



OX5 NEWS



Celebrating 69 Years: 1955 - 2024
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Published for and by the Members of the OX5 Aviation Pioneers
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- SUN 'n FUN 2024 -



Sun 'n Fun has come and gone for another year. From April 1st through the 6th, Lakeland, Florida was buzzing with the sounds of every imaginable type of flying object! It's hard to believe this was the 50th year celebration, just think about the changes in aviation since 1974! Where has the time gone! Jim Besnier provided Russ Berry with this photograph from the OX5 Club's gathering. Who do you recognize?

We'd love to hear more about this year's event from those who attended, especially the happenings and the OX5

clubhouse and with the group, so if you were at this year's Sun 'n Fun, send us your memories and photographs and we'll feature them in the next issue! Pictured above: Left to right - Sam Meek, Brenda Jones, Jim Beisner, Christine Tilton, Nicole Azzaro, Joe Azzaro, unknown, Chris Meek, and Mac Meek. *Editors note: Who is the person third from the right? Let us know!*

HIGHLIGHTS IN THIS ISSUE

Officer's Message	Page 2
Evelyn Sharp Book	Page 3
Pancho Barnes	Page 4
Scholarship Applications	Page 5
The Trusty 'OX'	Page 6

SUN n FUN
AEROSPACE EXPO

A Message from your Officers



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All of us here at the OX5 Aviation Pioneers are sure glad the winter is over. It seemed extra-long this year. It feels good getting back into the hangar and getting that good old airplane dirt under our nails!

With the warmer weather travel is easier, but before you hit the highways or the airways, please be sure that your dues have been paid. Reminder letters have been mailed so if you received one, please get your renewal and your check in the mail. You can also pay via PayPal on the website!

Russ reports he has been working with Past President Jim Beisner to get the Ohio based OX-5 ready to run for another season of demonstrations.

By the way, the Wisconsin Wing plans to run their OX5 engine again this year at AirVenture in Oshkosh, WI.



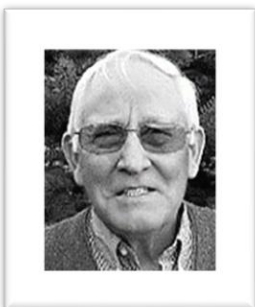
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Jim Beisner indicated that the Midwest Florida Wing ran their demonstration OX5 engine many times at Sun 'n Fun this year. Speaking of Jim, he provided us with a photograph of some of the attendees from this year. It was good to see those faces again, even if not in person. Jim reported to us that Sun 'n Fun was filled with many great activities this year. Thanks to all who were there representing the club! Sun 'n Fun is always a great time and we are sorry we couldn't all be there to enjoy it. Our southern folks do a great job of taking care of us when we do manage to be there – maybe next year!

Is there any thought out there about an OX-5 annual meeting gathering this year? Anyone who would like to host? Any suggestions please let one of us know. We will be glad to work with any of you!



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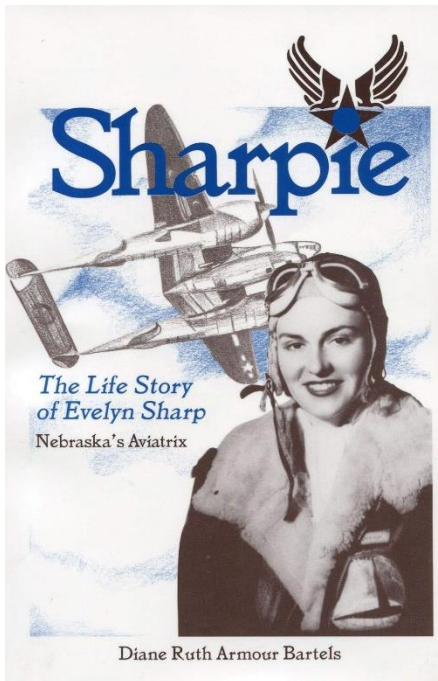
(Please note that this is a new email address)

We would like to give some scholarships to a couple of youth to help them further their education especially if it involves some aspect of aviation. Let us know if you have some candidates. And while you are at it, please consider a donation for the scholarship programs. We are including the scholarship information again in this Newsletter for any of you who are interested in this outreach program. The due dates are coming up rapidly.

Lastly, we wanted to take a moment to mention our friend and past president Tim Pinkerton. Word came to us that Tim passed away on Sunday, May 19th, just as we were preparing to go to print. As of this writing we do not know of any arrangements. If you wish, you may send cards of condolence and remembrance to **The Family of Tim Pinkerton, c/o OX5 Aviation Pioneers, Troy, Ohio 45373** and we will see that they are passed along to the family.

Sharpie: The Life Story of Evelyn Sharp

A few years back, OX-5 member and aviation writer, Diane Bartels, wrote a compelling biography about the Nebraska aviatrix Evelyn Sharp. Among many other aircraft, Evelyn flew an OX-5 powered Curtiss Robin. The book is worth the read and is available from the author for \$14.95 plus shipping. Contact Diane at DBSharpie@aol.com or by phone or text at 402-429-3342. Here is an excerpt from the book:



“As the powerful P-38 lifted off the runway at New Cumberland, Pennsylvania, on April 3, 1944, the pilot, Evelyn Sharp, knew she was in trouble. She did not need to see the black smoke belching from the pursuit's left engine. Her cockpit instruments told her all she needed to know. With not enough altitude, nor engine performance to gain that altitude, a twenty-four-year-old barnstorming pilot from Nebraska set the Army Air Forces state-of-the-art fighter down on a grassy knoll near a wooded ravine.

In the throes of the Great Depression, amidst the red dust and grasshoppers borne by a wind from the Oklahoma Panhandle, a young girl named Evelyn Sharp grew up in the north central region of the Nebraska Sandhills. It was there she assimilated the values of perseverance and commitment, and acquired a sense of adventure which would clearly define her character. Evelyn would not settle for the security of a loving husband and home. She wanted to fly. Born humbly, she was adopted by a loving childless couple who moved often, finding opportunity wherever it seemed to be. In her adult life, Evelyn would learn that a woman known to her as Aunt Elsie was in fact her biological mother. Evelyn was into every activity Ord High School had to offer, and she graduated in 1937 as the best girl athlete in the history of the school.

During that time, an itinerant flight instructor, behind in his room and board bill at John Sharp's rooming house, offered to give Evelyn free flying lessons. Her fate was sealed. Evelyn took her first flight when she was fifteen years old and soloed one year later. The Ord businessmen put a down payment on a brand-new Taylor Cub airplane for her, and in return, she promised to repay them through promotional advertising of the North Loup Valley during barnstorming tours. It was a good deal for both. Evelyn earned her private license at seventeen and a commercial-transport at eighteen. During 1938 and 1939, she made appearances at county fairs and other community celebrations, giving over five thousand people a sky-ride. For most of them, this was their very first time in an airplane. By the age of twenty, she was one of only ten women flight instructors in the United States. Evelyn taught flying to over 350 men in the Government's pre-WWII Civilian Pilot Training Program in South Dakota and California. By this time, she was sole support of her parents.

When the War Department organized the Women's Auxiliary Ferrying Squadron in 1942, Evelyn qualified as its seventeenth member. She brought more hours to the Ferrying Command than any of the other pilots. Freeing male pilots for combat, Evelyn flew nearly every airplane in the Army Air Forces inventory. She needed to complete transition to the B-17 before earning the highest rating available. That April day in 1944 during the Lockheed P-38 delivery to Newark, New Jersey, Evelyn's plane lost power on takeoff. She did not survive the forced landing. It had been nine years since she had taken her first flight off the pasture strip along the North Loup River in Valley County... In 1941 when a Bakersfield Californian reporter asked her if she would volunteer if war broke out, she had replied: Certainly! There's plenty of things a woman flier can do to help the aviation branches of the service. I'll do everything I can. For Evelyn Sharp, that statement had become prophetic.”

“Pancho” Barnes

“We had more fun in a week than most weenies in the world have in a lifetime.” – “Pancho” Barnes

Florence Lowe "Pancho" Barnes (July 22, 1901 – March 30, 1975) was a pioneer aviator and a founder of the first movie stunt pilots' union. Barnes raced in the Women's Air Derby and was a member of the Ninety-Nines. In later years, she was known as the owner of the Happy Bottom Riding Club, a bar and restaurant in the Mojave Desert, Southern California, catering to the legendary test pilots and aviators who worked nearby.

She was born as Florence Leontine Lowe on July 22, 1901. She was born to a wealthy family, growing up in a large mansion in San Marino, California. During her formative years, she attended the area's finest private schools, such as The Bishop's School. Her father, an avid sportsman, encouraged her to appreciate the great outdoors, and Florence became an accomplished equestrian. Her grandfather was Thaddeus S. C. Lowe, who had pioneered American aviation with the establishment of the nation's first military air unit, the Army of the Potomac's balloon corps during the American Civil War. He took his granddaughter to an air show when she was 10 years old.



Just out of high school she spent four months abroad in Mexico, getting caught up with revolutionaries and escaping the attention of authorities, disguised as a man, she began to use the nickname "Pancho" around this time. Barnes returned to San Marino, California, with an inheritance bequeathed to her on her parents' death.

In 1928, while driving her cousin Dean Banks to flying lessons, she decided to learn to fly, and convinced her cousin's flight instructor, Ben Catlin, a World War I veteran, of her desire that same day. She soloed after six hours of formal instruction. She then ran an ad-hoc barnstorming show and competed in air races. Despite a crash in the 1929 Women's Air Derby, she returned in 1930 under the sponsorship of the Union Oil Company to win the race – and break Amelia Earhart's world women's speed record with a speed of 196.19 miles per hour. Barnes broke this record in a Travel Air Type R Mystery Ship.

After her contract with Union Oil expired, Barnes moved to Hollywood to work as a stunt pilot for movies. In 1931, she started the Associated Motion Picture Pilots, a union of film industry stunt fliers which promoted flying safety and standardized pay for aerial stunt work. She flew in several air-adventure movies of the 1930s, including Howard Hughes' *Hell's Angels* (1930). She lost most of her money in the Great Depression. By 1935, she had only her apartment in Hollywood left. She sold it, and in March 1935 bought 180 acres of land in the Mojave Desert, near the Rogers dry lake bed and the Muroc Field, then called March Field because it was an adjunct property of March Army Air Base at that time. On her land, Pancho Barnes built the Happy Bottom Riding Club, also known as the Rancho Oro Verde Fly-Inn Dude Ranch, a dude ranch and restaurant which catered to airmen at the nearby airfield and her friends from Hollywood. Her ranch became famous for the parties and high-flying lifestyle of all the guests.

Barnes suffered from breast cancer, likely the ultimate cause of her death. Her son Bill found her dead in her home, and the coroner determined that she had died nearly a week earlier. Bill obtained special permission, which was granted from the United States Air Force, to spread her ashes over the site of the Happy Bottom Riding Club. He then flew an aircraft over the site, but a crosswind came up, sweeping the ashes back into the small Cessna aircraft, to be carried aloft again. Of this her son Bill would say "Even in death Barnes still loved a good joy ride."

**OX5 Aviation Pioneers
2024 \$500 Discover Aviation Learning Through Fun
Scholarship Application**



Name _____ Date of Birth _____

Name of parent(s)/guardian(s): _____

Permanent Address _____

Home Phone _____ Cell Phone _____

Email Address _____

OX-5 Sponsoring Member: Member Name: _____ Member# _____

Member Address _____

Member Phone _____ Email _____ Wing _____

Education:

School	City/State	Year s Attended

Extracurricular Activities:

On separate paper, please respond to items listed below. Put your name on the top of each sheet and refer to the items by the appropriate letter (A, B, C).

A. State why you desire the aviation scholarship and for what purpose you plan on using the scholarship funds.

B. Accomplishments in or out of school.

Indicate honors, awards, performances, clubs, etc.

C. Goals.

Tell us about yourself and your goals. What experiences have you had that developed your interest in aviation? Why do you want to do this aviation activity? Do you have any future plans that include aviation?

Letters of Recommendation: Two are required. At least one must be from a teacher that you have had within the last two years.

Application due by May 30, 2024

Funds are made possible, in part, from the generous gifts from the Colorado, Georgia, Kansas, and Maryland Wings.

Send application materials to:	OX5 Aviation Pioneers, Scholarship Program, PO Box 769, Troy, OH 45373
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**OX5 Aviation Pioneers
2024 \$1,000 Education Scholarship Application**



Name _____ Date of Birth _____

Permanent Address _____

Home Phone _____

Cell Phone _____

Email Address _____

OX-5 Sponsoring Member:

Member Name: _____ Member # _____

Member Address _____

Member Phone _____ Email _____ Wing _____

Education:

School	City/State	Years Attended	Degree or Diploma	GPA

Pilot Certification (if any):

Private	Commercial	Ratings	Flight Hours

On separate paper, please respond to items listed below. Put your name on the top of each sheet and refer to the items by the appropriate letter (A, B, C).

A. Accomplishments in or out of school

Indicate honors, awards, performances, clubs, etc.

B. Aviation Activities

List aviation activities in which you participate, membership in aviation organizations and any aviation related employment.

C. Goals Tell us about yourself and your goals. Write a statement about your educational and career goals. State how you first became interested in aviation and your future goals with aviation. Specify certificate, rating or education goal you will be obtaining with this scholarship.

Letters of Recommendation: Two are required. At least one must be from a person knowledgeable of your aviation goals.

Application due by July 15, 2024

Funds are made possible, in part, from the generous gifts from the Colorado, Georgia, Kansas, and Maryland Wings.

Send application materials to:	OX5 Aviation Pioneers, Scholarship Program, PO Box 769, Troy, OH 45373
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The Trusty 'OX'



Reprinted here is an article from the December 1942 issue of Flying Magazine about the early pilots that flew the mighty OX-5 powered aircraft. We thought you would enjoy this early WWII era perspective on the OX-5. The article was written by Thomas F. Buck. Thomas Buck was the father of Rinker and Kernahan Buck (along with seven additional children). Rinker Buck wrote *Flight of Passage*, his 1997 memoir that recounted how he and his brother flew from New Jersey to California in a refurbished Piper Cub in 1966. The brothers, Kernahan and Rinker, were 17 and 15 and the youngest pilots to make such a trip. They flew without a radio, using pilotage and dead reckoning. Thomas F. Buck was a media-savvy magazine publisher who, even as he encouraged his sons to make the incredible journey, lined up press appearances at several of their fuel stops.

We have cropped and enlarged the article to make it easier to read. Section 1 is shown below. We apologize, but some of the words did not come through in our scans.

Memories of the famous engine of World War I fly with pilots in this war of the air. Many of today's outstanding airmen were trained on aircraft powered with the redoubtable OX-5's.

THE new Allison engine, it has been said, is an "OX with hair on its chest." We agree. And we will extend that statement by saying that the OX-5 (a motor loved by many flyers and feared by many others) will have done as much to win this war as all the Allison and Wrights, and Jacobs and Continentals that are powering our superior ships on all fronts of this war. In an indirect sort of way, of course.

Our tongue is in our cheek when we say that the motor of the last war is going to win this newer, more modern affair. Our contention is that because of the performance, the economy, the adaptability of the Curtiss OXs, thousands of American civilians have, in peacetime, become experienced and capable flyers. OX-trained flyers are the fathers of our flying forces of today. Make a survey of the thousands of instructors on the training fields of the Army or Navy and you'll see what we mean. You'll find that most of the older instructors have had time on ships that have been powered with an OX. And if you question these old timers they'll tell you that they wouldn't trade their OX time for triple the time in other comparable civil ships that are crowding the airways today.

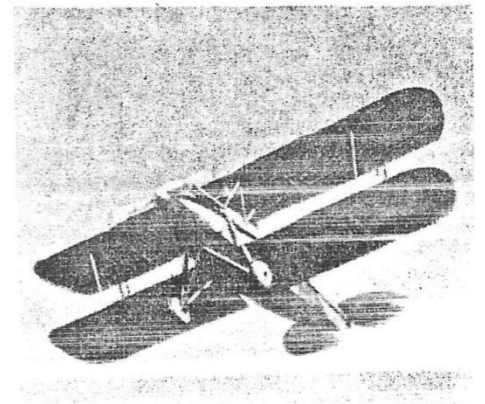
We're not squeezing sour grapes on the newer motors, mind you. They're better, they're lighter, more powerful and have every advantage over the OXs. But when the OXs were newer, they were

the power plants for countless pilots who since have become famous.

Brig. Gen. James H. "Jimmie" Doolittle is an OX-er. True enough, he didn't depend on an OX to power himself to Tokyo, nor did he set transcontinental speed records with an OX, but his early training was in a Curtiss JN which had an OX-5 in it. Mayor Fiorello H. LaGuardia, who gave up flying for politics, is an OX-er. He, too, did his OX-ing in the last shindig in OX Jennys. And so it goes—check down the list of famous pilots in the United States and you'll find that perhaps 75 per cent of them had time in OX-s and you'll find every one of them full of praise for the

that gave them their first training experiences in the

The OX, by way of a biography, is a
(Continued on page 10)



The OX-5 was standard equipment on all early airplanes such as this one.

Section 2

Glenn L. Curtiss product that was designed and built in Curtiss' original war plant in Hammondsport, N. Y. It can safely be said that the development of the Curtiss motors from the original one cylinder, three horsepower gadget was one of the chief contributing factors in the development of aviation. Until very recently there were more OX-powered ships on civil airports than any other motor. OX's were standard equipment in Fairchilds, Wacos, Birds, Travelairs, Swallows, Curtiss JNs and many other early ships. You'll still find OX's on most airports that don't frown on the poor man's flying.

Section 3

The OX is kin to the original Curtiss E4, four cylinder, water-cooled 50 h.p. motor that startled the few flyers of the time with its original battery ignition. The E4 changed to the E8 which was the same motor with eight cylinders instead of four. The E8 was the first "vee" type combustion motor in production. Incidentally, the battery ignition was given up about that time for the more dependable magneto ignition. The Curtiss E8 gave way to the Curtiss "L" with its smaller bore—four inch bore, five inch stroke. The Curtiss "O" is a refined Curtiss "L".

Then came the war and the 1917 version of mass production. Curtiss took his "O" model and changed it here and there and gave the army the Allison of the last war—the Curtiss OX-5. The OX series continued with various improvements; the "O-double-X" with double ignition, then 12-cylinder affairs which were used in the original multi-motored transports.

Section 4

War production was the first order of the day in the last war as it is in this war. After the War Department okayed the OX-5 for mass production, Curtiss sublet the designs to other manufacturers, who then made the same motor. That's why you'll occasionally find an OX with a different manufacturer's release on it.

The story of the *Jenny* is the story of the OX in the last war. The *Jenny* (Curtiss JN) with an OX-5 in it was by far the most popular plane among the training ships of the last war. Most all British, Canadian and American flyers were trained in ships with OX's in them.

The OX was the power plant of the developers of aviation—the mainstay of barnstormers, the university of instructors. The Army Air Corps of today would not be the same if instructors had not had such valuable time with OX's. That is why it's the OX against the Axis powers in this war. It's the skill, the ingenuity, the experience of American pilots with OX's that may turn the tide against the enemy.

Section 5

After the first World War was won, warehouses were packed to the rafters with OX-5's because the manufacturers had out-produced the makers of aircraft. As discharged flyers came back from France, a number of them bought OX's from the Government for a few dollars. They took them home and built themselves an airplane. This was, of course, before the days the Government began to worry about such things. As late as 1929, aircraft manufacturers were still buying OX's from warehouses and sticking them in their new designs.

An ex-Army flyer would get himself

Section 6

an OX, build a plane, fly the ears off it and then sell it in favor of a factory-designed, factory-built plane. Strangely enough, his factory would probably have an old reliable OX in it. Friend taught friend, fields were rented, hangars built, runways laid, but the blood never ran cold in the OX's.

There were enough OX's in use at the time to encourage manufacturers to produce improved parts that took some of the kinks out of the original motor. Miller introduced his modern overhead assemblies with the one shot lubrication and it wasn't long before pilots were bragging that they had a "Miller OX." The Tank brothers redesigned the motor a little, took off the parasitic water-cooling system and called their new product a Tank motor. They advertised a trade-in offer that was original with them but has since been adapted by many

Section 7

others including leading automobile manufacturers. "Trade in your OX for a rebuilt, redesigned Tank" was their suggestion.

Those that fear the OX, fear themselves as pilots. Anyone who speaks disrespectfully of an OX has not had much time in one, and is usually a young flyer who was brought up in the "lightplane age."

To many pilots an OX today is reliable, dependable and as safe (as well as more economical) as a modern motor. It's old, it's weighty, it's dirty, it's lost its luster, it smokes but it still is a swell motor.

When comparing the Curtiss OX-5 with modern motors, one must speak either in generalities or statistics. Generalities serve the same purpose, but in a more interesting and easy way, so let's skip engineers' hum-drum tolerances and confine the comparisons to generalities.

Section 8

The OX-5 is the most economical motor to operate when you consider gas consumption and horsepower. An average OX will burn between five and six gallons of automobile gasoline (which retails at 18c) and turn out 90 h.p. The average lightplane motor will burn from four to five gallons of aviation fuel (retailing at 25c per gallon) and turn up from 38 to 65 h.p. The cost is approximately the same (slightly in favor of the OX), but the horsepower is overwhelmingly in favor of the OX. Your lightplane is designed as a two-seater with a moderate baggage allowance while most OX powered ships are three-place jobs with plenty of baggage space.

The OX-5 with full throttle delivers about 1,400 r.p.m. on the ground, while the average lightplane delivers something in excess of 2,400 r.p.m. on the ground. An OX *Challenger*, for instance, will cruise comfortably at 85 to 90 m.p.h. while turning up 1,100 to 1,200 r.p.m. the lightplane with its smaller prop wants up to 1,700 r.p.m. (and over) to sustain flight and cruise at 75 to 80 m.p.h.

Section 9

An OX can be "souped up" to turn up more and increase the horsepower, but because this changes the manufacturer's design, a license will not be issued except under "X" conditions. Cropdusters do this. By removing the carburetor from the rear and under side of the motor to an overhead forward position, the horsepower can be increased from 90 h.p. to as much as 140 h.p. with comparatively little increase in gas consumption. Fire hazards present themselves with this change, however, and extreme precautions must be taken.

There are many disadvantages of the OX that have been ironed out in the newer motors. Weight, for instance. The modern motor turning out 90 h.p. is embarrassingly lighter than the OX. Too, the OX has water-cooling equipment which is a definite disadvantage to performance.

Although the 'vee' in-line cylinder ar-

Section 10

rangement tends to create less profile drag, this is offset by the monstrosities in the form of radiators that usually lie flat against the wind and create blind spots which are eliminated by the modern aircooled motor.

In 1918, when OX-s were designed, eight cylinders were needed to do what modern motor designers can now do with six and four cylinders. There are several manufacturers of lightplane motors who put out a two-cylinder engine which is capable of delivering as much as 50 h.p.

Try to pin the pilot who dislikes OX-s down to a specific reason for this dislike and it's like trying to start a motor with the switch off. Certainly OX-s have let many flyers down. What motor hasn't? But is it the motor or is it the pilot?

Section 11

An OX isn't temperamental, nor fussy, nor dangerous, but it is an old motor. Mind you, the OX-s that are still flying today were built in 1917-18. If you take proper care of your OX—just as any

Section 12

other motor must be cared for—you should never have trouble.

Instead of a periodic, hasty 20 hour check, give it a flight check on some of the trouble spots. The overheads need fresh grease and oil frequently. The wells need draining *every* time you fly. Keep the mag in good shape, never let it get wet. Have it tested regularly and you'll have no trouble from that score. Don't depend on your partner keeping your OX healthy—you'll have to get your hands dirty and do it yourself if you want enjoyable, carefree flying.

To get back to the different owners. The first owner flew it for about 25 hours. His only obligation, he thought, was to feed it aviation gas and keep it well supplied with oil. He forgot the overheads, the valves, the carburetor and all the other little things that take only a few minutes to check each flying day, but which make an OX a lot of fun. The second owner had respect for old age and thereby got a lot of inexpensive flying on his motor with no trouble.

An OX doesn't want high test aviation gas. Remember they were built before gasoline companies knew the difference between "octane" and "ethyl." High test gas brings on valve troubles. Regular old fashioned automobile gas from the corner gas station is the best known fuel for an OX.

The next time you get a few minutes to yourself try to remember when you last saw a 1925 automobile in good running condition. A long time. Now take

Section 13

a mental trip to the three nearest airports and see how many OX powered ships are there—still flying on their merry way. You'll find they are still plentiful, and the OX-s were built almost 25 years ago.

Now for stamina. The OX-s have a habit—so the fearful say—of letting you down. It's the definitely biased opinion of the writer that an OX-5, if properly cared for, will run hour for hour with some of the most modern stock model motors. More care must be taken and minor adjustments must be considered, but all in all, the things that will let an OX down are the identical things that will let any motor down.

Ignition wires will break in an OX just as they will break in an Allison; a carburetor in an Allison over Egypt might get dirty just as an OX carburetor might get dirty over Atlantic City.

Joe Campbell, a Philadelphia policeman, who has more than 800 OX hours logged, was flying a Fairchild KR31 Challenger with an OX in it to Atlantic City one Sunday afternoon. He had his wife and baby daughter in the front cockpit. The route to Atlantic City from Philadelphia is over a 20-square-mile patch of three foot dwarfed pine trees and is just about the worst place in the world to effect forced landing without danger to the occupants or damage to the ship. Joe was flying at about 1,500 feet about midway in the pine growth when the entire left bank of the OX quit on him. Although four opposing cylinders were as cold as tomatoes, the remaining four carried him safely to an emergency landing at an airport. He was still flying at 600 feet 20 minutes later and had traveled more than 25 miles at an expense of less than 1,000 feet of altitude. A master ignition cable had snapped and cut out the one side of the motor. Try to fly *your* motor on half its cylinders and see what happens.

In all his 800 OX hours, Joe has had four forced landings with OX powered ships but on three of these he was able to trace the trouble to a common motor failure that could have happened to any motor. One time, his water jacket got loose and he cut the switch rather than burn up the motor. That, naturally, wouldn't happen on an aircooled motor, but it was the only one of four forced landings that was individually OX.

OX-ers are a little different than most pilots—they are a little *more* than ordinary pilots. It's the old timer's equipment handed down to this younger generation, and the younger generation flying an OX powered plane today are learning lots more about flying than they realize. An OX-er with 100 hours is a much better flyer than a pilot with a comparable number of hours in equal horsepower ships. Don't take my word—ask any Army instructor. Ask any old timer—they'll tell you the story.

An OX-er, to be sure, is not a dude. Standard equipment of an OX is a pair of dirty overalls and a can of grease solvent. Ten minutes around the OX—that is if you want to keep your motor right—is like 10 hours under an auto-

Section 14

Section 15

mobile. It's a dirty job, it's unglamorous—but it's a lot of fun!

Indeed, OX-ing is a sport far removed from the macadam runways and the uniformed attendants and the control tower airports of today. OX-ers are the modern counterpart of the vanishing American.

They tell a favorite story around Philadelphia airports. Two college boys—CPT students—were standing around waiting for their turn on a lightplane. They were watching two OX-ers check the overheads and drain the wells on their OX. The OX-ers in greasy and sloppy overalls were talking shop, as it were, and one was telling the other of a horsepower improvement with double ignition. Getting just drifts of the conversation, the college boys were puzzled. Finally one of them turned to the other and asked, "Why do they rate the power of an ox in the terms of horse?" The other replied, "I understand that in the old days, they used to rate all motors in terms of OXpower."

See what I mean?

END

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Club news, articles for consideration, and items of interest can be sent by mail to the address above or emailed to the editor at thefordroom@hotmail.com

Please visit us on our Web Site at: www.ox5.org