

# KANSAS WING **OX5 NEWS**

Harold Walter President 2019  
 Sam Snyder 1st VP 2018  
 Joe Latas 2nd VP 2017  
 Jay McLeod Secretary 2018  
 JoAnn Bailey 2017



Harry Clements Governor 2018  
 Bobbie Walter Governor 2018  
 Doug Moler Governor 2019  
 Dale Krebbs 2019

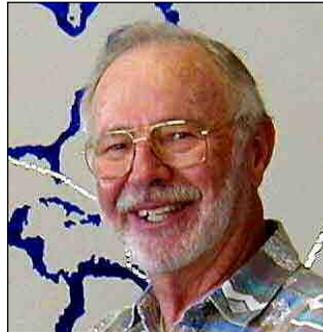
MARCH 2017 – VOL 1

HAROLD AND BOBBIE WALTER, EDITORS

## **OX5 AVIATION PIONEERS** KANSAS WING

### **NOON LUNCHEON DEFAZZIO'S ON NORTH AMIDON SATURDAY, MARCH 18, 2017**

**DEFAZZIO'S**  
**2706 North Amidon**  
**Wichita, Kansas 67204**



Westport Airport, and it is in Wichita. Due to the many challenges of this flight, this 1986 event was featured on Paul Harvey. Earl tells

about the many challenges they encountered, including the loss of one engine, over water.

Earl says that he is familiar with OX5. His Dad was a member at one time.

**Meeting:** The meeting will be held at Defazzio's on north Amidon. From 21<sup>st</sup> it's north on Amidon, one block past the first traffic light, and it's in the mall behind the service station on the east side of the street. Lunch can be ordered from the menu.

**Program:** The program will be presented by Earl Long about his adventure of delivering a Beech Model 18 to New Zealand.

Earl flew an older twin engine aircraft from Dead Cow International Airport, an unofficial name. Officially, the airport is

**President's Message:** At our December meeting, OX5 member, Dale Krebbs gave an excellent presentation of airplanes that we all would like to fly. There was good audience participation, as those who had had personal experiences with a particular airplane made a comment. Dale is an excellent photographer. Thank you, Dale, for a great presentation.

Member attendance was good, with 24 present.

It's time for award nominations for awards to be presented at the OX5 National Reunion banquet held in the fall. Nominations are due approximately July 1. A summary of the awards is presented in this newsletter. Details and forms can be obtained from the OX5 web site, [www.OX5.org](http://www.OX5.org),

Our Kansas wing board meeting was held February 18 at Jimmie's Egg restaurant. Dale Krebbs was nominated and voted onto the board. Congratulations, Dale!

Articles contained in this issue include the rebuild of the Watkins airplane, aft CG effects, the FAA's Master Pilot Award recipient, OX5 National award summary, and airplane pitch trim markings experience. There's also a short description of Earl Long's New Zealand flight. **Harold Walter, President KS Wing OX5 Aviation Pioneers**

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**Secretaries Report:** President Harold Walter opened the meeting with a special greeting to Dale Krebbs and an invitation for him to join our wing and become a member of the Board of Directors. This proposal became a motion and approval was voted. We wanted very much to have Dale be a part of our organization.

Harold announced that Joe Latas had fallen at home and was currently at Larkfield Rehabilitation undergoing treatment to regain his mobility. Jay McLeod had been to visit him and reported that he was doing well but didn't know when he would be released.

The next item was the nomination of Wing officers for the coming year. A proposal was made that the officers in place at this time remain in office for 2017. The proposal became a motion

which was voted and approved. The officers mentioned were as shown in this newsletter heading.

The next item was the membership meeting which was projected for 18 March, 2017 at DeFazio's Restaurant where we have met before. Our Secretary has called and reserved the space for that date. The program for this meeting will be by Earl Long and his story of the delivery of a fairly high time Beech Model 18 to New Zealand.

The meeting was closed.

**Jay McLeod, Secretary KS Wing OX5 Aviation Pioneers**

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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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Let's have a great year for our OX5 wing and for our national organization.

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

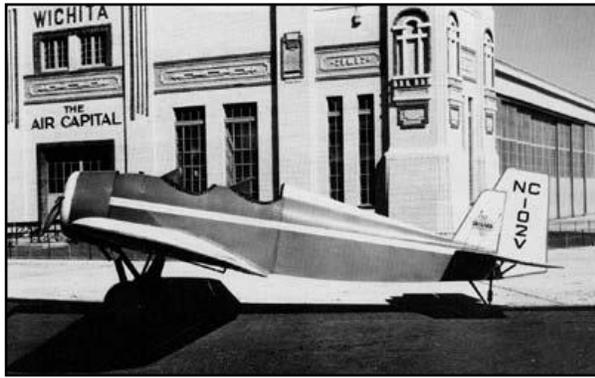


Photo from Wikipedia

The Watkins Skylark SL has been restored at the Kansas Aviation Museum, and is on display there. A few components of this aircraft were found on a farm in southeast Kansas. With these components and the expert work of the KAM volunteer restoration team, complete blueprints were created. Applying these blueprints, the aircraft was restored to its original glory.



Terry Dobson Photo by Harold Walter

Watkins Skylark SL NC 102V was built in 1931 at the Watkins Aircraft Company in Wichita, Kansas. The company was owned by Everett A. Watkins. The Skylark was sold to Frank Powell of El Dorado, KS in February 1931. It was involved in a crash in May 1933, and its license was cancelled.

The building in the background of the gray photo is also significant. It was located on Wichita's Municipal Airport, now McConnell Air Force Base. Mary Van Scyoc, the world's first female Air Traffic Controller, was on night duty in the tower September 1945. She noticed that the building was on fire. Many airplanes were in the hangar, and with their cellulose acetate coated fabric, they burned violently. Included in the building was a Cessna C-3 that Harold Walter had responsibility in the recovering of the wings, rejuvenating and restoring the airplane that summer.

**Aft Center of Gravity by Harold Walter:** Maintaining flight within the certified CG range is important. The following basic discussion includes some of the factors related to aft CG.

Pitch control inputs are much more sensitive when operating at aft CG as compared to forward CG locations. Both control forces and elevator deflections result in larger aircraft pitch excursions at aft CG than for a forward CG location. Pitch trim is more sensitive also at the aft CG.

This discussion relates primarily to the angle of attack effects. There are also airspeed effects.

As the CG location is moved even farther aft, behind the most aft certified location, a point is reached where the aircraft will deviate from the trimmed position with no control input, and any control input causes a departure from trim that continues unless stopped. This is called the *neutral point*. A further explanation is that the aircraft pitch attitude and airspeed depart from the initial value and there is no tendency for the aircraft to return to the initial condition. The

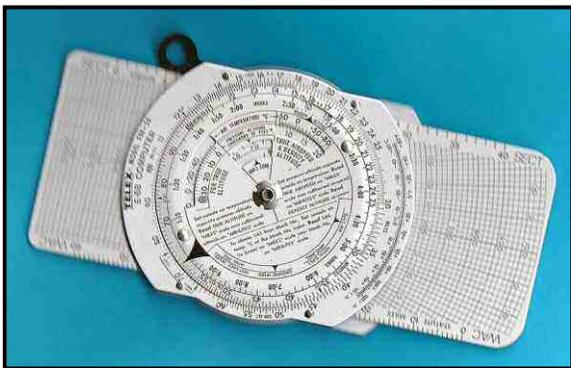
elevator remains effective, at least up to the stalled condition. Complete pilot attention is required to maintain control, including damping of motion – not a good thing.

As the CG location is moved even further aft, a point is reached where the pilot must furnish a considerable amount of control, as well as damping of pitch motion. The pitch control position requires more and more airplane nose down elevator. At some lower airspeed, high angle of attack, full nose down pitch control can be required with no reserve control for recovery. The aircraft may stall before this point is reached.

Note: These comments are not a license to operate the aircraft at a CG location aft of the licensed value. The comments are based on analysis and flight simulator tests.

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**A bit of mathematical trivia:** The slide rule was a very effective calculation device before the days of the small present day calculators and computers. The slide rule was a major tool in design and development by engineers. Pilots used the E-6B computers that included the logarithmic scale.



The E-6B computer

Although the result of calculations was valid mostly to three significant digits, that was all that was necessary for most projects. For instance, if the calculation of speed for the automobile is noted, it generally is not necessary to know the the accuracy to more than two or three digits, i.e. even 41. mph is enough when reading the speedometer, even if the actual value might be something like 41.385, etc.

Slide rule results cause the operator to re-examine the problem a bit in determining the decimal point location. In opposition, there is a tendency to believe computer output without question – right or wrong. Your editor, Harold Walter, has seen occasions where computer programs had glitches, and also computer inputs were sometimes mis-applied.

Application of the slide rule results in a value of about three digits. The decimal point location is determined separately. The following explanation is something that we all probably know, but may not have thought much about it.

When two or more numbers are multiplied and/or *divided*. *The resulting digits and their relationship* are not affected by the location of the decimal points in the basic operation. This is a principal of the slide rule, along with using a logarithmic scale. The following is an example of the decimal point location with various factors.

$$6.0 \times 50.0 = 300.0$$
$$60.0 \times 500.0 = 30000.0$$

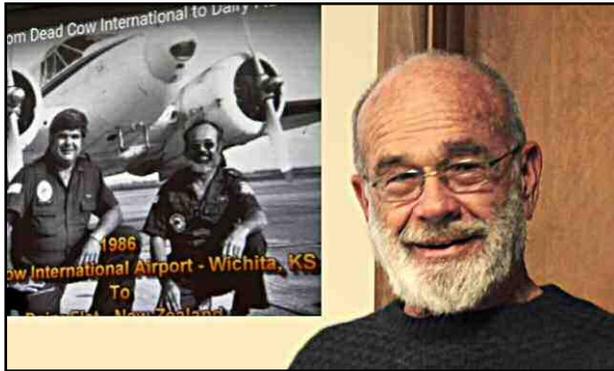
Etc.

Note that the above comments do not apply if addition or subtraction is any part of the operation.

**The FAA's Master Pilot Award:** OX5 member, Harry Clements, has just received notice that he has been approved to receive FAA's Master Pilot award. Further information will be forthcoming. Congratulations for earning this award, Harry.

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**New Zealand trip:** The following is further information regarding Earl Long and his Beech Model 18 trip to New Zealand.



Twin AT-11 Beechcraft, built in 1953 was flown from Wichita, Dead Cow Airport to Dairy Flat in New Zealand in 1983. The right picture: Earl Long.



The route

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**OX5 National Awards:** The following are basic descriptions of the awards presented at the OX5 National Reunion. Please go to the OX5 web site, [www.OX5.org](http://www.OX5.org), for a more complete

description of the awards and forms for nominations. Due date is expected to be about the first of July.

**Mr. OX5** – Presented to a current or deceased member in recognition of aviation reputation prior to December 31, 1940

**Pioneer Woman's Award** – Presented to a lady member on the basis of her nationally recognized reputation as a pioneer in aviation.

**Legion of Honor** – Member of OX5 who as a pioneer in aviation contributed to progress of the organization.

**Legion of Merit** – Member who has continuously participated in aviation over a period of 40 years, and the use of aircraft for the betterment of mankind.

**Distinguished Service** – National Governor or Officer of OX5 in recognition of his or her leadership, devoted service and for significant contributions to its progress and welfare.

**Bronze Star** – OX5 member, using an OX5 powered aircraft, distinguished his/her self by a successful first which contributed to our progress in aviation.

**National Governor** – Submits member candidate for election to the National Board of Governors.

**Hall of Fame** – Person who has contributed significantly to aviation and support of aviation. Requirements are too extensive to provide here.

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**Takeoff Pitch Trim Arc by Harold Walter:**

As we age, memory of past events occur. The following is one of those situations for me. During the development of the Beech Model 200, the prototype was being built and I had a call about the pitch trim identification for takeoff. Max Weddle wanted the marks for the takeoff range on the pitch trim wheel. I responded that the trim range should be established in flight. Max said that the wheel was being painted for installation, and that it was a simple matter to put a value on it – whether it was right or not.

I performed calculations of what I thought the trim range should be, for forward and also for aft CG. That was the arc range painted on the trim wheel.

Later, the test pilot, Bud Francis, told me that he had done tests of trim for takeoff. He had assumed that he would establish the range. After testing, he asked why the takeoff range was the same as that for the aircraft for which the wheel was originally designed. My response was that it wasn't, and that the range was an estimate. Bud responded that "it is just right".



**Photo by Harold Walter**

The OX5 engine, located at the Kansas Aviation Museum is on loan from the Kansas Wing of OX5.

Cessna Mustang over the beautiful Karlštejn castle near Prague, Czech Republic



Photo courtesy of Alfonz Liška,  
Maintenance manager/Pilot, Aeropartner,  
Czech Republic



2017 OX5 Kansas Wing Board members: L to R: JoAnn Bailey, Sam Snyder, Jay McLeod, Harry Clements, Harold Walter, Joe Latas, Doug & Sabrina Moler, Bobbie Walter. Dale Krebbs not available for this photo.

