and filled in as transport in between missions.

Shortly after getting back from WWII he got involved with logging and lumber manufacturing business and acquired a Stinson Stationwagon. Since that time he has always had an aircraft and have made twenty-odd trips to Alaska and Northwest Territory of Canada and Victoria and King William Islands, always on floats and always in the summer time.

Though he has logged about 7,000 hours he has never flown for hire nor for the military. Flying has been a large and important part of his life and he is very happy that he was able to "squeeze" into the OX5 Club.

C.L. "Cliff" Kraemer

Born in 1914 and grew up on that farm near Alta, Iowa. He was a 1932 high school graduate. He farmed and operated custom farm equipment from 1932-40.



C.L. "Cliff" Kraemer

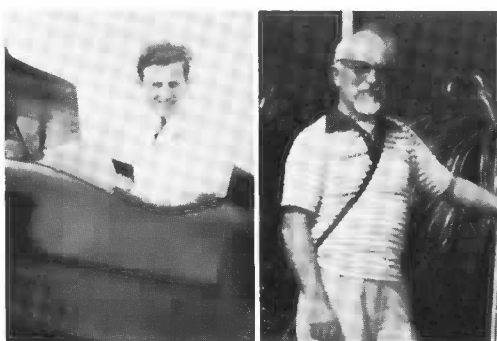
From 1933-37 he spent spare time with cousin E.J. Kraemer maintaining and barnstorming his OX5 Waco 9 and 10. He obtained his Solo License in June 1939, private in March 1940, commercial in May 1940 and Instructor Rating in July 1940. He received his Instrument rating on May 1941 and A&P License in 1953. He instructed CPT students for Sioux Skyways, Sioux Falls, South Dakota, July to September 1940. He married Barbara Shafer, one of his CPT students, who holds a Private Pilot's License. He instructed CPT and operated Forest City, Iowa Airport for Mason City Air Activities from September 1940 to January 1941.

Kraemer joined American Airlines in January 1941. Transitioned to Captain March 1943. Flew DC3, DC4, DC6, DC7, Convair 240, Boeing 727, 707, 720 and 747s. Was a member of the Airline Pilot New Airplane Evaluation Committee on the Electra and 707. He flew the prototype 707 in 1956. Kraemer attended factory schools and participated in the introduction into airline service the Electra, 707, 727 and 747. He was assigned to American Airlines Maintenance and Engineering Flight Test Section in Tulsa, Oklahoma from 1952-54 and alternated between Flight Test and schedules until 1959. He moved to Fort Worth/Dallas in 1959. He transferred to American Airlines Flight Training on full time basis in June 1960. In 1966, American Airlines started acquiring new simulators. He conducted factory engineering acceptance and FAA Certification flying of 4 Singer Link built digital Boeing 737s and one 747 Flight Simulator. Kraemer retired from American Airlines after 33 years in March 1974.

He has owned 1937 J2 Cub, new 1940 J4A Cub Coupe, and a 1940 Luscombe Silhouette, 1947 150 Stinson. He continues to fly a customized 1947 model 35 Bonanza purchased on June 1952.

Henry V. Krausel

Born on June 6, 1910 in Yugoslavia. He saw his first airplane in 1915 flying over his birthtown, Jazvenik. Krausel migrated to the United States at age 11. He arrived in St. Louis, Missouri on



Henry V. Krausel

August 21, 1921 with his mother and three sisters.

Since his first sight of airplanes, all he could afford were glances and dreams of them. The dream became a reality by attending mechanics school at Park's Air College. He soloed in a Travelair powered with an OX5 engine on March 1932. On May 1934 he graduated from college with degrees in Aeronautical and Mechanical Engineering.

Krausel started his career in 1935 at Douglas Aircraft working on the DC-2, DC-3 and DC-4. He assisted designing Pres. Roosevelt's airplane, then known as "Sacred Cow" and the Air-Force B-19, a prototype to super large bombers. As a senior design engineer, he supervised the engine installation on A-20 attack bombers — first moving the airplane production line. At McDonnell he was involved on the Phantom Hs3, first jet airplane to land on aircraft carriers. He also was involved with Phantom II, F-4, Helicopters, Missiles and "Talos" for the Navy. Finally the F-15 followed by advanced study and design proposal of Shuttle Aircraft whose total features have not come to the front as yet.

This was quite a span in progress, from farm machinery to the OX5, prop airplanes, jets to space vehicles.

Morris Kravetz

Born on February 2, 1902 in Baltimore, Maryland. Kravetz enjoyed math and mechanical subjects. Logan Field was Baltimore's airport and he spent much time there. Reservists had erected canvas hangars in anticipation of a guard unit. He'd had some rides and instruction so Lt. Bohlman suggested he go to Bolling Field and help ferry some Jennies that Major Billy Mitchell was loaning to get the guard in the air. He stayed until 1937 having become a master mechanic with flight status.



Morris Kravetz

During this time he built a parasol job using a Lawrence Penguin engine of 22 horsepower. The engine was being underpowered. He built it from scratch. It had a three cylinder radial that produced 36 horsepower. The airplane flew successfully and was enjoyed by many pilots of the day. He became one of Glenn Martin Company's first employees and stayed with the company 37 years.

He spent time in the tool room and experimented. He has some patents and many citations for his achievements with Martin. Berliner-Joyce Co. used him in their research dept. and he has letters thanking him for solving his problems.

Time was spent with American Aircraft, a firm selling WWI surplus. He constructed OX5, Hisso engines and Jennies from parts in stock. He became so engrossed in aviation that marriage eluded him until age 59.

Nowadays Rose looks after him while he concentrates on his helicopter project and the engine to power it. At 84 years his enthusiasm is outstanding and he often speaks at his favorite organizations, the OX5 and Silver Wings.

Joseph Krivis

Born in 1902 in Lithuania. In 1913 he immigrated to the United States. In 1931 with two friends he bought an OX5 powered Swallow. Later Krivis was a co-owner of OX5 Travelair and sole owner of OX5 Eaglerock which he beafed-up with J4 engine. Later he owned two J5 and J6-5 Travelairs. He had his commercial pilot's and flight instructor's licenses. In 1935 he served as president of Lith.-Amer-Aero Club in Chicago and participated in many promotional air shows. He flew mainly from Ashburn and Harlem Fields in Chicago. Due to his short physical stature and eager flying spirit Joe was dubbed by his friends as the "littlest big guy in flying business". Krivis folded his wings in 1975 in Fox Lake, Illinois.



Joseph Krivis

In 1936 he started flying lessons at Joe Plosser's school at Grand Central Airport, in Glendale, California. Andy Anderson was his instructor. Between flying and filming he kept pretty busy. He did a lot of flying out of Dick Probert's school at the Metropolitan Airport in the San Fernando Valley.

He joined the Royal Canadian Air Force in 1940 and became an instructor. He was stationed at Regina, Sask.

Later, on returning to California, he joined the A.A.F.T.D. and was posted to the Mira Loma Flying School, Oxnard, as an instructor.

On the way home from their location filming "Robin Hood" near Chico, California, they passed a small airport. (Bill Miller was managing it.). Their star, Errol Flynn, said he wished he could fly a plane. He took him for a ride in a Curtiss Robin and he was hooked. He gave him lessons almost every day and had him solo once around the field. He said only 'once' because the spies from Warner Brothers were there and they were grounded in short order. He should mention that he gave Flynn lessons in a Piper Cub, not the Curtiss Robin.

In 1942, while on vacation at Lone Pine, California, he heard there was an OX5 Robin at Olancho, about a mile away. He put in a few hours shooting landing.

Knowles is now retired and living with his wife of 50 years, at Enid in Woodland Hills, California.

Delbert Koerner

Born on a farm east of Cullom. Koerner's father, John, did custom work in addition to farming, maintenance of machinery was learned early by both Delbert and his brother, Martin. His mechanical interest later turned to automobile repair and then, in 1926, airplanes and aviation drew his attention. The Koerner brothers, along with a Kampion garageman, Barney Wilson, decided to get in on the ground floor of this new field. Delbert and Martin went to Peoria to purchase an OX5 Standard from Alex Varney. Delbert remained in Peoria long enough to solo thru the efforts of instructor Alex Varney and then flew the Standard to Kankakee. From then on, using the Koerner farm as home base, every week-end was spent barnstorming the local area until an argument with a fence ended the Standard's career. Their enthusiasm unabated, they bought an OX5 Waco 10 from John Livingston and continued this adventuresome life.

In 1927, the three partners rented a 40 acre farm which was square and free of obstructions (rare in those days) and established Wilson-Koerner Aviation Company of Kankakee. The partners purchased the land in 1928 and over the years they expanded the airport to 120 acres. Barney Wilson remained in the partnership just one year and Delbert became the sole owner and manager in 1933 when his brother was killed in a motorcycle accident.

Before the formation of the C.A.A., later the F.A.A., various organizations required pilots to have licenses before entering competitions. Delbert is the proud possessor of a 1930 license issued by the National Aeronautic Association of the U.S.A., Inc. signed by Orville Wright.

In 1937 a tornado which only hit the airport destroyed most of everything on the field. A Stinson S was lifted up about 100 feet, dropped down flat blowing all three tires but sustaining no other damage. Needless to say operations continued as rebuilding proceeded and today Koerner Airport is the oldest one-owner airport in Illinois. They celebrated their 50th year in 1977, so 1982 marks their 55th anniversary.

WWII brought additional experiences to Delbert. He served as a factory airplane test pilot spending a year and a half at Willow Run in Detroit testing B-24s. Charles Lindburgh was there at the same time conducting high altitude tests. Then Delbert went to Buffalo to test Curtiss C-46 cargo planes and P-40s. Most of his factory experience was in production testing although he did some experimental test flying. The last few months in Buffalo found him as a pilot representative visiting air bases and familiarizing personnel with new planes and equipment. At the conclusion of the war Del returned to the continuing operations at Koerner Field.

In 1971, Delbert married his delightful wife, Louise. Louise, Martin Koerner's widow, had two sons, Martin and Rodger, who could not help being aviation oriented. Martin has his private license and Rodger has a Commercial Instructor's license and A&P ratings. Thru the years, Louise has been instrumental in the smooth operations at Koerner Airport. She did all the office work and helped make business decisions. Del and Louise have four grandchildren and one and a half great-grandchildren.

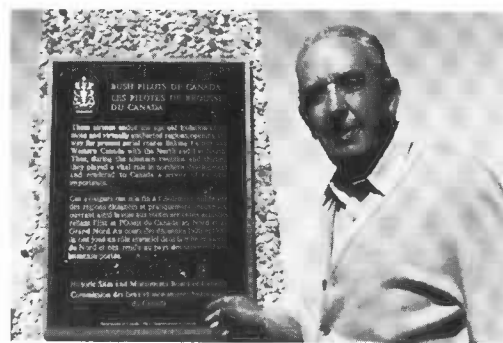
Today, Delbert, who has taught many of the pilots from the Kankakee area how to fly, can boast more than 10,000 hours of flying. He can also boast he has never suffered a flight related injury; never had to bail out of a plane and never been involved in a serious crash.

In addition to being a valued member of the Illinois Wing, OX5 Aviation Pioneers, Delbert is a member of the Flying Farmers, the Civil Air Patrol and the Kankakee Amateur Radio Club having been a "ham operator" for many years.

One can readily imagine that there are many interesting stories covering a span of 55 years of active flying — some historical, some sad, some comical, but space does not permit these stories so they will be left for Delbert to tell in hangar flying sessions at the airport and other aviation oriented gatherings.

Horace H. Koessler

Born in Chicago in January 1909. Koessler saw his first aircraft in 1912, when riding with his grandfather in his



Horace H. Koessler

Pope-Toledo automobile toward the Lincoln Park Zoo. In that year there was an airshow held on the lake front right in front of the loop on what is now Grant Park; then it had an airstrip.

Most of his schooling was in Chicago. He had an elderly uncle who was very interested in aviation and had an aircraft built by Matty Laird. Through him he got interested again in airplanes and took some instruction in a DeHaviland Jenny at the old Illinois Aero Club at Cicero and 87th Street. His instructor was "Pop" Keller — a middle-aged gentleman and an ex-barnstormer. He did not solo and only took three or four hours of instruction. That was how he earned his eligibility for OX5 and it was his old uncle's pilot, Al Sporer, who urged him to become affiliated.

After graduation from the University of Chicago, Koessler went to Montreal, Canada and entered their School of Medicine. There he got his Canadian license in February of 1935. This was done in a Gypsy Moth. While he was around there a Dutch engineer was building the Nordyn Norseman, which he thought was the first aircraft designed primarily for bush flying on floats wheels or skis.

By that time he became well hooked on flying and pursued it vigorously. His parents had passed away and he was in Missoula, Montana where his father had acquired land. He used to rent aircraft from Johnson Flying Service.

WWII came along and the Army insisted that he serve in the Medical Department. He volunteered for the Army Air Force in November of 1942. He was fortunate and soon became a flight surgeon and flew overseas with the 302 Squadron, 441 Troop carrier group. Our Unit took part in the Normandy invasion and various other combat missions and filled in as transport in between missions.

Shortly after getting back from WWII he got involved with logging and lumber manufacturing business and acquired a Stinson Stationwagon. Since that time he has always had an aircraft and have made twenty-odd trips to Alaska and Northwest Territory of Canada and Victoria and King William Islands, always on floats and always in the summer time.

Though he has logged about 7,000 hours he has never flown for hire nor for the military. Flying has been a large and important part of his life and he is very happy that he was able to "squeeze" into the OX5 Club.

Robert Belden Kuhn

Born on February 26, 1915, in Canton, Ohio. He designed and built model airplanes as a teenager. Kuhn won first model contest sponsored by The Canton Repository. In the late 1920s and early 1930s, he flew an OX5 Travalair, Waco, Swallow. Kuhn soloed in an early Taylor Cub. His instructors were Eddie Gerber and Leon Sherrick in Canton, Ohio. Kuhn graduated from USMA in 1938. Military Service: U.S. Army, U.S. Air Force 1938-58. Kuhn flew small military aircraft and B-25, C-47, C-46, C-54, B-17, B-29 and B-47, the world's first heavy jet. He was the Chief Project Officer of the USAF, on F-100, B-47, B-52. He has been an independent businessman from 1954 to present. He taught his wife, Polly, to fly while stationed in P.I. in 1947. He owned and flew the Piper L-4, Stinson, Swift, Bellanca, Mooney, Citabria. He was Group Commander of the Civil Air Patrol in Florida from 1979-82. Presently, he is president and owner of the Florida Aerolights, Inc., at Citrus Park Airport in Bonita Springs, Florida. He is teaching ultralight flying, specializing in Tierra and Falcon Ultralights. Complete training using AOPA/ASF Program, and Examiners. He resides at Marco Island, in Florida.



Robert Belden Kuhn

Richard H. Kurzenberger

Born in 1918 and raised on a farm near Lafayette, Indiana, Kurzenberger owned a Waco GXE at the age of 18. With five hours under his belt he did some barnstorming. He tried numerous experiments to get more RPMs out of OX5s. He joined the Ferry Command in 1942, flew 97 different aircraft including P-39, P-40, P-51, A-20, etc. Flew the Hump, received DFC and Air Medal with clusters. The highlight of the Hump was landing a C-87 in a grassy valley between mountains to pick up one of our fighter pilots that had bailed out. He flew MATS briefly. Returning to civilian life he had to "settle down" and raise his family, barely keeping his hand in flying. In 1974 he completed the restoration of an OX5 Waco and enjoyed flying it like in the good old days. In another year he would like to fly a 7/10 JU-87-B2 STUKA that he is building.

Herman E. Lacy

Born in Nashville, Tennessee in 1903. At a young age his parents moved to Blaine, Tennessee. They could not make a living on a 12 acre plot so they moved to Knoxville.

Lacy sold newspapers on the streets of Knoxville when he was eight years old. His last formal schooling was in the fourth grade because he had to quit to help work a plot of ground which a generous man offered his dad (no rent) in a suburb of Knoxville. When he was about 12 his dad moved to Chicago.

Being in the newspaper business in Knoxville, he started his own newsstand on the corner of State and Monroe. Soon after he retired from the news business and got a job as an errand boy with Pelouse Manufacturing Company. They made postage scales. This gave him a chance to meet some members of the crew of the Chicago Coast Guard station at the mouth of the Chicago River. They took him to the end of Navy Pier and to the top of the watch tower. He fell in love with the sea. He was still 12 years old — but very big for his age so he lied and said he was 17 and enlisted in the Coast Guard. For four years he bought books on navigation, seamanship and boats.

He wrote his exam for a Lake Captain's License at age 17 (21 was his admitted age). He was told he was the youngest captain with a Great Lakes Master's papers.

He became a yacht captain and worked much all over the Great Lakes. The owner he worked for had a branch factory in Holland, Michigan. In 1926 he met a yacht owner in Holland that had an OX powered aircraft and he got his first airplane ride. Everytime they would be in Holland his friend gave him flying instructions in a Curtiss Robin.

In 1926 he married lovely Florence. Then came trying times. They were the best break he ever had. He learned to manage money. He then came up with a patent, the Heinz Hot Soup display on restaurant back bars and soda fountains. This was the beginning of big things. He had his own manufacturing company. He has 17 patents in the field of commercial food serving equipment. Served as a director for a few banks.

Pearl Harbor arrived on December 8. He left Florence running the plant and volunteered in the Army Air Corps. He wanted to fly, he had over 500 hours. The major said 10,000 hours would not help him because he was too old.

He was sent to officers' school, was commissioned a captain and assigned to administrative work. Later he was transferred to Materiel. Served at Kelly Field, then to Memphis in Supply Depot, then to Wright Patterson, Ohio, then to Wichita, Kansas.

The war ended and he left the service a Colonel. He admits he would have liked to have had wings on his uniform when he marched in the old soldiers' parade. He has flown an OX Robin, Cup, Stagger Wing Beach, UC78, DC18 Twin Beach, AT6, and his last plane, a 310 Cessna, which he purchased from George

Priester. He now lives in Sun City West Arizona.

Gordon M. Lambrecht

Born in Chicago, Illinois on July 7, 1911. He started to build model airplanes in 1927. He held the Chicago, Illinois City Scale Championship for two years. A few years later he set a World's record with a 14' model Glider of his own design. This record stood for six years.



Gordon M. Lambrecht

Lambrecht worked for B&F Aircraft for dual flying time in their "Eaglet" from Art La Tour. He was soloed by Cornelius Coffey in five hours. He was his first white student, on July 26, 1937.

Lambrecht bought a 1938, 50 HP, "Cub" (NC21570) which later he sold to Glen Courtwright. He received his Transport License one year after soloing. He flew Howard Cochrane's OX5 Blackbird, also he has soloed a Jenny. He has built two Pietenpols.

Late in 1938, he joined the RCAF, flying Hudson Bombers to England. He was a "Leftenant" and flew bombing raids at the evacuation at Dunkirk, being shot down on his 15th mission, putting him in the hospital for two years.

He flew a Cub, 50 HP, to California. He worked for Dodge Chicago as an engine operator and also worked for Howard Aircraft in Chicago, Illinois.

After 30 years, Lambrecht met Nick Rezich at a Fly-In. Nick Rezich, Glen Courtwright and M. Foose signed his OX5 Illinois Wing application. While attending the Illinois Wing, he did Oil Paintings of the 25 members favorite ships.

At the present time he is retired and residing in Arkansas.

Foster A. Lane

Born in Fargo, Ohio. He took flying lessons in 1925 in a Jennie JN-4 parked



Foster A. Lane

in Hayfield near what is now Wright Patterson AFB, in Dayton. He was the instructor Airmail Pilot Tex Marshall in Cleveland. He soloed by Phil Goemle in a Waco-9, Chippewa Lake. He carried pay passengers nine hours later. He flew five-place Standard for barnstorming company.

Nearing 60 years flying. Involved barnstormer, test pilot, instructor, salesman, charter pilot, Chairman-Executive Officer Lane Aviation founded in 1935. One of oldest flying services with original management. In WWII he trained 1053 Navy Cadets in secondary and aerobatics. Lane shops licensed to maintain large Boeings to single engine airplanes. He built extensive charter service in Continental United States, Canada and Bahamas. Lane holds an enviable 50 year passenger safety record. He had input into Part 135 Upgrading National Air Charter Safety. He received many awards. His name was enshrined in the National Hall of Fame Western Reserve in 1979. He is the author of three books and some magazine articles. He is the lecturer and founder of the Ohio History of Flight Museum, and he is the Past President of the National OX5.

Monte H. Lane

Born on November 28, 1903 in Comanche, Texas. Lane soloed on March 8, 1930. After an accident on March 14, 1932, he received his Commercial and Instructor rating #14633 on October 20, 1940.



Monte H. Lane

On February 12, 1941 Lane started instructing Cadets for Brayton Flying service Air Force contract school in Cuero, Texas. In June 1942, he moved to Brady, Texas as a basic instructor.

On March 17, 1943 he was commissioned in the Air Force. He was sent to Goodfellow Field in San Angelo, Texas.

In late 1944 he was qualified to fly the B-24, B-17, and C-54 he was then sent to Fairfield-Susun, California to fly the Southwest Pacific. He was discharged from service in 1946. After two heart attacks he had to retire from flying.

Johan M. Larsen

Born in 1922 in Astoria, South Dakota. He had his first airplane ride at age of 6 (1928) in an OX5 Curtiss Robin. In 1940 he worked as a mechanic at McInnis Aviation where he maintained an OX5 Travelaire. He learned to fly in 1940 at McInnis Aviation, Wold Chamberlan Field, Minneapolis in Minnesota. In WWII he served four years with the United States Marines, Mag 25, in the South Pacific from Guadalcanal to China. In 1946 he was the pilot/salesman for Van Dusen Aircraft. From 1949-79 he owned and operated several aircraft in his Manufacturing Agent Company.



Johan M. Larsen

He has restored many antique aircraft. A 1918 Jenney, 1917 Standard, 1941 Waco and a 1928 Fleet to name a few. In 1975 he founded the Aircraft Museum at Flying Cloud Field, Minneapolis, Minnesota and at that time he owned 33 antique aircraft, many of which are now on display at the San Diego Aero Space Museum also at Airforce Museum Dayton, Ohio. He still operates a Waco UPF-7 and a 310 Cessna as a hobby.

James E. Lassiter

Born and reared in North Carolina he spent the majority of his teenage and adult years around aircraft of just about every kind. He has helped to work his way through North Carolina State University (N.C. State College then) working at the Raleigh, N.C. Municipal Airport where he learned to fly through Curtiss-Wright Flying Service. He soloed on Curtiss Fledglings and OX5 Curtiss Robins. After solo he purchased an American Eagle (Short-Nose) powered by an OX5 engine and barnstormed in eastern North Carolina while still in college. While at college he helped organize the North Carolina State Aeronautical Society there. He flew various OX5 aircraft including Waco 10s, Pitcairn Orowings, Eagle-locks, and Challengers, subsequently earning a Commercial License. When World War II began, he entered the U.S. Naval Flight Training Program and after completing training, he was designated a Naval Aviator and Commissioned an Officer in 1942. He was involved in The Flight Training Command for a year and then took operational training for fleet duty. He was continually on Flight Duty until 1960, when he retired with the rank of Commander USN. He amassed 8000 hours of flight time while in the Navy, fly-



James E. Lassiter

ing single engined fighter, torpedo-bomber, attack bombers, anti-submarine, early-warning, and transport type aircraft. During his Navy career, he earned several individual flight and combat citations, unit citations, and commendations. He still flies under the Commercial License No. 45406 and has amassed over 5000 hours as a civilian pilot (he says that he quit logging time in 1965). Now when he is not flying he finds time to engage in his practice of law in and around Winston Salem, North Carolina.

Edward C. Lavoque

Born on February 2, 1922 in Portland, Oregon. He is the nephew of OX5 aviatix Gene LaVock. Lavoque soloed in 1938 at Swan Island Airport in a Float P-Cub and Land T-Craft. For \$125 purchased an OX5 Waco 10 from Baker, Oregon. He later was part of the California Cow Pasture Pilots Group and Derry Parachute Company. This started an exciting lifelong profession.



Edward C. Lavoque

Lavoque enlisted in a RCAF, AAC, TTC, Cal Flyers, USAF, ATC, and ANA. He worked for Douglas, North American, Consolidated Vultee, Lockheed, Airite Products and Boeing factories. Among the airlines: Consairways, TWA, California Maritime Airlines, American Airlines, Transocean, Iranair, Aircraft Ferry Co., Ariana Afghan Airlines, Safariair Nairobi, International Airlines, Southern Air-PR, Mackey Airlines Bahamas.

He licensed the first Constellation for Howard Hughes and was the first Certified Flight Engineer for the Flying Tigers. He engineered the Automatic Propeller Feathering. He conceived Air/Car the only practical flying automobile. Lavoque spent 10 years in Iceland Air/Sea Rescue and the USAF Civil Service. He

was the NASA support contractor, operating his own "Down Range DC-6". He is presently a College A&P Instructor and he loves every day of teaching.

Edward W. Lawler

Born in 1915 in New Jersey. His first airplane ride was in a 1923 — Hisso Standard. He worked for Ken Unger, a WWI Ace, F.B.O. Hadley Field, in New Jersey. Eastern Terminus Trans Continental Air Mail — full service aircraft and engines C6 — OX5 — Hisso, J5.



Edward W. Lawler

His first solo was in the fall of 1930, in an OX Travelair. Five years Wright Aero, (Navy), American Export Airlines, Navy Contract NATS and Air Force ATC and test fly TBMs, Captain C54. He sold to American, Capt. DC3/DC4/D6 — approximately one year Berlin Airlift. Sold to Pan Am, (DC6) — Stratocruiser and 707. He has flown routes to cover most of Africa, Europe, Scandinavia, mid and far east, Greenland, Labrador, United States, central and South America.

Recently for the Confederate Air Force he has done corporate sales. He has flown an OX5 Travelair, Hisso Jenny, Kinner Standard, Fledgling, Aeronca, Cessna, Piper, Beech singles/twins, Porterfield, Ryans, Luscombs, Spartan, Stinsons, Fairchilds, N3N, Stearman, Howard, Aerostar, Seabee, Widgeon, Sikorsky S44, PBV, PBM, PB2Y3 flying boats, DC3, DC4, DC6, SNJ, B17, B24, B29, Hellcat and presently a Cessna 340 and C.A.F. He has approx. 27,000 total hours.

George F. Lawrence

Lawrence was born in Hopkins, Minnesota in January, 1912. He started his aviation career June 26, 1929. He took



George F. Lawrence

his ground course with the Great Northern Aviation Corporation in St. Paul, Minnesota. Mark Hurd was a pioneer in air making. He soloed in an Eaglerock and a Curtiss OX5 engine at the old St. Paul Airport. It had two runways. From north to south it went over the bluff and the Mississippi River. The west runway ended up in the city dump.

Lawrence can remember Chuck "Speed" Holman looping a Ford trimotor who for kicks would try to pick up a handkerchief from a small Aeronca with his knees up to his chin. Also he remembers Walter Bullock who flew for Northwest, then just starting at St. Paul.

Lawrence still likes to fly. He lives near the Seven Bar Airport in Albuquerque, New Mexico.

E.A. LePenske

Born in Wisconsin on April 12, 1911. At the age of four he moved West to Tacoma, Washington. He finished schooling in Tacoma. Stadium High School and the University of Puget Sound in 1934 with a degree in Business Administration. He was appointed by Governor Clarence D. Martin to Air Corps Cadet (Randolph Field) in 1934. He finished Primary Flight School moved on to Advanced Training Center (Kelly Field) and completed in the class of 1935. His Specialty was Bombardment. He was assigned as 49th Bombardment Squadron in Langley Field Virginia and commissioned as 2nd Lieut. for the U.S. Air Corps. The 49th (as I had trained in at Kelly) had Keystone bombers but soon he received the first Martin B-10s. He had several temporary assignments allowed him to fly with the 36th Pursuit Group the P6-E, the P12, the P26 and on maneuvers with the Attack Group from Barksdale Field a chance to fly the A-10 and the Curtiss Conqueror powered A-12 Shrike. Shortly before leaving Langley in 1937 he got about 30 minutes of pilot time in the first B-17 delivered to the U.S. Air Corps from the Boeing Company.

In early 1937 he was resigned his commission to join United Air Lines. He was sent to Cheyenne, Wyoming to check out in the Boeing 247 (then the Queen of the Skies) and subsequently flew the Cheyenne-Salt Lake run for several months. He was re-assigned to Oakland, California and flew Oakland to Burbank for a few months. (Los Angeles had no municipal airport and San Francisco was a shuttle airline out of Oakland.) LePenske bid into a Seattle vacancy in late 1937 and with the exception of a two year temporary duty assignment to Portland remained there until his retirement in 1971.

He checked out as Captain on the Portland-Spokane run in 1939 at age 28. Their stops were, The Dalles (An island in the Columbia River), Pendleton, Walla Walla then Spokane, then back again. The next day from Portland to Tacoma Field (now McChord), Boeing Field, Bellingham, Vancouver and back to Port-

land. Obviously, they became very proficient at landing the B-247.

Then in succession the DC-3, DC-4, DC-6, and DC-7. In the interim Pearl Harbor! He applied for Active Duty but was turned down as being in an "essential occupation" so volunteered for Air Transport Command and spent 2½ years in the Arctic and out the "chain." With the Japanese threat neutralized in Alaska He transferred to the Pacific run and spent seven years for Doug MacArthur hitting every sand bar in the South Pacific, Saipan, Tinian, Wake, Guam, New Guinea, Australia, Okinawa, Kwajalein, and ended up flying cover over the battleship Missouri during the signing of the armistice in Tokyo Bay.

He went home briefly then back again for two years to fly rehabilitation Air Lifts to Tokyo and later a Korean Air Lift. In the early 1950s the Japanese Air Ministry decided to institute a global airline and selected United as the training contractor. He was requested by his company to volunteer as an instructor pilot, he joined several other peers and went to Tokyo to set up the program. They received the first transport licenses issued by that nation (mine ended up being #3) and eventually trained a cadre of internationally qualified pilots. His responsibilities involved the Seattle-Tokyo Polar route. A hat full of memories here (mostly good) and with sadness he returned to UAL to check out in their new jets.

Time was closing in for him and after flying the B707 (720) for 12 years he retired in April of 1971. The frosting on the cake was the consummate courtesy of his neighbor T. Wilson, Chairman of the Board of Boeing Co. who remembered a promise and arranged for my training and checkout in the magnificent B747. From the 247 to the 747 — what a privilege!

He eventually retired into the directorship of a state chartered bank which expanded to a chain of 4 banks eventually sold to Puget Sound National Bank of Tacoma. Overlapping this interest, then Governor Daniel Evans of Washington appointed him to a college trusteeship on which he served for 11 years. He still retains his position as a member of the College Scholarship Foundation.

Aviation affiliations include Air Force Assoc., twice Governor, Seattle Hangar of Quiet Birdmen (#6335), Vice President of the Seattle WING OX5 #12295. His cup sloppeth over!

L. Lester Leamon

Leamon soloed in 1937 at Richards Field and later Ong Airport in Kansas City, Missouri. He bought a 1929 TP Swallow X5, #NC8772 for \$275. His friends at the airport gave him dual time. He later sold an interest in his plane to Wilbur Baker, also an OX5er.

In WWII, he was the general foreman of assembly for the large Pratt and Whitney plant in Kansas City. They built the R-2800 C which was the first production



L. Lester Leamon

engine having forged aluminum cylinder heads.

Leamon served several terms as president of the Kansas City Wing of the OX5 Club and was the convention chairman in the 1964 reunion in Kansas City. In 1969, he received the Presidential Award at the OX5 convention.

John Leh

John Leh and his friend were the first four licensed pilots in Allentown, Pennsylvania. All of them went on to get commercial flying licenses. He is the only one of the four still living. His license was No. 3580, and his wife's was No. 3640.



John H. Leh and Friend

Dot Leh was the first licensed woman pilot in Pennsylvania and the 23rd in the United States. She was one of the original 99s. She was the governor of Pennsylvania at the time Amelia Earhart was president of this organization, and we occasionally had the privilege of entertaining Amelia in our home here when she would try to get away from the rat race of New York City. Dot Leh and he were the second married couple in the United States each to have commercial flying licenses.

This group established the Allentown Aviation Corporation, which was the fixed base operator at the then Allentown Airport (now Allentown-Bethlehem-Easton Airport). They hired Captain Sidney Riley, a U.S. Air Force pilot during World War I, a licensed mechanic, and a grease monkey to take care of the details, and the four individuals in the enclosed picture would go out on week-ends and help with the operation after they had received their commercial licenses.

During World War I, Carl Fromm was a pilot of German Giant Gothas and used to bomb London and Paris. After the war he came to the United States, and became an American citizen. He was the chief engineer at Aldrich Pump Compa-

ny in Allentown, and later at Worthington Pump Company in Newark, New Jersey. Willis Leriche was a lieutenant in the American Artillery stationed outside Paris during the war. One night when they were all together, the conversation went back to the war days. Fromm took out his log book (written in German) and found that on a particular date they took off to bomb Paris but found it covered with fog, so they dropped their bombs on a village on the outskirts of Paris. His notation in the log was "The bombs took effect." Leriche had kept a diary of his war experiences. He checked and found that on that particular date they had been bombed by two Giant Gothas and were driven into the cellars. Fromm had dropped bombs on his friend Leriche.

Fromm was the inspiration for flying for he wanted to be licensed to fly small airplanes.

Harold J. Lentz

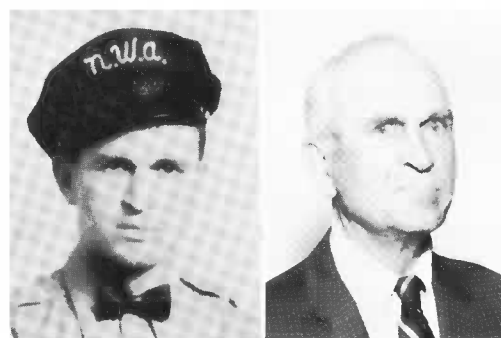
Lentz graduated from Brooklyn Engineering Institute. He soloed in Hank Talmans JN-4 (Jenney) in 1928 from the Hohokus race track in New Jersey. In 1931 received his Transport License with Instructor and Instrument ratings for single and multi engine land and water aircraft as well as an Airframe and Power Plant Mechanics License. He was commissioned as a 1st Lieutenant in the Army Air Corps in 1942. Lentz retired as a Colonel in 1970 with 26,642 flying hours with more than five million miles flown. His experience includes Barnstorming an OX5 Swallow for five years, Base Operator Land and Water five years, Flight Test Air Corps and USAF five years, Military Transport Pilot fourteen years. Command Pilot in WWII, Korea, and Vietnam. He received medals including: Commanders Legion of Merit, Distinguished Flying Cross, Air Medal, Bronze Star. Lentz has flown 276 different aircraft including most Early Birds, thru large civilian and military aircraft. He has been the president of Marine Air Transport Company and Sky Harbor Aeronautical Corp. five years each.



Harold J. Lentz

Howard W. Lerom

Born on January 22, 1911, in Buxton, North Dakota. He attended State School of Science (A&E) in Wahpeton, North Dakota, from 1931-32, Bismark Flying School from 1932-34. Lerom received an



Howard W. Lerom

A&E in January 1934. He soloed on August 20, 1934 in a Travelair 2000, Hector Field, Fargo; Burton B. Lien, instructor. Also flew Waco, Swallow, American Eagle, Robin.

During one cold weather flight in Waco 9 the water reached boiling point after climbing into warmer upper air. Lerom was in the front cockpit and was instructed to rip off some of the cardboard taped to radiator. He tips his hat to wing walkers!

Lerom installed the Berling magneto in place of aft Dixie on OX6. It was easier starting.

Lerom went to Washington State in 1936. At 18 years old he taught mechanics. He was in Big Bend Community College for 11 years: J.M. Perry, Boeing Superfortress, Edison Vocational, plus a career as a mechanic, at Everett Airport as the manager, shop owner/operator to date.

Glenn Liebig

Born on June 27, 1906, in Mascoutah, Illinois. He tried twice for a pilots license but his eyes were too poor and was turned down.



Glen Liebig

The year was 1929. Interest in aviation was running high in St. Louis, and it attracted him. He went to Lambert field and was hired as a production engineer at the Curtiss Robertson firm who was building the Curtiss Robin. Liebig was chosen for the position because of his General Engineering courses that he had taken at the University of Illinois.

was the NASA support contractor, operating his own "Down Range DC-6". He is presently a College A&P Instructor and he loves every day of teaching.

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Edward W. Lawler

His first solo was in the fall of 1930, in an OX Travelair. Five years Wright Aero, (Navy), American Export Airlines, Navy Contract NATS and Air Force ATC and test fly TBMs, Captain C54. He sold to American, Capt. DC3/DC4/D6 — approximately one year Berlin Airlift. Sold to Pan Am, (DC6) — Stratocruiser and 707. He has flown routes to cover most of Africa, Europe, Scandinavia, mid and far east, Greenland, Labrador, United States, central and South America.

Recently for the Confederate Air Force he has done corporate sales. He has flown an OX5 Travelair, Hisso Jenny, Kinner Standard, Fledgling, Aeronca, Cessna, Piper, Beech singles/twins, Porterfield, Ryans, Luscombs, Spartan, Stinsons, Fairchilds, N3N, Stearman, Howard, Aerostar, Seabee, Widgeon, Sikorsky S44, PBY, PBM, PB2Y3 flying boats, DC3, DC4, DC6, SNJ, B17, B24, B29, Hellcat and presently a Cessna 340 and C.A.F. He has approx. 27,000 total hours.

George F. Lawrence

Lawrence was born in Hopkins, Minnesota in January, 1912. He started his aviation career June 26, 1929. He took



George F. Lawrence

his ground course with the Great Northern Aviation Corporation in St. Paul, Minnesota. Mark Hurd was a pioneer in air making. He soloed in an Eaglerock and a Curtiss OX5 engine at the old St. Paul Airport. It had two runways. From north to south it went over the bluff and the Mississippi River. The west runway ended up in the city dump.

Lawrence can remember Chuck "Speed" Holman looping a Ford trimotor who for kicks would try to pick up a handkerchief from a small Aeronca with his knees up to his chin. Also he remembers Walter Bullock who flew for Northwest, then just starting at St. Paul.

Lawrence still likes to fly. He lives near the Seven Bar Airport in Albuquerque, New Mexico.

E.A. LePenske

Born in Wisconsin on April 12, 1911. At the age of four he moved West to Tacoma, Washington. He finished schooling in Tacoma. Stadium High School and the University of Puget Sound in 1934 with a degree in Business Administration. He was appointed by Governor Clarence D. Martin to Air Corps Cadet (Randolph Field) in 1934. He finished Primary Flight School moved on to Advanced Training Center (Kelly Field) and completed in the class of 1935. His Specialty was Bombardment. He was assigned as 49th Bombardment Squadron in Langley Field Virginia and commissioned as 2nd Lieut. for the U.S. Air Corps. The 49th (as I had trained in at Kelly) had Keystone bombers but soon he received the first Martin B-10s. He had several temporary assignments allowed him to fly with the 36th Pursuit Group the P6-E, the P12, the P26 and on maneuvers with the Attack Group from Barksdale Field a chance to fly the A-10 and the Curtiss Conqueror powered A-12 Shrike. Shortly before leaving Langley in 1937 he got about 30 minutes of pilot time in the first B-17 delivered to the U.S. Air Corps from the Boeing Company.

In early 1937 he was resigned his commission to join United Air Lines. He was sent to Cheyenne, Wyoming to check out in the Boeing 247 (then the Queen of the Skies) and subsequently flew the Cheyenne-Salt Lake run for several months. He was re-assigned to Oakland, California and flew Oakland to Burbank for a few months. (Los Angeles had no municipal airport and San Francisco was a shuttle airline out of Oakland.) LePenske bid into a Seattle vacancy in late 1937 and with the exception of a two year temporary duty assignment to Portland remained there until his retirement in 1971.

He checked out as Captain on the Portland-Spokane run in 1939 at age 28. Their stops were, The Dalles (An island in the Columbia River), Pendleton, Walla Walla then Spokane, then back again. The next day from Portland to Tacoma Field (now McChord), Boeing Field, Bellingham, Vancouver and back to Port-

land. Obviously, they became very proficient at landing the B-247.

Then in succession the DC-3, DC-4, DC-6, and DC-7. In the interim Pearl Harbor! He applied for Active Duty but was turned down as being in an "essential occupation" so volunteered for Air Transport Command and spent 2½ years in the Arctic and out the "chain." With the Japanese threat neutralized in Alaska He transferred to the Pacific run and spent seven years for Doug MacArthur hitting every sand bar in the South Pacific, Saipan, Tinian, Wake, Guam, New Guinea, Australia, Okinawa, Kwajalein, and ended up flying cover over the battleship Missouri during the signing of the armistice in Tokyo Bay.

He went home briefly then back again for two years to fly rehabilitation Air Lifts to Tokyo and later a Korean Air Lift. In the early 1950s the Japanese Air Ministry decided to institute a global airline and selected United as the training contractor. He was requested by his company to volunteer as an instructor pilot, he joined several other peers and went to Tokyo to set up the program. They received the first transport licenses issued by that nation (mine ended up being #3) and eventually trained a cadre of internationally qualified pilots. His responsibilities involved the Seattle-Tokyo Polar route. A hat full of memories here (mostly good) and with sadness he returned to UAL to check out in their new jets.

Time was closing in for him and after flying the B707 (720) for 12 years he retired in April of 1971. The frosting on the cake was the consummate courtesy of his neighbor T. Wilson, Chairman of the Board of Boeing Co. who remembered a promise and arranged for my training and checkout in the magnificent B747. From the 247 to the 747 — what a privilege!

He eventually retired into the directorship of a state chartered bank which expanded to a chain of 4 banks eventually sold to Puget Sound National Bank of Tacoma. Overlapping this interest, then Governor Daniel Evans of Washington appointed him to a college trusteeship on which he served for 11 years. He still retains his position as a member of the College Scholarship Foundation.

Aviation affiliations include Air Force Assoc., twice Governor, Seattle Hangar of Quiet Birdmen (#6335), Vice President of the Seattle WING OX5 #12295. His cup sloppeth over!

L. Lester Leamon

Leamon soloed in 1937 at Richards Field and later Ong Airport in Kansas City, Missouri. He bought a 1929 TP Swallow X5, #NC8772 for \$275. His friends at the airport gave him dual time. He later sold an interest in his plane to Wilbur Baker, also an OX5er.

In WWII, he was the general foreman of assembly for the large Pratt and Whitney plant in Kansas City. They built the R-2800 C which was the first production

Major William B. ("Bill") Roberston was the president of the Curtiss Roberston Co. There he had been turning out about 40 planes a month.

He was in charge of an engineering department of 40 persons. Pilots were waiting at the final assembly apron for their New Robin OX5, but the big stock market crash that triggered America's Great Depression soon created a shortage of money and plane orders fell to zero. The plant was closed and he left aviation but to this day he feels that the OX5 powered Robin was the best aircraft built in those pioneer days.

Edward Lindsay

Born on October 2, 1883 in Glenwood, Illinois, Lindsay went to school in Chicago. He took a course in Aeronautical Engineering at night school and also had 3½ years of law. Lindsay joined the Illinois National Guard Cavalry. He spent six months in Brownsville, Texas with the Cavalry during some troubles with Mexico. Just before the United States got into WWI in 1917 he transferred to the Air Force. He received some instruction at Newport News, Virginia Curtiss School. Victor and Carl Carlstrom were instructing there. He spent three or four hours in a Jenny. Lindsay attended the University of Illinois for ground school for about 30 days and then was sent to France. He received the balance of his training in France flying French Caudron with Rotary engine, then he flew a Brequet Bomber. He was made the First Lieutenant. Total time was 60/70 hours.



Edward Lindsay

While flying cross-country in the Caudron, a wire came loose and he landed in a farmer's field. Using his best French and sign language, Lindsay conveyed the need of a piece of wire. They gave him some fence wire and he made his repairs with that and continued on his way.

After the war, Mr. Lindsay did some work for Ed Heath. Aviation was not a money making business, however, and although he was a graduate Aeronautical Engineer and pilot he was not able to find work in either field. International Harvester put him to work in an office but he was not happy with that and asked for a transfer. He was offered a job in South Dakota which he took. Later, he moved to Crawford, Nebraska and still later to Cody, Wyoming where he remained until his return to the Chicago area in 1981.

Ted G. Linnert

Born in 1912, in Chicago. Linnert became interested in aviation at the age of 9 when seeing DH4 mail plane overhead. He frequently visited Ashburn Field where Matty Laird built famous racing biplanes. One day he showed Matty his rubber-band powered flying models. Linnert was on cloud nine when in 1928 Matty hired him as apprentice mechanic and draftsman.



Ted G. Linnert

While working for Matty Laird, his brother John and he bought a Waco OX5 for \$290. Matty's brother Harold agreed to teach them flying. With about 30 solo hours John and he decided to fly to San Diego. The 12-day trip went rather well considering there was no compass, no airspeed, no brakes. For navigation they used auto maps, the sun and a few farmers fields. That was the norm in the 1930s.

In 1935 he became associated with the renowned Benny Howard. He was Assistant Chief Engineer at Howard Aircraft when in 1941 he joined the CAA.

When WWII started Linnert joined a company that was designing a cargo plane. About 100 airplanes were built when the contract was cancelled and he was job hunting.

In 1944 he was hired as the Director of the Engineering and Air Safety Department of the safety-minded Air Line Pilots Association, a position he held for 31 years until retirement. The position required participation during Congressional safety hearings, accident investigation, aircraft design, airport requirements and NASA programs, — including the design and flight requirements for super sonic transports and the thrill of inflight evaluation.

Linnert obtained a Mechanic's License in 1931 at the age of 19. He was a member of the Caterpillar Club in 1936. He has a B.S. Degree in Aeronautical Engineering. Linnert is an Associate Fellow of the American Institute of Aeronautics & Aerospace 1944.

His 50 year aviation career as a pilot and aero engineer has resulted in design patents and commendation from federal agencies and the industry. In 1969 he received the coveted Flight Safety Foundation's "Barbour Air Safety Award" for "Efforts to promote the cause of safety in air transport operations".

Willard W. Livingston

Born on November 23, 1914 in Notasulga, Alabama, son of the late Chief Justice and Mrs. J. Ed Livingston of Macon and Chambers Counties, Alabama.



Willard W. Livingston

He attended the public schools in Tuscaloosa, Alabama and graduated from Tuscaloosa High School in 1933. He then entered the University of Alabama where he received his AB Degree in 1937 and his LLB Degree in 1940.

He received dual instruction in a Waco 10 with an OX5 engine. He soloed a Bird with a Kinner 125 engine in January, 1932 at the age of 17. He received solo time in a Lincoln PT with an OX6 engine. He had to discontinue flying after five hours of solo time.

Livingston enlisted as a private in the Alabama National Guard, serving from 1933-36. From 1937-38 he served in the U.S Army as Second Lieutenant. During WWII he served with the U.S. Army from 1940-45, being released from active duty with rank of Major. He graduated from the Coast Artillery School at Fort Monroe, Virginia, 1943. He Commanded the General Staff School in Fort Leavenworth, Kansas in 1944. He holds rank of Colonel, Judge Advocate General Department of the United States Air Force Reserve. He retired with a total of 33 years service, active and reserve.

Livingston was appointed the Assistant Attorney General of the State of Alabama in 1948. He served as the Assistant Counsel in the State Department of Revenue from 1948-55. He was the Chief Counsel of the State Department of Revenue from 1955-59; Chief Assistant Attorney General, State of Alabama 1959-63; Chief Counsel, State Department of Revenue, 1963-77 retirement.

He is a member of the Phi Gamma Delta college fraternity; Phi Delta Phi legal fraternity; American Legion; Montgomery, Alabama and American Bar Associations; First Baptist Church; Montgomery Rotary Club.

He married Ann Key Murphree of Troy, Alabama. He has five children, three boys and two girls.

E.C. "Red" Long

Born in Salem, Ohio in 1907. Long was a skilled worker. He helped build the wing for Byrd's ship to the Antarctic. Long is a part-owner of the OX5 Laird Swallow. Nobel Shropshire taught him. He was Foreman at Fokker at age 18.



E.C. "Red" Long

Long rebuilt an 80' Fokker in 1930. He wouldn't O.K. Knute Rockne's ship. He was a mechanic at TWA. He was the superintendent at North American. He set up an assembly plant in England. He did the final inspection on Crosby's ship in the 1936 air race. He checked Southern Cross on his last flight. He is the superintendent at Bell Aircraft in Buffalo, New York. Long worked on helicopter, XS1 missiles, and rocket engines. He worked with Von Braun (on rockets), Production Engineer and Industrial Engineer, Assistant to Works Managers 10 years. Four Pride of Excellence Awards at Boeing. He saved millions. He was the Administrative Assistant to the Vice President at Fairchild. Smithsonian has all his photos of old airplanes. He is writing a book, *Retired At 18, Or A 42-Year Rat Race*; it is fun.

Oh yeah! He jumped out of an airplane without a parachute.

Victor E. Loomis

Born in March 1902 in Raymond, South Dakota — just a year before Wilbur Wright's first flight at Kittyhawk. He was a natural adventurer, Vic took to the air himself in 1926. He soloed in an OX5 powered, long-wing Eaglerock ("Up like an Eagle, down like a rock", they said in Denver) at Huron, South Dakota. Vic had bought the plane in partnership with his instructor and mentor, Jack Hollister, who had learned to fly with Clyde Ice of Rapid City. The team of Loomis and Hollister barnstormed the Dakotas, Minnesota and Iowa for the next several years. They were often in hot pursuit of another barnstormer, Ole Fahlin, who had learned to fly in the Royal Swedish Air Corps.



Victor E. Loomis

Vic excelled in aerobatics, often performing above the crowds at state and county fairs. In 1929, Victor married Eva

Mews. They were the FIRST midwestern couple to take a honeymoon by airplane. Vic served in the Civilian Air Corps in the 1940s. He continued flying until his retirement in the 1960s as the Manager of Aberdeen (South Dakota) Airport.

Waldo R. Lovett

Lovett is a native of Newark, Delaware. He first flew with Frankie Pyle in his Waco barnstorming, until he got a license to fly legally at the old Bellance Field, New Castle, Delaware in 1931. Thereafter he operated an airport, hopping passengers and instructing students to fly. He flew a CPT program during World War II, and afterwards, he built, owned and operated Lovett Airport at Elkton, Maryland (now Cecil County Airport). He instructed hundreds of students to fly, flew photographers, flew sightseeing trips, towed gliders and did aerial advertising. He has over 14,000 hours and has been flying as a licensed pilot for 53 years. He flew the air mail National Air Mail Week in 1938 on the 20th anniversary of the start of scheduled air mail service. He soloed on a Fleet; first plane owned was a DeHavilland Moth (with folding wings). He was a Piper dealer most of his flying days. He had owned an Aeronca C-3 and a Chief in the earlier flying days. He also flew Martha Raye.



Waldo R. Lovett

G. Edward Lowe, Jr.

Born on February 5, 1924 in Atlanta, Georgia. Lowe started flying in 1939 at Sky Harbor Airport, in Murfreesboro, Tennessee in his Father's airplane, a Waco 10 OX5. He was a WWI pilot.



G. Edward Lowe, Jr.

Before entering the Navy he flew anything he could get his hands on, — a Waco Tapperwing, Waco N, Stinson Tri-

Motor and Travelair. Navy Southwest Pacific from 1941-46 he flew PBYS (Blackcat Sqd.), OS2U-2, J2F, SBDs and SB2Cs. He was employed by C.A.A. eight years, Lockheed Aircraft (Flight Test Engineering five years, Civil Aeronautics Board 10 years based in Washington D.C. and Miami, Florida covering virtually all air disasters with the Airlines, — such as Mid Air over New York and Boston Electra. He instigated and supervised the reconstruction of Northwest Orient crash in Miami, Florida considered at the time as one of the most complete mock up of an Air Disaster. His big boss was George Haldeman (Hall of Fame OX5), and Mr. Charles Collar another OX5er.

FBO at Smyrna, Tennessee until retirement in 1981. He owns a PA-11 and a Cessna 170. He is a Charter member of the Staggerwing Foundation. He is currently active in all licenses doing A&E and AI work as a hobby. He still enjoys it.

James N. Ludlum

Born on August 28, 1909, he grew up in Oklahoma where his flying career started in 1928. He was associated with the aviation company in Tulsa, Oklahoma from 1929-30. He returned to college in the fall of 1930 when the Depression adversely affected aviation company. He graduated from Law School Oklahoma University in 1933, and started practice in Texas. He represented a number of aviation companies. He returned to full-time flying in WWII. He maintained commercial pilot's license and flight instructor's rating until recent years.



James N. Ludlum

Ludlum served as the First Assistant Attorney General of Texas, from 1957-60. He was appointed by the Governor as a member of the Texas Aeronautics Commission (1961-67) which conducted flight safety clinics, advised on airport improvement and expansion, devised and obtained enactment of scheduled intrastate air carrier act. He participated in organizing, was officer and active participant in Aviation Training Center in Austin, Texas in the 1960s.

His modern aircraft are marvelous. Who among us will ever forget the sight, sound, smell and thrill of flying the early biplanes, or flying the iron beam, or the "lighted" airways.

John M. (Jim) Lydic

Born in Indiana County, in Pennsylvania on October 21, 1920. He soloed in a



John M. (Jim) Lydic

J-2 Cub at Indiana in the spring of 1938 and flew an OX5 Travelair 2000, Kinner Bird, Aeronca C-3, Stinson SR-6, and others. After he got his license, he took over the Fixed Base Operation at the new Indiana Airport (later named the Jimmy Stewart Airport) until after Pearl Harbor. After that he instructed the U.S. and British Army Cadets in PT-17s at Americus, Georgia until September, 1944 when he was hired by TWA as a copilot.

Lydic retired from TWA in 1982. During that time he flew DC-3s, DC-4s, Martin 202/404s, Constellations (models 049 through 1649) Convair 880, Boeing 707 and 747s. After retirement he joined a Flying Club. He enjoyed flying light planes very much.

Edwin Lyons

Lyons is a big, quiet very modest man. He has accomplished far more than most people realize, and the awards which he has received are seldom mentioned by him. In 1973, he was inducted into the "Civil Air Patrol National Hall of Honor" at the US Air Force Museum, Wright-Patterson Air Force Base in Ohio. In 1975, Lyons was awarded the Medal of Jerusalem by the Government of Israel in recognition of his work from 1938-40, when he owned and operated the first flying school and flight service in Tel Aviv, Palestine (now Israel).

Ed began flying OX5 Wacos and OX5 Robins in 1928, and since then, he has been actively engaged in commercial and military aviation. Through December 1981, he had accumulated over 37,750 flying hours. He holds current pilot ratings in the USA, the Republic of China and Israel. For over 42 years, he was active in the Civil Air Patrol, and holds the rank of Colonel in that organization. He served as chairman of the National Safety and FAA Coordinating Committee, and was National Chief Check Pilot in the CAP. In addition, he was designated FAA Pilot Examiner for a number of years.

In 1950, Ed became the co-owner of Zahns Airport in Amityville and president of the Amityville Flying Service. He was the administrator and airport manager until 1980, when the airport was sold and the flying service terminated. During those 30 years, the school and airport operation grew into one of the largest in the eastern United States, and was accredited by the state of New York and the federal governments. Ed also was president of Lyons Flying School at Zah-

ns, which was an FAA-approved advanced airplane and helicopter flying school and advanced aviation ground school.

Between 1940 and 1945, Ed was chief pilot at Lincoln Aeronautical Institute, director of flight training for Mountain State Aviation Corporation, and senior district flight training supervisor for the Civil Aeronautics Agency (now the Federal Aeronautics Administration).

His background for these accomplishments began with free lance flying in 1929. Later, he opened a flying school at Barren Island, which he operated until 1936. At that time, Spain was in the midst of a revolution, and Ed signed up as a military combat pilot for the Spanish government. Shortly after arriving in Spain, he joined the Loyalist Air Force as an officer, and remained on duty for two years as commander of the 15th group.

Currently, Ed holds the following certificates: Airline Transport Pilot; airplane, single and multi-engine, land and sea; rotorcraft-helicopter; glider. Flight instructor for single and multi-engine airplanes; glider; commercial pilot examiner; instrument pilot flight examiner; parachute rigger; airframe and power plant mechanic; advanced ground school instructor; free balloon pilot; Republic of China, commercial pilot. Ratings: airplane, single and multi-engine, land and sea; Israeli Pilot's certificate. Life member of the OX5 Aviation Pioneers.

In addition to his work, Ed has found time to participate in many civic organizations. Among these, he is active in the National Pilots Association, OX5 Aviation Pioneers, Long Island Early Fliers Club, Silver Wings Fraternity, Soaring Society of America, National Aviation Trades Association, and International Flying Rotarians. He is a member of the Aviation Advisory Committee of the State University of New York, and he is an AOPA representative of Air Traffic and Airspace Matters with the FAA. He has also been a member of the American Helicopter Society, and served as Chief of Transportation for the Air Office of Civil Defense of Suffolk County. He was president and director of the Lindhurst Rotary. He is also the director of the National Air Transportation Conference, and a member of the Dayton Village Foundation Board of Trustees. Ed is a 32nd Degree Mason and a Shriner. He has been a member of the Masons for over 40 years.

Ed is a Brooklyn native who received his formal education in New York and Budapest, Hungary. He and his wife Pearl have been married since 1933. They reside in West Hempstead, New York.

Alfred Magaletta

Magaletta flew OX5 Wacos in the early 1930s, at Westwood, Massachusetts airport.

He spent over 100 hours as a stunt and racing pilot and as a commercial pilot also.



Alfred Magaletta

Magaletta was an instructor in OX5 Wacos, and he taught dozens of young pilots flying.

He used OX5 Wacos in air shows around New England.

Magaletta spent most of the 1930s flying many types of more advanced planes, as an instructor, stunt pilot, and charter airline pilot.

He entered the 1930s Miami air races, but crashed his Great Lakes stunt plane in the Everglades due to engine failure.

Magaletta entered the Navy Air in the early 40s. He served at Pensacola, Florida, and Atlanta, Georgia. At the end of the war he was on Foreign Liquidation Commission, in the Philippines, and Pacific area. He left active duty as a Lieutenant Commander. He received the U.S. Navy commendation China and Pacific Medal. He remained a Lieutenant Commander in the Reserves for many years.

One of his many experiences was instructing and managing the famous Teddy Kenyon. She won the title of National Champion Woman Pilot, competing against the best women pilots in the world, in 1933, with one of the Waco stunt planes. Incidentally, she still lives in Connecticut and was or is an OX5 member.

She was also, in the early 1930s, a member of the old U.S. Army Air Corps Reserve, attached to the Pursuit Squadron, 44 (1932-35). She mingled with many of the old time pilots, Jimmie Doolittle, Jim Haizlip, Bob Love, Crocker Snow of Massachusetts, Clarence Chamberlin, Johnny Boardman, and many others. She also met Lindbergh several times.

William R. Mahoney

Mahoney saw Art Smith fly at Fowler, Indiana in 1916. He read of Lafayette

Escadrille during WWI and observed Chanute Field WWI students Cross Country activities. Postwar barnstormers got prices down and he flew with "Tot" Douglas, Frankfort in Indiana in 1924 in an OX5 JN4.

Near Peoria he helped form the Peoria Aero Club in 1927, but illness prevented



William R. Mahoney

him from witnessing the wipe-out of the Waco 9 they finally latched onto. Tony AM-Rhein, 9413 and Louis Davis, Jr., #9047, current OX5ers, were in that group; also Elwood Cole.

Mahoney joined Curtiss-Robertson in 1929, building OX5 Robins and successors; a layoff; a Passenger Agent hitch with TWA; back to Curtiss-Wright in 1938; then to McDonnell until retirement.

He never managed to solo. He worked on gliders to space capsules, flew in Jennies to Boeing 767s, ranging from Germany to Australia.

Mahoney was born in 1905, he grew up with the aviation industry.

Edgar G. Maiscott

Born in April 1916 in South Charleston, West Virginia. Maiscott soloed June 23, 1932, in a C3 Aeronca on floats.

By March 1934 he had accumulated 34 hours and was awarded an amateur license making him the youngest certified pilot in the state of West Virginia. By August he had 53 hours and passed the test for a private license.

In 1935 he bought an OX Travelair 2000 for \$400. Two years later he sold it for \$400 and bought a Challenger powered Robin.

In 1940 he built and operated a seaplane base at South Charleston, West Virginia.

In August 1941 he became a civilian flight instructor of Army Air Force cadets at Victory Field, Texas.

In 1943 he became a ferry pilot with the 4th Ferrying Group at Memphis, Tennessee.

In 1945 he became a pilot for the ATC and was stationed in Chanyi, China, for a year. He flew 187 combat missions, 738 combat hours. His awards: DFC, AM/olc.

He transferred to AF Reserve retiring as Lt. Colonel on July 1968. He was a Pilot for 28 years, 9677 hours.

In 1957 Aeronautical Information Specialist with Defense Mapping Agency Aerospace Center. He retired on December 1973. He now lives in Fenton, Missouri.

Ralph O. Majors

Born in Heber Springs, Arkansas, and grew up in Oklahoma. His enthusiasm for flying began in 1927 at Okemah, when he had his first airplane ride in an OX5 Jenny with Penny Rogers, a barnstormer. In exchange for flight instructions, he maintained an airplane. He moved to Tulsa after he received his pilot's license; received his limited commercial and transport license at McIntyre Airport. His employment includes: Safe Way Airlines, Tulsa Municipal Airport; Love Field, Dallas, and Meacham Field, Fort Worth, Texas; in California, Carl Squire hired him at Lockheed, Burbank; at the same time he worked with Morton Bach part time on his Bach trimotor; and Douglas, Santa Monica who sent him to South America for 18 months to work with Pan American during their transition from DC2s to DC3s. In WWII, he flew supplies from Hawaii to the South Pacific and returned casualties to the States. For a time he was with CAA out of Chicago. In 1948 he organized Majors Aircraft Engineering Company, employing 90-150 people, manufacturing test equipment for the air and space industries. He is a QB, the 1978 and 1985 President of the OX5 Aviation Pioneers, Southern California Wing. He organized and sponsored the 30th National Reunion in Los Angeles. He is a member of the EAA, Silver Wings, and Aviation Breakfast Club. He was awarded the OX5 Legion of Honor in 1979.



Ralph O. Majors

William A. "Jack" Malcom

Born on May 30, 1912 in Good Hope, Georgia. He married Alberta Little in 1931 and then moved to Gadsden, Alabama. He took his first plane ride on Maumee Airlines in Gadsden for one dollar. Shortly after that, he started taking flying lessons in an OX5 Travelair. His instructor was Gordon Pierce who is now retired from American Airlines. Since the runway at the Gadsden airport at that time was so short (1200 feet) and was fenced in, they had to change the four



William A. "Jack" Malcom

fundamentals of flight from "climb, glide, turn and straight and level" to "climb, glide, turn and side-slip". He was the first student to solo in Gadsden. Under Gordon Pierce's instruction, he continued flying lessons and in 1937 he received his private pilot's license #38114. Later, he received his commercial and instructor's ratings. After a few years of barnstorming with his cousin Oliver Malcom, who was the second student to solo in Gadsden, and taking trips with his wife, Alberta, he accepted a position with the War Training Service at the Alabama Institute of Aeronautics as a flight instructor at Tuscaloosa, Alabama. After the war he operated his own flying service in Gadsden for awhile before going into a business which is now Malcom Marine Inc. in Attalla, Alabama near Gadsden.

Jack Manternach, Jr.

Born on March 21, 1908 in Pittsburgh, Pennsylvania. He attended Bellefonte Academy in Bellefonte, Pennsylvania in the class of 1926. He went to the U.S. Naval Academy. He was the first member of the class of 1931 to solo in September, 1928 at College Park, Maryland Airport. His instructor was James Foote.



Jack Manternach, Jr.

Manternach left the Navy for a few years until WWII, then he returned to duty. He performed numerous duty assignments including a division commander. During this interim period he was a civilian pilot while employed in industry primarily on engineering duties. He managed to find time and funds to pursue his flying hobby.

This involved owning a number of OX5 powered aircraft plus flying a number of aircraft of later vintage owned by his friends and fellow pilots. Perhaps not in chronological order, these were the OX5 aircraft: Waco 6, Waco 7, Eaglerock, Jenny, Travelair, Swallow, Bird, Commandaire and Robin. Others were the standard (Hisso), Great Lakes (Manasco), Pitcarin Mailwing (Wright J-5), Pitcarin Super Mailwing (Wright J6), Simplex (Kinner), Bird (Kinnere), Stearman (Wright J-5), Mono coupe (Warner), Luscombe (Continental), Pipercoupe (Continental), Aeronca Chief (Continental), Piper J3 (Continental), Stinson (Lycoming), Cessna 140 (Continental), Cessna 150 (Continental) Rearwin (Continental), Beechcraft Bonanza (Lycoming).

The above standard, WWI vintage was the property of Ernest C. Hall. It is now in the Ford Museum in Greenfield Village. The above Eaglerock NC1438, vintage 1919 was flown in the 1934 Centur of Progress parade, National Air Races at the Hopkins Airport in Cleveland, Ohio. Manternach was a close friend of Ernest C. Hall and numerous other old and famous Early Birdmen.

After about 42 years of flying he decided to stop while he was ahead and let the younger generation take over, after some 3,000 plus hours.

Fred H. March, Jr.

Born on July 12, 1909 in Anacortes, Washington. March received flight instruction from Ed Mooney, who was trained by Pat Rennehan and "Tommy" Tomlinson.

March soloed on July 12, 1929 in an OX5 powered Standard J-1. He had some flying time in an Aeromarine — Klemm. March applied for flight training in the Army Air Corps. He was not accepted due to a full quota. March instructed the primary gliding summer of 1930. Also in 1930, he arranged and promoted barnstorming activities at the old Anacortes Airport. Some of the well known pilots participating were Ray Howard Waco 10; Pat Rennehan OX5 Swallow; and Harold Bromley OX5 International.

Since 1930, his flying has been confined to occasionally buying 30 minutes of dual time whenever he has the urge to fly.

Frances Johnston Markle

Born in Pittsburgh, Pennsylvania. She started flying in 1930. She soloed an OX5 Waco 3151 on March 6, 1931 from a two-way grass runway surrounded by tall pines and high tension wires in Pinehurst, North Carolina, N.E.'s Knollwood airport. She flew solo only 15 hours altogether, as her parents forbade her to continue and made it financially impossible, by cutting her allowance.

Colonel Lloyd O. Yast was her instructor who died just this past March.



Frances Johnston Markle

Flying then was a wonderful and unforgettable experience with the wind in their faces and such maneuverable planes! Lloyd did loops and rolls and "dead stick" landings and he loved every minute of it.

In Pinehurst they had no traffic rules. There were few planes in those days.

Dexter Charles Martin

Born on January 2, 1897 in Santa Ana, California. He began flying in 1919, and operated an airport and flight operations at Brea and Santa Ana, California from 1920 until he moved to South Carolina in 1927. In 1924, he became the 162nd licensed pilot in the United States (Federation Aeronautique Internationale issued in six languages), which was signed by Orville Wright. In 1920 Dexter convinced the barnstormers in his area to move their airfield behind his automotive garage at Brea, so he could examine their planes and tinker with their engines. His garage was bounded by an alfalfa field which quickly became an airfield. Among the many flyers who sought out his services was Eddie Rickenbaker, who undoubtedly influenced Dexter to become a pilot.



Dexter Charles Martin

Because of a sagging economy, Dexter left California and arrived in South Carolina during the heyday of the barnstormers. He flew with the famed Mable Cody Flying Circus; Jimmy Woods Flying Aces; and others. He embarked upon a career that would span six decades.

In 1935, Dexter influenced the establishment of the South Carolina Aeronau-

tics Commission, and was appointed by the Governor as its first executive director, serving in this capacity for fifteen years. Under his leadership in South Carolina became the first state to enact a curriculum of flight instruction.

During WWII, Doolittle's Raiders, a mission under the Defense Landing Program, was located in Columbia. Under Dexter's direction an airport was developed to meet their needs. He also assisted in site selections and the subsequent development of airports for military purposes. As a part of the program, 17 military bases became operational. These included the well-known Shaw Air Force Base, Myrtle Beach Air Force Base, and a Naval Air Station.

He was instrumental in beginning a civilian pilot training program in Columbia, South Carolina, which turned out approximately 1,000 private pilots. He also set up the Palmetto School of Aeronautics to train mechanics.

Dexter held the first (No. 1) pilot's license in South Carolina, issued in 1936. He also was the first licensed mechanic in South Carolina.

From 1935-50, Dexter was a member of the National Association of State Aviation Officials, serving as president for several years. He also chaired the Committee on Flight Training. Later he was chairman of the Committee on Uniform State Aviation Laws, which successfully untangled a lot of Interstate conflict and red tape then hindering the national development of aviation. In 1945, he was chairman of the Surplus Airport and Property Act Committee. He was also a member of the Air Space Committee.

In 1941, Dexter was appointed the first Civil Air Patrol Wing Commander for South Carolina. Among the more noteworthy responsibilities was the creation of an Anti-submarine Patrol Base, known as Coastal Base No. 8, near Charleston, South Carolina. Until the patrol personnel were secured Dexter flew dawn patrol in addition to fulfilling his duties in Columbia as director of the SCAC.

Martin was inducted into the OX5 Aviation Pioneers Hall of Fame in 1976. During his latter years he was busy researching and preparing a History of Aviation which was presented to the Caroliniana Library at the University of South Carolina. He is the past director of the Caroliniana Library most aptly referred to Dexter as Mr. South Carolina Aviation. Also some of his papers and many of his photographs went to the Smithsonian Library.

At the time of his death on December 12, 1982, he was engaged in an Aviation Consulting Service in Columbia, South Carolina.

Dexter belonged to the following: He was a member of the First Baptist Church in Columbia, South Carolina; Member; He was on the National Aeronautics Association of U.S.A.; President of North Carolina-South Carolina Wing of OX5 Clubs; Honorary Governor of North Carolina-South Carolina Wing of OX5 Clubs; Member, The Wings Club; Capitol Hill Lobbyist for the Aviation

Industry; Water Commissioner for City of Forest Acres; South Carolina Deputy Director; Office of Price Stabilization; Honorary Member of the Confederate Air Force.

Don W. Martin

Don Martin had his first solo flight using goose wings in Denver, Colorado. He was from the barn to the straw stack on his father's farm at Cavan, Ontario, Canada, where he was born 80 years ago. His second solo flight took place in May 1928 from the 104th observation squadron field. He was a Michigan Air Guard at Detroit, using a Waco 10, powered by an OX5 engine. When the U.S. entered World War II, he had amassed a few hundred hours of flying, and was appointed airport manager of Detroit City Airport. Martin resigned in 1946 and became the airport manager at Wilmington, Delaware. In 1952, he was airport manager at Oakland, California. He came to Denver in 1964 as Director of Aviation at Stapleton International Airport. It is now the seventh busiest airport in the world. He retired after fifty years in business and airport management. He has always retained his ratings, flying occasionally.

Robert R. Glenn Martin

Born on his father's farm August 17, 1894 just three and one half miles S.E. of Hancock, Iowa. When the First War was declared he enlisted in the Aviation Section Signal Corps, and later entered the Military School of Aeronautics situated at the University of Texas, Austin. After his graduation from this school he was sent to a concentration camp for three months. When an opening occurred at



Robert R. Glenn Martin

Kelly Field his class was transferred there by train and he started his first flight in a Surtis JN powered with OX5 with Lt. Sanders as his first instructor.

He soloed on October first with Lt. Sanders and Eddie Stinson looking on. He owned one-fourth interest in an American Eagle and owned 12 different planes including an Aeronica KA Fairchild 24 Anda-PT22 which is enclosed. He flew the PT22 around the eastern part of the United States and took this picture

while flying over Niagara Falls. He got this picture of a dogs head, in the cloud during the winter of 1946.

Before this he flew a Piper Supercruiser into Canada. He flew into a storm over Tennessee and had no choice but to land in the first green field he could find.

George Henry Mason

Born on January 1, 1905 in Detroit, Michigan. Mason's first three lessons were in an OX5 Jennie in 1928 near Detroit. When the operator was arrested for bootlegging, he joined the Royal Oak Michigan Flying Club where he obtained a private license in November 1929, with 10 hours and 20 minutes solo time. Twenty minutes later, with two passengers, he had a dead-stick landing in a field in six inches of snow. About 20 minutes later, he had the second dead stick with one passenger.



George Henry Mason

Ground school consisted of working on the OX Waco 10, also dynamiting and cutting up about 50 trees, keeping a pot-bellied stove going to heat water and oil for the OX5, soaking rags in hot water to loosen wrist pins to remove pistons.

He had a total of 84 hours on OX5s, gained by hopping passengers (mostly for a penny per pound — guessing women's weights) barnstorming in Michigan, Ohio and Indiana, towing advertising banners and, later instructing on other ships; he obtained an instrument rating in 1939 and later became a civilian instrument flight instructor for the U.S. Army Air Corps and the Royal Air Force.

During WWII Mason was a test and delivery Captain on B24s and PB4Ys, and a civilian Captain for the ATC run from San Diego to Ispwich, Australia.

He stopped flying in 1979 at age 74.

Lion G. Mason

Born in Newport, Rhode Island in 1896. Mason learned to fly at Bettis Field in Pittsburg, Pennsylvania under Curley Lovejoy. Later he bought several airplanes which were kept in Sharon. As a side-line, he did a little commercial flying and trained a few people to fly from a small field he owned.

In 1929 he designed and supervised the construction of the original Montgomery, Alabama airport and started his own flying school, the Montgomery School of Aeronautics. Some of the students he trained bought their own planes and they barnstormed around the neighboring towns on the weekends when it wasn't raining. Shortly after the opening of the Montgomery airport, he bought a Ryan J-6 which carried five passengers and a pilot. For 20¢ a mile, he flew for Southern Air Express one round trip a day from Columbus and Atlanta to the east and Meridian and Jackson to the west. They didn't have any radio or blind-flight instruments but fortunately the weather was mostly good. When the Crash hit in October of 1929 Southern Air Express was wiped out and so was Lion's job.

In the early years of aviation, fliers had many close calls; they had no extensive training; the fields were inadequate; there was no radio equipment, no traffic control, and no blindflying instruments. The planes were quite flimsy by today's standards. They often had to fly by the "seat of their pants". There were many crashes — Lion had at least five or six — but the planes were slow and easily maneuverable so the crashes weren't always fatal.

One memorable trip was with his wife, Jean. While flying between Knoxville and Nashville he realized that his compass was not working correctly. (He later found out they were flying over an iron deposit in the mountains which acted as a magnet). He landed on a small, flat clearing on the mountainside surrounded by tall trees. They were soon approached from all sides by four mountaineers with shotguns. They evidently thought Lion and his wife were revenueurs looking for a still. With pointed guns they showed them the direction to Nashville.

After seven years of hectic flying, instructing, barnstorming and stunt-flying, he decided to ease out of active commercial flying and specialize in the parts supply business which was called Aviation Supply Corporation. They moved the business to Atlanta.

During the summer of 1941 the Georgia National Guard was activated into the United States Service. He left Georgia with no state troops. Lion was asked by Governor Eugene Talmadge to head up a volunteer state Air Force. He soon had 12 volunteer pilots under his command including Winship Nunnally, Dr. Floyd McRae, Wiley Johnson, Tom Daniel, Wally Schantz, Bob White and M. W. Byrd. One mission they flew was to check out reports of a German sub off Hilton head. Sure enough, they spotted the partially surfaced sub with the conn-

ing tower above the water. He quickly radioed the sub's position and beat it back to base. Apparently, he was as scared as Lion was and dove into the 60 foot deep water and got his nose stuck to the bottom. Bombers soon flew from the Savannah Air Force Base and finished off the sub before it could get free from the mud and escape.

One of his most harrowing experiences was flying on a business trip when about 100 miles out from Memphis the weather got rough and he made an emergency landing. When the weather partially cleared, he got radio instrument flying clearance to Memphis. However, instead of the weather getting better, it got worse and his radio receiver wasn't working properly. He was flying in a thick soup when at last he saw a hole in the clouds and went down close to ground level and flew tree tops into Memphis for the last 10 or 15 miles. As he flew in, he saw three DC3s holding for his landing, but afterwards, he found out that no one really expected him to get in. After this narrow escape, he made no more attempts to use his instrument license owing to the relatively poor instruments then available to private airplanes.

Frank D. Mast

Born in Woodland, Michigan on October 12, 1892. Mast was a veteran of WWI. He was a member of 168th Aero Squadron. Seven months in England and eleven months in France.

Mast crossed the Atlantic in SS Adriatic (British) in February 1918. There were nine ships in the convoy: two battleships, one shipload of Red Cross nurses, one with Chinese Laborers, the others laden with soldiers. His destination was Liverpool, later LeHarve, France. They had four Liberty D.H.4 reconnaissance planes. For some time was at the third aviation instruction center near Issoudren, France. There were 13 fields there. One was the cemetery.

After the war was employed by Grand Rapids and Lansing, Michigan post offices, a total of 43 years, including military service.

Arlo W. Mather

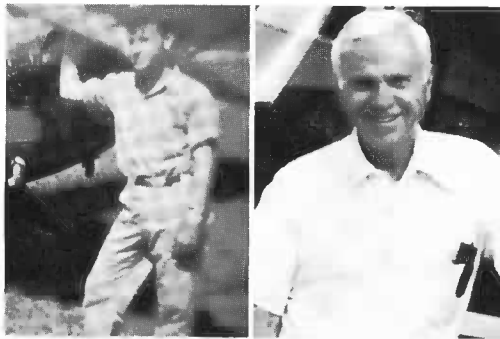
Born on March 13, 1909, in Cleveland, Ohio. Mather started flying in June of 1924, when Ed Standring and he bought a crated JN4 Jenny. In 1925-26 he flew two Jennys with Ernest Dryer at Pleasant Valley Field. He designed the roadable

aircraft, and the first residential airpark from 1926-31.

Mather soloed on August 15, 1932, at Cleveland Airport. His first deadstick landing came with four hours of solo. He received a CAA Private License #27357, on October 24, 1932, from CAA Inspector Bill Robertson. He built and operated Mather Airport, the closest airport to downtown Cleveland, 1935-47. His instruction included: low frequency instruments, students to airlines, and U.S. Air Corps signees waiting for placement. He was an inspector at the Fisher Bomber Plant at Cleveland Airport, XP-75 program. Mather was involved with Cleveland Aviation Club, Lakefront Airport, and seaplane base development. He operated Avon Airport with an approved school from 1958-83. He has three generations of pilots, sons and grandsons.

Joseph M. Mathias, Jr.

Born on March 21, 1923 in Norfolk, Virginia. Model builder from age 10; soloed J-3 Cub in Feb. 1940. In August 1940 with two partners, he bought an OX5 American Eagle NC202N and proceeded to rebuild. He was ready to fly in December 1941, when WWII stopped all East Coast flying so he sold his aircraft to the Navy for ground instruction. Closest he came to flying it was during "wingless" high-speed taxis down the runway at Glenrock Airport in Norfolk. During WWII he served as the WTS instructor at Lynchburg, Virginia until going on active duty with the Army Air Corps to fly gliders in combat. After the war, he flew charter, executive, and instructed until joining Piedmont Airlines in 1952. He retired as a B-737 Captain in 1975 with medical disability. Since retiring, he has remained active in EAA, IAC, soaring, and rebuilding antique aircraft. His total flying time is approximately 25,000 hours. He presently owns a J-3 Cub and a Bellanca Decathlon.



Joseph M. Mathias, Jr.

Jack Gray Mathis

Born on October 25, 1915 in Taylor, Texas. Mathis started flying in November 1934 in an OX5 Commandair 95E at Kingsville, Texas. He soloed with 8.5 hours. on April 16, 1935. He was the first student of R.S. (Rod) Moore. He barnstormed in an Eaglerock, Travelair and Curtiss Robin. He obtained a Commercial license in 1940 got CFI 1941. His



Jack Gray Mathis

first job was at Moore's Flying Service in Cliff Maus field Corpus Christi, Texas. He instructed and flew for following — CPT Kingsville, Texas, CAL-AERO, Air Corp Cadets Ontario, California, ATC 6th ferrying Group Long Beach, California, OTS Demming, N.M. C-46 school Reno, Nevada. He served Central and North Africa and India. He was the co-owner of the Gulf Coast Flying Service in Kingsville, Texas, Air Force Primary Hondo, Texas, FBO Castroville, Texas, Chief Pilot for Nayak Aviation, Bakke Oil Co., and Alamo-Flyers San Antonio, Texas, T-41 Flight Screening program Hondo, Texas. Eleven years crop dusting. One year Fly Drop program. Designated Flight Examiner for 20 years. He has accumulated approximately 29,000 hours of which 18,000 hours as Instructor. He semi-retired on June 6, 1984. It has been chicken one day and feathers the next, but he has loved every hour of it.

James J. (Jimmie) Mattern

Mattern grew wings under the Fuselage of the U.S. Army Air Corps. His interest in flight began in 1924 when he was a second lieutenant stationed in Hawaii. One day, he and a pilot friend went up in an OX5 Jenny. His commercial license was signed by Orville Wright in 1927. Later he barnstormed around the country and flew the aerial adventures of the movie industry.



James J. Mattern

The 1930s were the record-shattering years — Mattern years. In 1931 he flew the first tri-motored airplane to Alaska and returned. In 1932 there was a trans-Atlantic speed record: 3000 miles in 10 hours and 50 minutes; and Newfoundland to Berlin, 2960 miles in 17 hours 30



Arlo W. Mather

minutes. In 1933, he attempted a solo flight around the world. He cracked-up in Siberia on the Arctic Circle, surviving 23 days without food. He was the first man after Lindberg to fly the Atlantic. In all, the 1930s produced 15 Mattern world records. One of Mattern's little-known firsts was a transcontinental speed record set during World War II in a Lockheed P-38. That record was shrouded by the secrecy of war. In addition, he was the first man to reach the speed of sound. An honorary member of the Society of Experimental Test Pilots, Mattern's early work with the P-38 set the stage for Colonel Chuck Yeager's conquest of the sound barrier in the Bell X-1.

The course of history may have been changed when Mattern pulled Howard Hughes out of the wreckage of a burning airplane. He was a friend of Hughes and worked with him for 15 years. Some of the breathtaking stunts in Hughes' film *Hell's Angels* were flown by Mattern.

In more recent times, the crews of the Mercury and Gemini flights have quizzed Mattern about flying without technical aids. They were interested in what happened when their aids go out. They wanted to know what methods were used in the primitive days.

Asked if he would fly on the space shuttle if invited, Mattern says, "I have been invited, and I'm going. An older man does better in space than a young man," he says. "Your blood vessels are smaller."

Leon E. "Matt" Matthews

Matthews' first airplane ride was in 1928 at Montalvo, California in a 1927 OX5 powered Thunderbird biplane. The price was one cent per pound for five minutes.



Leon E. "Matt" Matthews

In 1929 Robert and Randolph Garman of Saticoy, California brought a 1927 OX5 powered Waco 10 to a strip on the Southeast edge of Oxnard, California where he lived and offered passenger rides and flight instruction.

He performed various chores for them including pulling the "chocks" from under the wheels after "runup" in return for free rides.

The Garman brothers left in 1930 and Pat O'Reilly of Bellflower, California brought a OX5 powered Waco 10 to the same field, his pilot was "Hap" Anderson of Santa Paula, California.

Performing similar functions as before he had all types of hair raising rides around the area.

Currently he lives in Long Beach, California and owns a 1940 UPF-7 Waco biplane which has a W-670 Continental 220 H.P. engine hangered at Corona, California Municipal Airport.

Fred R. Maxwell, Jr.

Born in Tuscaloosa, Alabama on June 15, 1889. Maxwell joined the Navy in June 1917 as a Landsman Machinist Mate (Aviation) USN. Transferred to the Student Aviator, on October 1917, Class 4 for 5, USN Reserve Flying Corps. The first class of 12 members were given their Ground School and Flight Training at the Naval Air Station in Pensacola, Florida. Thereafter, students were given three months of ground school at The Massachusetts Institute of Technology, Massachusetts and thence to N.A.S. Pensacola, Florida for flight training. The training plane was the N-9 with an OX5 engine, similar to the Army JD-4D with a 90 HP OX5 engine (The Jenny) with a pontoon in place of landing wheels. By increasing the bore of the engine cylinders slightly, the HP was increased to 100.



Fred R. Maxwell, Jr.

His first flight was on October 16, 1917 with instructor McLaughlin. He soloed on December 4, 1917 in N-9 #119, and qualified as a Naval Aviator in N-9 #218 on January 9, 1918 commissioned an Ensign, USNRFC. He progressed to the R-6 plane with a 200 horsepower engine and then to the HS-1 Flying Boat with a 12 cylinder 400 horsepower Liberty engine — the maximum horsepower for aviation during the war. The HS-1 and the H-16 (with two Liberty motors) were used at the front for Anti-submarine warfare. When Advanced Training for Naval Aviators was moved from Moutchic, France to Pensacola, Florida on account of the exigency of the war he was made Aide for Advanced Training at NAS Pensacola and commissioned a Lieutenant (jg), USNRFC. His WWII duty was from Jan. 1941 to November 1945. He served over two years as Officer in Charge of Ground School for Aviation Cadets as a Commander. He retired as a Captain in 1954. His present status has been as a Professor-Emeritus of Electrical Engineering at the University of Alabama.

John A. (Fred) Mayes

Born on July 13, 1908 in Cuchara Camps, Colorado. He had his first plane ride in Denver in 1928 and knew he wanted to fly! Mayes moved to California and learned to fly in 1929 in Long Beach, California in an OX5 powered Longwing Eaglerock with Milo Burcham (recently inducted into Hall of Fame) as his instructor. He flew an Avro Avian — Cirrus Mark IV from 1929-32, charter flights and sightseeing flights out of Santa Ana, California. Mayes moved to San Diego county and with a partner, flew a Courier — Kenner K5, giving flying lessons and also did charter flights. Mayes received his transport license in 1931. He enlisted in the Army Air Corps in 1935, flying out of Rockwell Field on North Island in San Diego in a Consolidated J5. He received an Honorable discharge in 1939.



John A. (Fred) Mayes

Mayes flew an OX5 powered Eaglerock, Waco and Travelaire planes. He flew charter flights and instructed students in a Fairchild inverted Cirrus out of Granda Vista airport in San Diego. He quit flying in 1945.

Malcolm E. McAlpin

Born on May 15, 1909 in Morristown, New Jersey. McAlpin learned to fly in 1928 in an OX5 Travelair at Hadley Field in New Brunswick, New Jersey. (original airport for New York City) His instructor, Ken Unger was a WWI ace. He bought his first plane, a Fairchild "21" with Bobby Cromwell in June 1933, following that a Waco Cabin, several Fairchild 24s, a 40 H.P. Cub on floats and a Luscombe 90 on floats. He went to work for Jimmy Doolittle at Shell Oil in New York City in 1938 and there he enjoyed flying their Fairchild 24 and the famous Howard DGA. He managed to fly most all the pre-WWII single engine private planes before joining the ATC in



Malcolm E. McAlpin

1942 for the duration. He ferried many aircraft but the most interesting were three South American survey flights one of which he took via the world's highest airport (then LaPaz) to the south most airport in the world (then Punta Arenas) with Bob Love. He was the director of Hiller Aircraft and Alleghany Air. He retired in 1972, Commercial #30,574. He is also an honorary member of the Peruvian and Chilean Air Force (1943).

Alma Heflin McCormick, Ph.D

Born in Winona, Missouri, McCormick flew in Spokane, Washington at Felts Field in 1932, soloing in a 1933 after instruction by Russ Owens, Claire Hartnett, Max Fennell and Roy Schreck. She did a parachute jump for an air circus in 1936 for flying time, but a collapsed chute and extensive injuries stopped her.



Alma Heflin McCormick

The next year William Piper Sr. of Piper Aircraft hired her for sales promotion. She wrote about five monthly magazine articles, news releases, promotion pieces and the Cub Flier. That paper was requested by the Library of Congress, the New York Public Library and school libraries as an outstanding example of good advertising. She was assigned a plane to fly on the condition that she always flew in dresses, heels and frivolous hats to promote the idea that fliers are not heroes. In 1939, she organized and handled logistics for the Lightplane Cavalcade to Florida from Alaska, Mexico, and Canada as well as the United States. Over 200 Piper Cubs and as many other light planes made the flight.

In 1940, she flew her own plane to Fairbanks, Alaska, where she met Archie McCormick and later married him. Back in Lock Haven, production had gone into L-59s for the Army Air Corps. This was a stronger, heavier, 90 horsepower Cub for liaison and ambulance work.

Piper told the Board production that he had risen from 16 or 17 planes per month to over 200 a month with much of the credit due to her. She could have a job as a test pilot for those army Cubs. After writing a book *Adventure Was the Pilot*, she flew tests about 400 hours and resigned with her weight down to 85 pounds and changed to aviation-related work in New York City. She was the editor and writer on manuals like the one on maintenance and repair of a bomber's chin gun turret when Archie returned from combat.

After the war, Archie and she earned doctoral degrees and worked in education, writing, and psychology. Archie worked at aero-space psychology. They reared two children, one of whom is now an Air Force retired officer. Archie is a retired lieutenant colonel from the Air Force. She is in her mid-70s and is an invalid. She spends her time mostly in reminiscing over the good old days and doing a little writing.

Richard Martin McCoy

Born on June 18, 1907 in Bartlesville, Oklahoma. He has two sons, five grandchildren and two great-grandchildren. One son flew for Frontier Airlines for 25 years; the other is an electrical engineer for Ball Engineering at Boulder, Colorado.



Richard M. McCoy

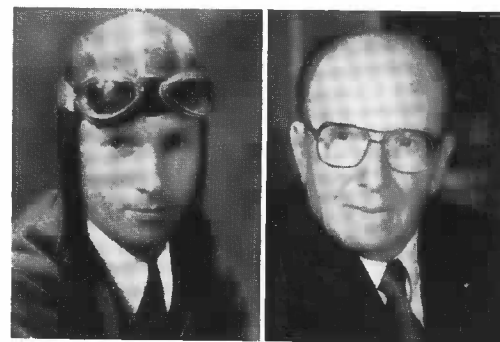
Richard soloed in a Curtiss Fledgling at Denver, Colorado on September 1929. He received his transport pilot's license in November 1930. He did early contract flying for Cheyenne Air Service and Curtiss Wright Flying Service. In 1932-33, he flew for the U.S. Weather Bureau in Omaha going to an altitude of 16,000 feet each day. He piloted for photographic mapping from 1933-41. He then flew for Continental Airlines for 18½ years from 1941-59.

Since retirement, Richard has been active in Continental's Golden Eagles and ARECA, the Quiet Birdmen, Colorado Wing of OX5 Aviation Pioneers and the Colorado Aviation Historical Society. He was elected to the Colorado Aviation Hall of Fame in 1977.

Richard's OX5 experience: In May 1930, he ferried an OX5 Commandaire from Grose Isle, Michigan to Denver, Colorado for Curtiss Wright Flying Service. The trip took five days because of forced landings enroute due to an improperly designed fuel line. He became eligible for an OX5 membership by virtue of this trip.

Paul McCully

Born on April 26, 1906 in McAlester, Indian Territory (now Oklahoma). McCully soloed in a JN4D June 15, 1922 near Fort Worth, Texas. After two hours and thirty-five minutes of dual instruction and his solo flight, the instructor informed him he was a washed-out pilot and he spent WWI as a mechanic. He had taught himself to fly in a Jenny purchased after the war.



Paul McCully

His barnstorming career was unsuccessful because of the economy at that time.

McCully graduated from the Curtiss-Wright Flying Service school in 1930. Lots of pilots but not many jobs.

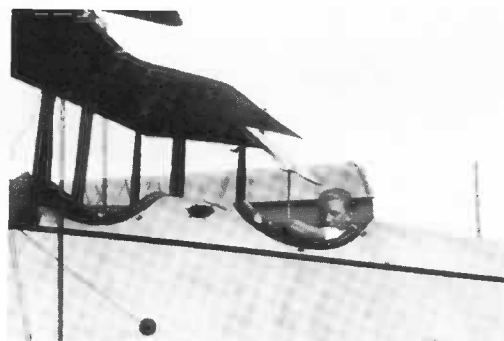
McCully accepted a job as a technician with Department of Commerce — Light-house Section. Here he became interested in airport and airway facilities, and has pursued this line of endeavor since that time.

He is presently the owner of Ark-River Industries, a design, consulting and construction firm.

McCully served in official capacities of the OX5 Aviation Pioneers of America at both state and national levels, completing his second term as the National President in 1984.

Junius F. McDonald

Born on October 17, 1913 in Salt Lake City, Utah. His first airplane ride was in 1927 in a JN4 and he became addicted. He became a hangar bum for the next five years trading labor for dual time in various OX5 types at various fields in south and west Los Angeles. McDonald forced landing in an OX5 Eaglerock, no damage. The crumbled bottom left wing tip on an OX5 Commandair on lift-off at Mines Field. He joined the flying club in 1932. The members purchased and flew an OX5 Lincoln Page Trainer which was totaled out in 1933. The circumstances forced him out of active flying at that time.



Junius F. McDonald

McDonald enlisted in the A.A.C. in 1942. He was active in a glider training program, Victorville A.F.B. from 1943-44 in charge of engine overhaul at Tinker Field and Kelly Field. 1944-45, 13th A.F., Far East Air Command, engine line chief, aircraft evaluation on new and "war-wearies."

From 1964-73, he was in charge of a pilot program for successful adaptation of Boeing gas turbine A.P.U. to "Total Energy Concept" for commercial purposes. He retired in 1975.

Tom McDonald

Born on July 14, 1914 in Bridgeport, Connecticut. McDonald began flying in September 1934. He soloed at Bridgeport Airport in Bridgeport, Connecticut on April 3, 1937 with 11 hours of dual instruction spread over three years. All his dual time was spent in Waco 10-OX5 (N791E) at Norwalk, Connecticut. He received his Private Certificate 1938 Commercial 1940 Flight Instructor 1942 Primary, Secondary Flight Instructor C.P.T. at Sunbury, Pennsylvania from 1942-44.



Tom McDonald

He was the Flight Supervisor CAA WTS at Lynchburg, Virginia, Commercial Flight Examiner, Westport, Stamford, Monroe, Connecticut, 1945-57 also instructor these dates April 1957 to September 21, 1969, FAA Air-Traffic Controller N.Y. Center JFK and ISP. Flight Instructor also with Center Flying Club these years. He retired from FAA September 21, 1969 and since retirement he is active as flight instructor at Bennington State Airport in Bennington, Vermont. He is also an accident prevention counselor from (FAA GADO-15) Portland, Maine. He is a member of the Albany, New York chapter Quiet Birdman. He is presently an active flight instructor for the Aviation Education Center at Bennington Airport.

Vernon M. McDonald

McDonald was born in Jerseyville, Illinois in 1904 but his license says 1905 so he uses 1905 for everything. He saw his first airplane in Chicago, Illinois in 1912, and he did not know what it was. He took his first airplane ride early in 1925, started learning to fly in 1926 in a OX5 Travelair. He made his first solo flight in 3½ hours in a pasture in Wichita, Kansas. He got his license in March 1927. He logged his first 100 hours by paying for gas in borrowed airplanes. His early hours were



Vernon M. McDonald

spent in a Travelair 2000 Wacos Stinsons Rines and a few others. He joined the Farry command in 1940. His license was reissued in March 1940. He ended his flying in 1966. From 1941-45 he flew A20s, B25s, C47s and one P61s. He has had three strokes so you know his flying is over. In his 6000 hours he has had few exciting things happen. He lost two engines, and flew head on into a swarm of bees and that was it.

Larry McDowell

Born in 1905 in Cincinnati, Ohio. Business: Radio Broadcasting Engineer. Larry built a radio station in Long Beach, California and the first radio station in Mexico. In 1925, he bought a Jenny with an OX5 engine that was wrecked by a stunt pilot with the Thirteen Black Cats. With no previous experience, he and a friend rebuilt the plane.



Larry McDowell

After Al Ebright test flew it for them, he taught Larry to fly. He soloed in nine hours, then had Ebright teach him stunt flying. They flew out of Long Beach airport which had only three buildings and one short runway. Other pilots liked to have him in the air stunt flying to attract customers to take rides. Most of his flying was in Southern California, but he flew one round trip to Chicago in a Stinson with two other pilots. Larry gave up flying a few years later when he sold his Jenny.

George McEntire

Born on January 14, 1908 in Dallas, Texas. McEntire took his first dual instruction in an OX5 Jenny, on October 24, 1924. He received a student permit in 1929, and a private license (#21281) the latter part of 1931. He received his transport license in 1932 which is comparable today to an airline pilot license.

George received a multi-engine rating on a Ford Trimotor in 1936 and an instrument rating in 1941. From 1941-48 production and experimental test pilot Lockheed Aircraft Burbank, California, flying Hudson Bomber, P38, PV1, PV2, P2V, B17, B37 (Prototype) and Constellation.

He flew his first jet (P-80) in 1945, the first individual operational jet the Air Force ever had (#8501). He was fortunate to be the 5th pilot to fly this particular plane.

He made his first overseas delivery in 1945 — a Constellation. The two longest deliveries were to Sydney for Quantas, and the other to Air India in Bombay.

George did check rides and pilot check out to the Senior Instructor Captains for many airlines such as TWA, Eastern, Air France, BOAC, KLM, Irish Airlines and many others, including an airline in Cuba and one in Venezuela.

In November 1984, he had a record of no violations and no accidents for 54 years. He decided to quit while he was ahead. He sold his Beech Baron and returned to ranching near Sterling City, Texas. He is an OX5 Life Member #4825.

James W. McGinness

Born in Montana, in 1916. McGinness grew up in Canada's far Northwest where he first saw an OX5 powered Jenny. He worked his way through Aviation Technical School in Calgary where he helped overhaul, repair and test run a wartime OX5. He went to England in 1939 to work on Short Brothers Flying Boats and he returned to Canada after the Blitz bombings. Then he joined the RAF Ferry Command as a Flying Officer. He flew 40 ocean delivery crossings in Allied bombers to the Allied Countries. Jim obtained an A&P and worked for National Airline in Florida after the war. Then he moved to Seattle and joined Northwest Airlines as a Crew Chief, Line Inspector and Maintenance Technician and he served 30 years through the system. He retired in 1980 and lives with his



James W. McGinness

wife of 42 years in Ft. Myers, Florida. Jim is an active member of OX5 Southwest Florida Wing, is an EAA Designee Inspector, an Associate of the Royal Aeronautical Society and a member of the Aeronautical Institute of Sciences. He has always been an enthusiastic booster of aviation progress and history.

Donald McGough

Born on January 1, 1912 in Genoa, Illinois. McGough has been an active pilot all years from 1930. He built three Heath Aircraft kits in the early 1930s. He owned 15 aircraft from 1928-84. His OX5 Thomas Morse Scout was his first air-



Donald McGough

plane; Arthur Chester, instructor. License test taken at Curtiss Reynolds, Glenview, Illinois. He did duty at Avenger Field in Sweetwater, Texas.

McGough is now 73 years old. He holds an active license.

F. Maurice McGregor

Born on May 11 in Victoria, British Columbia, Canada.

Maurice started flying at age 17, Landsdowne Field, Victoria, on an OX5 Eaglerock. He completed training and obtained a Pilot's License on that aircraft. He barnstormed, airshows, instructed on an OX5 Waco 10. McGregor operated Flight School, Charters to Seattle and British Columbia from Lulu Island Field, Vancouver, and Landsdowne Field using Waco 10, DH Gypsy Moth, Fleet and Barling. During 1932 he completed Navigation/Instrument and Night Flying Course with Royal Canadian Air Force, Camp Borden. He was appointed Flight Lieutenant (Capt.), RCAF (Reserve) 111 Squadron at Vancouver, British Columbia, while continuing active Commercial flying.

From 1933-37 Pilot Canadian Airways Ltd. Employed on Fisheries Patrol B.C. Coast, Bush flying Northern British Columbia, Alaska, Northern Manitoba, Northern Ontario, Winnipeg, Pembina Mail Service, Vancouver/Victoria/Seattle mail and passenger service oper-

ating Sikorsky S.38. Boeing B1-E Flying Boats, Fokker Universal and Super U., Fairchild 71, FC2W2, Lockheed Vega, Laird Mail Wing, Stearman 4Em, D.H. Rapide, Lockheed 10A.

On September 1, 1937, he was a copilot (Co-Captain) for Trans-Canada Airlines (now Air Canada) passenger and mail service between Seattle/Vancouver. He later extended East to Montreal. Senior Line Captain, TCA, 1937/40. Captain first official Transcontinental Airmail Service Vancouver/Winnipeg on March 2, 1939, using Lockheed 14H with P&W Hornets.

In 1940 he was appointed Assistant Superintendent of Flight Operations in Western Div., TCA. Responsible Vancouver/Winnipeg area inclusive. Air Crew training, checking, Flight Dispatch, Station Managers.

In 1941 he was Operations Superintendent for the Eastern Division, TCA. Jurisdiction all operations Toronto/Montreal/Halifax/New York inclusive.

In 1943 he made his first Trans-Atlantic flight Montreal/Prestwick as crew using Lancaster.

In 1945 he was the Operations Manager of the Canadian Trans-Atlantic Air Service in Montreal/Prestwick/London using Lancaster and Lancastrians.

In 1946-52 he was Operations Manager at TCA Overseas Service. He is responsible for development and operations in London, Ireland, Azores, Bermuda, Iceland, Frankfurt, Munich (Displaced Persons Airlift), Florida, Caribbean countries, Paris. Lancastrian and Douglas M1-M2, North Stars.

In 1952-54 he was Director of Development and Manager of the Overseas Lines, for Canadian Pacific Airlines. He was responsible for the overseas lines including North and South Pacific. He negotiated Bilateral Agreements for Canada with Mexico and Peru. He established and managed new South American Services.

From 1954-56 through ICAO and Canadian Government he took two years leave of absence from CP Air to organize establishment of Pakistan International Air Lines. He was the Founding Managing Director/General Manager. Headquartered Karachi.

From 1956-60 Co-Owner and President British Columbia Airlines Ltd., Vancouver, British Columbia Operating British Columbia Coast north to Alaska boundary.

1960-1984 Have maintained current Air Line Pilot's License VRA-702 for considerable business use. Former Member — Institute Aeronautical Sciences, U.S.A. Former Associate — Royal Aeronautical Society, Great Britain.

C. LeRoy McKee

Born on April 28, 1908, on a farm near Clarinda, Iowa. McKee worked for Nicholas-Bazley in Marshall Missouri in 1929 building Barling NB-3.

He soloed an OX5 Standard in 1931 at Marysville, Kansas. There was no pilot license required. His partner Gordon

Oakley and he walked wings over town to attract barnstorming passengers. They rebuilt and flew in 1926, an OX5 Swallow.

In 1938 they went to work for Stearman Aircraft — which later became Boeing of Wichita. They helped build an X-85, X-100, X-90, B-17, B-29 and B-47.

McKee flew J-3 Cub, Porterfield, Taylorcraft, Aeronca, Piper Cruzair and Rawdon T-1 at Rawdon Field. He got his Commercial license in 1948 and his A&P license in 1963.

He belonged to the Civil Air Patrol in Des Moines, Iowa for five years.

In 1961 he worked for a Cessna Aircraft in Wichita, Kansas, and flew service tests on 150, 206, 336 and 337. He went to Turkey as a Technical for 9 months on a Cessna T-37. Later he went to Athens, Greece to assist a Greek Air Force in assembly and logistics on a Cessna T-41.

McKee joined the OX5 Aviation Pioneers in 1962.

He is now retired from Cessna but still he belongs to the Cessna Flying Club and enjoys flying the new single engine airplanes.

Tom McKenna

Born on May 12, 1908 in Meadowbrook, Pennsylvania. McKenna soloed a Jenny in 1928 after four hours in Camden, New Jersey. He flew mostly OX5 engines. Barnstormed east coast — Pennsylvania, Delaware, Maryland and New Jersey for \$1 per ride for 10 minutes, \$2 for aerobatics. His home base was in Biggs Field, Wilmington, Delaware where he taught the great Frank Talman and Dick Wolff to fly.



Tom McKenna

McKenna taught combat flying at Lancaster, California to the R.A.F. from 1940-42 and the U.S. Army Air Corps from 1942-44.

He belongs to the Santa Barbara Pilots Association, OX5 Aviation Pioneers, The Quiet Birdmen, The Barnstormers Experimental Aircraft Association and the California Aero Group.

He is listed in Who's Who in California from 1980-84. Also books, *Living Longer and Loving It*, *Above It All* and a few others, such as profiles of American aviators and not as advertised by Imagilink Productions. He has been interviewed several times on TV and radio. He still teaches aerobatics in his 150 hp Citabria.

John A. McMahan

McMahan is a Financial Consultant. Most of early flying in later 1930s and early 1940s in Oklahoma. He practiced law and was County Attorney of Cimarron County, and Oklahoma City (now Will Rogers and Wiley Post Fields, and Norman, Oklahoma) where he helped organize what is believed to have been the first Oklahoma University Flying Club. His first official solo was on May 13, 1939 — and Wiley Post, Straughn. The same year, he flew an X5 Robin to qualify for the OX5 Aviation Pioneers. He also flew an OX5 Eaglerock. He is currently a licensed Private SEL, Aircraft owner and pilot of a Cherokee 180. He resides in the town of Paradise Valley (Phoenix Metro) Arizona, with wife who has soloed, and his son who holds a Commercial license, but flies only for personal business and pleasure.

A.B. McMullen

Born in Illinois in 1896 and died in 1979. Mac was an aviation pioneer who flew in WWI and WWII. He left Valpariso University to volunteer for the U.S. Army Signal Corps in 1917. After learning to fly at San Diego he was an aerobatic and flight instructor. He started an aerial photography business, managed the Mabel Cody Flying Circus and founded his own. McMullen left a partnership with Bill Shank to establish a fixed base operation in Tampa, Florida in 1926. The McMullen Aircraft Company had branches throughout Florida and Georgia which included flight instruction and sales and service of Travellers and Stinsons. The company also built the Mac Airliner, an eight passenger monoplane, and the Mac Utility, a biplane. His ten year plan was for the development of aviation in Florida, when he was the first Director of Aviation for the state. That led him to Washington, D.C. in 1936 as the Chief of Airports for the Department of Commerce. He was recalled to active duty prior to WWII as a Command Pilot and served for six years retiring with the rank of Colonel and the Legion of Merit. From 1948-70 he was the Executive Vice President of the National Association of Aviation Officials. In this period he was



A.B. McMullen

particularly proud of being elected to the OX5 Hall of Fame and of passing a blind flying course when he was 75.

Don McVicar

Born on June 21, 1915 on a farm near Oxbow, Saskatchewan. McVicar was brought up in Edmonton, Alberta and educated at St. John's College School in Winnipeg, Manitoba and the University of Alberta. He earned a Private Pilot's flying license in 1936 with the Edmonton and Northern Alberta Flying Club. His first jobs in aviation were in radio, first with the McInnis Fish Company in the bush giving weather reports for Grant McConnachie's fish flights. Then with Mackenzie Air Service, and finally as a radio range operator in Cranbrook, B.C. at the start of the Trans-Canada Airway in 1939. Then he earned an Air Traffic Controller's License No. 9 and was assigned to Winnipeg Control Tower as an Officer in Charge in 1940. McVicar joined No. 2 Air Observer's School in Edmonton in 1941 as a staff pilot, and from there he moved up to the Royal Air Force Ferry Command as a Captain-Navigator. In 1942 he was awarded a King's Commendation for his pioneer Arctic flying as described in his book titled *Ferry Command* published in 1981.



Don McVicar

In 1948, McVicar became a flight instructor on heavy four-engined bombers, B25s, Mosquitoes and so on. In addition, he carried out the first trans-Polar flight from England to Western Canada via the then secret "crimson route." These adventures and others concerning 24 hour flight-planned flights from Bermuda to Scotland are described in *North Atlantic Cat*, published in 1983.

In 1944 McVicar was awarded one of two Officer of the British Empire medals given in Canada for "valuable services in the air" by King George VI. He was seconded to British West Indian Airways in Trinidad late in 1944 and became Chief Pilot. Returned to Canada in 1945 and formed his own company called World-Wide Airways Consulting which found jobs for many postwar pilots available after the cessation of hostilities. He also participated in a fur flying operation in Labrador flying a Stinson gull-wing Reliant. These stories are told in *A Change of Wings*, published in June, 1984.

A further book, *The Bush, the Bendix and Beyond* will be published in 1985 and will tell of the first civilian deliveries of

aircraft from North America to Europe, Africa and Asia by a civilian company. In addition the story of the first and only foreign entry into the prestigious cross-country air race from California to Cleveland in a modified deHavilland Mosquito is told. Little known about the details of the post-war endeavors of many flying concerns will also be told, including the building of the railroad from Seven Islands, Quebec to Knob Lake, Labrador mainly by aircraft jumping along the right of way until the iron ore riches were opened up for shipment. A converted four-engined Avro Lancaster was used by World-Wide Airways to carry aviation fuel in the wings, fuel oil in a special belly tank installed in the bomb-bay, and sacks of cement in the fuselage.

World Wide Airways eventually folded as it flew Lockheed Constellations on passenger charters to Europe and the Caribbean due to lack of operating capital. The sad date was during the summer of 1965. The future is dim and far away, but maybe this and the story of the building of the Distant Early Warning and MidCanada Radar Lines during the 1950s will eventually find their way out of his typewriter.

In 1983 he was chosen the Canadian "Man of the Year" by Silver Wings, an international fraternal aviation society. In the meantime his activities as an aviation consultant and expert witness tend to keep him away from the above-mentioned workplace called a typewriter. That's his excuse, anyway!

Harold A. Mears

Born in Asheville, North Carolina in 1902. Mears attended Asheville Public Schools, Randolph Macon Military Academy in Front Royal, Virginia, and was a member of the Class of 1924 at Virginia Military Institute, in Lexington, Virginia. Harold married Rowen Castle in 1929. They have two daughters and five grandchildren.



Harold and Rowen Mears

Mears was commissioned as 2nd Lieutenant in 1925 and attended flying school in 1927. He Purchased his first airplane in 1928. This airplane was called a JN-4D — most often referred to as a World War I Jenny. He made many barnstorming trips with the Jenny and really enjoyed this old airplane, flew it over 250 hours and then sold it to a gentleman in Johnson City, Tennessee. One week later this Jenny Number 4490 was completely

washed out after hitting a tree at the edge of the flying field.

On June 24, 1929, Harold purchased a Waco 10. It was powered with the same type of engine as the Jenny, a V type, 8 cylinder, 90 horsepower, water cooled Curtiss OX5 with a wooden propeller. He recalls one trip from Asheville, North Carolina to Knoxville, Tennessee in the Waco with a leaking gas tank in the front passenger compartment where Rowens, Mrs. Mears, was sitting with a tin can in her hand catching the dripping gasoline. Enroute they encountered a very threatening thunderstorm that required immediate landing. They landed OK, taxied to a large tree and tied the front end of the airplane to the tree to keep it from blowing away. They got pretty wet on this trip, but after an hour or so continued on their way home.

The pre-war years found Harold on several short tours of active duty and flying different types of aircraft. O-2H, O-11, O-1E, P-6F, BT-9C, BC-LA, P-12F to name a few.

His first assignment was during World War II and was at Maxwell Field in Montgomery, Alabama as Base Operations Officer. During his tour of active duty at Maxwell, he served in many different assignments, such as the Director of Maintenance, Director of Supply and Maintenance, Operations Officer, Executive Officer, Instructor and Wing Commander of Aviation Cadets.

In December 1944, he was assigned to the Fourth Air Force Headquarters in San Francisco, California. Duty assignment: Project Officer for the new aircraft to be assigned to the 4th Air Force. The aircraft was known as the B-32, it was a later version of the B-29. His duty was to check out and fly these aircraft and then fly acceptance checks on them before acceptance by the Air Force.

Harold was relieved from active duty effective February 8, 1946.

Shortly after returning home in 1946, he formed the first Air Reserve Chapter of the Air Reserve Association, and was the first president of the organization in Knoxville.

In 1948 he was assigned to the Very Heavy Bombardment Wing located in Memphis, Tennessee as a Deputy Chief of State for East Tennessee Operations; in 1954, to the U.S. Air Force Fighter Group stationed at McGhee Tyson Air Base, the 355th Fighter Interceptor Group in the Status of Mobilization Assignee for training as the Deputy Commander; in 1957 the 355th base was deactivated and he was reassigned as a mobilization assignee to Wright Patterson Air Force Base located in Dayton, Ohio. On December 3, 1957 he was transferred from the Air Force Reserve to the Tennessee Air National Guard and became the first Group Commander of the 134th Fighter Group Tennessee Air National Guard. In 1960 he received orders from Washington transferring him to the Air Force Retired Reserve.

This marked the end of thirty five years of continuous service with the armed forces either on active duty as a

Reserve Officer or active reserve service with the Reserve Components.

In the period from the Jennies and Waco to the Curtiss Robin ERA, there were very few instruments on those airplanes. All of which were engine instruments. There were no navigation instruments, no radios and they flew by what was called dead recognizing. Railroad tracks and towns as well as other land marks were the custom of the day. In following the railroads, on occasions, they arrived at the wrong check point, they would comment that some joker had thrown the switch in the wrong direction.

M. Howard (Tex) Megredy

Born in Coffeyville, Kansas December 13, 1914. Megredy has a wife Jonell, son Doug, daughter Marianne, two grandsons and two granddaughters.



M. Howard (Tex) Megredy

He started his aviation career in 1930 in Coffeyville, Kansas with first instructor Lynn Berentz in OX5 long nosed American Eagle. He also flew an OX5 Curtiss Robin. The later instructors were Rolley Inman and Henry Duncan. Summer vacations spent traveling with Inman Brothers Flying Circus. Graduated from Coffeyville College in 1934.

In his late thirties he was employed by Jensen Brothers Manufacturing, Coffeyville flying Waco VKS, Stinson SR8 and Waco N.

Megredy received his Commercial License #52030 at Dallas Aviation School and Flight Instructors Rating at Meacham Field in Fort Worth in 1940.

He instructed in Stagger Wing Beechcrafts for War Training Service Cross Country Program and flew C47s as the Civilian Pilot for the 5th Ferry Command based at Dallas Love Field in 1944. He was an instructor for the Army Air Force, in Pittsburg, Kansas. Megredy was a General Manager for Funk Aircraft Company and Assistant Plant Manager for Globe Aircraft. He was the Chief Pilot for Coffeyville Airways and the Chief Pilot for Research, Inc. Megredy was the Assistant Director of Aviation for City of Dallas from 1955-68, and the Director of Aviation for City of Dallas from 1968-80.

He is the former Governor of the Dallas Hangar of Quiet Birdmen. He is a former member of Board of Directors—Airport Operators Council International. He was named Top Airport Manager by Airline Pilots Association in 1973 while at Dallas Love Field. Upon retiring

to the City of Dallas he was named cross street on the Dallas Love Field entrance road at Howard Megredy Circle.

Presently he serves on the Board of Directors for Aerospace Heritage Foundation at the University of Texas at Dallas. He is also a Commercial Realtor and Aviation Consultant.

F.C. (Bub) Merrill

Merrill was born in Orange, Texas on July 26, 1900, three years before the Wright brothers got off the ground. For the want of a given name at the time, the folks called him "Bub." It stuck for 84 years.



F.C. (Bub) Merrill

Early in 1924 Merrill soloed an OX5 Standard. He later bought an OX5 Jennie. He barnstormed Texas, then middle west with Lincoln-Standard LS5s. In 1928 he joined Embry-Riddle as air mail pilot, then later Southern Air Transport, finally American Airlines. 1936 opened Fixed Base Operation, on Love Field with F.W. Bennett. Had Waco distribution Built Bennett Bi-Motor. Organized Globe Aircraft to produce the Swift. WWII changed our plans. He had a commission as Captain in Air Corps Reserve and called to active duty August 1940. Discharged as Lieutenant/Colonel 1946. Accepted distribution of the Swift in Texas. Later became Domestic Sales Manager for Temco. Now retired living in Kerrville, Texas, look what the OX5 did for me...

Charles E. Merritt

Born on February 13, 1908 in Port Chester, New York. Merritt soloed on October 20, 1929 in a Challenger Biplane at the Armonk Airport in Armonk, New York. A few biplane OX5s he soloed were, the Travelair, Swallow, Waco 10, and Longwing Eaglerock. When the required 10 hours solo for a private



Charles E. Merritt

license came up, his first delay was when someone landed the Bird. He was flying on top of a three place Robin. Second delay, a pilot spun-in with the cabin Fairchild 24. The Result, he comes up with license #31251. After receiving his ATP he soloed over 100 different types of aircraft. Everything from the Curtiss Pusher, Aeronca (original Utralight), Cubs, Gee Bee. On up to Tri-motor's Ford, Stinson "S". Merritt soloed sea planes like Cubs, Aeroncas, Wacos and Birds. Amphibians like Loening Commuters and a Sikorsky 45. This was all mixed in with his glider flying, hot air ballooning, the blimp and parachuting. His first jump was at the Roosevelt Field Airport in Long Island, New York on October 20, 1935 from an old Standard Biplane with the late Joe Crane. The Pilot was Al Matlach. It all sums up with 55 years of flying. Merritt taught flying in WWII, he has over 14,000 flying hours, 49 years in the parachuting game, and going on 77 years young. He still flies and teaches parachuting from Old Betsy The Spirit of Arizona, his Cessna 182. With the Boy Scouts of America going on 65 years, and in the music game for over 52 years.

His new book on *Free Exercise* (two books in one) verifies the above, along with my OX5 Aircraft salt and pepper shakers in ceramics. They all helped to make it possible for me to become a life time OX5 member number 8952.

Happy landings to all.

Jerome H. Meyer

Born on September 5, 1910, at Butler, Pennsylvania. Curator Hall of Fame, Board of Trustees, Executive Commissioner, Jerome H. Meyer; PRIM AV/AERO ACT: Private Pilot, Military Aviation, Airline Management, Avia/Aero Education; Prev Employ: Director Miami Valley Helicopter Service (now defunct); Associate Professor Wright State University, Dayton, Ohio; Prof., Affil And Honors: OX5, Aviation Pioneers, Silver Wings, QB, Daedalists, Jimmy Doolittle Aerospace Education Award, 1977; Wright Brothers Aviation Award, 1957; 6 awards Air Force Assoc.; Founder Wright Memorial Chapter Air Force Assoc., 1948; Board of Directors, 1952-57; Founder Wright Memorial Glider Meet, 1949; Founder Order of Icarus, 1980; Board of Trustees and Curator, Aviation Trail, Inc. Mil Serv: U.S.A.F. USA, Gen Surgeon and Flight Surgeon, two Battle Stars, ETO, Purple Heart, WWII; Consultant Surgeon USAF 1952-67. Certs: Sel, Solo, 1929 JN4; FLT Hours: app. 6000. A/C Flown: All Piper, Cessna, Navion, Beech, BT-13 (owned), Waco 9, Fairchild, Stinson, Culver, Mooney. Educ: BA 1933, Ohio State University; MD/MSc, 1940, Ohio State University School of Medicine; other act and honors: Who's Who in Midwest; Who's Important in Medicine, Who's Who in Aviation and Aerospace, U.S. Edition; Member I.O.C., 1983.

William J. Meyer

Soloed on June 15, 1933 in a Kinner Fleet, in Akron, Ohio. Meyer stopped flying in 1934. He soloed the second time on June 12, 1938 in J-3 at Willoughby, Ohio. Meyer flew passengers, instruction and airshows there. Joined U.S. Air Corps in 1940, Olmstead Field in Middletown, Pennsylvania. Meyer flew OX5 powered Wacos and Robin at Penn Harris Airport, Harrisburg. Meyer transferred to the U.S.A.F. Ferrying Command on March 1942. He flew domestic and overseas trips. Meyer was hired by Curtiss Wright as a Test Pilot under Navy contracts in 1943 at Columbus, Ohio. Meyer joined the Caterpillar Club in 1945. He started a Cargo Airline in 1949. He flew first fresh fish and glass products to be carried by air. North American Aviation took the Curtiss facility over in 1950. They retained him as pilot and service representative. He has been a member of the Navy Accident Investigation Board for 15 years. He moved to Michigan in 1957. He held his first Helicopter Rating issued in Michigan. Meyer flew for several years as a corporate pilot in Michigan. He is presently self-employed as an accident investigation consultant.



William J. Meyer

Allen H. Meyers

Born in Allenhurst, New Jersey on September 4, 1908 and graduated from high school in Middleburg, New York.



Allen H. Meyers

Meyers' first ride was in a Consolidated biplane, Liberty engine. He apprenticed with Chance Vought, Glen Martin, and Stinson Aircraft. Meyers took flying lessons at Curtiss Field, New York, and soloed in a JN4, OX5 engine, 1928. By 1932, he logged 140 hours in 15 makes of aircraft. He obtained his instructors rating, bought a Waco 10, and taught flying. Meyers barnstormed for funds to build

his first design, a biplane with aluminum fuselage but cloth wings. It had a Kinner 160 hp engine, A.T.C. 736. Manufacture began, Tecumseh, Michigan, for training pilots in WW II.

Later he designed and manufactured two streamlined low wing, all metal, retractable gear planes: The two-place Meyers 145 (tail wheel) and in the 1960s, the Meyers 200 four-place tricycle gear, speed 200 mph. No "airworthiness directives" were needed for any Meyers airplanes.

Meyers was married to Nydia Meyers a university scientist and pilot. He was elected to the Pioneer Aviation Hall of Fame which stated: "Meyers put quality, integrity, and safety in his engineering. The pilot's welfare was at the base of all his designs." He is a member of OX5, EAA, and President of the Allen H. Meyers Foundation.

He passed away on March 15, 1976. His memory lives on in the Al Meyers Airport, the Allen H. Meyers Foundation, the planes he designed and built, and in the hearts of pilots and people everywhere to whom he brought the joy and inspiration of flying.

Raphael L. Meyers

Born in San Francisco, California on February 13, 1908. He is married and has one son.



Raphael L. Meyers

In 1927 a small airport opened just south of the Stanford University Stadium and was known as the Palo Alto School of Aviation. His interest in aviation started at that time.

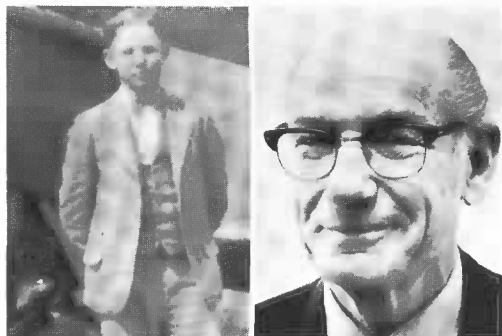
His first instruction was on September 7, 1928 in an OX5 Waco 10 No. 4007. His first solo was October 13, 1928. He passed his private pilot's test on December 20, 1928. His license is number 5012, dated January 15, 1929.

His aircraft flying until WW II had consisted of Waco, Mono coup, Curtiss Robin, Travelair, Piper Cub and others. He did not renew his license after the war.

Until his retirement in 1968, he was employed as a Senior Research Aircraft Inspector for NASA-Ames Research Center at Moffett Field, California.

Marvin "Marv" Michael

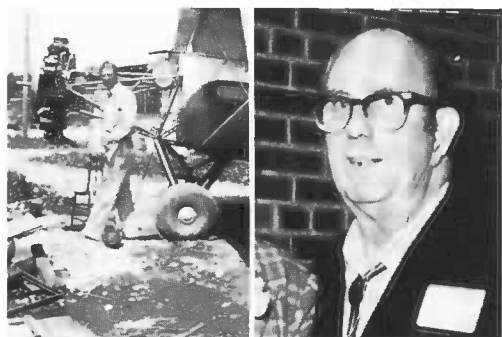
Born on June 4, 1912 in Spokane, Washington. Michael was Lloyd Stearman's office boy in 1929. Bought and assembled a Waco 9 in 1934. Assembled OX5 from parts, for the Waco. Flew 300 glider flights, University of Michigan Glider Club. He flew in the National Soaring Contest, at Elmira, New York in 1936. He soloed in a 40 HP Cub in 1936 after 35 minutes dual. He owned and flew an Aeronca C-3 all over Kansas in the 1930s. Michael was the engineer and experimental test pilot at Boeing 35 years, from 1929-71. He flew with Eddie Allen. He joined the Caterpillar Club when six of us bailed out of B-17 after stabilizer failure. Michael flew 314 Clipper, B-17, B-29, B-50, C-97, Stratocruiser, B-47. He was a project test pilot on a Boeing boom inflight refueling. He wrote a number of articles which were published in aviation magazines. He flew DC-3 in famine relief in Ethiopia from 1975-77. He is doing public relations work in the Northwest as the Regional Director for the Mission Aviation Fellowship. The MAF serves missions with 130 planes, mostly single engine Cessnas, in 28 developing countries. He is flying and towing sailplanes as an active member of the Boeing Soaring Club.



Marvin "Marv" Michael

Emil F. Miller

Born on September 27, 1902 in Chicago, Illinois. He grew up in Berwyn and Lombard, Illinois. He graduated from the Lombard Public School and had 1½ yrs. at Glenbard West in Glen Ellyn, Illinois.



Emil F. Miller

From age 16 to 18 yrs. old he built racing cars. He raced various places in Illinois and Iowa. He did some racing with Wilbur Shaw. In 1919 he built an airplane; it had a Ford motor and was held

together with piano wire. It went up and came right down.

From 1920-21 his brother Herbert and he started the Roosevelt Garage. They did repair work. They had an agency for Willys Knight Cars. In 1929 they bought their first airplane, an American Eagle. In August or September he soloed at Elmhurst Airport. Harold Neuman was his instructor. His brother and he founded York Township Airport. They were in business until 1968.

In 1980 he rebuilt a Cessna 150. He also owns a Cessna 172. His son, Bruce, flies, as does his grandson Todd Miller. He has a strip on Rt. #38, at Maple Park, Illinois.

J. Willard Miller

Born in Lock Haven, Pennsylvania 1911. Miller received aeronautical engineering education. He began flying in 1929. He helped design a biplane later known as Myers Advanced C.P.T. Trainer. He barnstormed an OX5 powered KR-31, Robin, Waco 9 and 10. He fixed base operations Lock Haven and Williamsport, Pennsylvania. He was a distributor for Taylor (later Piper). He was influential in Piper's decision to move to Lock Haven. With Piper in 1938 as East, then West Regional Manager. In 1940 he was the Assistant Sales Manager. He demonstrated the light plane during military maneuvers to prove their usefulness. Miller helped develop escape maneuvers for liaison planes when attacked by fighters. He test flew military acceptance of a new four place Liaison plane. He managed an early radar and guided missile programs. With Ryan Aeronautical as Sales Manager of Navion program. He returned to Piper 1949 as a General Sales Manager responsible for all sales, domestic and foreign. Miller retired in 1972 as the Vice President. He has his commercial license, single, multi-engine and instrument ratings.



J. Willard Miller

John MacDonald Miller

Born on December 15, 1905 in Poughkeepsie, New York. Miller saw Glenn Curtiss refuel, takeoff on his famous Albany-New York flight, May 29, 1910. He decided to be aviator. His first ride was 10 minutes, in Canuck with Bill Diehl (OX5 Hall of Fame). He studied WWI books. Swanee Taylor, 1923 barnstormer, gave second ride and presented dilapidated Canuck to John. He was studying



John MacDonald Miller

book *Aerobatics* (Barber, WWI), practicing taxiing and "grass cutting" two months. John soloed on December 15, 1923 (18th birthday). After practice turns, and several attempts he landed at Canuck. Miller became commercial pilot on third solo with pay passenger. He was a Mechanical Engineer in 1927. Miller barnstormed his own Hisso Standard and J-5 New Standard. FBO. Repair shop. His first transcontinental rotary wing aircraft flights, 1931. He did Aerobatic shows, taperwing Waco, looping autogiro (National Air Races). His first scheduled rooftop operation (mail), was at Kellett autogiro, in Philadelphia in 1939. He was a test pilot, Pitcairn, Kellett, Columbia. UAL 1936-37 (Boeing 247-D). EAL Captain 25 years (DC-2 to DC-8). Naval Aviator, USMCR. He was actively flying his own Bonanza and Turbo Baron (1985). He has a total of over 30,000 hours. He has memberships: OX5, QB, EAA, AAA, AOPA, and others.

Norman Miller

Born in Hollywood, California on February 7, 1907. Miller acquired an OX5 Jenny about the middle of the twenties. Miller took 2½ hrs instructions from Jack O'Brien at the Eagle Airport in Los Angeles, California. Jack left town so Miller soloed. Both Miller's pride and landing gear suffered. He did some barnstorming in small California cities. Miller knew Jack Fry when he was a soda jerk, he later became an accomplished flyer and the President of the Aero Corp of California. From there he went on to become the President of T.W.A. The Aero Corp were the distributors for the Eaglerock airplane. One of the first to arrive in the west was placed on display at the 1927 Los Angeles Auto Show. It was a thing of beauty, all dressed up with nickel plated struts, mufflers and tail skids. From the auto show it went to the



Norman Miller

show room of the Pierce Arrow Auto Agency to attract visitors. In the meantime he acquired the plane and even though the agency wanted to continue renting it for \$125 per week he just had to fly it. So, Jack Fry, his associates, and Miller worked half the night dismantling the plane for its trip back to the airport. A few days later Miller found himself flying out of a field at the mouth of the Carmel River in California. His local ads would read, Miller's Aerial Taxi Service, "Any where any time." While the City of Carmel as a whole encouraged and respected flyers there were some who complained about the dust and noise. The city of Selma, California had built an airport but there were no airplanes to go with it, and they invited him to use their new air strip on May 13, 1928 while in flight a section, his right upper wing from the end strut out came off, and the remainder of the wing crumpled. After pulling out of a tight spin Miller was forced to land in a grape vineyard. He was able to walk away. The media gave him credit for landing with only three wings.

Truman W. Miller and Marie M. Miller

Truman soloed an OX5 Jenny at Davenport, Iowa in 1928. Marie soloed the Curtiss Fledgling while employed with Curtiss Wright Flying Service, Valley Stream, New York in 1929. Truman barnstormed, instructed, and later operated fixed base at Saginaw, Michigan. His Commercial license is #4881 with usual single/multi-engine ratings. A&E Mechanic license is #9252. Curtiss Wright transferred Marie to North Carolina to operate its facility at the Raleigh Municipal Airport. Serv-Air Inc. was subsequently created, which Marie managed while also serving as the first woman Station Manager for Eastern Air Transport (EAL). Truman was appointed District Airport Engineer for the CAA, covering site selection and development from 1935-39. His area was North and South Carolina and Virginia. He resigned from CAA in 1939 to resume commercial aviation with Marie at Raleigh. In 1940 they were married at Duke Chapel. For six years from 1940-45 Marie wrote a column "Wing Tips" for the *Raleigh News & Observer*. During WWII Serv-Air — under the War Training Service — conducted all pilot training programs for North Carolina State, University of North Carolina, and Duke University. Their corporation was awarded USAF contract for Primary Pilot Training at Stallings Air Base from



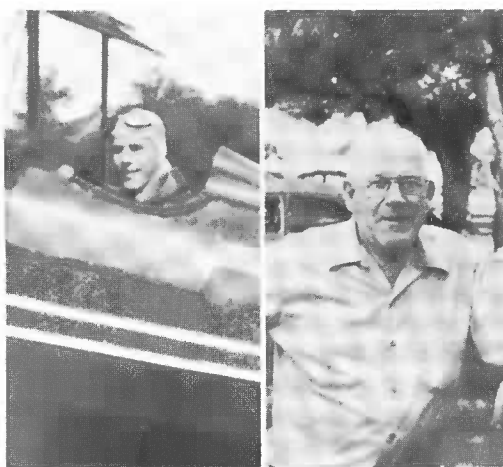
Mr. and Mrs. Truman W. Miller

1951-58, and later at Bartow Air Base, Florida. Serv-Air Aviation Corporation received its most prestigious recognition in 1960 when awarded the contract from USAF Air Training Command for operation of Vance AFB, OK for facility maintenance and support of 78 T-37 and 70 T-38 military aircraft, training 60,000 hours per annum. 936 employees were involved, and contracts were renewed for the ensuing 14 years. Within this period, military contracts were operated at Sheppard AFB, Texas; Fort Sill, Oklahoma; and Lakehurst Navy Air Station in New Jersey, by the corporation.

In 1971 Serv-Air Corporation was sold to E Systems, and they continued with NASA at Edwards AFB, and at Houston maintaining the Astronauts' fleet of aircraft at Ellington AFB. In 1974 we resigned from E. Systems, retired, and now reside in our home at Lakeland, Florida.

Vincent W. Miller

Born on February 17th in Logansport, Indiana. In grade school, Miller followed any Jenny barnstormer on a bicycle to whatever field he could find to carry passengers. Then he decided that someday he would fly.



Vincent W. Miller

In 1932, he learned to fly at Peru, Indiana in an OX5 Travelaire 2000 owned by James Stewart. In 1937 he purchased a Waco 10. The OX5 engine had a faulty magneto. The engine would run smoothly at cool temperatures, however, in flight, higher temperatures would cause a wire to separate and the engine dropped cylinders periodically. It took some forced landings before the cause was discovered.

In 1940, Miller held a Commercial license No. 115128 and later held instructor, instrument and instrument flight instructor ratings on single and multi-engine aircraft along with an aircraft powerplant mechanic license.

From 1956-69 he personally flew trips in southern U.S. as Sales Engineer for Warner Gear Division of Borg-Warner Corp.

In addition to the OX5 Club of America, he is a member of Silver Wings and Quiet Birdman.

William B. Miller

Born on November 3, 1919 in Columbia, Louisiana. Miller started at age 14 helping a friend, J.V. Dumas build a Model A Ford powered Universal. He



William B. Miller

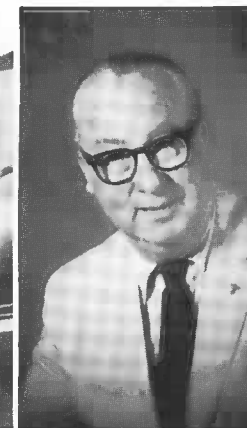
started saving money by working in his uncle's store at that time to purchase an airplane, saving \$300 in two years. His aunt put \$350 with his \$300 and he bought an OX5 Curtiss Robin on March 1936 which needed an engine overhaul. They finally got it in shape and he soloed on May 3, 1936 with Bufkin Fairchild as his instructor.

Miller owned and operated a flying school in Columbia, Louisiana. He instructed at Louisiana College and Northeast College (LSU), and spent four years in the Air Force (ATC). Miller started working for Southern Airlines of Monroe, Louisiana as Chief Pilot. He went with Slick Airways on March 10, 1947, who merged with Airlift International on June 1966 and he retired on May, 1980 as DC-8 Captain. His total time was 33,074 hours.

At the present time he is President of Lacal Corporation (Oil and Gas).

Wilson L. Mills

Wilson was the son of a country doctor who practiced medicine from his horse and buggy. Fortunately, his home was close enough to the airport for him to ride his bike there. Mills' first airplane ride was in 1927 at the tender age of 14. He flew in an old Lincoln Standard with a Hisso engine. He was completely enamored with this young method of transportation and made up his mind to be an aviator!



Wilson L. Mills

Marvin "Marv" Michael

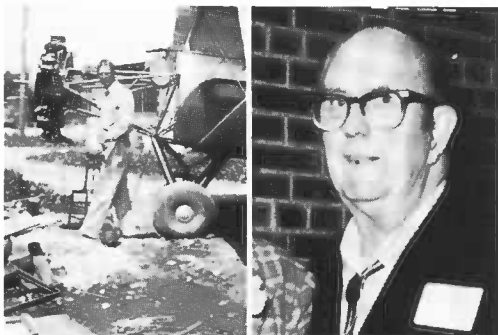
Born on June 4, 1912 in Spokane, Washington. Michael was Lloyd Stearman's office boy in 1929. Bought and assembled a Waco 9 in 1934. Assembled OX5 from parts, for the Waco. Flew 300 glider flights, University of Michigan Glider Club. He flew in the National Soaring Contest, at Elmira, New York in 1936. He soloed in a 40 HP Cub in 1936 after 35 minutes dual. He owned and flew an Aeronca C-3 all over Kansas in the 1930s. Michael was the engineer and experimental test pilot at Boeing 35 years, from 1929-71. He flew with Eddie Allen. He joined the Caterpillar Club when six of us bailed out of B-17 after stabilizer failure. Michael flew 314 Clipper, B-17, B-29, B-50, C-97, Stratocruiser, B-47. He was a project test pilot on a Boeing boom inflight refueling. He wrote a number of articles which were published in aviation magazines. He flew DC-3 in famine relief in Ethiopia from 1975-77. He is doing public relations work in the Northwest as the Regional Director for the Mission Aviation Fellowship. The MAF serves missions with 130 planes, mostly single engine Cessnas, in 28 developing countries. He is flying and towing sailplanes as an active member of the Boeing Soaring Club.



Marvin "Marv" Michael

Emil F. Miller

Born on September 27, 1902 in Chicago, Illinois. He grew up in Berwyn and Lombard, Illinois. He graduated from the Lombard Public School and had 1½ yrs. at Glenbard West in Glen Ellyn, Illinois.



Emil F. Miller

From age 16 to 18 yrs. old he built racing cars. He raced various places in Illinois and Iowa. He did some racing with Wilbur Shaw. In 1919 he built an airplane; it had a Ford motor and was held

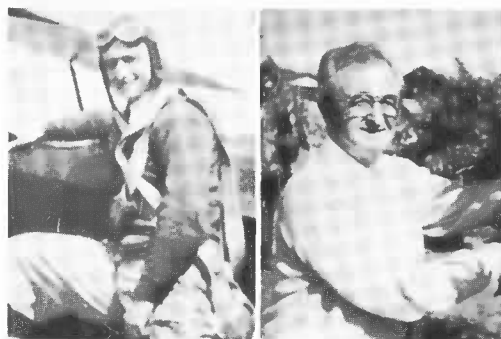
together with piano wire. It went up and came right down.

From 1920-21 his brother Herbert and he started the Roosevelt Garage. They did repair work. They had an agency for Willys Knight Cars. In 1929 they bought their first airplane, an American Eagle. In August or September he soloed at Elmhurst Airport. Harold Neuman was his instructor. His brother and he founded York Township Airport. They were in business until 1968.

In 1980 he rebuilt a Cessna 150. He also owns a Cessna 172. His son, Bruce, flies, as does his grandson Todd Miller. He has a strip on Rt. #38, at Maple Park, Illinois.

J. Willard Miller

Born in Lock Haven, Pennsylvania 1911. Miller received aeronautical engineering education. He began flying in 1929. He helped design a biplane later known as Myers Advanced C.P.T. Trainer. He barnstormed an OX5 powered KR-31, Robin, Waco 9 and 10. He fixed base operations Lock Haven and Williamsport, Pennsylvania. He was a distributor for Taylor (later Piper). He was influential in Piper's decision to move to Lock Haven. With Piper in 1938 as East, then West Regional Manager. In 1940 he was the Assistant Sales Manager. He demonstrated the light plane during military maneuvers to prove their usefulness. Miller helped develop escape maneuvers for liaison planes when attacked by fighters. He test flew military acceptance of a new four place Liaison plane. He managed an early radar and guided missile programs. With Ryan Aeronautical as Sales Manager of Navion program. He returned to Piper 1949 as a General Sales Manager responsible for all sales, domestic and foreign. Miller retired in 1972 as the Vice President. He has his commercial license, single, multi-engine and instrument ratings.



J. Willard Miller

John MacDonald Miller

Born on December 15, 1905 in Poughkeepsie, New York. Miller saw Glenn Curtiss refuel, takeoff on his famous Albany-New York flight, May 29, 1910. He decided to be aviator. His first ride was 10 minutes, in Canuck with Bill Diehl (OX5 Hall of Fame). He studied WWI books. Swanee Taylor, 1923 barnstormer, gave second ride and presented dilapidated Canuck to John. He was studying



John MacDonald Miller

book *Aerobatics* (Barber, WWI), practicing taxiing and "grass cutting" two months. John soloed on December 15, 1923 (18th birthday). After practice turns, and several attempts he landed at Canuck. Miller became commercial pilot on third solo with pay passenger. He was a Mechanical Engineer in 1927. Miller barnstormed his own Hisso Standard and J-5 New Standard. FBO. Repair shop. His first transcontinental rotary wing aircraft flights, 1931. He did Aerobatic shows, taperwing Waco, looping autogiro (National Air Races). His first scheduled rooftop operation (mail), was at Kellett autogiro, in Philadelphia in 1939. He was a test pilot, Pitcairn, Kellett, Columbia. UAL 1936-37 (Boeing 247-D). EAL Captain 25 years (DC-2 to DC-8). Naval Aviator, USMCR. He was actively flying his own Bonanza and Turbo Baron (1985). He has a total of over 30,000 hours. He has memberships: OX5, QB, EAA, AAA, AOPA, and others.

Norman Miller

Born in Hollywood, California on February 7, 1907. Miller acquired an OX5 Jenny about the middle of the twenties. Miller took 2½ hrs instructions from Jack O'Brien at the Eagle Airport in Los Angeles, California. Jack left town so Miller soloed. Both Miller's pride and landing gear suffered. He did some barnstorming in small California cities. Miller knew Jack Fry when he was a soda jerk, he later became an accomplished flyer and the President of the Aero Corp of California. From there he went on to become the President of T.W.A. The Aero Corp were the distributors for the Eaglerock airplane. One of the first to arrive in the west was placed on display at the 1927 Los Angeles Auto Show. It was a thing of beauty, all dressed up with nickel plated struts, mufflers and tail skids. From the auto show it went to the



Norman Miller

He hung around the airport every spare moment from age 16, working as a lineboy who gassed and washed the airplanes, greased rocker boxes and did whatever chore came to hand in exchange for a little dual instruction. Obviously this was a slow way to build up time and a person with a lesser amount of drive and determination would have given up. Wilson did not give up! And finally, on May 24, 1931, after acquiring a total of 16 hours of dual (from 16 different instructors!) which was spread over a three year period, he soloed a Curtiss Robin with an OX5 engine.

Wilson's large collection of instructors included the famous Freddie Lund and John E. Crowell. Each adding something which Wilson was eager to pass on to other young people.

For the next several years he flew unlicensed airplanes and barnstormed to build up time. In addition, he made many trips with Dr. Frank Balderidge in the Curtiss Robin in which he had soloed. These included one trip from Charlotte, North Carolina to Montreal, Canada. A very respectful trip in an OX5 powered airplane in those days (or any other days!).

By 1932, at the age of 19, Wilson had attained a Transport (Commercial) License. By the way, he had a Private Pilot's License before he had an automobile driver's license!

In 1934, he was a student in Rollins College, Winter Park, Florida. During this year he conceived the idea of a regular college credit course in aviation and convinced the college authorities to institute such a course. Wilson then developed the course and for a lengthy period was the only instructor in both air and ground courses. By this pioneering as one of the first college approved flight courses, action was set which was to be a forerunner of the CPT Program which was to commence in 1939 in many colleges throughout the United States. By his vision, Wilson showed perspicacity far beyond his young years.

In 1936, while still an instructor and a student at Rollins College, Wilson realized General Aviation was to grow and prosper. He realized that light airplanes could be used as a quick, reliable method of transportation over considerable distances. Therefore, he planned and established an international airline distance flight record that was officially recognized by the F.A.I.

The flight was from Miami to Winston-Salem (a distance of 717.061 mi) in an Aeronca with a 36 horsepower engine and carrying a college student as a passenger. Mills received a letter of congratulations for this flight from President Roosevelt.

When Wilson brought an Aeronca C-3 to Charlotte in 1936 for rental, it was the first inexpensive rental airplane in the area and it inspired many young people to learn to fly. As a result, many FBOs were started throughout North and South Carolina. As an organizing member of National Intercollegiate Air Meets he continued to promote "Youth in Aviation."

Mills served as a Flight Instructor on the first CPT Programs and then became a Flight Instructor in Army Primary Schools (first at Tuscaloosa, Alabama and then at Camden, South Carolina). At Camden he gave the required refresher courses to 125 pilots who went on to be Army Flight Instructors. Thus, directly or indirectly, he trained thousands of pilots during WW II.

With his solo at age 17, Transport Pilot at 19, College Flight Instructor at 21, Federation Aeronautique Internationale record holder at 22 and member of QBs at 22.

Wilson Mills has continued his activity in aviation. He organized the Carolinas Wing of OX5 and became the first president of that Wing — a post he held for 3 terms. The National OX5 group, recognizing his organizational abilities, staged their 1975 National Reunion in Charleston, South Carolina which was a great success. He has served on the National Board of OX5 and as its National President.

G. Bernard Miltenberger

Born on February 6, 1909 in Mineral County, West Virginia. His sport aviation career began in 1931 when he purchased a Heath Parasol in kit form and assembled it. Later that year after completion, a pilot bought it. The following spring he purchased an Aeronca C2 and began taking flying lessons. He was soloed by Bill Johnson after five hours of dual instructions in an OX5 Challenger. Later that summer he soloed a long nose American Eagle. As the years went by he owned three other airplanes: two Piper Cubs, an E2 and a J2 and finally a Taylorcraft. For a number of years during the 1940s the local pilots of Mexico Farms Airport would sponsor an annual air show. His participation in the show was a routine entitled "How not to fly." Today he is a member of the Experimental Aircraft Association at Mexico farms. He helps to judge airplanes and flying contests at the annual Fly-In.



G. Bernard Miltenberger

Benjamin Earle Minturn

Born on October 9, 1896 in Florence, Kansas. He enlisted in April 1917 at Topeka, Kansas, and graduated from the University of Illinois SMA, November 17, 1917. Minturn received his prelimi-

nary flying training in the JN-4C and D at Park Field, Millington, Tennessee, January through April 1918; test pilot at Post Field, Fort Sill, Oklahoma, May through June 1918; and aerial gunnery training flying the JN-6H at Taliaferro Field, Hicks, Texas, June through July 1918. Received RMA rating and commissioned a 2nd Lieutenant in April 1918. Minturn was sent overseas on July 30, 1918 and was assigned to the 11th A.S. (Bombardment) at 7th AIC, Clermont-Ferrand, in France on September 15, 1918. He flew the DH-4 airplane until the war ended. He was appointed as the acting Inspector General in charge of investigating prostitution in France. He was discharged at Mineola, Long Island, New York on November 30, 1919. WWI Decorations: WWI Victory Medal, 1 gold overseas chevron. He served in the Reserve Corps from 1920-36, in grade of Captain. He is presently still active as a stockbroker.

Ralph John Moberg

Born on June 2, 1903 near Bemidji, Minnesota. Moberg saw his first plane on August 1915 — Kathryn Stinson flying a French Newport plane. He bought a Travaire 2000 on February 1, 1939. On February 28 he fired a plane up, took off and circled town. After about 10 minutes over Lake Bemidji his plane stalled out. He hit shore nose first into a large snow drift. In August 1942 he bought a 40 horsepower Taylorcraft. He learned to fly. His plane lasted 10 hours. For he smashed it up. He bought another Taylorcraft and continued flying. He got his private pilot's license.

Moberg started a flying service and seaplane base on the shore in 1942 at Lake Bemidji. He hired instructors and pilots. Moberg bought several seaplanes. He got his mechanic's license in 1952. 1A license in 1962. He built a new seaplane base on Grass Lake, near Bemidji's municipal airport in 1964. He got his commercial pilot's license on January 17, 1946. He hopped passengers from Bemidji; water front in seaplane for many yrs. using a Piper PA 14 on floats.

Moberg sold his PA 14 seaplane and concession spot in 1970 and continued on at airstrip and seaplane base at Grass Lake until the present time.

No flight service or passenger hopping, just mechanical work at present. He recovered planes, fixing floats, annuals and such. He is now 81½ years old. He lost his license due to aneurysm on aorta in 1980.

He had 37 planes, one powered hang glider and one experimental helicopter. Over 5000 hours flying. In good health.

He is the half owner in homebuilt Daves DA2A low-wing all metal monoplane. It was finished in his shop.

Elmer Moksay

Moksay started flying in 1926-1927. Moksay was one of three who were the



Elmer Moksay

first FBO in Oshkosh, Wisconsin. The others were "Bob" Mensing, of Canon Falls, Minnesota, and Harvey Mahrt of Randolph, Nebraska. He had at various times a Jenny, a Canuck, and later on a Waco 10, Travelaire and sundry OX5 powered planes. The flagship of their fleet was a five place Lincoln Standard. He left Oshkosh in the winter of 1928 and returned to his home in Philadelphia, Pennsylvania. He continued flying in the area of Philadelphia and Camden, New Jersey, until he flew into something called the Great Depression of 1929, as did everyone else. And like many other barnstormers his flying time became less and less. He did keep a license until 1974, when he was age 70 he had a hearing loss caused in part by several hundred hours in open cockpits. Somewhere among the above years he spent 4½ years in the army during WWII. He now lives among the beautiful hills of West Virginia. Though his flying now is confined to an occasional ride, he has a lifetime of priceless memories of his OX5 days many of which he would like to relive just one more time especially the approximately 200 hours that he spent in the warm and loving embrace of Jenny which he still regards as the Queen Mother of all aircraft, before or since.

H. Samuel Montgomery

Born on June 19, 1912 in Lubbock Texas. Montgomery learned to fly an OX5 Travelair 2000, Carlsbad, New Mexico. He went to Flying School in 1928, and Herb Hailey was his instructor. He soloed after three and one half hours without permission. He bought a Long Nose American Eagle KB5 and flew Waco 10s, Eaglerock, Swallow, traded for Challenger Robin, did some barnstorming.



Samuel Montgomery

He was a FBO at Brownfield, Texas. He sold new J3 Cubs for \$1,260 and taught the buyer to fly. He towed gliders for the Army Contract School in Lamesa, Texas. He instructed Cadets at Breedlove Army Contract School in Lubbock, Texas. Montgomery signed with 33rd Ferry Group at Love Field in Dallas, Texas. He took Basic Instruments Randolph Field. He took twin engine transition in Arlington Field at Houston, Texas. Montgomery made Flight Officer.

He ferried B25s from Fairfax Field, Kansas City, Advance Instruments Rosecrans Field, St. Joseph, Missouri. Flew the Hump from India to China. After the war had a G.I. School at Jal, New Mexico. After 50 yrs. License #40059 CFI has high blood pressure.

Fulton M. Moore

Born April 3, 1916 at Elliotts, Maryland.



Fulton M. Moore

Moore soloed on October 1, 1933 in an OX5 Travelair NC9986 at Parks Air College. He later bought NC9986 and barnstormed with it. Parks was an Honor Transport Graduate. He worked at Parks as a meteorologist, flight instructor and then a chief pilot. He was an officer pilot of the 110th Observation Squadron, in Missouri. He was a National Guard in the late 1930s. First graduate of Primary Flying Instructors Course at Randolph Field. During WW II he was a Vice President of Parks organization that trained 37,000 pilots; 10 percent of the WW II Army Air Forces pilots. He received two commendations from Air Forces. He flew and evaluated some unconventional aircraft: Skyfarer, Ercoupe, Gwinn Air-car, Pou du Ciel, Culver V and others. Moore flew first postwar Ercoupe to Parks Palwaukee Airport, Chicago (which he operated), for display and demonstration. He set a lightplane altitude record. He helped form Parks Air Lines which later became Ozark Air Lines. He is the Chairman of Dorchester Airport Commission. He has 16,000 hours. He is still flying and is a member of OX5, QB, Silver Wings, AMA and AOPA.

James K. (Ken) Moore

Born on April 15, 1915 in Olympia, Washington. Moore first started spending what little spare time and money he had at Olympia Airport in 1932. He did not log any time until 1936 when Jack

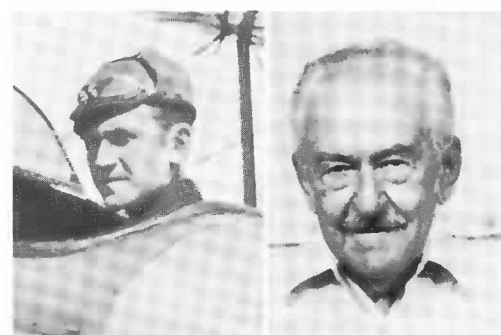


James K. (Ken) Moore

Cram (one of our recent Hall of Fame members) gave him a log book and turned him loose solo. Moore spent the next four years getting his Commercial License and Instructors Ratings both over land and sea with John P. (Jack) Mifflin and Ross E. Dye as his instructors. He flew an OX5 Travelair and an OX5 Commandaire during this time. He instructed C.P.T. for S.&M. Flying Service at Swan Island in Portland, Oregon in 1941 and then instructed Army Primary at King City, California and Army Basic at Lancaster, California and Ontario, California during WW II. Moore came back to Olympia after the war and instructed the G.I. Program and Commercial during late 1940s and the early 1950s with Ross Dye.

Maj. Paul B. Moore USAF (Ret)

Moore was born on June 6, 1909 in Nashville, Tennessee. He was raised in Texas, moved to Florida at 12 years, flew an OX5 Jenny JN4D-2 at 14, and also a Curtiss Oriole. Moore started flying again in 1927 in a Waco 9. He received his student permit in a Travelaire OX5. He designed, built, and flew his own plane in Miami. He went back to school in Nashville. Moore bought a ½ interest in Nashville flying service, 1932 was dealer for Aeronca C-3 flew Waco 10, commanair, both OX5. He sold out later and joined the R.C.A.F. in 1941 as a P/O, he flew as Instrument Instructor, several assignments in various types as a F/O. He transferred to (USAAC) in 1942 as 1st Lieutenant and instructed in B13 to B24s flew several generals on missions, Was paes, Accident Investigation Board. Moore was a Flight Test Officer, on Standardizations Board, Staff Officer, Base Commander. He flew at least 40 types A/C, including Bell P-59A jet. He retired in 1947. He won six ribbons (Medals) RCAF and USAF. Moore worked 21 years for the city of Nashville



Maj. Paul B. Moore

as foreman of airports. His various duties were that he bought, sold and repaired Aeroplanes, flew charter trips, "Hopped Pass." He flew at least 30 civilian A/C from Buhl Bull Pup to Lockheed Lode-star. Flying will always be in his blood.

John P. "Jack" Morris

Moore began his aviation career when he enlisted in the Signal Corps U.S. Army in 1917. He was assigned to the Aviation Section and selected for flight training.



John P. "Jack" Morris

Jack won his wings and a commission at Ellington Field in Houston, Texas.

After military discharge in 1919, he became a barnstormer and then a fixed base operator. He was one of the original pilots on the Clifford Ball Airlines in 1927 which flew from Pittsburgh to Cleveland. As an aviation specialist, he had a 30 minute program on radio each week. This program led to his selection as the Director of the Pennsylvania Airport Program in 1934, a unit of the Works Progress Administration.

In 1935, Pennsylvania had only one hard surfaced runway airport in Allegheny County. This Relief Program built 21 additional hard surfaced runway airports complete with modern hangars and lights to provide for air travel by night.

Jack authored many articles including one titled "10,000 Pilots for the Cost of One Battleship." This article reached the Reserve Officer's Association, and became the basis for the CAA Civilian Pilot Training Program late in 1938. The program trained approximately 330,000 pilots in five years, exceeding 12 million flight hours. His students received theoretical training in 400 colleges and universities and flight training at nearby flight contractors. The program developed 12,000 flight instructors from the college classroom. There were approximately 33,000 pilots in the U.S.; over 50,000 were trained in the civilian program in two years. The reservoir provided the backbone for the supply of military and civilian pilots for WW II.

The post-war years found Jack supervising flight and maintenance of aircraft for the CAA. Jack served continuously on the Board of the OX5 Aviation Pioneers in its early years.

Walter Harlan Morrison

Born on January 26, 1909, Morrison was the first son of William H. and Lucille Morrison at Berkeley, California. He



Walter Harlan Morrison

was educated in local schools, and was raised in the jewelry trade by his master craftsman father. He continues to operate his business as his own two sons take over.

Morrison was fascinated by airplanes since early childhood. He learned to fly at Alameda Airport, soloing on August 1, 1932 in an Aeronca C2. His Instructor was "Iron Hat" Johnston. In the past 52 years he has owned and flown nine powered aircraft and two sailplanes. These include two OX5 Waco 10s — a Timm "Collegiate", a Lambert Mono coupe, a Navion, two BT13s Cessna 170 and a delightful Mooney Mite!

His military service activities include: four years in the U.S. Army Air Corps, first qualifying as a Combat glider pilot, then as Service pilot, first in Western Training Command; later to Air Transport Command, in India China Division, flying C46 "Commandos" over the infamous Hump! He returned for separation as a Major US AF in January 1946.

Post war flying in power gradually gave way to the magic of sailplanes, in the 1960s. Superb Sierra mountain "waves" have given him flights of over 25,000', one of which was cut off just short of 30,000', as the oxygen supply became too low. It was unforgettable!

Zack Terrell Mosley

Born on December 12, 1906 in Hickory, Oklahoma.



Zack T. Mosley

Mosley confessed that he was both attracted and repelled by flying in his younger years. He was drawn to it by his interest and desire, but he delayed in beginning his own aviation avocation by a fear of imagined hazards. He hurdled that barrier in 1935, acquired his pilot certificate, and has since rolled up about 1,500,000 miles of air travel.

Mosley joined the AOPA (Airplane Owners and Pilots Association) during its first year of life, and, in terms of numbers of years of continuous affiliation, he is one of the association's oldest members.

Mosley is an assistant artist, and has worked six days a week on his famous comic-strip, "Smilin' Jack," in his Stuart, Florida studio. He has frequently put in many evening hours, to allow for the flying trips that he made to maintain the real-life authenticity of "Smilin' Jack" story plots, which were syndicated nationally by the *Chicago Tribune-New York News* syndicate.

He retired "Smilin' Jack" on April 1, 1973, and the end of one of the most famous comic-strip characters of all time finally arrived. He has written his first novel together with fond memories of the favorite comic-pages character of a whole generation which has been revived.

Zack and his wife Betty were married on May 31, 1945.

John Alexander Mowbray

Born in Pierson, Manitoba, Canada, on July 12, 1903. He first became interested in airplanes through design activities of his father, and an early mechanical engineer. Flight became a consuming desire when he saw Lincoln Beachey exhibit his airplane and demonstrate flying at the Winnipeg Stampede in 1912. He immigrated to the United States in 1920, and located in Wichita Falls, Texas, with his family. Mowbray became an airplane mechanic and a student pilot with the Aerial Service Company. Flying instruction was by Howard K. Neal, Ernest C. Hall, and Burrell Tibbs, deceased OX5 members. The latter soloed him in a Curtiss JN4D on December 5, 1921. Mowbray barnstormed Texas and Oklahoma for three years. He ceased flying in 1929 when he went to work for Standard Oil Company of Indiana. Mowbray furloughed from Standard Oil as the automotive engineer to accept Direct Commission as the First Lieutenant Air Corps after Pearl Harbor. He served as Engineering Officer Air-



John A. Mowbray

After five years teaching Aviation Management at Ft. Lauderdale University, he moved to Central Florida, with his wife Wilma, to enjoy complete retirement.

R. Dale Moyer

Moyer was born on March 5, 1914 in Bowling Green, Ohio. He took flying lessons in 1934 at Norton Field in Columbus, Ohio, in an OX5 Curtiss Robin. He soloed December 22, 1934. He enrolled at the Ryan School of Aeronautics on March 5, 1935 (pilot's flying, mechanics, and drafting courses). During his training, Doug Corrigan worked for Ryan as a welder. He modified his OX5 Robin by replacing it with a Challenger engine, new fabric, and a paint job. He was able to log several hours in this plane. He worked at Ryan, Consolidated, and Douglas Aircraft, at Santa Monica, in 1936. Moyer received his private pilot's (32502) license in 1936. He married in 1939 and they flew rental planes at Mine's Field (LAX) and Clover Field (Douglas). Moyer was a technical illustrator, illustrating service modification bulletins until 1949. He joined Garrett Corporation in 1950, as an Administrator of Displays and Exhibits world-wide. After 34 years of service with Garrett, he has retired, and is enjoying life in Southern California.



R. Dale Moyer

Parker B. Mudge

Born on September 30, 1914, Mudge started flying while still in high school and soloed a Waco 9 the morning of April 6, 1931. He made exhibition parachute jumps to earn a Commercial Pilot License. Mudge barnstormed throughout the Northeastern U.S.

Mudge joined the Royal Canadian Air Force in 1940, and was Commissioned as a Pilot Officer. He transferred to the U.S. Army Air Corps in 1942. Served as a Fighter Pilot in North Africa and Europe, and as Chief Test Pilot, European Theatre of Operations at Oberpfaffenhofen Air Depot.

Parker B. Mudge

After the war he was Air Advisor to the Nizam of Hyderabad, and Chief Pilot of the European Aviation Company, based in Paris.

He was recalled into the U.S. Air Force in 1948, he served as Commanding Officer of Air Transport and Air Rescue Squadrons until he retired in 1963 with the rank of Colonel.

Parker then emigrated to New Zealand to fly with Mount Cook Airlines as Operations Manager and Chief Pilot of their General Aviation Division until his second retirement in 1978.

He is a Life Member of the OX5 Aviation Pioneers, Air Force Association, and the Explorers Club. He has flown over both the North and South Poles, and was the third man in history to have stood on the ice at both Poles.

Starting his career in a Waco 9 biplane, he has flown over 150 types of aircraft, and now flies an all-metal aerobatic biplane which he built himself, as well as maintaining currency in half a dozen other aircraft.

James Leo Mulhern

Born in 1912 at Sandy Hook, New Jersey. Mulhern's first flight was in 1929 in a Waco 9. He worked at Airview Flying Service, Red Bank, New Jersey on OX5 powered aircraft. Except for five years as a ships' radio officer, aviation has been his career — Sperry Field Engineer; Flight Radio Officer with PANAGRA, Pan American Air Ferries, American Export Airlines, and American Overseas Airlines; European Supt. of Communications, OA; office of VP-OPS, Aerovias Guest; and several ARINC executive posts. Commissioned USNR/AVS 1943. About 6,000 hrs. as FRO in DC2, DC3, Stinson Reliant, B26, Hudson, PBY, PBM, PB2Y3, VS44, C47, C54, L49, Boeing 377 and copilot/RO in DC3 checking nav-aids, landing systems, in Europe. Participated PICA/ICAO/IATA conferences on North Atlantic/European-Mediterranean operations and USA/USSR air service negotiations. He founded and operates an AVMAR Consulting Service. He is a founder and Board Member of Flight Infolink, Inc.; and Vice President of Foreign Affairs, at Universal Weather and Aviation.

Robert C. Mulligan

Born in Staten Island, New York. He got hooked on aviation as a result of an

James Leo Mulhern



Robert C. Mulligan

airplane ride (Ford Trimotor) during Christmas week in 1929, at Miller Field.

Mulligan was a "ramp rat" at Roosevelt Field until he was able to get a private license in the summer of 1938, the youngest pilot in United States at that time because they changed the minimum age to 18 the same week.

He and three friends rebuilt and flew an OX5 Swallow while in high school.

He was retired recently as Vice President/Chief Pilot of Southeast Banking Corp. He received the three million mile NBAA Award for accident free flying as a corporate pilot. He was an FAA examiner/IA, all ratings, for over 20 years. He still has a current physical! He is probably one of the youngest OX5ers (62).

Joseph W. Munshaw

Munshaw began aviation training in 1928 as a parachute jumper and soloed 1929. He was employed by Inman Brothers Air Shows, in California Eastern Air Freight, at Continental Air Lines and Continental Denver Modification Center.

Licenses include A&E A&P and first graduate of the Jet Engine Course at Gunther Airforce Base in 1955.

He has many awards and citations and over the 50 years of aviation involvement. He has been with the Colorado Civil Air Patrol for 20 years as a pilot and aircraft maintenance chief fitted into his 26 years of employment at Continental Air Lines.

During WW II, Joe was the senior mechanic and crew chief with the B-29 modification program. He devoted many hours as an instructor in mechanics, aerodynamics and navigation at Denver's Emily Griffith Opportunity School (adult education). Recognition by D.W. Berger, Air Carrier Maintenance

Inspector, Department of Transportation, stated Munshaw's record of 17 years of service in behalf of CAA — FAA indicates that he had processed nearly 850 airframe and power plant applicants.

Joe Munshaw was one who knew from an early age that the airplane was his thing. From tiny models to large jet airliners, Joe was in some way always involved. He was never a showman, but always a contributor to the betterment of the equipment and the safety of the passenger. During WWII, he managed more than one job at a time. His off time was spent in teaching activities.

George R. Murray

Murray soloed in an OX5 powered Eaglerock in a pasture near Fremont, Nebraska in 1925. His instructors were Wes Buel and Thor Bondersleeve. He flew Travelaires, Birds, Wacos and Lincoln Standards around Omaha and central Nebraska from the mid-1920s to the mid-1930s. During that time he was issued license number 2436 signed by Orville Wright and issued by the Department of Commerce following a check ride conducted by Harold Montee. During WWII Murray served as a captain in the Civil Air Patrol primarily responsible for search and rescue. He has owned several aircraft including three Luscombes, a Cessna 170 and a Cherokee 180. Mr. Murray has held membership in the Flying Farmers, Sky Riders and the OX5 club. He retained his active flying status until 1977 at age 76.

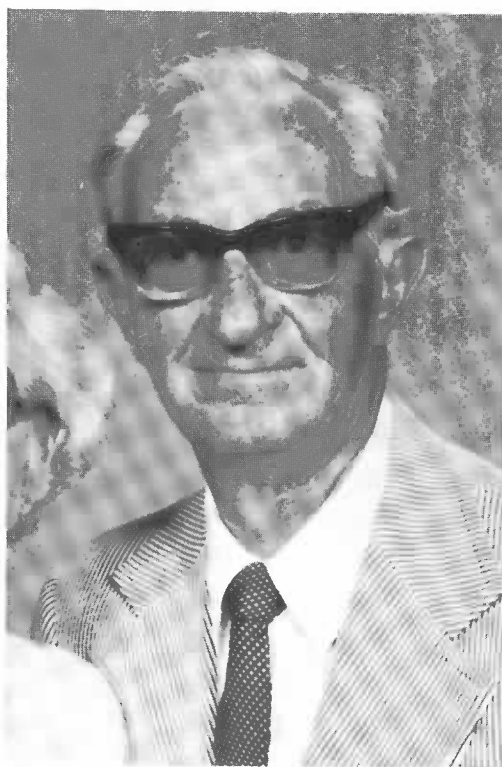


George R. Murray

Ralph J. Myers

Born in 1913 in Monroe, North Carolina. In the early 1930s, Myers barnstormed in a Curtiss Robin and a Waco 10 with Henry Adams, Frank Gullledge and Page Winchester. He survived forced landings from rain getting to carbon rod in Dixie magneto and backfiring due to a bad plug. Myers bought a Waco glider from Johnny Crowell. He covered an Eaglerock with bedsheets and flew too! He attended Spartan School and became instructor in 1938.

Hitler caused him to demonstrate a Spartan (Yellow Peril) to Major Jimmy Doolittle, Jr. and General Curtis LeMay at Wright Field in 1939. First PT-13s and PT-19s were purchased then. He went to Chanute Field in May 1941. Myers specialized in carburetion and taught both students and instructors. Drafted into



Ralph J. Myers

Army Air Corps, only to return to the same job minus the pay. He owned a Stinson 10-A and got Commercial. He was a Commanding Officer of Civil Air Patrol Squadron and Senior Instructor of Bomarc Missile courses, promoted to Ed. Spec. in Minuteman Missile courses where he monitored Launch Officer and Guidance System courses.

E.L. "Sleepy" Myrick

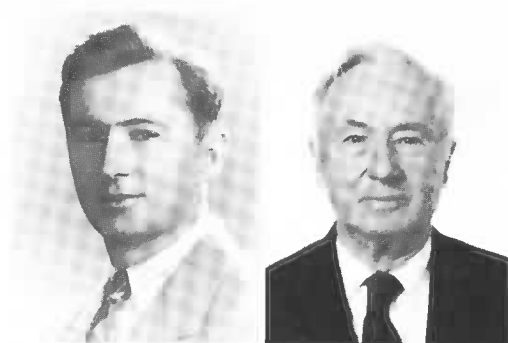
Born near Holdenville, Oklahoma. Myrick started flying — or learning to fly in an OX5 Robin, Spartan and C-3 Aeronca at Huffman's Field, or hay pasture in 1937-38. He has 47 years and 6,000 plus hours later, he is still learning, currently a Twin Comanche, used for business and pleasure.



E.L. "Sleepy" Myrick

Peter Nagurney

Born on March 7, 1910 in Jessup, Pennsylvania. Nagurney soloed September, 1930 in an OX5 Waco 10 at Scranton, Shultsville Airport. He has flown OX5 KR31, Waco 10, Swallow, Commandaire, Travelaire, American Eagle. Other aircraft: Aeronca C3, Fairchild 22, J3 Cub, Kinner Bird and Stinson Reliant. Nagurney received his private pilot license on July, 1931. He received his limited Commercial on September 1936 and his Transport License in April 1937, Instrument rating 1939, ATR on May 1960. Nagurney received his ATR License #21045. Ratings Airplane multi-engine land, Douglas DC3, Convair 240-340-440. He has Commercial privileges on the Airplane single engine land, Lockheed 18, Grumman G159, Flight Instructor. Nagurney was a copilot with Pan American Grace Airways in Lima, Peru from January 1941 to February 1942, flying a DC2 and DC3A throughout South America. From February 1942 to December 1945, he was with the Royal Air Force Ferry Command in Montreal, Canada. He ferried a 46 aircraft to Scotland, Africa, Pakistan and Egypt. Aircraft ferried were Lockheed Hudson, PV1, Ventura, Mitchel B25, Boeing B17, Mosquito, Lancaster, Martin A30, Douglas A20, C47, Consolidated B24, RY3, Lancaster. He was transferred to the Communications Squadron flying B24 aircraft transporting vital cargo and return ferry crews. His total time with the PAFTC was 3,143 hours from January 1946 to August 1948. He helped to organize the Argentine Airline named F.A.M.A. which later became the Argentine Airline. He flew a DC4 aircraft from Buenos Aires to Europe and U.S.A. from June 1951 to March 1953, he flew with the Flying Tigers transporting cargo in the U.S.A. He headed the Aviation Department for ITT Federal Labs at Teterboro Airport from October 1955 to August 1963. He flew C47, Convair 240 and Boeing B17 flight testing equipment developed in the Labs. He transferred to ITT Europe in Brussels, Belgium to head the Corporate Aviation Department from August 1963 to April 1975. He flew Grumman G159 flying executives throughout Europe. Nagurney retired on April 1975. His total flight time was 25,460 hrs.



Peter Nagurney

William Brenton Nash

Born May 15, 1917, in Atlantic City, New Jersey. He graduated from Temple University with a Bachelor of Science degree. Nash began flying at age 12, with a banner-towing group using OX5 Challengers, soloing a Challenger at age 15 in 1932. He hopped many week-end passengers. Nash completed five Civilian Pilot Training Courses at College, graduating with a Commercial License and an Instructor's rating. He acquired Instrument Rating at American Airport in Park Ridge, Illinois. Nash studied at the Boeing School of Aeronautics, then he flew for the United Airlines one year. He resigned United on August, 1942 to fly internationally. He joined Pan American Airways, flying Boeing 314 Flying Boats. Eight months later, he was commissioned in U.S. Naval Air Corps, flying PB2Y3R Coronado Flying Boats at Atlantic Theatre. He finally rejoined Pan American and flew thirty-one years as Captain, including fifteen years from Berlin, Germany. He retired on Boeing Jets in 1977. Nash married, adopted three children, then widowed. He married again to Eva-Maria, a lovely German girl and they had another fine boy. He followed many hobbies, including writing, economics, the sciences, U.F.O.s, old cars and antique guns. Presently owns and flies a "Starduster Too" home-built biplane. Member of: British Tiger Club, Experimental Aircraft Association and Antique Aircraft Association.



William Brenton Nash

George A. Necker

Born on January 26, 1903 in Corwith, Iowa. Necker saw his first plane in 1911 a Curtiss Pusher flown by Mickey McGuire as an attraction for \$1000 Days Picnic at Dyersville, Iowa. Necker saw Lincoln Beachey fly. He had his first plane ride in a Jenny (JN4) with a pilot



George A. Necker

barnstorming the area. He was instrumental in forming a flying club in Dubuque, Iowa in 1929, with 13 members in the club. They purchased a Cirrus Great Lakes NC909N and a 110 Warner Stinson Jr. C6870. They engaged Dewitt Collins T6992 as their instructor. Necker owned a Waco 10 NC8592 OX5 powered. He soloed the Great Lakes on November 17, 1930 and the Waco 10 the same month. Necker passed his private license #22575 in 1931. He made his first XC flight from Dubuque, Iowa to Quincy, Illinois in the Waco 10. Necker was active in the Civil Air Patrol as an instructor. He developed and operated an airport at Dyersville for two years from 1945-47. He is now retired in Clearwater, Florida.

Joseph O. Neff

Born on January 21, 1905 in Madison, New York. He was in the Army Air Corps 1923 which he served in 25th and 63rd Service Squadron, Engine Overhaul, France Field Canal Zone. In 1928 Neff gave flight instruction and soloed an OX5 Millerized, and Travelair 2000. He also had transport license #8503, airplane and engine #11671.



Joseph O. Neff

Neff accumulated 1,000 hours of flying various types of aircraft, by barnstorming, aerial advertising and photography, flight and ground school instructing.

Health problems necessitated a ground position. He became a mechanic at Naval Air Station in San Diego, California. In 1940 he volunteered to become part of a skeleton crew opening Alameda Naval Air Station Overhaul and Repair Depot. His part was to either order, design, or have manufactured, tooling similar to that used at San Diego, to overhaul and test Oleo struts, landing gear and hydraulic valves and cylinders. He assisted hiring, training employees and supervising overhaul, as shop became functional, assist higher level supervision. He was officially frozen to position each time he took a test to become a flight instructor in 1941.

In 1951, he retired as Supervisor of Aircraft Hydraulics Department, N.A.S. Alameda in California.

Kenneth E. Neland

Born in 1914, Chicago, Illinois. Neland caught airplane fever in 1928. He was a helper at Barney Ostergarrd's place



Kenneth E. Neland



on Narragansett Avenue. Neland got some air time at Irving Park Airport for wash jobs. He bought time in the mid 1930s from Art Chester and Slim Savage in Kinner-Davis, Curtiss Reynolds. Neland took Aeronautical Engineering at Aeronautical University in 1935-39. With American Airlines from 1938-41. He soloed in 1938 in the Ashburn Airport. Flight Engineer, American Export early in 1942, on PBY and Sikorsky VS-44. He was hired by CAA in 1942 with continuing assignments in CPT; WTS; General Aviation; Factory Inspector; Flight Test Engineering; Chief, CAA Hangar; Air Carrier Maintenance Inspector; Chief Advisor, Paris, France and Miami, Florida; ICAO Representative; Safety Regulations; Chief, Air Carrier Maintenance, Washington, D.C. Member United States Supersonic Transport Evaluation Team. He was a member of the ASME and Chairman of the Air Transport Committee; and the Reliability Committee. Neland retired from the FAA in 1970. He and his wife, Jean belong to the Antique Automobile Club of America. They have fun with their old cars.

Al C. Newby

Born on December 16, 1912 in Portland, Oregon. Newby's interest in flying started with his mother reading about Darius Green and His Flying Machine, then seeing Curtiss Jennies barnstorming just after WWI around Hillsboro, Oregon. His first plane ride was with Tex Rankin in 1926 and reading pulp magazines about WWI flying aces. He figured if they could fly he could fly better so he developed his life long love for flying. Newby soloed on June 6, 1937 in an OX5 Eaglerock having taken dual from Larry Flahart, George (Torp) Thompson and Lew Gourley at Riverton, Wyoming. They flew OX5 and Hisso Eaglerock and OX5 Waco 10. Instructed Army prima-



Al C. Newby



ry, Chickasha, Oklahoma from 1941-43 then 5th Ferry Group ATC Love Field at Dallas Texas, CBI, Kunming, China July 1944, home December 1945. He worked for Lynch Flying Service, at Belgrade, Montana from 1946-56 then bought them out and started the Flight Line Incorporated. He sold out to his son Paul at the end of 1979 and retired. He has served on Montana Aeronautics Commission of 1961-64, He is President of the Montana Aviation Trades Association two terms, two terms in Montana Legislature, served as Grand Master of Montana Masons from 1976-77. Has been in love with aerobatics his whole career. He bought a 1931 Great Lakes 2T-1A in 1965 and has performed in air shows with it ever since. 10 shows in 1984. Rated Com Pilot ASEL and Sea AMEL instrument, glider, DC-3, N-B25 and flight instructor with a total flying time of 23,735 hours.

Gene J. Newman

Born on July 27, 1918, in Winona, Minnesota. Newman started flying as a CPT student in Piper Cubs early in 1940. His flight training continued due to generosity of Max Conrad's offer of credit until he began flying for him later on . . . Flight Instructor/Manager of Conrad Flying School in Green Bay, Wisconsin in October, 1940. He flew an OX5 Waco 10, in the fall of 1940. He married his "college prom date," Betty Borzyskowski, September 1, 1941.



Gene J. Newman

He began instructing in a Waco UPF-7, in Fort Collins, Colorado in November, 1941. He was hired by Continental Airlines in August 1942, as a copilot, assigned to fly army cargo for the Air Transport Command, in Lockheed C-60s. He was promoted to Army Cargo Captain in 1944, and to Line Captain in 1945. Daughter, Susan, and son, Gene, Jr. were born during that time.

During 36 year airline career he has flown Lockheed Lodestar; Douglas DC-3; Convair 240, 340, 440; Vickers Viscount, Douglas DC-6, DC-7; Boeing 707, 720, 707-320, 747; and a Douglas DC-10. He flew, under contract with Military Airlift Command, to Southeast Asia, 1964-70. Flew Los Angeles to Hawaii until retirement in July, 1978. Since retirement have flown as air-taxi and corporate pilot, in Beech Bonanza, Baron, King Air; Cessna 414, 421; and Westwind II. Presently flying a Beech

Baron as a part-time corporate pilot. Logbook shows over 35,000 hours.

Francis A. Nichols

Born on September 12, 1904 in Sprague, Washington. Nichols got the flying bug after WWI. His first airplane ride cost \$5 in 1919 with pilot Jack Knifong in an OX5 Jenny. About 1922 he worked for Tex Rankin as helper and gas boy. Nichols worked for Nick Mamer doing some barnstorming about the same year. Mamer had a Curtiss Oriole with a C6 engine that he slept in at night and guarded. He also flew the aircraft between barnstorming engagements. Nichols soloed in an OX5 Jenny in April 1927 at Mueller Harkins Flying Field, Tacoma, Washington. His instructors were Byron Sander and Olen Honberger. He has done a lot of ferrying of light planes in the early days and now after about 5,000 hours of flying he owns a Luscombe 8E. He has met a lot of nice people in the nearly 60 years of flying.



Francis A. Nichols

Proctor W. Nichols

Born on December 27, 1902. Nichols is a Colorado native and a graduate of Princeton University in 1926. In 1927 he soloed an OX5 Eaglerock after two hours 47 minutes. He received his pilots license #2012 (Transport) and was employed in Alexander Aircraft Company's Engineering Department. Worked with Benny Howard redesigning Eaglerock to accommodate many new engines then coming out, and very closely with Al Mooney on the ill-starred Bullet. Al left to start Mooney Aircraft before Bullet flat spin troubles occurred. They finally got a Type Certificate after the 7th redesign.



Proctor W. Nichols

He designed the "Flyabout" around the A-40 engine. Continental sent their serial #1 engine which later gave him forced landing practice enroute to the Detroit Show. Nichols got two Type Certificates, but this was during the Great Depression and the Alexander Aircraft Company was bankrupt. About 20 Flyabouts were built and sold before the doors closed.

In 1932, Nichols incorporated Aircraft Mechanics. He rebuilt crackups and manufactured anything saleable. In January 1940, he got an order from Douglas Aircraft for engine mounts and other weldments totaling well over a million. AMI grew from eight to 800 people very rapidly. Boeing and Lockheed soon followed. Nichols established a drop forge plant and an aluminum foundry during the war years.

Nichols Field was a spin off from AMI and was a successful f.b.o. He later sold the field's 475 acres.

He became a member of Q.B. Society in 1948, and was inducted into the CO Aviation Historical Society's Hall of Fame in 1968. He sold his interest (control) in AMI in 1965 and became Chairman of the Board for a time. As of now, the company is still going strong.

Joseph A. Normoyle

Normoyle was born in 1908 at Rock Island, Illinois. His first ride in an OX5 Jenny was with Rusty Campbell at the Moline Airport in 1925. When he attended Illinois University in 1927, he became an R.O.T.C. Air Cadet. In 1928 he started flying lessons in Moline, Illinois. His instructors were Al Headlan and Charles Bicknel.



Joseph A. Normoyle

The next year he and Wally Nelson bought an OX5 Canuck (Canadian Jenny). They did some barnstorming. We had one forced landing in a cornfield, but the only damage was a broken prop. That winter, he helped build a glider which they towed with the Jenny.

His flying was delayed in 1933, as he got married that year and also started a new job with the U.S. Army Corps of Engineers. This job involved a great deal of travel on military construction until the end of WW II.

After the war, Normoyle started in the construction business. Soon he was flying again, this time in more modern aircraft. He flew Cessna 182s and 210s,

Mooney and Piper singles, Beach Travelair and D18 Twins. His wife earned her license in the late 1950s; also two of their sons and two grandchildren are pilots.

After 50 years, Normoyle decided to quit while he was ahead, but he loved every minute of it.

Jack Boyer Norton

Born on March 9, 1914 in Big Rapids, Michigan. Norton graduated from Grandville, Michigan High School in 1932. He soloed September 1939 at Central Air Service in Grand Rapids, Michigan. He flight instructed for Central Air Service in J3 Cubs, Stinsons, Fleet, Travelairs. He went to Ocala, Florida to Flight Instruct for the US Army in October from 1941-42. Then he instructed for US Navy until joining the R.A.F. Transport Command, #45 Atlantic Transport Group. He flight instructed in the Hudsons for the R.A.F.T.C. Then he ferried various aircraft. Lockheed Hudsons, Venturas, B25, C47, B26 over the North and South Atlantic, Europe and Africa. Norton was stationed in Montreal Quebec, Canada 1941-43. He transferred to Willogrove, Pennsylvania from 1943-44, then he was stationed in Nassau B.W.I. from 1944-45. After WW II ended, he started his own F.B.O. (Fix Base Operation) Sparta Aviation Service, in Sparta, Michigan from 1946 to the current date. He flew one of the first pipe line patrols for the Michigan Consolidated Gas Company. He started the first Air Ambulance services in Michigan carrying polio victims to Warm Springs, Georgia for the National Foundation of Infantile Paralysis until the polio vaccine serum became effective. Norton went to Central American in 1962 and flew people and equipment for a U.S. lumber company. He left during the attempted overthrow of the government in Nicaragua. He currently is still the owner of Sparta Aviation Service and the airport manager with a complete F.B.O. service, major repair station, flight school, aircraft rental, and certified air carrier with a fleet of nine aircraft, seven twin engines and two single engines. Certificates: ATP, CFII, S.E.M.E., Seaplane, A&P, I.A. also (FAA designated examiner for 25 years).



Jack Boyer Norton

William G. Nowell

William Nowell's only exciting experience as a pilot was on May 7, 1920 when



William G. Nowell

he participated in the first and only inter-collegiate air meet which was held at Mineola, Long Island, in New York (later Mitchell Field). The meet was organized by WWI pilots attending 13 universities of the east, including Lehigh University where he was a student.

Nowell took second place in the 100-mile cross country race (a three-legged affair), won by Terry Trippe of Yale University. (He later became president of Pan American Airlines.) His time was a "tremendous" 89.2 miles per hour. All their planes were either Jennies or Standards with OX5 motors.

At the last event of the meet Nowell crashed when his motor stalled just after taking off. The plane was rubble and he landed in the hospital. He had no broken bones, but he had a mashed nose, dislocated jaw and left shoulder. However, he coaxed the authorities to let him out at 5 p.m. the next day so he could go to the Yale Club in New York, where the medals were to be awarded and received his silver medal for the second place finish in the cross country race. He received a big applause, chiefly because every one expected to hear that he was dead.

He is now 85 years old, but not flying anymore, except as a passenger on commercial flights.

Blanche Wilcox Noyes

Noyes' career began as a stage actress. She became pioneer of U.S. Aviation and served as the nation's first director of air route markings.



Blanche Wilcox Noyes

She married Dewey Noyes in 1928, an airmail pilot, he bought her her first plane and taught her to fly. Dewey helped her prepare for the first woman's air derby in which she placed fourth, behind Amelia Earhart.

The friendship between the two women pilots led to Mrs. Noyes' connection

with the old Bureau of Commerce, a predecessor of the Civil Aeronautics Authority and the FAA, for which Earhart had helped work out an air marking program.

Air safety was her top priority. During her 35-year government career, she arranged for thousands of towns and cities to display their names on rooftops and completed about 75,000 air markings across the country.

She was one of the first 10 women pilots in the U.S. and for many years, the government's only official woman flyer.

She also wrote textbooks for air marking and designed air markers.

She competed in every national air race for women except one, and set the women's east to west speed record of 14 hours, 54 minutes, and 49 seconds. In 1936, she was co-winner of the Bendix speed dash.

During WW II, she worked for the War Department lecturing new military pilots.

Noyes is a recipient of many awards and a member of many organizations, she was most proud of her induction into the OX5 Aviation Pioneers Hall of Fame in 1970. She served on the OX5 National Board in many capacities in the early years of its formation.

Walter J. O'Connor

Born at Holyoke, Massachusetts, August 4, 1907. O'Connor spent his early life on farm, first airplane flight 1925, 1926-27, OX5 Hisso, repairing and overhaul, issued A&E #843, 1927, Pratt & Whitney Factory, 1929 Wright Service School, he did work at Curtiss Engine in Buffalo, New York, at the Curtiss Flying Service in Boston, Massachusetts, Colonial Airlines in Newark, New Jersey and Boston, Massachusetts, Ford Trimotors, Ludington Line at Washington, D.C., Stinson Trimotors in 1932 Lycoming Motors at Williamsport, Pennsylvania, in charge of airport, hangar, service and experimental, 1933 Ludington and Eastern at Washington, D.C., Boston and Maine Airways, Portland Maine, and Boston (later to become Northeast Airlines), in 1935 New York Airways, in Atlantic City, New Jersey.



Walter J. O'Connor