

# KANSAS WING **OX5 NEWS**

Harold Walter President 2022  
 Joe Latas Vice President 2022  
 Jay McLeod Secretary 2021  
 JoAnn Bailey Treasurer 2022  
 Harry Clements Membership 2021



Doug Moler Programs 2022  
 Dale Krebbs Marketing 2021  
 Bobbie Walter Governor 2021  
 John Winter Governor 2022

MARCH 2021 – VOL 1      HAROLD AND BOBBIE WALTER PLUS JOE LATAS, EDITORS

## **OX5 AVIATION PIONEERS** KANSAS WING

Because of the coronavirus and restrictions that currently exist, there will not be an OX5 Board meeting nor a general all membership meeting until this particular virus ceases to be the threat that it now is. We want for all of us to be extra safe.

**Meeting:** The OX5 Kansas Wing Board and general meeting Corvid19 situation is explained above.

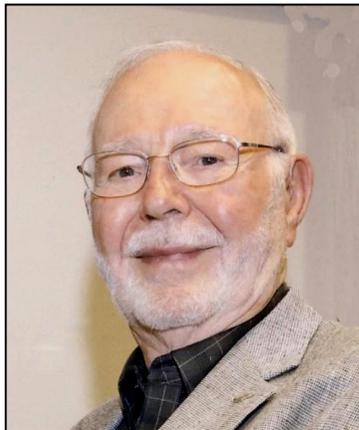


Photo by  
Paul Bowen

**President's Message:** It's great to honor Jay for his 100<sup>th</sup> birthday. I hope that we all look as good as he does when we acquire his age. Jay's **Birthday** celebration is March 11 See page 5 of this newsletter.

With Covid19 vaccinations available the situation continues to improve. But Virus mutations are a secondary threat. I live in a retirement community, and there are protective rules which we welcome until the situation is satisfactory.

Where and when the virus starts it can cause a panic situation. It infects many people quickly. Therefore, the rules we follow are well worthwhile and we should follow them diligently.

Our eagle eye member, Dale Krebbs, reports on a fellow who has a Pietenpol airplane. You will find out what Dale has learned in this newsletter.. Thank you for the information, Dale.

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

**Secretary's Report:**

Because of virus considerations, we haven't had a board meeting.

**Jay McLeod, Secretary KS Wing 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 begins on January 1.

JoAnn Bailey  
1736 S. Emporia  
Wichita, KS 67211

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

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

OX5 Aviation Pioneers  
PO Box 769  
Troy, Ohio 45373

**U-CONTROL MODEL by Harold Walter:**

When working at Convair San Diego the airplane Aero Group would get together and fly model airplanes on Saturday mornings, if work was not necessary. The meeting place was at Hour Glass Field. The field had been an emergency landing area for Miramar Naval Air station, and was located next to that airfield. It was no longer in use, and had plow "ditches" in order to prevent drag racing – an ideal place to fly models.

The models were built by individuals, and were generally experimental in nature. There were many configurations intended for exploring different ideas and modifications by the builder. Model types generally consisted of free-flight, U control and hand launch gliders.

One of my personal projects was to design and build a small U-control model and learn to fly it. When construction was finished, I could fly it easily. Next, our daughter, Sharon, learned to fly it. It was so tame that it would land itself. A symmetrical wing airfoil and a horizontal tail stabilator with an anti-servo tab were basic features.

It was very educational. I learned that the stabilator pivot point needed to be at or very near the quarter chord point of the stabilator, its Mean Aerodynamic Center. I've since been told about an airplane that had a small pitching oscillation, and have suggested that the pivot point be moved forward a small amount, based on my findings.

Several ideas were tested.. It was always interesting to see each person's product.

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**Pietenpol Aircraft:** Thanks to Dale Krebbs for finding, and talking to Chucck Gantzer about the Pietenpol Aircraft. The summary and photos by Dale Krebbs are illustrated on the following pages..

## PIETENPOL

The Pietenpol is a popular parasol wing homebuilt aircraft designed by Bernard H. Pietenpol. The first prototype that became the Aircamper was built and flown by Pietenpol in 1928.

The plans for the Pietenpol Aircamper were originally published in a four-part serial in the "Flying and Glider Manual" of 1932-33



The Pietenpol

The Aircamper was to be built of spruce and plywood. A major goal was to create an airplane that was affordable and easy to construct using basic woodworking skills and tools. Builders need to fabricate some metal fittings to attach the wooden parts together. Some welding is required.. The four cylinder liquid cooled Model A Ford engine was the standard powerplant. The design was first flown with May 1929.

Other engines have been used in the airplane. The Corvair flat six is higher horsepower, smoother, and significantly lighter, compared to the Model A. It is similar to the air cooled engines available for general aviation use. Several engines have flown in the Pietenpol Air Camper. Many modern Pietenpol builders prefer Continental A65, C85 or C90 air-cooled flat fours. Several examples of the Aircamper have been built in Europe.

In the 1920s and 1930s, kits were available for the design, but there were none available again until 2015 when the Pietenpol Aircraft Company introduced a kit version of the Aircamper, with components supplied by Aircraft Spruce & Specialty. The kit includes all parts except the engine, dope, fabric covering, and hardware.

The following comments are by Chuck Gantzer who owns the Pietenpol shown in Photos here by Dale Krebbs.



Chuck Gantzer ready to fly.

Chuck Gantzer writes; "Doug Bryant started his second Pietenpol build in 1997. He invited me in on it around early 1998. Doug and I built it to the plans, with a model A engine, bungee cord suspension, no brakes, and a tail skid. He did the fuselage and metal work, I did the wing, engine and prop. We did the final assembly at Benton in early 2002, and Doug did the first flight in April 2002.. I did my first flight on May 4, 2002! What a joyous occasion! We spent that whole summer chasing the gremlins out of that Model A engine.

I logged about 30 hours of flight time that first summer, and 3 dead stick Landings.”

“I spent the first six months of 2003 doing a firewall forward retrofit to install the Continental A65, new cowling, new prop, new fuel tank. I did the first flight on the little continental on June 14, 2003. I also changed out the bungee cords for spring gear, and added hydraulic brakes . It’s been an excellent plane since then.”

“In July 2004 I began my America tour 04 where I flew it to Broadhead, Oshkosh, and my hometown near Wheeling West Virginia. I logged 71.1 hours on that cross country trip, 3100 miles, 63 landings, 32 bottles of baby oil (for the smoke system), 36 rides, 66 MPH average speed, fuel was about \$2.50 a gallon. I’ve had it to Oshkosh twice, and Broadhead four times. It has been an excellent airplane! It has taken me places I have only dreamed of! I am truly blessed to have met so many wonderful people through this little plane, especially in our tight knit community of enthusiasts! I, Chuck Gantzer, have over 550 hours in it now, and it is a new adventure every time I fly. “

Chuck Gantzer



The photos are by OX5 member Dale Krebbs, shown above..



**Pietenpol features**

**IT'S GREAT TO HONOR JAY FOR HIS 100<sup>TH</sup> BIRTHDAY.**



**Jay W. McLeod**

- \* AVIATION ADMINISTRATOR \* AVIATION HISTORIAN
- \* NAVAL AVIATOR \* AIRLINE FLIGHT ENGINEER
- \* AIRCRAFT MAINTENANCE OFFICER (U.S. NAVY)
- \* REGIONAL MANAGER MARKETING DIVISION / CESSNA AIRCRAFT CO.

The following is a Biographical outline for CDR Jay W. McLeod USNR-RETIRED.

CDR McLeod began his initial contact with the military as an enlisted reservist attached to the 430<sup>th</sup> Pursuit Squadron, US Army Air Corps Reserve while still in high school from May 1938 through April 1941, providing an early introduction to military aviation before the US entry into WWII.

Subsequently he was to receive training at the University of Kansas and some additional training in technical aeronautics, followed by employment by TWA at Kansas City involving airline maintenance and flight engineering.

After Pearl Harbor, he was sent to Kirkland AFB in Albuquerque, NM to work in a 4-engine transition school operated by TWA at the request of the War Dept. This involved training flight and ground crews to operate 4-engine B-24 a/c for the Ferry Command. The Airforce took over the project after about a year, McLeod was sent back to Kansas City to assist in the development of an advanced maintenance school for the Ferry

Command and the Air Transport Command under the direction of the War Dept.

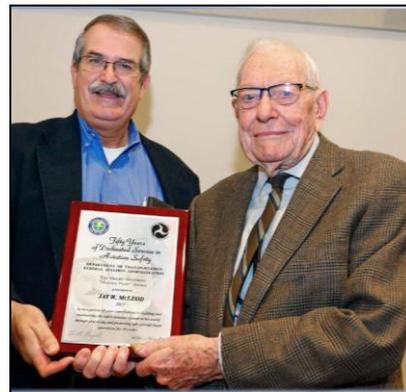
After a year and a half in this program he requested a military leave of absence to enter the Navy Pilot Training Program. On completion of flight training, he was assigned to intermediate patrol seaplanes in the Gulf and Caribbean Sea Frontier. Later he was recalled to attend the Instrument Flight Instructors School at NAS Atlanta, GA and then returned to NAS Pensacola.

When the war ended, he requested release from active duty to return to TWA. He was accepted in TWA's flight engineer program and flew Boeing 307 and Constellation aircraft from Kansas City to New York.

In 1958, he joined Cessna Aircraft Co. in the Marketing Division where he held several positions during the next 25 years retiring as Manager of Product Support, Single Engine Division in 1982.

Jay and his late wife, Trudy, have two fine children, Alan who is a medical doctor and Kathy. He also has Grandchildren. Kathy's daughter is a medical doctor. .

Good health to you, Jay, and congratulations on your 100<sup>th</sup> birthday.



Jay McLeod receives the FAA's Wright Bros **Master Pilot Award** From William Bossert, FAA  
Photos by Dale Krebbs

**The following information was obtained from EAA Chapter 88 newsletter article by Chris Brauckman**

**Richard "Dick" Geide** flew west in early November 24, 2020 at the age of 89. He was born June 16, 1931, in Binghamton, New York, to first-generation German immigrants. Dick was fascinated by flight from an early age. When he was a teenager, he cleaned airplane hangars at a community airport in exchange for flying lessons and flying time. He flew airplanes before he could even drive! On the ground, Dick preferred 2 wheels over 4. The motorcycle was his primary mode of transportation for almost 70 years.

Dick joined the U.S. Air Force after he graduated from high school. His lifetime partner was, Sylvia Dillenbeck, They married on June 7, 1952, at Main Street Baptist Church in Binghamton, New York.

Dick worked as an Avionics and Equipment Mechanic and Tech Instructor at Miho Airforce Base in Japan during the Korean War. He serviced the aircraft between pilot bombing missions to Korea. After Dick was honorably discharged from the Air Force in 1954, he and Sylvia moved to Angola, Indiana, where he studied Aeronautical Engineering at Tri-State University and graduated in the top of his class.

Dick and Sylvia had 4 children in 3 years! Dick moved his family to Wichita, Kansas, to work for Cessna Aircraft. Dick worked as a Structural Engineer at Cessna for 32 years, until he retired in 1989. Dick loved his job and often said, "I never worked a day in my life." Dick had many interesting hobbies. His first love was flying. He designed and built 3 of his own airplanes: the Geide Headwind, the Geide Sport and the Geide Hawk. He helped many of his friends build their own airplanes and gliders as well. His creative accomplishments were published in aviation magazines and he consulted with aircraft

enthusiasts from all over the country. He flew recreationally until two months before his death. He said he could think more clearly when he was in the air, closer to God. He loved to take his family and friends flying in his 2-person open-cockpit Geide Sport plane. Sometimes he would - loops and barrel rolls. He also designed and built his own radio-controlled airplanes, gliders, boomerangs and boonie bikes (wide-tire minibikes for his young children).. He was active in Christian Motorcycle Association (CMA) and Experimental Aircraft Association (EAA) for most of his life. Dick also enjoyed windsurfing in his 60's and 70's. He had many other interests, including *nature, bird-watching talking about the Wright Brothers.*



**B-29 DOC**

Photo by Dale Krebbs



**Paul Tibbets and Tony Mazzolini**

Photo by Harold Walter