KANSAS WING
OX5 NEWS

Harold Walter President	2019	Harry Clements Membership	2018
Dale Krebbs 1st VP	2018	Bobbie Walter Governor	2018
Joe Latas 2nd VP	2020	Doug Moler Program Chair	2019
Jay McLeod Secretary	2018	Sam Snyder Governor	2019
JoAnn Bailey Treasurer	2020		

JUNE 2018 – VOL 2 HAROLD AND BOBBIE WALTER PLUS JOE LATAS, EDITORS

OX5 AVIATION PIONEERS *KANSAS WING*

2:00 PM ~ PROGRAM
LARKSFIELD PLACE
SATURDAY, JUNE 23, 2018

LARKSFIELD PLACE
7373 EAST 29TH St North
Wichita, KS 67226

Meeting/Program: The meeting will be held at Larksfield Place located at 7373 East 29th Street North. It is between Rock Road and Woodlawn, and on the south side of 29th. Park in the lot west of the main entry. Meet in the auditorium. Enter the lobby front door, or the west entrance. The auditorium is located just inside and to the left of the west welcome door. The program is open to OX5 members, guests and also for those who are interested.

Program: The program will be a presentation by Ken Adamek with the title "B-36/B-58 REVERSE PIGGY-BACK". The B-36 Peacemaker is the worlds largest propeller driven intercontinental bomber. The B-58 HUSTLER is the first supersonic jet bomber. This project took place in 1956–1957 at which time Mr. Adamek was a Senior Test Engineer in the Engineering Test Lab at CONVAIR-Ft. Worth Division of General Dynamics.

Mr. Adamek is an Electrical Engineering graduate from Kansas State with graduate work at SMU. His career includes: Senior Test Engineer for Convair/General Dynamics; Program Director and Quality Assurance Director for Rockwell International; QA Director for Hydril Company; Vice President of Intertek Services Corporation;

Consultant; Program Director for Boeing/North American. Mr. Adamek was a Registered PE and has 36 years in aerospace and 4 years in oil/gas experience. He has served on the Boards of Directors for Cowley County Farm Bureau and Sumner-Cowley Electric Coop.

President's Message: Harry Clements gave an excellent presentation at our last meeting about the development of the OE-2 developed by Cessna for the Marines. The quality and characteristics of that airplane were so good that I am surprised that our military did not order many more of the OE-2 airplanes. More about it noted on down in this newsletter.

We are lookinng forward to Ken Adamek's presentation of Convair's B-58 and the B-36. Ken was so close to the development of the system that his presentation promises to be very interesting.

At our recent board meeting, proposal was made to develop a display to enhance the presentation of the Curtiss OX5 engine located at the Kansas Aviation Museum. That particular engine belongs to the Kansas Wing of OX5 Aviation Pioneers. Dale Krebbs gave an excellent suggestion for the display. We are following up on this opportunity.

Bobbie Walter fell January 8, and was jprogressing very well. Unfortunately she fell again on May 30. Both were quite unfortunate. She is again progressing very well.

I hope to see you at our June 23 meeting, again at Larksfield Place (2:00 PM).

Harold Walter, President KS Wing OX5 Aviation Pioneers

Secretary's Report: Those prresent at the board meeting were Harold Walter, JoAnn Bailey, Dale Krebbs, Harry Clements, Joe Latas and Jay McLeod.

President Harold Walter opened the board meeting mentioning the recent presenting, by the FAA, the largest group of Wright Brothers Master Pilot Awards ever make. They consisted of twenty pilots from the Wichita and Valley Center areas. Harold Walter, Jay McLeod and Doug Moler were members receiving the award. Harry Clements had previously received it. The award is basically for fifty years of flight safely as approved by the FAA.

An earlier presenation of colored pictures of art work of OX5 powered aircraft that had been prepared by Doug Moler was mentioned.

The following aircraft are included.

1916 J-1 Standard
1919 Curtiss MF flying boat
1919 Curtiss Oriole
1920 Laird Swallow
1924 New Swallow
1925 Travel Air 2000
1926 American Eagle
1927 Fairchild KR-31
1928 Bird Biplane
1928 Curtiss Robin

The above are all commercial aircraft which accounts for the absence of the JN-4 Jenny in the list. This attests to the importance of the OX5 engine to early commercial aviation.

Harold mentioned the responsibility for rotating the OX5 engine located at the Kansas Aviation Museum, had been accepted by Jay McLeod. This involves lubricating the cylinder walls and periodically rotating the engine about once each month.

Dale Krebbs has been confirmed as First Vice President of the Kansas Wing. Dale has proposed an exhibit promoting OX5 for display at the museum. Since so many people are unfamiliar with the OX5 and its importance to the development of early military and commercial aviation this may help attract new members. It will also be a history item for the museum. We are fortunate to have a member of our Wing staff as gifted as Dale to prepare such a display.

Our next membership meeting is scheduled for Saturday June 23 at Larksfield Place – time 2:00 PM. The program will be Ken Adamek with the B-36/B-58 Reverse Piggy-Back. Other possible programs were discussed.

The meeting was adjourned.

Jay McLeod, Secretary KS Wing OX5 Aviation Pioneers

Treasurer: Please mail or see JoAnn Bailey to pay OX5 Kansas Wing annual dues of $10. Please note that the fiscal year begins on January 1.

JoAnn Bailey
1736 S. Emporia
Wichita, KS 67211

JoAnn Bailey, 316-258-495

OX5 National dues are $30. Make check payable to *OX5 Aviation Pioneers*, and mail to:

OX5 Aviation Pioneers
PO Box 769
Troy, Ohio 45373

Harry Clements – OX5 April meeting: Harry gave an excellent presentation titled "The Marines Needed a Few Good Planes" with subtitle "The Amalgamation of Cessna's OE-2". Needed was more protection from enemy fire, more speed and more range than that of the Army's L-19 Liaison aircraft. It would be certificated under the Utility category of commercial aircraft. There would be 25 of them. Cessna was offered the opportunity to provide a modification of an existing configuration, so as not to be competed. If the specification was not met a contract would not result. With such a small quantity of units expected,

major parts of existing models, could be mated to an L-19 fuselage with a Model 180 wing and with a new engine and its compartment, plus an enlarged tail did the job and got the contract.

Photos by Dale Krebbs

Harold Walter: A few airplanes have been stalled at an extremely high angle of attack. Some of these angles have been approximtely 90^{o}, meaning that the pitch attitude of approximately level to the horizon. Some did not recover.

During the design phase, it should be determined that the nose down pitch control provides a nose down pitch, even with the aircraft at these very high angles of attack.

A stick-pusher provides some safety to avoid the high angles, but not all airplanes have the stick-pusher. Also, there are possibilities for entering the high angles, such as by overpowering the pusher, a strong downburst, etc.

During a test, I had the occasion to be in the situation mentioned. The aircraft had no specific nose down controllability. The airplane performed a slow dynamic pitch oscillation, that fortunately was divergent.

The aircraft should not be able to maintain these high angles, and should be able to pitch quickly out of the situation.

Harold Walter gives special thanks to the Members and Officers for their support to our OX5 organization.

If you know of someone who should be getting our newsletter, but isn't, let Harold Walter know.

Saturday, May 19, "DOUG MOLER" had a fly-in at his hangar at High Point, Valley Center. It was EAAs annual fly-in

luncheon and open to all friendly pilots! It started at approximately 10:00AM and lunch was served at noon. Favorite covered dishes were brought by attendees. The EAA provided hot dogs. It was a lot of fun and there were some really neat airplanes. The weather was perfect.

Boeing B-29, “Doc”, prepared for flight, etc. Photos by Dale Krebbs.

Cessna Caravans at Milford Sound Airport (NZMF), New Zealand -- photo courtesy of Mariella Roth-Walraf, demo pilot, Textron Aviation. You may remember the in-flight picture of Milford Sound in our last newsletter. This is the way it looks from the ground.

King Air 250 and Citation M2 in Foz do Iguaçu with a thunderstorm being illuminated by the setting sun -- Photo courtesy of Tony Paolucci, demo pilot Textron Aviation

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Harold Walter: Several years ago, at the request of Beech Aircraft, I wrote a report that stated desirable quantitave handling qualities to be applied to future aircraft developed by Beech. The requirements were to be met, and if they could not be met, they were to be approved by the Engineering Vice President in consultation with others spelled out in the report. The report was to be available to only a small number of persons.

Included in the report were control forces for nose-wheel rotation for takeoff, rotation speed, control force per G, out of trim due to power and flap deflections. Also included for some of the items was definitions of the method for performing some of the tasks.

One goal was to cause the airplane to be more natural and pleasant to handle. The items were to be applied to aircraft at maximum gross weights less than or equal to 12,500 pounds. It is interesting to find that in spite of the tight control, the report is in the hands of others.

Tandem skydiving drop; comments anybody - photo courtesy Michaels Emeis, Pilot