



# OX5 AVIATION PIONEERS TEXAS WING NEWSLETTER

June, 2012 No. 53  
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## Message from the Editor/Secretary



Without even asking, we occasionally receive contributions for the newsletter expense. Among those contributors, this month we received a \$100 donation from Terry Barbee, Life Member #22470, of Weslaco in the Rio Grande Valley. While Terry said that he would be unable to attend the May 18-19 meeting in Mineral Wells, he wanted to help with a newsletter contribution. Thank you, Terry. Each quarterly issue of the quarterly newsletter costs \$135 for paper, envelopes and ink cartridges, and about \$53 for postage. Member volunteers work gratis in its preparation. Contributions from members of even five dollars will help pay the newsletter expense. The Texas OX5 Wing does not charge dues. In fact, it is against national By Laws to do so. Your support of the OX5 Wing Newsletter, now in its 53<sup>rd</sup> issue, is appreciated.

The first 2012 Texas Wing reunion/business meeting was held in Mineral Wells on May 18-19. We had an enjoyable and productive time, and the weather was very good. Attending members met on Saturday evening May 19 for a lengthy business meeting and election of officers and governors. The chief item was the final incorporation of the Texas Wing. The advantages of this move are given in Wing President, Mike Lawrence's message on page 2.

## **This issue's "Mystery" Plane**



This airplane was on the front cover of the Antique Airplane Association's recent magazine "The Antique Airfield Runway". The owner, Brian Meuser of Santa Rosa, California, can be very proud of this pretty airplane. The picture was taken by Mike Shreve.

This airplane is a ..... ?

1. Porterfield "Flyabout"      2. Piper Cub "Coupe"      3. Monocoupe 90"      4. General "Skyfarer"

Answer and information on page 4

**TEXAS WING OFFICERS:** Mike Lawrence, President      Cade Woodward, Vice President      George Vose, Secretary/Editor  
Michelle Lawrence, Treasurer      Hazel Fehmel, Historian

**GOVERNORS**      Jack Brouse      Susie Brouse      Barbara Kraemer,      Michelle Lawrence,      Michael Lawrence  
Cade Woodward      George Vose

## Message from Wing President, Mike Lawrence

Dear Fellow Texas Wing Member,

My name is Mike Lawrence and I am honored to be your new Texas Wing President. I was elected at the most recent Wing meeting in Mineral Wells. All the attendees had a wonderful time renewing old friendships, swapping stories, and generally enjoying each others company.



The Texas Wing is one of the largest and most financially secure Wings in the National OX5 organization. We charge no dues and publish an excellent newsletter thanks to the volunteer efforts of our editor of several years, George Vose, and the gracious contributions of other Wing members. My pledge to each of you is to try, to the best of my ability, to continue the wonderful tradition of extraordinary leadership that has led to our Wing's success.

An example of that leadership is the recent incorporation of the Texas Wing as a non-profit organization under the laws of the State of Texas. The advantage of the incorporation of the Wing include, but are not limited to, the protection of individual members from potential liability for Wing activities and the ability to easily establish a new bank account with the election of a new Treasurer.

At the business meeting in Mineral Wells we approved the formation of the new corporation, and reduced the number of Governors from 9 to 7 which now include the officers. We then elected the following initial Governors: Cade Woodward and I to serve through May, 2013; Jack Brouse and Barbara Kraemer to serve through May, 2014; Michelle Lawrence and George Vose to serve an initial 3 year term through May, 2015. Susie Brouse was elected to serve an initial one year term. Her seat as Governor will be up for re-election each and every year beginning in May, 2013, in order to avoid tie votes. All other Governors will serve staggered 2-year terms with two Governors elected each year beginning in May, 2013.

The initial officers will be Michael G. Lawrence, President; Cade Woodward, Vice President; George Vose, Secretary; and Michelle Lawrence, Treasurer. All officers are elected from the Board of Governors and will serve one year terms.

In closing, you can be proud of your Texas Wing, and I hope each of you will join me in trying to recruit at least one new member this year thereby insuring the continued success of our club. I hope to see each of you at the next Wing meeting.

Thanks,

**Michael G. Lawrence**

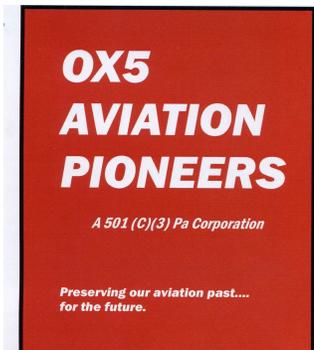
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### Your move – recruit a new member

The OX5 National Headquarters has designed an attractive brochure that presents the mission of the OX5 Aviation Pioneers — *“To compile and record in detail the historical and educational history of the development of air transportation”*. Membership to the OX5 Aviation Pioneers is open to all individuals expressing an interest in early American aviation history with focus on the OX5 era,

Talk to your friends about joining the OX5. You can be the sponsor of at least one new member. Send for an information brochure and application forms by contacting Texas Wing Secretary George Vose. (His address is on the masthead of this newsletter). Annual dues are a reasonable \$30 and each new member will receive a frameable certificate of membership, the quarterly-published National OX5 News and the Texas Wing Newsletter.

Enlist one or more new members into our great organization



## Wing meeting in Mineral Wells

The first Texas Wing meeting of 2012, an important one, was held in Mineral Wells on Friday, May 18 and Saturday May 19. Although the main purpose of the meeting was for business matters and the election of officers and governors, there was ample time for touring, dining and the usual OX5 talking and fun sessions. The planned visits to the National Museum of the Vietnam War and the tour of the Clark Botanical Gardens were modified by necessity. The museum is actually in a preparatory stage and, although several helicopters and Vietnam wartime equipment are displayed, there is much to be done before the museum attains the perfections described in its web page. The size-reduced replica of the Vietnam Memorial Wall in Washington is complete and well done. The planned visit to the gardens was cancelled because of two on-going weddings that required the use of all sightseeing vehicles and drivers. (The majority of our group needs a bit of extra help when the sightseeing distance are long).

The City of Mineral Wells, while expanding rapidly, was once mainly a “healing mecca” for people who came from far and wide to drink and bathe in its unique “crazy” waters. The 14-story Baker Hotel, now long closed, is an imposing landmark in the city’s downtown. The water in the Best Western Hotel, where we stayed, was good and obviously did not come from the famous mineral wells. In fact some of us wondered where we might go to taste the mineral waters.

The hotel served good – but not excellent – hot breakfasts, and we enjoyed lunches and dinners at the Italian Pasta Fina restaurant and the Mesquite Pit (where their specialty was a 30-ounce Angus sirloin steak).



Cade and George arrived in Cade's Cessna 180

Among the attending OX5 membership were all five Texas Wing governors, the Wing president, vice president and secretary-editor. When we departed in many different directions on Sunday morning we all agreed that the program had been successful. We look forward to another Wing meeting again this year somewhere in the State of Texas.



Huey HU1D, one of several on display at the Vietnam War Museum



Replica of the Washington Vietnam Wall



Business meeting in the hospitality room.



Some members enjoyed Friday dinner at the Mesquite Pit.

## Linley Wright planned to attend



Linley Wright, long time OX5 member of Glen Rose, Texas, was looking forward to attending the Mineral Wells meeting. Linley had been in failing health for some time, but his daughters had planned to drive him the relatively short distance to Mineral Wells. Two days before the meeting we received the tragic news that Linley had passed away. At the meeting a copy of the daughters' message was placed on the table for other members to read.

Born in San Francisco in 1921, Lindley grew up in Topeka, Kansas. He started as a ticket taker for barnstormer Bill Calderwood, then as a gas boy for Topeka Flying Service. After some dual instruction in an OX5 Waco and an OX5 Curtiss Robin, he traded his motorcycle for flying, even after a forced landing in a Cub early in a his solo flying.

In 1940, after Civil Pilot Training at Washburn College, he instructed primary flying in Uvalde and Fort Worth. In 1944 he joined the Ferry Command flying the Himalayan hump in B-24s. In 1947 he signed on as a pilot for Pioneer Airlines (which later became Continental Airlines) where he flew DC-3s through DC-10s. He retired from Continental Airlines in 1981.

In 1969 the Dallas Transportation Club named him Pilot of the Year for flying support for missionaries on his days off from airline flying. For many years in Glen Rose he was an actor and bass-voice singer in the noted local production, "The Promise".

The Wrights are an aviation family. His wife Martha (deceased 2012) was also a pilot as are three of their four daughters. Remarkably, Linley took one of his grand daughters on an airplane flight at the age of two weeks (right). Both Lindley Wright and his wife Martha were loyal OX5 members. We will miss them.



## The mystery plane (Page 1)



The pretty plane on the front page is a Monocoupe model 90. The Mono Aircraft company of Moline, Illinois offered the model 90 in 1930 which was first put to the test of air derbies, air races, air tours and for training. By 1933 all aircraft manufacturers were caught in the weakened economy, but by mid-1934 more than one thousand Monocoups had been built and sold. The model 90- was a high wing monoplane seating two side-by-side. The 90 had an empty weight of 957 lbs, useful load 643 lbs, gross 1610 lbs. Max speed 130, cruising speed 115. Most Monocoups were powered by a Lambert R-266 engine of 90 h.p. Price at factory \$2885-\$3484.

## More info on Burkhart's endurance flight



Described in the March 2012 newsletter was Bill Burkhart's 50-day endurance flight. Bill, an Alpine OX5 member, shared a Cessna 172 cockpit with Jim Heth for 50 continuous days, flying the equivalent of six times around the world. Refueling was done by hoisting plastic cans by winch from a pickup truck driving at the same 70-mph speed on the runway below them.

We now have more details about Bill Burkhart's flight. Alpine OX5 member Jerry Eoff recorded some notes following a discussion with Bill before he passed away in July, 2011. The actual flight time of 50 days and 16 minutes was recorded by a single log book entry of **1,200.3** hours starting in July, 1958 and ending in September.

Here are some of Jerry Eoff's notes not given in the March 2012 newsletter story:

1. To avoid any in-flight troubles by non-essential airplane parts, the wheel fairings and propeller spinner were removed prior to the flight. 2. Inspection after the flight showed that the plugs on one magneto had the center electrodes burned down and plugs on the other magneto had the outside magnetos burned down. 3. The fuel strainer had collapsed due to stoppage by fibers from the plastic 2.5 gallon refueling cans.

As mentioned previously, Bill's only physical wear and tear was a permanent partial hearing loss because of 50 days of continuous engine noise.

## Kelly Field Long ago and now

In the previous newsletter of March 2012, the apparent downgrading of Kelly Air Force Base to Kelly Field Annex was discussed. While Kelly is no longer an active Air Force base, it now has a new and important assignment. The area will never become a maze of offices or shipping malls.



Kelly Air Force Base (left) was closed in 2001 and realigned with the adjacent Lackland Air Force Base, but it largely became "Port San Antonio". Its 11,500-foot runway is shared with Lackland AFB and 14 aerospace businesses presently operating out of Port San Antonio. Among these are Boeing Aircraft's Global

Service and Support; Kelly Aviation Center (an affiliate of Lockheed Martin); Standard Aero San Antonio which operates the world's largest T-56 engine maintenance, repair and overhaul facility; and Pratt & Whitney maintenance center. St. Phillips College operates its Southwest Campus at Port San Antonio. More than 14,000 people are employed by the complex.

The famous name of "Kelly Field" has not vanished. Rick Creider, Kelly Field Airport General Manager, states: "Kelly Field will enhance this community by adding industrial and corporate aviation capacity, and complementing other airports in this Region".



Aerial view of Kelly Aviation Center in Port San Antonio

## The OX series of engines

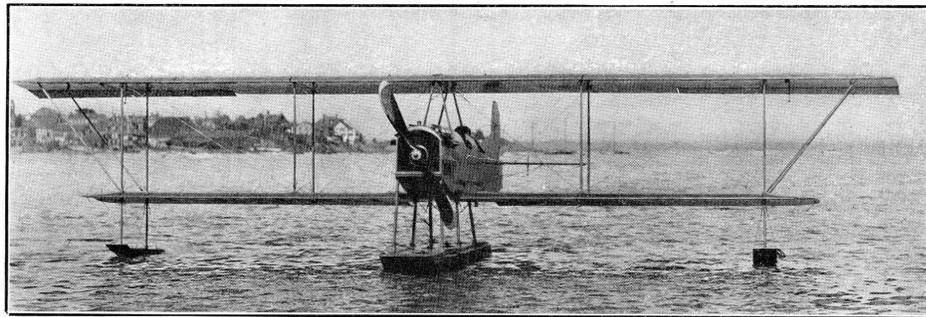
Glen Curtiss developed the famous OX5 engine starting in 1912, and that engine is the focus of our organization. But, were there engines preceding the OX5? Yes, there were. In an article by K.M. Molson in the Journal of the Aviation Historical Society, the first Curtiss engines ranged from the Curtiss “O”, through the OX, the OX2, the OX3 and the OX4.

Glen Curtiss’ first engine, prior to the OX series, powered an airplane for a short flight in 1908. It was an air-cooled 8-cylinder vee-type engine that developed 40 h.p. at 1,800 r.p.m. The engine overheated and lost power quickly. Curtiss then, in 1909, turned out a vee-engine that was water-cooled and flights up to 20 minutes were possible. The engine became the first water-cooled engine to power an airplane, and it was the forerunner of a long family series of water-cooled engines that concluded the OX5 series.

The model “O” engine appeared in 1911. It developed 75 h.p. at 1,100 r.p.m. Next in line was the “OX” engine that developed 90 h.p. at 1,400 r.p.m., a rating that was unchanged throughout the engine series. First was the OX2, then the OX3 and the OX4. The OX3 and OX4 engines were considered to be experimental. In 1912, with the onset of World War I, the OX5 engine was constructed. It was reported that 12,629 of these engines were built prior to November 1, 1918.

In the postwar period the availability of war surplus engines was plentiful, so it was utilized by many U. S. airplane manufacturers. Laid Swallow was the first of these designs, followed by many others including the Travel Air 2000, the Waco 9 and 10 and the American Eagle.

## An OX2 powered “hydroairplane”



This picture is from an advertisement by the Burgess Company of Marblehead, Massachusetts in the January 1917 issue of Aviation and Aeronautical Engineering. It tells of their Burgess Training Hydroairplane. It is described as a training airplane with a “Curtiss OX2 motor, single float, light, sturdy construction and all necessary characteristics for the hard service required for training purposes. “The Massachusetts Naval Militia has the first one now in service”. **Ed. Note: It looks pretty tricky for a wing low cross-wind landing.**

## In closing ...

Enjoy watching “sky diver” Al Silver’s 2,005<sup>th</sup> parachute jump. This time he jumped from an OX5 powered Jenny flown by Jim Nisson after departure from Dallas Love Field. When: Probably the early 1920s.

