

# KANSAS WING OX5 NEWS

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 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

SEPTEMBER 2020 – VOL 3                      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 member meeting until this particular virus ceases to be the threat that it is. We want to be extra safe.

**Meeting:** The OX5 Kansas Wing Board and general meetings have been cancelled for now, due to the coronavirus.

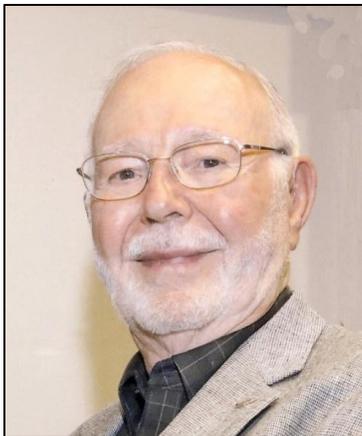


Photo by Paul Bowen

**President's Message:** You have probably heard the term coronavirus more times than you would like. It is a continuous reminder that the problem still exists. Hopefully a vaccine will be developed that will reduce the severity of this disease. My intention is to follow the rules and recommendations and go a step further toward safety.

Do you remember that our September 2019 OX5 Kansas Wing newsletter had a sketch of an airplane with the statement, "An airplane in every household: Manufacturing rights anyone? (covered on page 3)

OX5 member, Dale Krebbs, has taken that one step further by building a model. Comments and photos are included in this

issue. A special thanks to Dale for a remarkable model.

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

OX5 Aviation Pioneers  
PO Box 769  
Troy, Ohio 45373

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

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*If you know of someone who should be getting our newsletter, but isn't, let Harold Walter know.*



Beautiful Cessna 182R Skylane on floats at Oshkosh last year:  
Photo courtesy Torsten Paps, enthusiast



Beechcraft T-6 and AT-6 in formation flight over Virginia : Photo credit to William Beller, Fight test and demo manager, Textron Aviation

## MODEL OF THE "AIRPLANE FOR EVERY HOUSEHOLD"

SKETCH BY HAROLD WALTER  
Following article by Dale Krebbs

{ Editor's note: Model photos shown and text are by Dale Krebbs. }

The model, based on the sketch by Harold Walter, shown below, was constructed by Dale Krebbs.

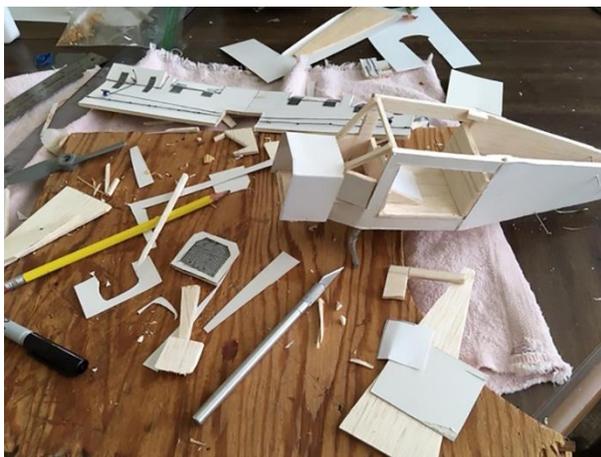
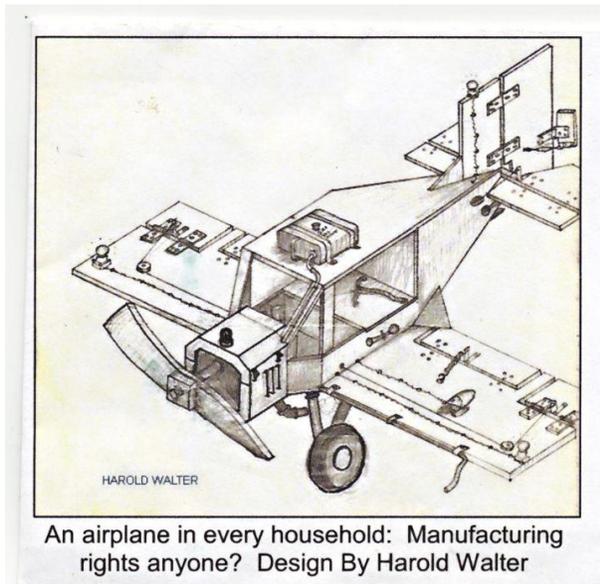


Photo of the first steps in the construction of the model.

The model consists of the following:

+ print film reinforced balsa model measures: 13" long and with a 12" wingspan

+ new features added to complete the model are:

- \* Two seats designed, fabricated and installed

- \* control stick

- \* "glass" windshield in front and side windows

- \* registration on both sides and top of tail. N- HW OX5

Other details based on Harold's sketch:

- + low wing design

- + model has working navigation lights, red on left wing and green on right wing, plus interior overhead light. (off- on switch attached to underside of model)

- + all control surfaces show "rivets" on "aluminum" hinges

- + external control rods and electrical wiring placed on top of wing

- + "full" round steam gauge panel
- + top mounted fuel tank with feed through cowling
- + trim tab on rudder
- + pitot tube under left wing
- + movable cowl flaps
- + screen air intake behind propeller
- + balloon tires
- + steel landing gear
- + tail dragger has non steerable skid

NOTE: Seat belts will be added and I will ask whether this airplane will eventually have fold-down side doors. It would make a great aerial platform for photography.

The photo below shows the model near completion. Is that a little man, or is the model that big?.



Dale adds, "I enjoyed the process of extrapolating working build plans from this sketch and had fun seeing the 3D model aircraft come to life."

This model is displayed on top of our TV cabinet. Whenever commercials come on TV, it gives me a chance to view the model and to notice something that needs to be added, it lets me "finish". :

The completed model photo, as of the publication of this newsletter, is shown below.



"completed" model I made from Harold Walter's sketch featured in an earlier OX-5 Newsletter.

## OX-5 Marketing

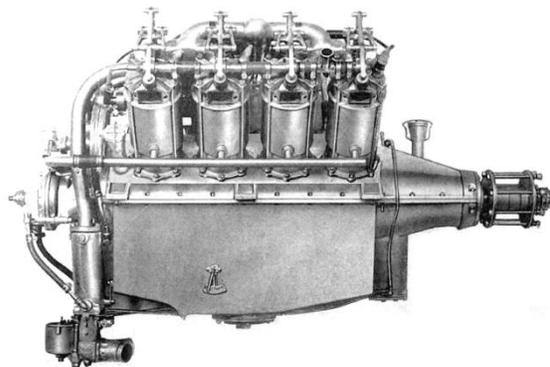
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## OX-5 and OXX-6 Aircraft Engines

By Jay McLeod

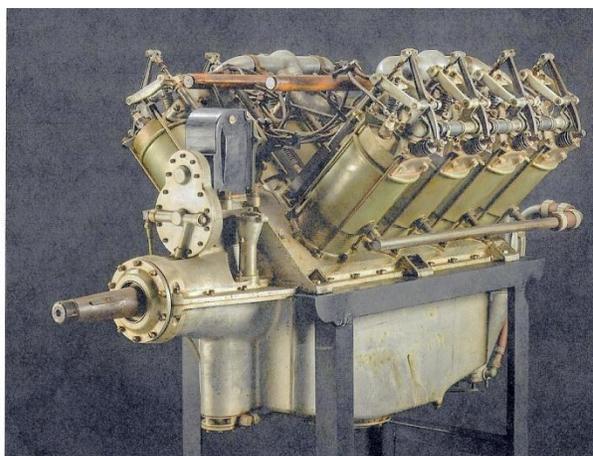
Among the most successful early aircraft engines marketed in the United States were those designed and built by aviation pioneer and inventor Glenn Curtiss. Early Curtiss engines were designed to power motorcycles which consumed his interest initially. Dissatisfied with the performance of engines designed by others, Curtiss started his own company in 1902. Development of motorcycles led to his January 1907 world record speed of 136.36 mph at Ormand Beach, FL making him the fastest man on earth for the next seven years.

The first Curtiss aircraft engine was a 5 hp modified motorcycle engine used to power the first successful dirigible in 1904. Early Curtiss aircraft engines evolved from his air cooled V-twin motorcycle units which were enlarged by bolting the V-twin units together eventually becoming a V-8 cylinder engine appearing in 1906. These engines continued to be refined using cast iron pistons and cylinder barrels. This configuration developed over heating problems on all but the shortest flights. By 1908 the engines became large enough so that air cooling gave way to water cooling. The OX-5 version first became available in 1915 during WWI. The engine served in training aircraft primarily the Curtiss JN-4 and the J-1 Standard through the war. The engines were continued in production through 1918 and 1919. During the decade that followed the war, the OX-5 powered a veritable explosion of Commercial general aviation aircraft producing 90 hp at 1400 rpm, providing a substantial cost advantage as war surplus.



Curtiss OX-5 Engine

The O-XX-6 engine was an improved version of the OX-5. The principal improvements were ignition system reliability with the addition of a second magneto and two spark plugs per cylinder. The cylinder bore was increased from 4.0 to 4.25 inches. These changes resulted in an increase of 10 bhp



Curtiss O-XX6 Engine

The improved dependability and marginal increase in power output expanded the application of the OXX-6 to include US Navy N9 training aircraft a floatplane version of the Curtiss JN-4 as deployed during WWI, and other commercial aircraft.

Note: photos are from Jay McLeod

### Fly-in

An E.A.A. tour was held at Dick Curtis' hangar where a new all aluminum home-built bi-plane is being constructed by Dick. Dale Krebbs attended, and the photos he took show the airplane that is being built.



General comments: Based on the photos, the wing airfoil contour looks great. I like the small amount of sweep in the upper wing. There are plenty of wing ribs so that airfoil contour should remain good with the fabric covering.

It is powered by an 85 BHP Continental aircraft engine.



. Photo by Harold Walter

Mary (Chance) Van Scyoc and Starship model. Mary has flown west. She is the world's first female Air Traffic Control person.



Photo courtesy of Roland Primus, owner of Cessna T182T. .

"Crossing Frankfurt airport VFR at 6000ft in our great Cessna T182T- not often you can do this."

Peter and Monica Herr's son, Maximillion, is an Air Traffic Controller at Frankfurt, Germany. Peter is a Textron pilot that includes Europe. Monica is a 747 Captain for Lufthansa. Peter and his family are friends of Harold and Bobbie Walter.