

KANSAS WING **OX5 NEWS**

Harold Walter President 2023
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Doug Moler Programs 2022
 Dale Krebs Marketing 2025
 Bobbie Walter Governor 2025
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SEPTEMBER 2021 – VOL 3

HAROLD AND BOBBIE WALTER PLUS JOE LATAS, EDITORS

OX5 AVIATION PIONEERS KANSAS WING

With COVID-19 virus restrictions still in place, we will continue to delay OX6 Board meetings and all-membership meetings until the virus is significantly alleviated. . We follow the rules, and will do more if necessary.

Meetings: The OX5 Kansas Wing Board and general meetings continue to be delayed as commented on above.

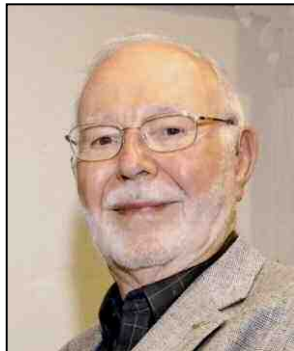


Photo by
Paul Bowen

We also have been quarantined for eating with someone who later tested positive for the virus. Thanks to vaccinations, we felt relief that we tested negative at the end of our quarantine. Also due to the virus, lack of activities board tenure has been extended by one year as of January 1, 2022

I think you'll enjoy the article in this issue about the biplane that Dick Curtis has built.

President's Message. :I hope that all of our members and readers of this newsletter are doing fine against this pandemic.

My wife, Bobbie, and I celebrated our 70th wedding anniversary June 10.

Thanks to Dale Krebs for the photos and coordination of the article. Also, thanks to Dale for his continuing support of the interesting aviation articles for this newsletter.

Harold Walter, President KS Wing OX5 Aviation Pioneers

Secretary's Report:: Although Jay McLeod is 100 years of age, he has the activity and stamina of a teenager ---- maybe an older teenager. .



Jay W. McLeod

Jay McLeod is Secretary of the KanSas Wing of OX5 Aviation Pioneers

Treasurer: Please mail or see Treasurer, JoAnn Bailey, to pay OX5 Kansas Wing annual dues of \$10. Please note: The fiscal year began on January 1.

JoAnn Bailey
1736 S. Emporia
Wichita, KS 67211
JoAnn Bailey, 316-258-4956

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

OX5 Aviation Pioneers
PO Box 769Z
Troy, Ohio 45373

Tractor & Pusher: By Harold Walter

When I was a kid, back in the 30's, we had a name for airplanes with the engine forward and propeller pulling. There was another name for engines aft with the propeller pushing. The names were *Tractor* and *Pusher*.

The *Swallow* airplane was originally called the *Tractor*. When the *Swallow* first flew, an observer exclaimed, "There she goes, just like a swallow." As a result the name *Tractor* was dropped and the new name became *Swallow*.

I think that the tractor description was simply in reference to a configuration similar to the engine location mounted like the *Tractor*.

The *Swallow* was well known in the early days of aviation. It was the first commercial production airplane.



Photo by Dale Krebbs

Replica of *Swallow*, constructed just like the original *Swallow*. This airplane is located in the Kansas Aviation Museum. The engine is a Curtiss OXX-6

Dick Curtis' Biplane – SKYOTE

Dale Krebbs comments that he enjoyed an afternoon with Dick Curtis in Valley Center to see his new biplane fully covered and beautifully painted.



All aluminum aircraft built by Dick Curtis

Dale further says the following:

“The last time I was with Dick, he had completed building this all aluminum biplane and was ready to cover. He built every part except the ribs in the wings. Wow! This is a fully aerobatic airplane with swept wings. Dick says the plane snap rolls much faster with swept wings. :)”

I took a lot of photos including one as he passed overhead. The photo session was put off for three days due to the rains, but was perfect for photos with cumulus clouds.

Dick purchased the plans for this 1937 design called SKYOTE, and began building. He is very particular with every detail, and it shows.”

It's always nice to have the story that these articles, including photos, present for our newsletter. They are interesting to all of us.



The Aeronca C-3 By Harold Walter

My uncle Dale probably sparked my interest in airplanes after he had built and flew a Heath Parasol when he was 18 in 1928. In later years, I was fascinated by the aircraft stories that I heard from others.



Above photo: Dale "Red" Walter with the Henderson powered Heath Parasol he built. His first solo flight was in this airplane after receiving dual instruction in a Curtiss Jenny owned by Jim Knight.

In 1944, when I was 16, I rode in Cousin Carl Walter's airplane, and he let me fly it a little. Dale said, "You need an airplane. Let's get one."

In 1944 we put an ad in Tade-a-Plane and ended up buying an Aeronca C-3 built in 1935. The owner, Wilbur Staib, from Diamond, MO, agreed to ferry it to Carl Walter's airport in Sedan, KS for \$10. Unfortunately, during landing at Carl's airport the top wire of a fence was clipped. The airplane flipped over, damaging the right wing, the propeller, and the carburetor.

We bought it at a reduced price, and proceeded to repair it, completing the restoration in August 1945. The airplane had a tail skid and no brakes.

I soloed the C-3 in August 1945, and flew it several years.

Preparation for flight included squirting a little oil on the valves. After takeoff, the oil deposited itself on the windshield. A rag, carried in the baggage compartment was used to clear the windshield. Before landing, windshield clearing was again necessary.

It was difficult to taxi in Kansas winds. The airplane always tried to weathervane into the wind. The tail skid caused enough power to be required pass over the empennage that some slipstream passed over the tail. In very light winds there was some pilot control. A propeller blast on the tail while applying full nose down elevator would lift the tail enough to change the heading, again in light winds. Sometimes it was necessary to get out of the airplane and turn the airplane around, or aim it in the desired direction. Getting out of the airplane and aiming the airplane slightly downwind would allow progress in crosswinds. The airplane would turn into the wind, as taxi continued. It was then necessary to do that again. The path to the end of the takeoff runway would often be cusped when taxiing in cross winds.

Brakes and a tail wheel were installed later, which resulted in much easier ground control. The loop in the top of the control stick was removed, resulting in a standard stick configuration.

The C-3 had no airspeed indicator. Judgement of the airspeed was a combination of the feel of the controls and the sound of airflow. At idle power, the sound of the engine at low speed was another clue. Airspeed evaluation was basically intuitive.

In flight, the rudder and elevator forces were excellent. The aileron forces were quite high, probably helping minimize adverse unintentional stall characteristics.

Approaching the stall and decelerating slowly would result in a quick roll-off near the stall as one wing would stall early. If the pilot sensed the point of roll-off, a quick continuation of elevator input would cause both wings to stall simultaneously. The stall would then be satisfactory.

Spins were performed in the C-3. Only two turn spins were applied, mostly because no information could be found about the spin characteristics. I found the spins and recovery that I did to be satisfactory.

Landing the airplane without an airspeed indicator, could be tricky, trying to judge airspeed, but experience prevailed and approaches became much easier.

Landing on sod runways was nice in the sense that a little grass could be heard clipping against the tires just before touchdown. This was a reward for performing a smooth landing.

The engine originally had a full-time carburetor heat system. Dale Walter changed the system to one that could be turned off or on. The inside cylinder walls were chromed by a special process. The combination increased the engine power somewhat.

The cruise speed was fairly fast when compared with other airplanes in its category. It did

remarkably well considering the low 36 BHP rating. I found that flying near a 65 horsepower J-3 Cub, the C-3 was faster. Also, the C-3 was found to be faster than a 40 horsepower Taylorcraft.

Rate of climb between the J-3 and the C-3 were similar. The climb airspeed was faster for the J-3, but the altitude change was about the same for a given time.

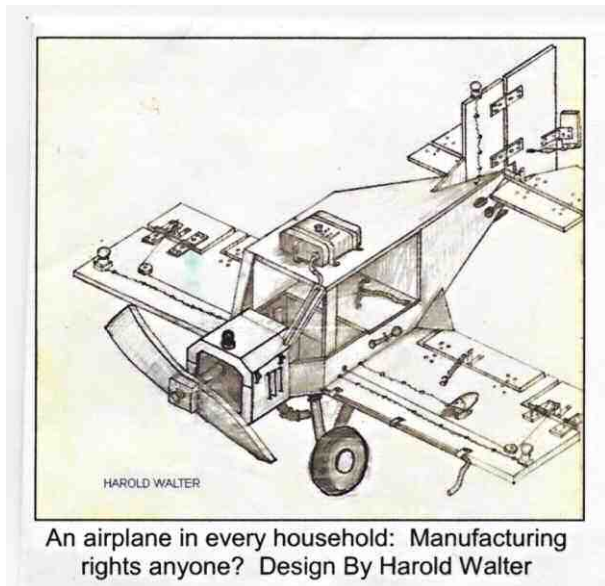
I found that there was a little extra engine roughness from about 2250 to 2350 RPM. Recommended cruise RPM was 2400. I generally flew at 2200 or 2400 RPM. At lower RPM it was necessary to operate similar to a glider, taking advantage of rising air currents.

The cockpit was snug, but we were young, thin and relatively light weight. We accepted the fact that we didn't sit shoulder to shoulder, with one person leaning forward a little more than the other.

There was a thick pad above the instrument panel. It was necessary to lower your head in order to read the instruments. When taxiing it was necessary to "S" turn a little, and also get the head close to the side.



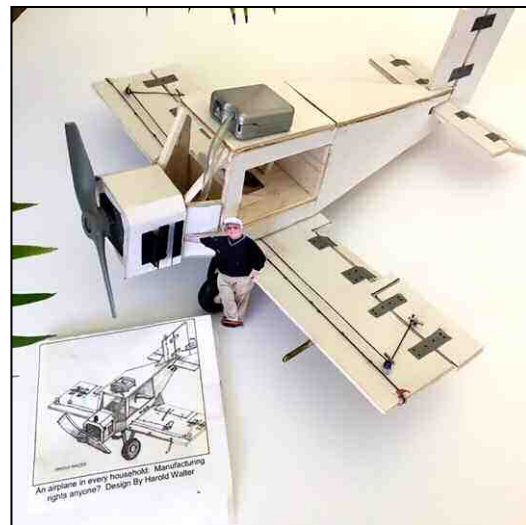
Simple Aircraft Design Project: This project began with a sketch created by Harold Walter. Simplicity was the goal for the sketch.



Dale Krebbs created a model based on the sketch. He drew up plans in order to ensure that all pieces fit together. It's great that he was able to do all of this with only a sketch.



The model components built by Dale shown here are ready to assemble. The parts look great. At this point it looks like it will go together just fine.



Dale (above) and Harold hold and examine the model. Next step: build a full size mock-up and then the full size prototype. Pilots will clamor to fly it, Ha! You, the reader, don't think so?