



OX5 NEWS

Celebrating 58 Years: 1955-2013

Volume 55 - Number 1

February 2013

Published for and by the Members of the OX5 Aviation Pioneers

Web Site – www.ox5.org

Resurrection of 1925 WACO Nine

By Frank M. Pavliga, Atwater, Ohio



The whole story begins back in the summer of 1984. As a young 27 year old kid, I had flown our newly completed Ford powered Pietenpol to the annual Pietenpol fly-in at Brodhead, Wisconsin. Fellow Piet builder Paul Castine had shared a room with me the night before and there was never any shortage of anything to talk about. I guess Paul must have gotten a pretty good inkling that this kid was absolutely nuts over anything antique that flew... especially ships from the 20's and 30's. Out of the blue Paul made a very emphatic statement. "I promise you this. Don't ask me how I know... I just know. Some day you're going to own your own OX-5 airplane." I don't remember my exact response, but I think I told him he was nuts... or something equally insulting. Up to that point all I had ever heard about the Curtiss OX-5 was that it had a service life of 50 hours and would quit on you at a moment's notice. It was nothing more than a dangerous, expensive boat anchor. Having no contact with any contradicting information, I spent the next decade assuming those wives tales to be true.

More airplane projects came and went... a Hatz Biplane, Waco ASO, and a Waco CTO. Finally, in 1998, I was watching an old video my dad had shot at Brodhead. There was Paul Castine's Pietenpol, and landing right behind him was a beautiful green and silver Kreider Reisner KR-31... purring OX-5 and all. It seemed so "happy" as it turned around and took off again, barely breaking a sweat and so quiet I thought it might not have enough power to lift off again... but lift off again it did. And it climbed. Wow, did it climb! I couldn't believe it. All it took was an hour long conversation a few days later with the late great Denny Trone, master of all things Curtiss and Hisso, and I found myself an unwitting convert to the realm of eight huge cylinders, dancing rocker arms, leaking water pumps, and oil streaked windshields. Having known Foster Lane, pioneer aviator and Columbus, Ohio, museum owner, I was privileged to be permitted to spend one-on-one time behind the ropes with Foster's old Waco '9', Miss McKeesport. I studied it from every angle. Blew through roll after roll of film and video. After about the fourth two hour drive to Columbus, I knew the decision had been made for me. I was addicted... hooked... there was no turning back.

Construction began the fall of 98 in a small workshop building behind our house. I had managed to acquire a rotted out set of wings that were useful only for patterns... but technically it now became a restoration as we were able to determine what ship the wings originally belonged to...serial #9, built in 1925. This made it a "Standard" Waco Nine (not 9). The Standard ship varied from the "Improved" ship in that it had a wire braced fuselage, cable flying and landing wires, a wicker pilot seat, no counterbalanced ailerons, and a few other minor differences. By spring of the following year, the new fuselage, gear and tail surfaces had been welded up and were then stored while we finished covering our Waco CTO, assembled it, flew it, and within days sold it to Roy Redman. But the bright side was that now, the summer of 2003, we had the working capital to really dig into the Nine. Tom Hegy put me on to Joe Kohler from Hartford, Wisconsin, who had, not one, but two OX-5 engines he was willing to sell. One was not more than a part engine, we came to find out, was that it was the original engine from Miss Pittsburgh, the Waco '9' which hangs in the terminal at Pittsburgh International Airport.



Work continued on the airframe, floor boards, seats, controls, instruments, and hardwire bracing. One of the really cool things about the early Nine fuselage is that, from the rear cockpit aft, the hardwire bracing sections actually are fabricated in a long loop with a turnbuckle in the middle, the loops being wrapped around steel tube rings welded at each longeron and upright or cross tube junction. Clayton Bruckner copied the idea from an expatriated Fokker D-7 he inspected and measured. Once

aligned and tightened they make for a quite rigid structure.

Wings were next. Nothing really unusual there with the exception of the hardwire trailing edge. All too often we see modelers over accentuate the scalloping action of the wire trailing edge. The reality is that you do all you can to make it as tight and straight as possible while constructing the wing structure. The pull of the fabric tension will scallop the trailing edge more than you can imagine. One of the biggest problems we encountered was brought about this tension. The first wing panel had to be covered three times before we had sufficient diagonal bracing installed to keep the trailing edge from buckling the tip ribs and tip bow. It was a bit frustrating to say the least.

Wing covering issues still weren't through with us yet. Three panels covered and finished (remember ... no center section!) and finally covering the last panel. Rib stitching all finished and ready to start spraying a coat over the ribs. Anyone who has done much rib stitching knows how the wax residue from the cord can wind up rubbing off unto the adjacent fabric. I have always made a habit of wiping down all nearby areas with paint cleaner solvent prior to doping, just to ensure that nothing will interfere with the adhesion of the dope to the fabric. Imagine the shock when I reached down to get more solvent on my wad of paper towels and heard a faint "click." Within a fraction of a second, flames shot out all across the garage about 18" above the floor level in all directions from the spout of the solvent can. As quickly as it started the flames stopped... but by then my nitrate dope wing panel was on fire.. really on FIRE. Flames shot upward toward the garage ceiling... all the while running up the capstrips of each rib. I grabbed a bucket and filled it the best I could from the nearby hose spigot but I felt like a guy bailing out the Queen Mary with a soup spoon. Finally I grabbed a nearby blanket and threw it on the wing and smothered the last of the flames. My wing was in ruins. A full two-thirds of a

ribs were beyond salvage. Thank God, the ribs had taken the brunt of the heat and flames. The spars were actually still useable and one month later we were covering again. To the best of my knowledge paint cleaning solvent doesn't even ship "hazardous." How it caught fire like that I'll never know. I just hope to never experience it again.

By 2007, the airplane had been transported to Barber Airport for final assembly ... minus engine. The next five years were spent trying to find machine shops that had the equipment and knowledge to deal with OX-5 cylinders. Two years were lost before contacting Allen Holloway who did a magnificent job installing new valves, machining out the old seats and installing modern hardened seats and getting the cylinders ready for finish. Hear's Machine in northwest Ohio did a great job of babbitt work on connecting rod bearings and camshaft bearings. Amazingly enough, the main bearings and crankshaft needed no work at all and were within tolerances. Finally, Denny Trone's right hand man, Mark Dickerson, agreed to do the assembly once all the machine work was done. Mark did a great job and it was a great day indeed when I loaded the engine in the back of a truck to bring it home from Brodhead, all ready to fit the mag and install. One of the biggest areas of confusion was what route to go for ignition. The engine came with a Berling, but I just didn't feel comfortable with it. A lot of guys swear by them, but a lot of guys swear at them. We looked at one of Denny's electronic ignitions and even explored retrofitting a modern eight cylinder magneto. Finally, Jim Hammond offered the loan of a Dixie 825 which was specially built aftermarket replacement for the Berling. It was sent to Ed Strain in Florida for inspection and testing and ultimately installed. Meanwhile we found another which is currently being rebuilt so Jim can have his own back again. Summer of 2011 found us ready to run, engine installed, cowling finished and a full tank of fuel. Nothing ever goes as planned but after a few adjustments (ignition wires going to the

correct plugs!) it fired right off and has run smoothly ever since.

Flying buddy Andrew King came to the rescue performing all I.A. duties and by July of 2011 we had an airworthiness certificate and all legal to fly. Andrew hopped it about 4' off the runway and set it back down. More carburetor adjustments, more magneto issues and by September it was running great, putting out full power and ready to slip the surly bonds. Then it rained... and it rained... and it rained. The Ohio clay just couldn't handle it. We ran it once in October and, within 5 minutes of full throttle, the tailskid had buried itself 8" into the soft ground. It was time to swallow the pride, deal with the disappointment and put it away for the winter.

I guess God has a way of evening it all out because spring sure came early this year... and even the Ohio clay was no match for dry air and stiff breezes. April 13th, 2012... yup, Friday the thirteenth, the air was dry and smooth and calm and warm. Taylorcraft test pilot and my instructor from too many years ago, Forrest Barber, offered to make the first real test flight. With help from a Ford boostercoil the engine fired up on the first pull and ran as smoothly as it ever had. The south wind found Forrest at the north end, turned south and applying full throttle heading uphill toward the runway intersection. Five hundred feet later the wheels left the earth and another Waco found its way back home to the sky. The climb-out was much steeper than we expected it to be. Curtiss and Sam Junkin sure knew what they were doing. I heard that smooth purr of an OX overhead before... but never in MY airplane. It was a sound and a feeling I'll never forget. A couple circuits around the field and Forrest lined up for final and greased it in just in front of us gathered along the runway. After 14 years and 5,000 hours of sweat and education it FLEW!

As this is written we are dealing minor weight and balance issues and hope to be

flying again within the next week. Can't wait for my turn!

I'm not telling you all anything you don't already know. The best friends a guy could ever ask for are found within sight of old airplanes. Thanks a bunch to Kent McMakin, Tom Hegy, Jim Hammond, Andrew King, Mark Dickenson, Forest Barber, Walt Bowe, Chad Wille, Andy Heins, Jim Beisner, and my close buddy John Werne who was always there with encouragement and took the time to help assemble and rig this airplane despite his cancer. I only wish he could have been there to witness that first flight but, like Denny Trone, I suspect he was there through it all. Finally a special thank you to retired tool and die maker Ron Degnan, who supervised the entire engine rebuild and is probably more responsible for how well it runs. If not for these guys I'd be home collecting stamps!

It has been a great experience, with many more to come. We are going to make every attempt to make Mt. Vernon, Creve-Core, Brodhead, and Oshkosh this year. Hope to see you there!



OX5 Rust Removal Using Electrolysis

by Dennis Harbin

Before:



After:



The process will be presented in the next newsletter.

Would you like more information about OX5 Engines? _____

Would you like some OX5 engine parts? _____

Would you like to know where to obtain parts & services? _____

Do you know the location of some parts and services? _____

If you would like information like this in the Newsletter, please answer this pole, clip out and return with your address. Thanks!!!

Messages from the Officers

President's Corner

by Jim Beisner

Good news from Troy, Ohio, home of the world's largest manufacturer of OX-5 powered civilian aircraft. WACO Aircraft Company produced over 350 aircraft per year in the 'Golden Age of Aviation.' It is appropriate that OX5 Aviation Pioneers has chosen to move the headquarters to the Troy area. The move from Pittsburgh has been almost complete thanks to Tom, Ivan, and Dennis for their extra efforts to make the move possible in a short period of time.

It is a pleasure to report that a number of new members have chosen to join this prestigious organization. We have been informed of a number of OX5 powered aircraft that are in the process of being restored in Maryland, Minnesota, Florida, Ohio, Indiana, and Washington. We hope to be a facilitator of information about parts and service for these dedicated restorers.

Our organization is planning to conduct informative programs at major fly-ins such as Sun-n-Fun and Oshkosh.

We are also glad to report the OX5 Aviation Pioneers is supporting wings that grant scholarships to young people that are enrolled in aviation programs.

It is a pleasure to report that OX5 Aviation Pioneers Inc. is alive and moving forward thanks to you and the nearly one thousand dedicated members. THANK YOU!

Jim Beisner, President

Secretary's Desk

By Don R. Volland

Greetings to all the members of the OX-5 Aviation Pioneer family. We share a common interest in the perpetuation of the history of OX5 powered aircraft and OX5 engines. Your officers look forward to working with each member in passing this history and knowledge on to

the generations that follow us. We hope that you will find your membership rewarding and that you will continue to support this great Organization. Best wishes and safe flying.

Don Volland, OX5 National Secretary

Treasurer Article for Newsletter

By Janet Barnard

Greetings Everyone from your sunny, snowy, windy main office in Troy, Ohio. I hope that this finds you all well and warm. I am pleased to report that we have had 80 people send in donations to OX5 Aviation Pioneers! A big thanks goes out to all of them; this makes our goals of keeping the OX5 history and its spirit of innovation alive! We also have had an increase of our investments, so our financial future is looking brighter. Please continue to send in your renewal

dues and signing up new members. Our friend Gordon Cumberland sent an OX5 newsletter from the days when his father, John Cumberland, was president of the Illinois OX5 Club. I think there is a quote in this newsletter from years ago that still holds true today:

"Praising what is lost makes the remembrance dear." William Shakespeare
For the rich and wonderful stories of the OX5 Aviation Pioneers to live on, we must continue to grow, pass on the history, and teach our young people. Think of all the great ways we can affect other people's lives.

Thank you for your continued support!
Janet Barnard

OX5 Aviation Pioneers, Treasurer

Announcements:

Be advised that there is a new newsletter editor. Send all Wing news and newsletter content to:

N K Francis

OX5NEWS@ymail.com

*Maill Attn: N K Francis,
Newsletter Editor*

OX5 Aviation Pioneers

PO Box 769

Troy, Ohio 45373



CLIFF BALL WING DAY TRIP

Planning for Spring of 2013

BEAVER AIRCRAFT MUSEUM

[**www.airheritage.org/**](http://www.airheritage.org/)

Tentative Schedule

10:00 Depart Allegheny Airport Parking Lot
1 hour drive to Beaver
12:00 Eat lunch at a Beaver restaurant
1:00-3:00 Tour Museum
3:00 Depart
4:30 Arrive County Airport
\$25.00 for Transportation Free entry

If interested, reserve with Ivan by calling 412-655-7187

We need an approximate count for transportation

Wing Struts

Cliff Ball Wing

2013 Election results

Ivan D Livi, Pres

Clifford J Yerkey, VP

Dennis G Yerkey, Sec

Thomas J Barruso, Treas

Darla Mroski, Gov
Frank B Long, Gov
Harry Bochter, Gov
James Kirk, Gov
Gary Gries, Gov
Sherwood Thompson, Gov
Daniel Mains, Gov
Norman Hogg, Gov

Curtiss Wing

The next OX-5 Curtiss Wing meeting will be held April 19th at 3:00 pmat the Glenn Curiss Museum followed with coffee and donuts.

The Curtiss Wing found a supplier and has up-dated all of the Hall Of Fame plaques 2002-2012.

The Curtiss restoration shop continues the restoratioon of the 1929 Curtiss Flrdgling By-Plane.

Norm Brush
Secretary Curtiss Wing OX-5

Mid-States Wing Struts

President – Robert G. Hallgren

Secretary – Jay W. Underdown

Among the goals of the National Officers in 2011/2012 from Pittsburgh, was that all members have an affiliation with a Wing. Since the closing of the Illinois Wing in 2011, the members in Nebraska , Missouri , Iowa , and Illinois have been at large. However, a group of these members met at Reunion in St. Louis and formed a wing, called Mid-States Wing. Thanks to them for volunteering with the physical demands of getting some of the materials and events ready for Reunion!

This new Wing is thriving, with 7 new members, and they will be working to recruit more. Also they invite all members in the area to join with them. They plan to meet twice a year, although plans have not been formulated yet. The officers are - President, Robert G. Hallgren (Nebraska); Vice President, Michael R. Weidhass (Missouri); Secretary, Jay W. Underdown (Missouri); Treasurer, Sylvia L. Cook (Missouri); Governor, Robert L. Taylor (Iowa); and Governor, Gordon K. Cumberland (Illinois). For more information on this new Mid-States Wings, contact OX5 National Governor, Sylvia Cook at ox5nat.governor@yahoo.com.

Wing Struts

Ohio Wing Struts

Steve Boone has been appointed as President to replace Jim Beisner, who has been elected President of OX5 National. The next meeting will be held on the afternoon of April 28th, 2013, at the WACO Air Museum, Troy, Ohio. The Ohio Wing has been granting scholarships to students that are enrolled in aviation education.

Midwest Florida Wing Struts

Sun-n-Fun planning meeting will be held on April 6th, at 10:30 AM. The meeting will be at the OX5 Building. Special programs may be on Wednesday and Thursday at Sun-n-Fun with OX5 informational forums conducted. The wing has also sponsored scholarships to young people enrolled in aviation programs.

This past summer of 2012, the OX-5 Aviation Pioneers Mid-West Florida Wing sponsored Gianna Azzaro, the great grand-daughter of Joseph and Evelyn Latorre, to attend "Destination Aviation Summer Camp" at the Lakeland Sun-n-Fun. The Destination Aviation Camp was an opportunity for Gianna to learn about the parts of an airplane, aerodynamics, basic navigation, weather, pre-flighting and flying an aircraft. She was able to practice her skills on flight simulators and help reinforce her desire to learn how to fly. Gianna was given the opportunity to fly an airplane with a

Flight Safety International flight instructor and **log her first flight of 32min.**

Evelyn Latorre
813-404-5374
Clubhouse: 863-644-2431 ext.178.

Indiana Wing Struts

The Indiana Wing of OX5 met at Martino's for the Fall meeting. A short business meeting was held to elect officers for 2013. Ron Gilbert made a motion to keep the same officers as last year. Jim Coy seconded the motion, and the motion was passed.

President Dave Stout
Vice Pres. Dale Etherington
Sec/Treasurer Dawn Brier

Roger Meyer of Fort Wayne had the program. He has written a book on the airports in the Fort Wayne area. The book is ***Image of Aviation Fort Wayne Aviation Bear Field and Beyond.***

Texas Wing Struts

The proposed new bylaws for the national OX5 were approved overwhelmingly by the national membership and accepted and implemented at the reunion in St. Louis. The new national bylaws make it far easier to form new Wings and also to conduct the day-to-day business of the club.

I will be working with George Vose and others to select a site for our next Texas Wing meeting. Any suggestions for interesting places and activities will be greatly appreciated.

Mike Lawrence, Texas Wing President

Red-Winged Monster

My Ercoupe used as much oil as it did fuel. When the tower saw me approaching the Allegheny County Airport, they asked another plane to check an aircraft on fire near them. The reply was terse, but most informative, "It's only Jimmy Phillips in his hay burner." I was determined to save the environment, but not on fire. Armed with a letter from my boss, Bill Burroughs, I flew to the plant where this engine had been built and requested that it be replaced. The first factory person I met firmly suggested that I permit him to build an engine. Or, he would send down to the plant for a new engine from the assembly line. I chose the hand-built engine.

I was delighted with my new hand-built engine. A new engine, a new metal prop and a new coat of red paint to the wings resulted in a very fast airplane.

Frank Fox, a captain with United Air Lines, and Roy Wieland, an airmail pilot, took off for Cleveland Lake Front Airport. I was to follow them after I made a telephone call and refueled. When Frank and Roy were en route, Frank, in whose airplane they were flying, said to Roy, "If that red-winged monster beats us to the Lake Front Airport, let's push this one into the lake." Roy responded, "Which wing do you wish to push?" Sitting beneath them was the red-winged monster, awaiting their arrival.

I was well equipped for the big race out of Greater Pittsburgh Airport with this particular Ercoupe, and chose George Alter as my copilot. Alter was quite capable in deciphering the "Destinator," that I had developed from my engineering background. It listed all of the local airports, with the distances and headings from anyone of them to any other.

As soon as we were airborne, we made a tight 180-degree turn as the "Destinator"

showed that the first checkpoint was in opposite direction from the runway heading. This maneuver put us below and ahead of the Ercoupe that had taken off before us. We were first to cross the first checkpoint and were clocked in first at every checkpoint on the list. Sadly, the man in the Ercoupe that we had passed was an editor of a Pittsburgh newspaper. Upon landing we found that our numbers were interchanged. The editor called in the story to his paper that he had won. During the race I passed all of the Cessnas in addition to the Ercoupes. After the race, the local distributor of Cessnas challenged me to a rematch; the red wing monster won this too.

-- by: James M. Phillips, OX5 #1504 Cliff Ball Wing of the OX5 Aviation Pioneers
Deceased 5-26-02

Courtesy of The Clifford Ball Wing-
Pittsburgh, Pa

~~~~~  
***For once you have tasted flight  
you will walk the earth with your  
eyes turned skywards, for there  
you have been and there you will  
long to return.***

*Leonardo Di Vinci*



## **Early History of Bremerton National Airport (Kitsap County Airport, Washington)**

Written by Robert E. Barrett and  
submitted by Jeanie Barrett #22018

Several people have asked me the early history of Bremerton National Airport (formerly Kitsap County Airport). I will begin with a list of those who were there the first day and before the first day. Many have shown up even a short time later will go unrecognized because this is an account of the beginning. I sincerely hope I have not forgotten someone whose name truly belongs on this list. The names selected

below are the “us” and “we” in the following account:

Oral “Swede” Allen, Max Barrett, Robert E. “Bob” Barrett, Mr. & Mrs. Cecil Bayes, Gordon Bayes, Cecil Bayes’ son, George Bowman, Dick Carretti, Clarence “Curley” Eskridge, William G. “Bill” Humes, Ted Phillips, Harry I. & Doris (Hope) Stoner, George Wallis, and Wes Wardleigh.

In the beginning there was – in the Bremerton area- a handful of aviation enthusiasts but no flying facilities. A few of these young men regularly traveled to Boeing Field once or twice a month for flying lessons. Dual flight instruction cost \$12 per hour and \$4 would buy a 20-minute flight lesson. Whenever we could scrape up \$4 or \$5 plus the ferry or streetcar fare, we were off to Seattle for another flying lesson. In the depression year of 1934, I was one of the fortunate few who were relatively affluent. I was a Navy Yard messenger boy and my monthly take-home pay of \$41 allowed me to take a flying lesson about every other week!

The gang got together for frequent “bull” sessions, and the lack of a local airport was always cussed and discussed. On trips around the area I’m sure each of us looked at every meadow and clearing and mentally evaluated it as a possible airport site. Along with others, I went on several trips to inspect sites that we had found or that others had reported to us. Unfortunately, everything we looked at was either unavailable or unsuitable. In the early Fall of 1936 our luck changed. Someone told us about a place called Bayes Bog out on Belfair Highway. Maybe within an hour, but certainly not more than a day later, several of us were on our way to inspect another possible site. This was the present location of Bremerton National Airport. Bayes’ Bog was an old dried-up lake bed about 4,000 feet long by 500 feet in width. Its length was oriented north and south and the present main runway was built right over the center line of the old lake. The property was owned by Cecil Bayes and Oral “Swede”

Allen, both whom lived on a stump ranch between the bog and the highway.

In spite of the fact that the bog was covered with buckbrush five feet high, we knew immediately that we had found our airport. It was long, level, on a hilltop, oriented into prevailing winds, and had no approach obstructions other than a few tall fir trees which could easily be eliminated. Furthermore, Bayes and Allen were as enthusiastic as we were!

We wasted no time. No feasibility studies, no site selection boards, no cost estimates, no environmental impact statements, no political shenanigans- we were doers! On our very next weekend we had a work party out there with shovels, wheelbarrows, axes, and a truck. Somebody knew someone who arranged to have a State Highway Department sickle-bar mower parked nearby where we could appropriate it. Using Bill Humes’ truck to tow the mower, we mowed and piled up buckbrush until we had cleared an area about 1,000 feet long by 100 feet wide. This was done about four o’clock that same afternoon. The next stop was to get someone to try it out. I got on the phone and called Elliott Merrill at Boeing Field and enthusiastically described our new airport, inviting him to fly over and try it out. Within an hour he and his passenger Dick White were there with his Fleet biplane and made an uneventful landing. His takeoff, though, was something else. Actually, it was quite spectacular! He just barely managed to get airborne within the cleared area, so we knew there was more to be done. The mowed area was about as firm as a big mattress and had heavy brush stubble from four to six inches high. It would need a layer of gravel before it could be used for an airport. Far from discouraged, we were a tired but happy bunch that evening we celebrated in Cecil Bayes’ front room. We named our airport “Fleet Field” after the first airplane that landed there. We thought that name had a naval connotation and was appropriate for an airport near a naval facility. We toasted the future of our airport

with milk of Magnesia. "Magnesia" was the name of Cecil Bayers' cow! This was day number one, October 18, 1936, dawn of a new era.

On that Saturday we had our trucks again and really started moving gravel. There were also two large county dump trucks. The drivers apparently did not know where Barney White's Road was because they seemed to get lost and always ended up at the airport. By the end of that day we had completed phase one of our airport. We had a useable gravel runway 600 feet long and about 15 feet wide down the middle of our mowed area. This did not allow much margin for error but "beggars can't be choosers." The buckbrush was mowed about 100 yards beyond each end of the runway, and with clear approaches we had enough room provided we use it properly. WE USED IT ALL! At least twice airplanes were damaged by over-running on either takeoff or landing, but that's another story.

On about the third weekend after the initial flight, local flyers made their first flights from the airport. At that time Bert Thrasher, a Tacoma fixed-base operator, flew in with his two-cylinder Aeronca C-3 and local pilots rented it (\$6 per hour) for practice flights in the airport vicinity. Every inch of runway had to be used; so the procedure was to taxi to the far end, get out of the airplane and carry the tail around, and setting it down with the landing gear on the first foot of runway. The carry-around procedure was required because the runway was only a few feet wider than the landing gear and there was no room to turn. We flew off this strip for about a year, at which time, with more parties and more people available, we enlarged our runway to a spacious 1,000 feet in length by 40 feet in width. This was our airport until Kitsap County took it over in 1939.

I had the distincton of having the first local land-based airplane, two-cylinder, two-passenger, 40-horsepower Aeronca Model K. I purchased this airplane new in the

spring of 1937. George Bowman had the second airplane on the field, a Challenger-powered Emsco midwing monoplane which he brought to the field in 1938. I was also honored by being chosen (they didn't have much of a choice) to fly mail from our airport to Boeing Field on a Roosevelt-proclaimed National Airmail Day.

As in all volunteer endeavours, some did more, other did less, but the important point is that together we moved Kitsap County into the Air Age.



---

## Album of Rare Ox-5 Airplanes

Here is a Fantastic Book for the OX5 enthusiast! It is loaded with 80 pages of photos, drawings, and information which add to your OX5 Aviation Pioneers Library and appeal to anyone interested in airplanes of the first 10 years of American civil aviation. **Contact Robert Taylor, Antique Airfield, 22001 Bluegrass Rd., Ottumwa, IA 52501 ... or... Antique Airfield Press, PO Box 127, Blakesburg, IA 52536**



**Return Address**  
**OX5 AVIATION PIONEERS**  
**PO Box 769**  
**Troy, Ohio 45373**



**Web Site – [www.ox5.org](http://www.ox5.org)**

### **Folded Wings**

**Junius F. McDonald, #11848**  
**16311 Rosewood St.**  
**Fountain Valley, CA 92708**

Died Oct.6, 2012 at the age of 98. His flying started at the age of 14 in 1927, and continued into 1933, trading labor for instruction time and then joining a flying club. He flew several different bi-plane types powered by OX5, OXX6, Tank, Hisso, and Wright J-5. The Waco 10 Taper-wing and the Lincoln-paige were his favorites. Joined Army AC in 1942, sent to Far East Air Command in 1944 to late 1945. Some air-crew time, engine maintenance, and evaluation of combat fatigue aircraft for possible service. Served as Vice President of the Southern California Wing in 1989 and was very active in the Historian program and other activities. May his flight West CAVU.

**John A. Mowbray #7418**  
**728 Emerald Mountain Parkway**  
**Wetumpka, AL 36093**

**Joe Fichera** Died 1/23/2013

**Dottie Anderson** Died 12/8/2012

**Paul B. Kollar**

**James M. Weir**

**Edwin H. Papritz** Died Feb. 26, 2012  
Enclosed was the following note from his wife of 61 yrs, Shirley:

“He was 91 and he always liked your organization! We were New Yorkers and used to go to all of your meetings. He was a wonderful guy.”

**Fred Ineichen** Died 7/28/12 Age 99

**Allan Wise** Died 12/7/2011

**William H. Bullock** Died 7/13/2012

