

KANSAS WING **OX5 NEWS**

Harold Walter President 2016
 Sam Snyder 1st VP 2015
 Joe Latas 2nd VP 2 2014
 Jay McLeod Secretary 2015



JoAnn Bailey Treasurer 2014
 Bob Conard Governor 2014
 Bobbie Walter Governor 2015
 Doug Moler Governor 2016

SEPTEMBER 2014 – VOL 3

HAROLD AND BOBBIE WALTER, EDITORS

OX5 AVIATION PIONEERS KANSAS WING TRIP TO SEE THE LOCKHEED 10A AT NEWTON AIRPORT Newton, Ks

Saturday, October 11, 2014 -- 11:30 AM

Meeting: We will meet at NEWELL'S TRUCK STOP at Newton for lunch. There is a back room where we can eat together. There is a buffet line for about \$11, or order off the menu – senior discount available. After lunch we will follow the leader to WICHITA AIR SERVICES, Hangar L, on the Newton Airport – not easily found.

NEWELL'S is approximately 25 miles North of Wichita. Harold Walter can take 4 persons, and Jay McLeod can take 3, or we can just simply meet there. A good place to meet for a ride is in the parking lot near the front of Office Max, next to Sam's on north Rock Rd.

Harold Walter 316-733-2377
 Jay McLeod 316-683-3949

Program: We will travel to the Wichita Air Services hangar at the Newton airport after lunch at NEWELL'S. A member of the repair team will give us a short description of the Lockheed 10A that is being restored. At that time it will probably be painted and sitting with its wheels on the floor. This airplane is like

the one that Amelia Earhart was flying in order to circle the globe. See a little of the history of the Lockheed 10 Electra in a another section of this newsletter.

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President's Message: We had a good turnout for our last meeting at Curly's



American Diner. The food was good and the room was perfect.

Jay McLeod gave a great presentation of the honor flights, and particularly his flight to Washington DC. He had great video support. A video taken by a fellow veteran, showed him laying the wreath on the Tomb of the Unknown Soldier, and also marching away with the guard.

It's time for nominations to our OX5 Board for the year 2015. Bob Conard will take care of the ballots this year. He is greatly appreciated for performing this task for the last several years. Obtain agreement with the nominee before submitting their name. Bob's phone number is: 316-776-0248

The 2014 National Reunion and Awards Banquet will be held at Lakeland, Florida November 6,7,8.

Let's have a great year for our organization.
Harold Walter, President KS Wing OX5 Aviation Pioneers

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Secretary's Report: Harold Walter opened the board meeting requesting a report from the Wing Secretary. Jay McLeod mentioned a trip he planned on 18 September to Bonner Springs, KS to the Wyandotte County Historical Society in search of information about the early history of the 430th Pursuit Squadron, Army Air Corps Reserve which operated in Wyandotte County from the 1920's til WWII. He also wanted to offer text and pictorial data on the summer encampments of this squadron during 1938 and 1939.

Harold asked for a Treasurer's report. JoAnn Bailey responded with both the checking and the savings accounts.

Jay McLeod raised the issue of continuance of the annual report to the Kansas Department of State maintaining our status as a not-for-profit organization. During the June 21st board meeting it was indicated that we should discontinue because of filing a request for reinstatement to return us to qualifying status with the state. We did not have a quorum for the June 21st meeting, therefore the meeting would be discussed during the September 6th meeting. Lacking information about previous filings, it was suggested that

someone investigate that possibility. Another problem with taking more time with this is that we only have the month of September to file the report for 2014, or this year is forfeited and we may have to pay for three years -- \$120.

JoAnn Bailey, Treasurer agreed to file the report for 2014, and we would pay the \$80 we currently owe to reinstate our not-for-profit status for 2014.

We have three Wing Governors terms expiring this year, and they are:

JoAnn Bailey
Joe Latas
Bob Conard

We need nomination replacements and prepare ballots to get them elected. It was suggested that the replacements be contacted and to ask Bob Conard to prepare the ballots.

Harold reported that Doug Moler has announced an ultralite fly-in combined with the Horseless Carriage Club displaying some of their antique cars. The date for this event is Saturday, September 27.

Our next OX5 membership meeting is scheduled for Saturday, October 11. Programs proposed for this meeting:

- A trip to Newton Airport to see a Lockheed 10 (a 77 year old airplane) being restored by the Wichita Aircraft Services Co. Lunch at Newell's Truck Stop.
- Have Sam Snyder talk to us about the First Plastic Airplane (Piper).

One final note; Curly's Restaurant, where we have had our last two meetings, has been closed, requiring us to find another place for our future meetings. **Secretary, Jay McLeod**

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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 began January 1.

JoAnn Bailey
1736 S. Emporia
Wichita, KS 67211

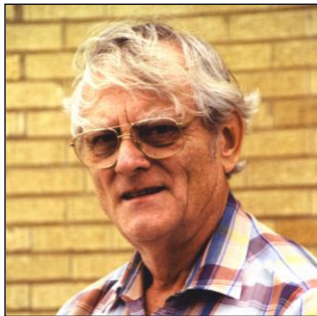
OX5 National dues are \$30. Make check payable to **OX5 Aviation Pioneers**, and mail to:

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

JoAnn Bailey, 316-258-4956

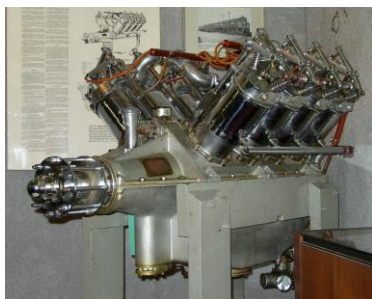
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The Curtiss OX5 engine located at the



Kansas Aviation Museum is owned by the Kansas Wing of OX5. The engine was overhauled, chromed, and installed on a stand by Max Walton. Blackey Raines

conscientiously rotated the engine regularly. Since he passed away, Sam Snyder has been turning the engine over. This helps to maintain freedom, preventing stuck pistons, etc. Maybe some day we'll want to hear it run. Thank you, Sam



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Flying Magazine for September 2014 had an article written by John King about loss of control. He was taking instruction at Sun 'n Fun in a Grumman Widgeon. Traffic was very heavy with airplanes waiting to takeoff. The controller frantically waved him to turn onto the runway and takeoff. They applied full power, pushed the control to lift the tail, and applied full rudder. In addition there was an adverse crosswind. There wasn't enough rudder power, and they missed the runway. No one was hurt.

Your editor, was reminded of doing that in his Aeronca C-3. It was a qualitative test to see if that would shorten the takeoff distance. I applied full power, pushed the stick lifting the tail, and found that full right rudder was needed to overcome the propeller effects. That was effective, but there was no reserve control if needed, plus things happened pretty fast. It was a memorable experience.

The engine of my C-3 was rated at 36 BHP, but it had been tested on a dynamometer before I got the airplane, and it came in at 41½ BHP. My uncle further increased the HP by enlarging the intake valves, chromed the cylinders and installed a carburetor heat valve. It originally had a full time carburetor heat. I'm sure that the engine was putting out quite a bit more than the 41½ previously measured.

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Your editor, Harold Walter, was reading **Sporty's Pilot Shop** and saw an ad for William K. "Bill" Kershner's books, of which I have a few. It reminded me of riding with him in his Cessna Aerobat at Tula, TN. Beech Aircraft had sent me there to take a flight test course at the University of Tennessee Space Institute (UTSI). One of the events was spin demonstrations with Bill Kershner in his Aerobat. Bill let me fly after the takeoff, and then prompted me perform a spin out of a turn over the top, then a spin

under, and finally a several-turn spin. I was surprised that after a few turns it became the world turning instead of the airplane.

Bill flew west January 8, 2007. His Aerobat is in the National Air and Space Museum. He was a friend to everyone. He was national General Aviation Flight Instructor in 1992 -- an outstanding person.

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An interesting design problem for nose-wheel airplanes: If the center of gravity is placed too far aft, and the angle of incidence between the wing and the ground is low, the aircraft may not rotate readily for takeoff. With such a configuration, not enough downward elevator force might be obtained, at least until a relatively high takeoff speed is attained. At this high speed, pulling hard on the elevator, and sudden takeoff can provide excitement at that point.

Considerations include the following.

- If the cg is moved aft to require less tail download, passengers entering from the rear of the aircraft may cause the tail to hit the ground.
- Increasing the wing incidence to the ground will help, but consideration of touching the nose wheel when landing can be a problem. A dynamic porpoising motion can be excited. Pilot response can cause the resulting oscillation to diverge, causing structural damage.
- A reasonable combination of wing to ground angle and aft cg location must be considered.
- Fairly accurate calculations can be made to determine a reasonable combination.
- Airplanes have been built that require the pilot to relate to these factors.

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Lockheed 10A ready for paint: Newton, KS

In 1932, Lloyd Stearman and Walter Varney formed a company, Stearman-Varney, Inc., in Alameda, California. They were joined by others to buy Lockheed Aircraft Company. Stearman served as president from 1932 through 1934, and played an important role in the overall design and development of the Lockheed 10 Electra.

This information is from the book, *Stearman Aircraft a Detailed History*, by Edward H. Phillips.

An interesting side event was that in later years, Lloyd Stearman applied for a job at Lockheed. On the application he was asked if he had previously worked at Lockheed, and if so, in what position. He wrote, President. The recruiter went to his supervisor to report what the applicant, Lloyd, had written on the application. He was informed that it was true.

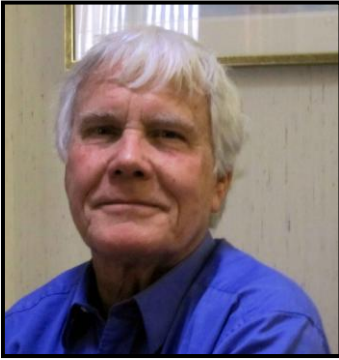
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Contrast

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Ultralight Fly-In: Well it's that time of year again. September 27 was the time for the seventh annual *Ultralight Fly-In!* This year was special by being honored to have a visit from the "Horseless Carriage Club". These folks have some really neat antique automobiles. It was a chance to see some really rare iron. We had great weather this year. The fire pit was going most of the day and Sabrina and Doug gathered up a nice bunch of brats for the fire. The favorite dishes and deserts were excellent as well. Doug says that it was special for him and Sabrina to spend the day with you and the fellowship together.



Doug Moler and Paul Fiebich smokin'

Captain Moler's Ultra Light Fly-In (Cont'd)



E. C. "Easy" Manny relaxing



Stearman Field Visit: Thanks to Charlie Gorges, a get together was organized for Charlie and Dag Gorges, Stan and Evelyn Koehn plus, Harold Walter and Bobbie Walter to eat at Stearman Field the evening of Thursday September 25. The food was good, the evening weather perfect, and much flying to see.



Harold Walter, Charlie Gorges, Stan Koehn



Stearman Field is named for the Stearman Aircraft

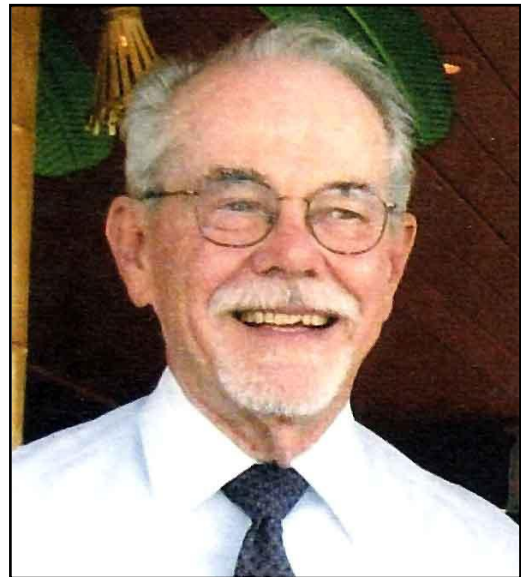


A Lockheed PV-2 was on the field, on its way to participation in airshows



PV-2 Nose Art

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Myron Dale Walter was born 8/26/1929 in Kansas, and passed away 7/17/2014 in San Diego. Survivors include his wife, Anne, daughter, Sarah, and granddaughter Charlotte. Survivors also include brother Harold, twin Merle, and sister Melba Larson. Myron had a 50 year career in the aerospace industry, retiring in 2010. He graduated from Spartan School of Aeronautics, a BS at WSU in Aeronautical Engineering, and MS in computing. He spent 4 years in the USAF.

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Harold Walter, OX5 KS Wing Pres, Editor
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