



Harold Walter President 2016  
 Sam Snyder 1st VP 2015  
 Joe Latas 2nd VP 2017  
 Jay McLeod Secretary 2015



JoAnn Bailey Treasurer 2017  
 Bobbie Walter Governor 2015  
 Doug Moler Governor 2016

JUNE 2015 – VOL 2

HAROLD AND BOBBIE WALTER, EDITORS

# OX5 AVIATION PIONEERS KANSAS WING

NOON LUNCHEON  
 DEFAZZIO'S ON NORTH AMIDON  
 SATURDAY, JUNE 20, 2015  
 11:30 AM

The OX5 Aviation Pioneers meeting will be held at:

Defazzio's  
 2706 North Amidon  
 Wichita, KS 67204

From 21<sup>st</sup> go north on Amidon, one block past the first traffic light, and it's in the mall behind the service station.

We have used Defazzio's before, and have been very pleased with their support, and the food is reasonably priced.

**Program:** The program will be about Harold Walter's contribution and impressions of the Beech Starship. Harold, as an aerodynamicist, worked closely with Flight Test during the

development, certification and flying of the Starship.

**President's Message:** We were pleased to have Dr. Bill Wentz as our program speaker.



The audience was attentive and found it to be a very interesting topic. We are

interested in having this world be as "green" as we can practically make it. The world is our home and we want it to last, providing a healthy environment.

I hope to see you at the next general OX5 meeting when the program will be about my part in the development and certification of the Beech Starship – being there just after the 85% scale Proof of Concept (POC) model had been built by Burt Rutan, until about the time of certification of the Beech built airplanes.

A special Thank You to our our National OX5 Aviation Pioneers organization. A check has been received from that office, to be used to help support our newsletter. It is very much appreciated, and will help significantly with those costs.

Let's have a great year for our OX5 group.

**Harold Walter, President KS Wing OX5 Aviation Pioneers**

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**Secretary:** The Kansas Wing of OX5 held a board meeting at the Walter's home Saturday June 6, 2015. Those present were:

Harold and Bobbie Walter  
Joe Latas  
Doug Moler  
Jay McLeod

Wing President, Harold Walter opened the meeting with a brief discussion of our next membership meeting. The date of the meeting was set for Saturday 20 June, 2015 to be held at DeFazzio's Restaurant after other options and dates were eliminated.

The program for the meeting was discussed and it was decided that Harold

Walter would talk to us about his experiences with Beechcraft's Starship during its flight testing and development of the aircraft's aerodynamics and flight characteristics. These were activities in which Harold and his people had an important role.

Another major aviation event recently was the completion and opening of Wichita's new 225 million dollar Dwight D. Eisenhower Airport Terminal. The first day of flight operations was Wednesday June 3, 2015. **Jay McLeod, Secretary**

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**TREASURER, JoAnn Bailey:** 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, 316-258-4956**

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

OX5 Aviation Pioneers  
% Janet Barnard, OX5 Treasurer  
PO Box 769  
Troy, Ohio 45373

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**Doug and Sabrina Moler** hosted an EAA fly-in at their place at High Point (Valley Center) on May 9. Our OX5 group was also invited to attend. Those fly-ins are always interesting, with a lot of flying and his hangar is a great museum. Unfortunately, the rain prevented flying, but there is always something interesting to do in the big, neat museum hangar.

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**Tex Donaldson** gave an excellent presentation of Airplane Accident Investigation at the Kansas Aviation Museum Thursday June 11. There was good attendance and audience participation.



Tex Donaldson in the Hall of Fame room  
– Kansas Aviation Museum

Tex mentioned that accident locations were usually in hard to reach places, adverse temperatures, wild animals, etc. Harold Walter was reminded that one January, he went with Tex to an airplane accident in the Caribbean. The airplane had been pulled from the ocean to the shore. Ten years later, he visited when on a cruise. Walking by the hotel, he

stopped and talked to the person behind the desk. He was remembered by her.

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**Our OX5 Kansas Wing** had a good turnout at our April meeting. Dr. Wentz's talk concerned energy efficiency, and included a very recent installation of special solar panels at the University United Methodist church. Bill Wentz had a lot to do with this acquisition and its application.



Dr. Wentz's experience as an Aeronautical Engineering Professor, Director of NIAR, and other factors was apparent in the interest of the audience and participation thereof.



Dr. Wentz shows his all electric car. A typical wet-cell battery is included to operate smaller items. A small solar panel

is included to maintain the small battery charge.

There is a lot of renewable, and safe energy available on this earth, and it is in various stages of progress. Development of a better storage system can improve the useage, with less demand for timing. Dr. Wentz is truly a “green” advocate, as we all must be.

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**Engine failure after takeoff:** There’s a lot that has been discussed and written about turning back after takeoff, in the case of engine failure. It is surprising about the amount of altitude loss after failure. Getting the nose down and turning 180 degrees or more takes quite a bit of altitude.

A lot has been written about trying this at altitude. I haven’t heard much about doing it beginning with takeoff climb power and low airspeed. If you try this, be aware of the effect upon the engine of suddenly decreasing the power from climb to idle. Damage has been done to heat exchangers, etc. in doing this. The engine chop should be gentle.

Your editor had an engine failure in this situation. It seemed like there was plenty of altitude, but just as the airplane completed about 190 degrees, the airplane was on the ground. It worked, but having more altitude than thought needed was the reason for success.

If an accident is immanent, crashing while headed into the wind is safer, because of the lower ground speed. An airplane at 70 knots in a 20 knot headwind has a

ground speed of 50 knots. In a tailwind, the speed is 90 knots. The energy ratio for this scenario is almost 2:1.

Early pilots, for instance Clyde Cessna, crashed into the wind in his first 12 attempts at flight. He hadn’t learned to turn downwind. If he had learned to turn and had those crashes in a downwind direction, he would have been more seriously hurt.

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**Food for thought:** Wind blowing across the ground is retarded somewhat by the ground friction – a boundary layer effect. When taking off into a 20 knot wind, measured on the ground, the wind velocity will increase as the airplane climbs into the wind. This allows the pilot to apply a small increase in pitch attitude in order to maintain airspeed, thus providing a small increase in initial takeoff climb rate. It is a noticeable amount. If a turn to downwind, is made before climb has been completed, and ground wind gradient is still effective, it will appear that turning downwind causes a loss of climb rate.

On the other hand, when approaching to land, as the airplane descends, it approaches the ground gradient. This is a reduction in airspeed. Typically, the effect is hardly noticeable, because the pilot is decreasing airspeed for the landing anyway.

Harold Walter wants to thank the members and especially the Officers for their support and contributions to our OX5 organization.
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## **Daniel Bateman, new Executive Director for the Kansas Aviation Museum**



The aviation museum has announced that Daniel Bateman has accepted the position of Executive Director at the Kansas Aviation Museum.

Mr. Bateman is most recently the former Executive Director for Spaceport Sheboygan, in Sheboygan, WI. He is an authority on Space Shuttle and International Space Station history and operations. His extensive work within the space museum community makes him an excellent resource for local and regional media on a variety of aerospace topics. In addition he is a professed "aviation aficionado" who has long been interested in and studied the history of flight.

"After spending the past 20 plus years working around museums and the aerospace industry, I am excited and proud to be joining the Kansas Aviation Museum," Bateman said. "The Kansas Aviation Museum holds the history of aviation in Wichita and Kansas within its walls. I look forward to working with the staff, volunteers, Board of Directors, and supporters of the museum. Building on the past success of the facility and taking it into the future, we will all ensure the Museum accurately portrays the importance of Wichita to the aviation community."

This information was sent out by the Kansas Aviation Museum.

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**Janet S. Yoder**, 73, retired ACS Nurse Anesthetist and private pilot, died Sunday, May 24, 2015. A Memorial Service for her



was held at 10 a.m. Thursday, May 28, 2015, at St. James

Episcopal Church. She is survived by her husband, Donald Yoder. Janet's pilot ratings included Private, Commercial, Instrument and

Multi engine. She was a member of several aviation organizations, including the 99s, EAA, OX5, etc. One of her favorite people was Amelia Earhart.

Your Editor thought an interesting factor was that the Lockheed Electra that was like Amelia Earhart's had been rebuilt at Newton, and being ferried to Prague. It arrived in Prague the morning of Janet's funeral. Janet

and her husband, Don, visited the Electra being rebuilt at Newton with our OX5 group, recently.



Photo by Harold Walter  
Lockheed Electra in restoration at Newton, KS

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