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May 2012 – VOL 2 HAROLD AND BOBBIE WALTER, EDITORS

OX5 AVIATION PIONEERS KANSAS WING

**NOON LUNCHEON AND FLY-IN
 DOUG AND SABRINA MOLER’S HANGAR
 VALLEY CENTER’S HIGH POINT AIRPORT
 SATURDAY MAY 19, 2012**

A fly-in event has been planned for Captain Doug and Sabrina Moler’s hangar at Valley Center’s High Point Airport. The date is May 19. EAA’s Chapter 88 has planned the event, and Doug has invited our OX5 group to attend, also. Many of us are both OX5 and EAA members.

We’ll have a pot luck luncheon. The meat will be furnished. Please bring a covered dish.

These events have occurred several times, and they are always great. I hope to see all of you there. See page 5 for directions.

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President’s Message: The Kansas Wing meeting was held at NCAT (National Center for Aviation Training) on March 22. We had a good lunch in the cafeteria, and then a special tour of the facility. It has up-to-date equipment. There was such a good response of those who wanted to attend that we asked for two tour guides. The resulting cold, cloudy and rainy weather, plus having the event on Thursday resulted in one guide to be needed.

Our co-meetings with EAA Chapter have been very good.

Even though OX5 is interested in the history of aircraft, it seems that aircraft history is being made continuously. Airplanes and airplane features are as interesting today as they were in the beginning of the 20th century – at least they are for me. I’m always interested in improving an airplane’s performance and handling characteristics.

Several members and close friends have gone West this spring. All of those persons are very much missed. A short write-up about them is included in this newsletter.

The OX5 National Reunion is being sponsored by the Ohio Wing, James Beisner President. It will be held in St Louis. Arrival will be September 20 with events on Friday the 21st and Saturday the 22nd. The Creve Couer Airport is close. Special hotel rates have been obtained at \$69 per night.

It’s time to nominate someone for an Award. Several awards are possible, including Hall of Fame. George Vose is Awards Chairman. Cheryl Dewey receives nominations for Governor. I have sent copies of these forms to you by email. The dead line for nominations is a postmark date of

July 1. Put forth your best effort and turn in nominations.

Harold Walter, President OX5 Kansas Wing

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Secretary Report: A board meeting was held at Harold and Bobbie Walter's house Saturday afternoon, April 21.

Trudy and our Secretary, Jay McLeod's children were visiting them. Kathy from British Columbia, and Dr. Alan from Memphis, Tenn.

General business and next meeting were prime topics. **Jay McLeod, Secretary OX5 Kansas Wing**

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TREASURER, JoAnn Bailey's message: Please mail or see JoAnn Bailey to pay OX5 Kansas Wing Dues of \$10.

JoAnn Bailey
1736 S. Emporia
Wichita, KS 67211

National OX5 Aviation Pioneers dues payment of \$30 should be sent to:

OX5 Aviation Pioneers
Attn: Member Services
PO Box 18533
Pittsburgh, PA 15236-0566

JoAnn Bailey, 316-258-4956

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NCAT (National Center for Aviation Training) had an open house Thursday April 19, 3:00 to 7:00 PM. The facility operates in conjunction with Wichita State University and NIAR (National Institute for Aviation Research). College credit can be obtained .

Many people attended the open house. A lot of modern equipment was noted, plus several aircraft and aircraft components. It is refreshing to note the new building, cafeteria, materials and hands-on student opportunities.

Mike Riggle, facing camera in next picture, is showing the attack version of the Hawker/Beechcraft T-6A aircraft at NCAT's open house.



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Aviation photographer Paul Bowen is well known over the world for his aviation work. His photography is a work of art. He and his wife, Gail, are going to market some of his work as a new fine art within their Paul Bowen Photography business.

The main interest of their company is aviation photography. They have published books, posters, note cards and calendars, and stock photography. "The mediums have changed," Gail says. "There's more options of fun things to do." That could be textured layers or photos on metal and canvas.



Their first gallery show was from 6 to 8 p.m. April 27 at Artworks in Piccadilly Square at Central and Rock Road. Three of Paul's work was previously displayed, and Artworks owner, Reuben Saunders, said that they immediately sold.

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The Kansas Aviation Museum was visited by Harold Walter a few days before the tornadic winds. A few interesting pictures were taken, and are shown on the following page.

The Laird Swallow was recently completed. It has an OX6 engine installed, and also a few clear panel coverings in order to view the interior construction.



E. C. "Easy" Manny is building a cut-away radial engine for demonstration of the components and rotating operation of radial engines.



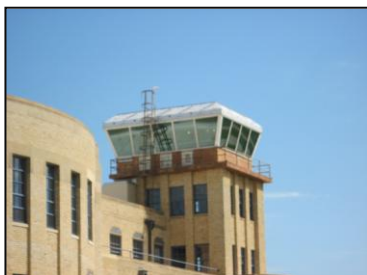
Merle Walter is building a component for the Kansas Aviation Museum. A propeller hub was recently built for the Laird Swallow's OX6 engine.

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THE KANSAS AVIATION SURVIVES TORNADO

Photos & info by Sam Snyder

The tornado that struck on the 14th of April gave the Kansas Aviation Museum a glancing blow. The major damage to the



building was the loss of the copper roof of the control tower, which also gashed the membrane of the main building on the way down. The membrane under the copper prevented any water damage, however. There was only one pane of glass broken in the building.



The lumber storage trailer behind the restoration shop was flipped over, and a storage trailer on the ramp was gashed by flying debris.

Of the airplanes displayed outside, the worst damage was to the Cessna O-2B. Its tie-down chains were broken or uprooted and the airplane was flipped upside down.



It was pretty much destroyed – everything was bent or broken. When news of the disaster got out, Director

Lon Smith was deluged with offers to buy the wreckage. One man even showed up with a trailer, ready to cart it away. However, the airplane was on loan to the museum – it is owned by the U.S. Air Force Museum in Dayton, Ohio. Lon doesn't know yet whether they will send a crew to pick it up or we will have to deliver it to them.



Other airplane damage was to the only other one tied down – the B-47. Damage was to the #1 nacelle, and the new tiedowns.

Several airplanes were shifted around. The KC-135 tanker was rotated 180



degrees from its original position. The airstair blew into the Beech Starship and damaged its flaps and ailerons.

The Prescott pusher plane was damaged by flying debris. Since it is a one-of-a-kind airplane, replacement parts are not available, so its future is questionable.



The next Wednesday after the storm, the restoration volunteers went to work making larger wheel chocks for the airplanes on the ramp. The long ones shown are for the dual wheel gears and the shorter ones are for single wheel gears.



Near the machine shop, two large pine trees were blown down.

By applying what we learned from this storm, we can hope to reduce the effect of future storms.

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Jack M. Phelps passed away Saturday, April 7 after a brief illness. He was retired from the Wichita Public Schools system.



Jack was noted for being able to “fix anything.” Jack’s capability was a major benefit to the Kansas Aviation Museum, where he volunteered. Jack was a very good model airplane builder, and his aviation emails were great.

Tommy George passed away Tuesday, March 27. He served in the US Army and Air Force. He was a veteran of World War II and the Korean conflict. Tommy is survived by his wife, Marilyn George, plus neices and nephews.

Tommy lived on High Point Airport, and had a hangar and airplanes. Harold Walter recently learned that Tommy had taken flight instruction from his cousin, Carl Walter, who had the airport at Sedan, Kansas.

Ed Merkel passed away at 3:30 PM Monday afternoon, March 12th. Ed is one of the early EAA Chapter 88 members. He retired as an Aeronautical Engineer from Learjet, Cessna and Boeing.



Ed, designed and built the Merkel Maverick biplane that was featured in Sport Aviation magazine several years ago and he most recently completed a book titled Check Six.

We will all miss Ed for his wit, personality, design ability and service to America.

Information received from Bonnie Johnson Merkel is wonderful. Ed is getting well earned full Air Force Honors on July 23rd at 3:00 PM at Arlington National Cemetery.

Clifford E. Donnelly flew west April 3. Cliff was a long time OX5 member. He was a member of the Cessna Flying Club and was a Chief Test Pilot. He also was in the tool and die department at Cessna. Cliff often flew a Cessna to the OX5 National Reunions. At a recent reunion in California Cliff received the Hall of



Fame Award. His daughter, OX5 Member Rose Collins, attended many of our OX5 meetings. The preceding picture shows Mort Brown

(left) and Cliff Donnelly (right) with a Cessna 180. Both have been Chief Test Pilots at Cessna.



Willis B. "Blackie" Rains, 90, went west April 2, 2012. He was retired with 43 years service as a facility engineer at Boeing. He was a B-17 and B-29 pilot during WWII. Survivors are wife of 66 years, Mary Jane and family.

Additional information was received from Merle Walter. "Blackie was a prisoner of War in Germany for a few months. He weighed less than 90 pounds before getting out of there."

"He preferred building things in-plant and Merle worked with him on numerous projects. We would discuss his needs and Merle would sketch something up for the shop to work with. He helped survive some mighty lean times when Boeing was between programs – in experimental."

"At the Kansas Aviation Museum, Blackie looked after the OX5 engine, rotating it and lubricating it, about once a month, to prevent it from seizing. Finally, the task became too much for him and he had to quit. He needed to look after his wife, Mary, as well."

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Harold Walter was checked out in a Cessna 170 in 1955 by Cliff Donnelly. Cliff said, "Do you want to see how it spins?" The initial spin response was inverted as with the airplane following an arced path as it pitched nose down. The J-3 Cubs seemed to quit flying forward and began the spin vertically. Contributing to that sense was the airspeed indicator reading. As the Cub stalled the inaccuracy of the airspeed indicator caused it to read zero at that point. Harold remembers an instructor pointing out that characteristic.

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Captain Doug and Sabrina Moler's hangar location: At the intersection of 85th street north and Seneca turn north a short distance to Hawthorne Street. Turn east on Hawthorne. You're on High Point Airport. Hawthorne turns north, and when you come to #22 on the east side of the street, that's Doug's place with the hangar behind the house.

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Chinese YAK model at Stearman Field



Jim Smith's RV-6. Jim tests many significant mods on his airplane. Note the propeller and the wing tips.



The Citabria is the modern version of the Aeronca C-3.



Cessna 120 at Stearman Field



A great horned owl flew into an upper window of the Walter's house the recently. The owl was initially sprawled out on the concrete below, but gradually pulled itself up. We swept broken glass from around it, but didn't bother it. We left it alone, and after about 1½ hours it flew away.



The window is double pane, and thick glass. Only the first layer of glass was broken. Note the impact point. Eyes and beak can be detected as well as the location where the owl's feet hit the window. It was easier to detect visually.

From: Harold Walter, OX5 KS Wing Pres
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