



OX5 NEWS

Celebrating 64 Years: 1955 - 2019



Volume 62 - Number 4

December 2019

Election Minutes

OX5 2020 Reunion In Alaska

Published for and by the Members of the OX5 Aviation Pioneers

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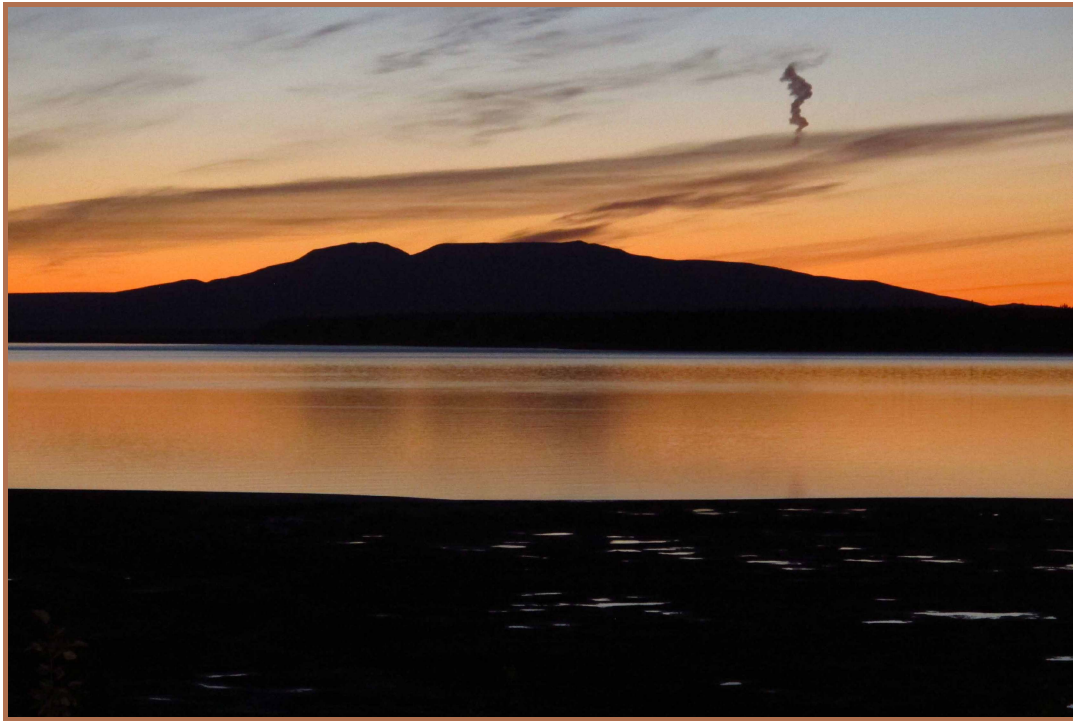


Wow! - What a view - Be a part of the OX5 2020 Reunion.

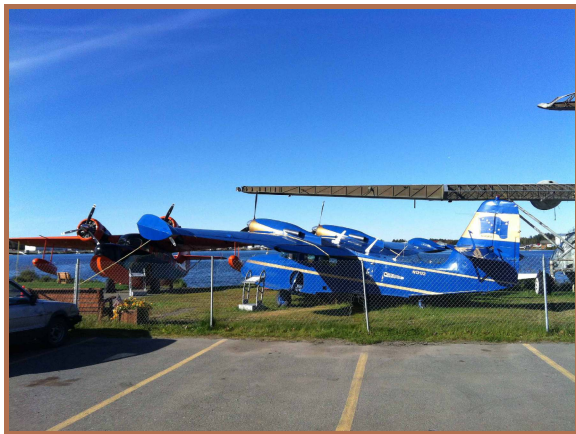
The OX5 2020 Reunion is scheduled for August 22, 23, and 24, 2020 in Anchorage, Alaska.

Rich Wilbur has passed on to us the following information: "I have spoken with the Alaska Aviation Museum and August 22, 2020 is available to us to hold our meetings and banquet. Jeanne and I are working on the logistics for catering the banquet. There are numerous activities that could be made available, ie flight seeing of the local area and glaciers, flight seeing to Denali, train ride to Denali Park, fishing for salmon, halibut, graying and trout. I will be providing information on as many activities as I can for the next newsletter. Round trip airfare is estimated to be about \$600 per person from most locations in the lower 48. Get your airline reservations early for the best rates."

OX5 2020 Reunion Continued



Looking West from Anchorage across Cook Inlet at Mt Susitna (also known as the "Sleeping Lady")



A Grumman Goose and Widgeon at the Museum



A Cessna 180 departing from Lake Hood/Lake Spenard, the largest seaplane base in the world.



Alaska's National Parks



Glaciers Near Anchorage



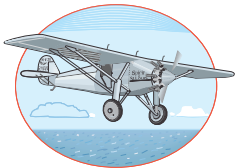
OX5 2020 Reunion Continued



Denali



The Chugach



Anchorage Farmers Market



OX5 2020 Reunion - Continued

GREAT NEWS!!! The *optional* cruise portion of our 2020 OX5 Aviation Pioneers National Reunion has been set and is ready to accept bookings. Nicole Azzaro, secretary of Midwest Florida Wing is assigned as the Travel Specialist to assist in all member bookings.

Sea/Cruise Details:

08/15/20 Departure Vancouver

Ports - Ketchikan, Juneau & Skagway

Scenic Cruising - Glacier Bay National Park & College Fjord

08/22/20 Arrival Whittier/Anchorage

Reunion Details:

Anchorage, Alaska 08/22/20-08/24/20

To Be Determined

Rates:

Balcony - \$2149pp

Oceanview - \$1749pp

Inside - \$849pp

Taxes, Fees - \$210pp

Port Charges - \$245pp

Airfare/Transfers/Hotel/Insurance are extra (package pricing is available)

OX5 Member Perks:

PAID GRATUITIES

ONBOARD SPENDING CASH

SPECIALTY DINING (thru 10/17/19)

Exclusive events for OX5 members.

****must purchase through travel specialist, Nicole Azzaro to attend**

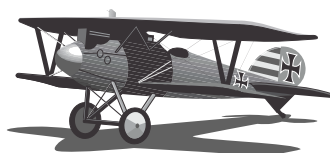
Call Nicole Azzaro to get your cabin booked today on the Grand Princess!!

Cell - 813.928.9326

Email - nazzaro@dreamvacations.com OR midwestfloridaox5@gmail.com

Nicole gave us this latest update for the *optional* OX5 Reunion Cruise: “Anyone wishing to book the cruise prior to the reunion can contact me at (813)928-9326. Most who are going on the cruise will be flying into Vancouver on 8/14/20, stay in a hotel and then we will transport all cruisers to the port and board the ship. All cruises will spend 7 nights and 8 days on Princess Cruises, Grand Princess. We will debark in Whittier/Anchorage and then whomever is attending the Reunion, will be able to do so.”

Please direct only Reunion Cruise questions to Nicole.





Message From The Officers



President's Message:

Hello All,



I would like to thank the membership for the opportunity to be your President. I have met some of our members and hope to meet more of you in Anchorage, AK at our annual reunion in August 2020! Once an exclusive club for those who had either flown or worked on the OX5, membership is now open to anyone with an interest in this historical engine. My immediate goals as President are to find ways to boost our membership and to continue to promote the history of the OX5 engine.

A little about me: I was born in Anchorage, Alaska on September 9, 1952 and lived there until 1994 except for college. I grew up in an aviation household; my father Joe Wilbur built his own aviation business, Wilbur's Flight Operations, from the ground up first as a maintenance shop, later becoming the Cessna, Piper and Maule dealerships, a full-service FBO with flight school, charters and an airline. My mom holds SEL, commercial and helicopter ratings and continues her membership as a Ninety-Nines still today. As a boy growing up I spent many of my days in the hangar and on the ramp, working and playing. I logged my first hour of flight time at 12, got my private license on my 17th birthday, my A&P at 20. I continued to pursue aviation for the rest of my long career.

After graduating from HS, I attended Northrop University in Los Angeles, earning an Airframe and Power Plant certification. I then went back to Alaska where I flew everything from single engine wheel and float planes, twin-engines, and helicopters. I worked for several prominent aviation businesses, including Wilbur's Flight Operations, Valdez Airlines, and Peninsula Airways. I held a wide range of positions including Flight Instructor, Captain, Chief Pilot, Director of Maintenance, Check Airman, and Director of Operations. During this time, I instructed a beautiful young woman named Jeanne. She ended up getting not only a student pilot's license but also a marriage license in the process! Jeanne and I were married in 1979 and raised two children, Mark and Lindsay. After over 20 years and more than 14,000 miles of flying in Alaska, I decided to pursue flying in the lower 48 (as Alaskans call it) and the family moved to Colorado.

I began flying Boeing 737's with Mark Air, based out of Denver. As anyone in the aviation industry knows, things can change in an instant. The next year I began working for Western Pacific flying the Boeing 737 in Colorado Springs, the city I still call home today. Three years later I flew for Express One International on the Boeing 727, flying across Europe, Mexico and the US. In 2003, I found what would be my final (and favorite) scheduled 121 airline, JetBlue Airways. I was based out of JFK on the Airbus A320/321, my home away from home. At the age of 65, I had amassed over 35,000 hours. On my last scheduled flight, I was joined by my wife Jeanne, our immediate family including my mom and our 3 little grandsons – 15 of us in all. I am currently flying maintenance ferry flights for JetBlue which is really a fun, part-time "pastime" that keeps me current and still flying the heavy metal. After the passing of my youngest brother Bruce in 1988, I decided that I would finish his OX5 powered Waco 9 restoration project in his memory. Details of the project can be found on my website, Wilburswacorestoration.com.

Tailwinds,

Rich Wilbur
National OX5 President
719-439-8088
waconine@aol.com



Treasurer's Message:

ALASKA – HERE I COME !!

I received my FAA Wright Brothers Master Pilot Award for 50 years of safe flying this past May and am still flying my Piper J-3 Cub around the countryside. What a time to reminisce over my favorite flights. My most memorable cross country flight was in 1972 when Bob and I delivered two new 150 hp Citabrias to Anchorage, Alaska. We picked them up at the Champion factory in Osceola Wisconsin in early November and headed northwest. I was non-radio so we hooked up as a flight of two when we had to land at controlled airports. What an amazing flight for a girl from Ohio. Mountains-herds of caribou and elk-snow-vast vistas-unbelievable – so many memories! Looking forward to returning in August – but it will be a much different experience traveling by airline.



Annual dues are payable now. You can either send me a check **or** pay by Paypal on our website – your choice. Remember those extra donations fund scholarships that inspire our future generations. Contact me if you have any problems. Looking forward to 2020.

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

Secretary's Message:

Greetings OX5 Members:

I hope that you are surviving the Holiday Season sharing greetings with friends old and new. The Wisconsin weather has been quite a mystery this year with snow on Halloween and 50 degree temperatures on Christmas Day. I know that we will get a payback any day now. There is quite a bit of information in this Newsletter. We are trying to get you thinking about the 2020 OX5 Reunion in Anchorage, AK. The minutes of the Special Board Meeting are also included so that you can have information regarding the election of President and Vice President. It is dues payment time again for Regular Members. You can renew either on line or by US Mail. Your donations are always welcome to help fund our outreach programs. Happy Memories.



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



News From The Webmaster



You might be interested in the post hit count from our site. I am especially proud of the 4th one down. 1937 home movies. The VHS tape was made from 1937 home movies and was starting to deteriorate. The magnetic material was flaking off of the plastic tape. I retrieved it from a dumpster and had it converted to digital by WalMart send out. I had my doubts about it, but they did it. It is number 4 on the list with 4,950 hits.

I would like to find and post more repair manuals for planes and engines. We welcome your donations. Once I digitize them, they are saved forever. They have to give them to us as I have to cut the binding off and scan them.

Dennis Yerkey, Webmaster

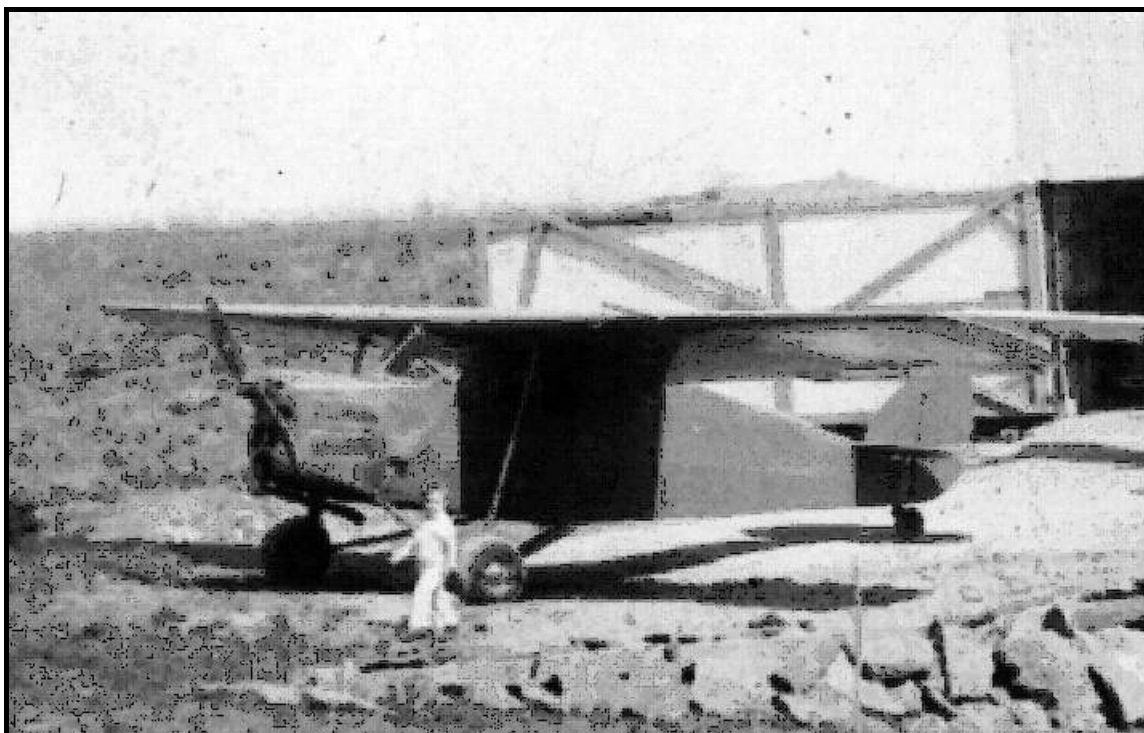


Wing Struts



Kansas Wing:

Harold and Bobbie Walter Plus Joe Latas, Editors report that their latest Wing meeting was held December 20, 2019. Harry Clements made a presentation with the title, “*Going along with Kansas’ Favorite Astronaut*”. What’s it like to fly the World’s fastest aircraft... or Command and land the space shuttle... or serve as test pilot for the U.S. Air force’s newest planes? **Major General Joe Engle** has done all of these and his friend Harry Clements shared some personal stories about his working experiences with Engle. Harry Clements showed photos and video of some of Joe Engle’s flights. This was presented by our OX-5 Master Pilot, Harry Clements, long time friend of Joe Engle.



Cessna FC-1 above – The Cessna had a blue fuselage and yellow wings. It had a 90 BHP Cirrus engine. This is the only one of this model that was built and this is also the only photo that Cessna has of this airplane. The airplane was owned by Dale Walter and Roy Campbell. The child is Harold Walter, age 6.

UNITED STATES OF AMERICA DEPARTMENT OF COMMERCE AIRCRAFT REGISTRATION	
IDENTIFICATION MARK ASSIGNMENT	
THIS CERTIFICATE, When Coupled with Serial Number and Aircraft Identification Number, is an Identification Mark for the aircraft described herein.	
Model: STANDARD J-1 Eng. Type: OX-5	
Mfr. No.: 1000 Serial Capacity: 1	
Type: WING PLANE (Indicate if this is a new)	
This certificate is valid for three years from date of issue, unless it is renewed or replaced.	
Date: JULY 30 1935	
NOTE: All provisions of the Air Commerce Act and Regulations thereunder apply to this aircraft.	
THIS IDENTIFICATION MUST BE CARRIED IN THE AIRPLANE (OVER)	

The above is the identification mark assignment paper for owner Dale Walter’s Standard J-1 airplane. It was powered by a Curtiss OX-5 engine and was similar to a WWI Jenny. Dale was about 21 years old. Dale is Harold Walter’s uncle.



Wing Struts - Continued



Wisconsin Wing:

Don Volland reports receiving a letter from WI Wing member Chuck Heide regarding the passing of his wife, Kathryn. Chuck and Kathryn have been strong OX5 National and WI Wing supporters for many years. They have been very active in the Aviation Community in Southeastern WI and Northeastern IL. The OX5 WI Wing is privileged to have our running OX5 demonstration engine due to the generosity of Chuck and Kathryn. I would like to share this letter from Chuck with all of the OX5 members. Chuck - our thoughts and prayers are with you.

Speech

11-16-19

This afternoon we celebrated the end of our long relationship but I would like to tell you just how it started.

Shy and bashful that I was growing up I missed the good girls in my generation, and suddenly I was 32 years old and unmarried. But I had a cousin Alice Heide (god bless her) a teacher in the Kenosha Unified who knew Kathryn and wanted me to meet her. I had taken Alice up a few times, in the Tripacer, and she said to Kathryn "I have a cousin who has an airplane, would you like to go for an airplane ride?"

To which Kathryn said "would you be going along?" When Alice said yes, then Kathy said "well then I'll go with you"

Alice called me and said she had someone she wanted me to meet, and could we go for an airplane ride.

I set it up for 5:00 the next Friday (it was the 17th of May 1955)

Alice and Dorothy Gilmore obligingly got into the rear seat, and 10 minutes after I met Kathy, we were taking off the south Kenosha airport headed for Mitchell Field.

I called the tower, said I had three school teachers from Kenosha, and could we visit them. Yes we could, ---we had half an hour watching them direct traffic, then back to Kenosha.

That is how it all started, and thank the Lord for cousin Alice!

I gave this little speech at the dinner just before the pastor said grace

Folks: - We lost Kathryn on
11-1-19 - But it is nicer to
dwell on the beginning, than
the end. Chuck Heide



Wilbur's Waco Restoration

The Anna



(Our President, Rich Wilbur, has a web site <http://wilburswacorestoration.com/> and we will be featuring a portion of his information in the OX5 Newsletters in each publication. We hope that you will find this interesting.)

The Anna was owned and operated by Fred Moller, a pilot and flight mechanic for Pan American. The Anna (a 1926 improved Waco Nine) was first purchased by the Bennet & Rodebaugh Company. It was shipped to Fairbanks, Alaska by rail along with another Waco Nine in the late 1920s. The Anna, as a wreck along with two engines, was purchased in 1929 by Fred Moller. There were 283 Waco Nines produced from 1925 - 1927. At present, there are only nine Waco Nines, one hanging in the Pittsburgh Airport, one in the Waco Museum in Troy, Ohio, one at the Smithsonian Institute, one in Hood River Oregon at the WAAAM museum and one at Mid-America museum in Texas. The others are privately owned and are in various stages of restoration. The Anna was one of four Waco Nines to have the OXX-6 engine installed at the factory. The OXX-6 is a later model of the OX-5 but with dual magnetos and 100 hp instead of 90 hp like the OX-5 which makes it even more rare.

The only story I have found about Fred Moller was written by Jean Potter in a book called the The Flying North which she wrote in 1945 but was first published in 1972. Fred Moller arrived in Nome, AK at the turn of the century to look for gold in remote areas accessible only by air or dogsled. After several years of prospecting by hiking around he decided that he should learn to fly and get his own airplane. He took flying lessons in Spokane, Washington from Nick Mamer, but crashed on a solo flight, spending the next 18 months in bandages the first of dozens of near-death accidents. To make money for more lessons and to buy his own plane, Moller taught himself how to repair old motors. Eventually he became a mechanic for several well-known bush pilots, (which included Ben Eilsen), but he never gave up on learning to fly. He was far from being a "natural pilot" when he finally got his license.

He bought the Anna as a wreck and rebuilt it entirely on his own at the Fairbanks field where he lived in a modest shack. For two years he ran a passenger service to mining camps, sometimes panning for gold as part of his pay. In the winter of 1931, he got lost, ran out of gas and crashed the Anna for the last time and was forced to walk out. In Jean Potter's story, she wrote that Fred was so mad at having crashed the Anna, yet again, that he burned the wreckage before walking out to Big Delta, Alaska using one of the Anna's skis to carry his gear and a sack of mail. Fred Moller was later killed in a plane crash in 1944 near Nome, Alaska while working aboard a Pan American plane as a flight mechanic. The Anna crash site location remained a secret until Floyd Miller, an air taxi

The Anna - Continued

pilot in Northway, AK, with the help of the locals discovered it in 1965. At that time only the engine was removed from the wreckage and was brought to Northway by sled dog.

The possibility of finding the Anna was first sparked after a flight I made with Captain Jerry Chisum in 1994. I was flying for MarkAir as a First Officer and had shared my story with Jerry about my brother Bruce's desire to restore the Anna using the engine Floyd Miller had recovered from the crash site. Floyd Miller and Bruce became partners on the engine. The engine had been in storage since it was removed from the crash site. Bruce had started the overhaul of the engine prior to his death in 1988. My Brother Steve reassembled it for display and it is currently at the Alaska Aviation Heritage Museum in Anchorage, AK.

Bruce decided to use the blueprints he was able to procure from the Smithsonian Museum because he was told that the wreckage of the Anna was not worth recovering from the crash site. Bruce never knew the exact location of the crash site. After relating the story about the Anna to Jerry he told me that he had flown Floyd Miller to the crash site using his Super Cub on oversized tires. Floyd asked Jerry for help because he didn't currently own a Super Cub. Jerry said that they had donned hip boots and had walked about half a mile through the swamp from the gravel bar where they had landed. He said that it was so marshy that they had gone in over their hip boots several times. They found the wreckage of the Anna lying upside down in the swamp with only one ski sticking out of the water. Floyd hired some local residents to remove the engine and put it up on a platform of trees so it could be brought out after the ground had frozen. Dianne Miller, Floyd Millers widow, told me later that Floyd had a local resident of Northway bring the engine to Northway by sled dog in the winter as it was too far from the river bar and too heavy for them to move.

I have always wanted to finish Bruce's project in our family name and in Bruce's honor. I contacted the Alaska Aviation Heritage Museum located in Anchorage, AK in August of 2007 and explained to them my desire to finish the restoration of the Anna. Norm Lagasse, the director of the Alaska Aviation Heritage Museum was very excited by the prospect of the Anna being restored. It was decided that I would be the Project Director of the Anna and that the museum would help in the recovery, preservation and restoration. The museum is very unusual in the fact that they keep several of their museum aircraft registered and maintained in airworthy condition and fly them regularly. They currently have four flyable aircraft. Norm offered the use of their L-2 Taylorcraft for my use in locating the Anna.



Rich Wilbur

(More information in the next Newsletter)





Flown West



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

Ken Freiesleben - Active member of the WI Wing and EAA. Passed away on November 27, 2019.

Carl Griffin Belville - Mr. Carl Griffin Belville, 101, of Cartersville, Georgia passed away on November 15, 2019 at Assured Hospice in Cartersville after a short illness. Carl's OX5 ID Number is 13342.



Mr. Belville was born in Huntington, West Virginia to Homer Belville and Garlos McIntyre Belville on Easter Sunday, March 31, 1918. He graduated from Marysville High School in Marysville, Ohio in 1936. Four days after his graduation, he purchased his first airplane, an OX5 Waco 10. Mr. Belville worked as an airplane flightline mechanic in Port Columbus, Ohio. He worked as a private pilot, stunt pilot and crop duster on the side for four years before working for Culver Aircraft. He was also on loan to Aeronca Aircraft Co. as a test pilot.

Mr. Belville enlisted in the U. S. Army Air Corps during World War II and obtained the rank of Major. He served in the European theater and Africa flying single and multi-engine planes, including the Beech 18, B-25, C-45, C-47, and P-51 Mustang. He also flew a glider from France into Germany behind enemy lines during Operation Varsity to deliver troops and equipment.

Mr. Belville survived multiple severe injuries sustained from being shot down in combat, losing an engine to anti-aircraft fire during a glider tow, and from his C-47 being stuck by another C-47. He participated in Operation Varsity to liberate Holland. He also participated in flying Holocaust survivors from Germany into Belgium and Luxembourg. Mr. Belville was awarded the Distinguished Flying Cross Combat Air Medal with numerous clusters, among other decorations. His Air Force uniform is currently on display at the Greene County Historical Museum in Xenia, Ohio.

After World War II, Mr. Belville continued to work for the aircraft industry as a flightline mechanic, instructor, design engineer on experimental aircraft and as a test pilot. He was personally invited by Howard Hughes to be a test pilot for him in Culver City, California. Mr. Belville worked at Wright Patterson Air Force Base on military and civilian projects before retiring from the U.S. Air Force Reserves and Civil Service. Mr. Belville remained active traveling with family and organizing World War II reunions.



Donations



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

Leon B. Dick

Wayne T. & Sandra B. Gordon

Thomas Imrich

Jon W. Vanderhoof





OX5 Board Meeting Minutes Nov. 15, 2019



OX5 AVIATION PIONEERS

PO Box 769, Troy, Ohio 45373

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

Colorado Springs, CO Office:

8657 Coyote Creek Drive
Colorado Springs, CO 80924
Richard Wilbur, President

Troy Ohio Office:

PO Box 769
Troy, Ohio 45373
Patty Wagner, Treasurer

East Troy, Wisconsin Office:

N8680 Stone School Road
East Troy, Wisconsin 53120-2334
Donald Volland, Secretary

November 15, 2019 National OX5 Aviation Pioneers Board Meeting Minutes
Electronic Meeting Via Email Over The Past Ten Days

Roll Call:

Tim Pinkerton - National Governor - President - Responded
Patty Wagner - National Governor - Treasurer - Responded
Don Volland - National Governor - Secretary - Responded
Richard Wilbur - National Governor - Responded
Jim Beisner - National Governor - Responded
Sam Meek - National Governor - Responded
Lindsay Martin - National Governor - Responded
Dennis Yerkey - National Governor - Webmaster - Responded
Nicole Azzaro - National Governor - Responded

All nine votes responded - a quorum is required by the By Laws to allow for a legal meeting.

Order Of Business:

Item 1. Election of National OX5 President and Vice President. Governor Richard Wilbur was nominated for the National OX5 President position. Governor Nicole Azzaro and Governor Tim Pinkerton were nominated for the National OX5 Vice President position. All Nominations were seconded. The election results were as follows:

National OX5 President - Governor Richard Wilbur - 8 votes for and 1 vote abstained.

National OX5 Vice President - Governor Nicole Azzaro - 3 votes in favor

Governor Tim Pinkerton - 6 vote in favor

The By Laws require a simple majority. OX5 President Richard Wilbur and Vice President Tim Pinkerton will assume their positions (starting at this time) November 2019.

Officer And Governor Contact Information:

Richard Wilbur, President
8657 Coyote Creek Drive
Colorado Springs, CO 80924
719-439-8088
wacopink@yaho.com

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James Beisner, National Governor
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james.beisner@bright.net

**November 15, 2019 National OX5 Aviation Pioneers Board Meeting Minutes
Electronic Meeting Via Email Over The Past Ten Days - Continued**

Item 2. A motion was made and seconded to designate President Richard Wilbur, Treasurer Patty Wagner, Secretary Donald R. Volland, and Governor Jim Beisner as official signatures on the Financial Investment Account and the Financial Checking Account. The signatures of two of these Governors will be required for any withdrawals or changes to the Investment Account. One signature of one of these Governors will be required for any withdrawals or changes to the Checking Account. The motion was seconded and passed by a simple majority vote of the Governors.

This Meeting Was Officially Adjourned.

Don Volland

Donald R. Volland
National OX5 Secretary



Membership Renewal Time



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

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

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

✂✂✂ Cut On Line ----- Cut On Line ✂✂✂

G Check This Box To Have Your Newsletter Sent Via Email

<i>PRINT YOUR NAME AND ADDRESS HERE</i>	Dues Renewal \$ 30.00 (Your Next Membership Year Is Jan. 1 - Dec. 31, 2020)
Name _____	My donation is _____
Street _____	Total Enclosed \$ _____
City _____	
State _____ Zip _____	
OX5 Membership Number If Known _____	
Email _____	
Home Phone _____	
Cell Phone _____	

Web Site: www.ox5.org

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



Web Site: www.ox5.org

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