



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

MARCH 2015 – VOL 1

HAROLD AND BOBBIE WALTER, EDITORS

OX5 AVIATION PIONEERS KANSAS WING

NOON LUNCHEON AT AUNTIE MAE'S CAFE

1530 SOUTH WEBB RD, WICHITA, KS

Saturday, April 25, 2015

The OX5 Aviation Pioneers meeting will be held at Auntie Mae's Café, located at 1530 S. Webb Rd – near the northeast corner of the intersection of Webb and Harry. It is located where the former Curly's American Diner was previously. Food is reasonably priced. Breakfast is available all day. Special price for the luncheon menu available begins at noon.

Program: The program will concern energy efficiency, and will include 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 includes



Aeronautical Engineering Professor, Director of NIAR, and now retired. His studies include wind tunnel testing to show the

effect of leading edge vortices on swept wings. Dr. Wentz is truly a "green" advocate.

President's Message: We are pleased to have Dr. Bill Wentz as our program speaker. I'm sure



that we all are interested in being a part of causing this world to be as "green" as we can practically make it. Being aware of energy conservation and "green" improvement is important to all

humanity.

Doug Moler is hosting an EAA fly-in at his place at High Point (Valley Center) on May 9. He has invited our OX5 group to attend this function. Doug and Sabrina's fly-ins are always interesting, with a lot of flying and his hangar is a museum.

We were sorry to hear of George Vose's fall at his Taurus Mesa fly-in residence fifty-five air miles south of Alpine, TX. He accidentally fell at seven PM one evening, and was discovered 17 hours later at noon the next day. He travelled by air ambulance (Pilatus) to an Odessa hospital for six days of testing. He was then transferred to Fort Stockton for therapy, and is now

improving. George is 93. George was National OX5 President for a couple of years, and a pleasure for me to work with. We wish George many more years, and his part in our OX5 organization.

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

Harold Walter, President KS Wing OX5 Aviation Pioneers

Secretary Jay McLeod: Those present at the Kansas Wing Board meeting were:

Harold and Bobbie Walter
Doug Moler
Sam Snyder
JoAnn Bailey
Jay McLeod

President Harold Walter opened the meeting with a brief discussion of the election of officers for the Kansas Wing for 2015. Due to the lack of nominations involving others, he asked of those currently in each office to remain in office for the coming year. This will provide coverage and can be done quickly. All present were asked and each officer agreed and were elected for 2015. This was applied to all now serving on the Board of Governors and were elected to serve another year.

Officers for 2015:

President _____	Harold Walter
1 st Vice President _____	Sam Snyder
2 nd Vice President _____	Joe Latas
Secretary _____	Jay McLeod
Treasurer _____	JoAnn Bailey

The next scheduled meeting is scheduled for April 25. The place is to be at Auntie Mae's located northeast of the corner of Harry and Webb for a noon luncheon.

The program for this meeting is to be Dr. Bill Wentz, formerly with WSU Engineering, discussing environmental issues and other appropriate subjects.

Bobbie is recovering from a viral infection and several days of hospitalization. She is now home and feeling better.

Doug Moler reported Chapter 88 of EAA will have a fly-in at High Point (Doug's hangar) on May 9th and we are invited to attend.

Jay McLeod reported from a news item that Lon Smith, Executive Director of the Kansas Aviation Museum, was stepping down effective June 10, to accept a position with Integrated Facilities Group. Richard Moore, President of the Museum will head up a nationwide search for a replacement. The meeting was adjourned.

Jay McLeod, Secretary

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

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



OX5 Kansas Wing Officers for 2015 are shown: front center is JoAnn Bailey, back row left to right is Harold Walter, Sam Snyder, Joe Latas, Jay McLeod.

Photo by Governor Doug Moler



Owen Hughes and Marguerite Lawrence

Photos by Harold Walter

The Wichita-built B-29 that is being restored to flight condition was rolled out of the hangar March 23. Pre-flight checks and engine runs are being performed, in preparation for flight. The airplane was removed from the Mojave desert of California after 42 years, by Tony Mazzolini in 1987. After being used for target practice, this particular B-29 was not as damaged as some. It was disassembled as much as practical and transported to Wichita.

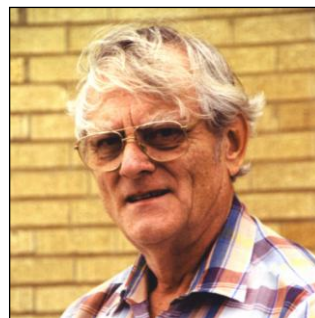
Owen Hughes originally painted Doc on the nose of this airplane, and came back to repaint and restore it.

It's interesting that one lady volunteer, Connie Palacioz who is 89-years-old, had worked on this airplane when it was originally built. She found that she was able to identify the original rivets that she had driven into the nose skin.

The roll-out was 70 years, to the day, after originally being built at the Boeing Wichita factory.

The Windsock Expert

by Sam Snyder



It was the summer of 1949. I learned to fly by working at the local airport as a line boy, mechanic's helper, tractor driver, and general flunky. One day the boss walked in and handed me a package.

"What's that?" I asked. "That's the new windsock", he said. Now the windsock was mounted on the peak of the main hangar, the highest point on the airport. The mechanic set up a ladder on the side of the shop, which was an addition on the side of the main hangar. At sixteen, I was too dumb to be afraid, so up I went. I climbed up the ladder, across the shop roof, and up, up, up the roof of the main hangar to the peak, where I came face to face with the windsock. I pulled out my pocket knife (I still carry one, don't you?) and cut off the remains of the old windsock. I tossed the shreds overboard, down to the ground, and opened up the new

bundle. The new windsock unfolded, along with a length of cord, but no instructions. "Now what am I supposed to do with this?" I asked myself. Not getting any reply, I looked down to where the boss and the mechanic were standing and watching me. But they were down there, and I was up here; besides, I doubted if either of them had done this themselves, so I was on my own. So, I pulled the sock over the frame. It had some brass grommets in the front end, so I wrapped the cord through the grommets and around the front hoop of the frame, and when I got back to the beginning I tied the two ends of the cord together. I didn't know if that was right or not, but it seemed to be solidly attached, so I called it good and came down.

As I looked it over from the ground, the wind streamed it out, and it proclaimed "SHELL" to the world, or at least to the airport, so I guess I hadn't put it on upside down. (We were Shell dealers. We sold Shell avgas and oil to all comers. I pumped many gallons of Shell 80 octane gas for 35 cents per gallon.) My installation seemed to be correct, or at least good enough. After a couple of years, that sock got to be sort of tattered, so I got to do it all over again. After all, I was the expert; I had done it before.

EXPERT: A person of great skill and experience or as Professor Ben Hamner of Texas A&M put it: "EX" means has been, and a "SPURT" is just a drip under pressure. A later generation might say "Been there, done that".
Sam (I wuz there) Snyder (EAA 9824)
sam.snyder@cox.net

Lockheed's Pressurized airplane: In 1935-1937 a modified Electra 10 was built and tested for the United States Army Air Corps. The airplane was designated as the XC-35. The fuselage was circular with skins increased in thickness, and the windows reduced in size to slits. It was powered by two Pratt & Whitney 550 Shaft Horsepower XR-1340 Wasp radial engines that were turbo-supercharged. Neoprene tape was used to seal the joints. Pressurization was for a cabin altitude of 12,000 ft. In 1948 the airplane was donated to the Smithsonian Air and Space Museum. The cabin section was

pressurized, and could carry up to 5 persons. This airplane was the second to have pressurization – the first being the Engineering Division USD-9A which first flew in the United States in 1921.



Lockheed XC-35 photo from Wikipedia

Your Editor, Harold Walter, during the summer between high school junior and senior years, worked at Wichita's Country Club Airport. The work arrangement was that when work got slow, I could work on my Aeronca C-3. The airport was located at Wichita's corner of 13th street and Oliver Street. The airport later became Ken Mar. The site is no longer an airport, but includes a shopping center, houses, church, etc. Andy Bland was the proprietor. Andy was a pilot, Ex Cessna Supervisor, and mechanic. He had worked at Cessna when there were only 30 employees.

A time or two, Andy talked about a pertinent experience. When I was first there, Andy had a cast on his leg. He had previously decided that he would fly a J-3 at night, using the single light on the front of the hangar for reference. Andy took off to the north. The engine quit. He landed in the top of a tree in the cemetery located adjacent to the field. Andy thought that he was on the ground, and jumped out of the plane, falling to the ground, breaking his leg.

Later, Andy told about two fellows who wanted to perform a night flight. They spent considerable time wiring navigation lights for their airplane. Although they did a neat job, the wire was run on the top of the wing at about the location of the forward main spar. They had

carefully covered the wire with pinked tape, and applied dope to smooth it. The two fellows found that they could not take off. The wire installation was acting like a spoiler, and they could not get enough lift.

Another time, Andy told about taking off from a muddy field. As he flew, he saw a lake and decided to skim lightly on top of the water to clean the wheels. As he eased the airplane down, he was suddenly inundated with a wild splash of water. He instantly pulled back on the stick, and found himself free of the water.

Garrison Keillor of PBS programming had some interesting fantasy stories about Lutheran Airlines. You can Google Lutheran Airlines on the internet. One of the articles includes a short poem that represents a gist of the article's themes.

God is good and God is great,
And we pray we won't be late.
May this flight by Him be blest
And wind up somewhere in the Midwest.
As we take this journey, Lord.
We do believe you are aboard.
And if you will not pilot us,
then guide us to the nearest bus. Amen.

Wine: Have you seen wine bottles that noted various airplanes? The



picture is of a Bonanza wine bottle that your editor recently felt much honored to have received. The wine was a gift from Reverend Phil Shull, and was a part of the inheritance from his Father-in law. Our editor has quite a few hours in Bonanzas.

Photo by Harold Walter

KANSAS AVIATION MUSEUM: The Derby, KS high school ROTC recently performed a flag retirement ceremony at the Kansas Aviation Museum. The special event was accomplished very professionally.



KAM volunteers were included in the audience.
Photos by Harold Walter

Peter Herr sends us this picture of clouds while flying over Thailand.

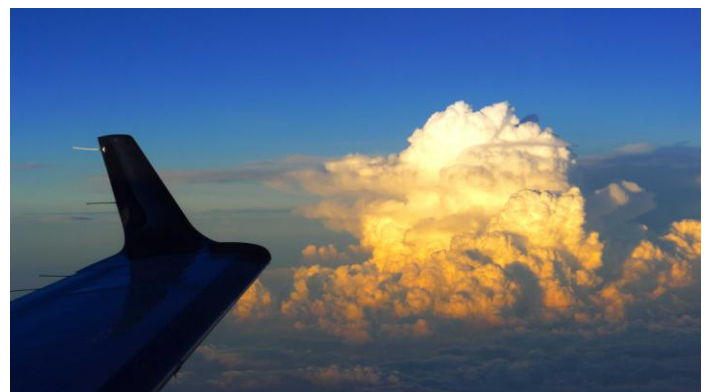


Photo courtesy of Peter Herr

Stearman Field at Benton, KS has a lot of aviation activity. It is an interesting place to eat and also to observe airplanes. Harold and Bobbie Walter often go there. On a recent visit there was a Cessna Model 337 Skymaster. Harold was a part of the earlier version called the Model 336. The centerline thrust resulted in a tame airplane during an engine failure.



Photo by Harold Walter

The café has a lot of memorabilia, including signs.



Photo by Harold Walter

1000 Hours TTAF – Paul Fiebich, AKA AirBike Ace, tells about his airplane:

Tuesday, January 27, 2015 was a milestone in my AirBike aviating career. I want to share my achievement with you.

Following Tuesday's afternoon flight, my AirBike's accumulated flight time reached 1000 hours total time! That is an average of 60 flying hours per year over the last 16-1/2 years!

Never in my wildest dreams upon finishing my

AirBike in 1998 did I ever think that my life would be changed like it has been. Flying my AirBike started me on a path that opened up an entirely new world.

It was impossible to realize how much fun flying would be, how many places my little plane would take me, how many new friends I would make. The places where I traveled were as exciting as the act of flying there. The situations challenged my imagination and led me to a level of self-confidence I had not known. Additionally, the satisfaction of planning and accomplishing cross-country trips, being a forum speaker at AirVenture and eventually entering the new horizons of publishing magazine articles and photographs were all extensions of flying and a way to share those experiences. None of that would have happened if I didn't have my AirBike.



Photo courtesy Paul Fiebich

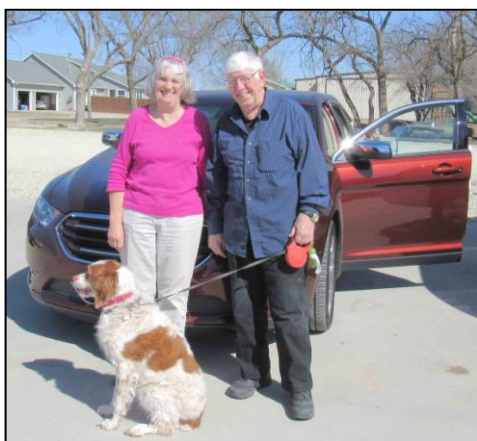
It has been an amazing ride! Thanks to all of you for being a part of my life these past 16 years. Our community of light plane aviators provides a wonderful support system. It is fun sharing experiences with people who have the same passion.

Rock on! Fly for fun! God, I love this flying stuff

In support of Dr. Bill Wentz, from the University
United Methodist Church Web site

 2015 Nissan All-Electric	 WSU Student PV Project	 1918 Detroit All-Electric Car	 University UMC Solar 2015
<p>“IMAGINE 2050: CONSERVATION + CLEAN ENERGY = COOL PLANET” SEE ELECTRIC AND PLUG-IN HYBRID CARS REFUELED BY SUNLIGHT State-of-art, operational, in-service technology! EARTH DAY 2015 EVENT APRIL 22. Free event, easy on-site parking. Exhibits and Demonstrations 10 am – 7 pm SOLAR POWER ARRAY DEDICATION AND STUDENT PROJECT AWARDS 1:30 pm University United Methodist Church, 21st and Yale and Wichita State University College of Engineering STUDENT PROJECTS, RECOGNITION, AWARDS UUMC/WSU Solar Project sponsors: Westar Energy, Kansas Dept. of Health & Environment, Environmental Protection Agency</p>			

Blacklock, Carlos L. Sr: We were saddened to hear of Carlos flying west Monday, Feb. 16, 2015, in Wichita. Carlos was born Oct. 12, 1934, in North Little Rock, Ark. A private family memorial service was held. He was 80, a retired Aerospace Engineer. He was very good at FAA airplane certification, and approval of following details that might be required. Your editor, Harold Walter, worked for many years with Carlos who was a pleasure to work with.



Howard, Marty and Duke Benham were in town recently to pick up a new car. They were very active OX5 members when they lived in

Wichita. West Texas is now their home.

Harold C. Hockelberg “Hock”: In the December 14 Obituary section of the Wichita Eagle Newspaper, was Mr. Hockelberg’s obituary. He was born in 1922 in Valparaiso, Indiana. He flew west December 9, 2014. He had a passion for flying, as a boy, and then as a U.S. Army Air Corps pilot during WWII, then in the USAF after the war serving in Japan, Korea and Europe. After military retirement Hock worked for Cessna, Flight Safety and other aircraft related businesses as a pilot and instructor.



Your Kansas Wing President and Editor wants to thank the members and especially the Officers for their support and contributions to our OX5 organization.

Thank You -- Harold Walter