



# OX5 NEWS



VOLUME 52 - NUMBER 4

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Published by and for the Members of the OX5 Aviation Pioneers

WEB-SITE

[www.ox5news.com](http://www.ox5news.com)

Celebrating 55 years  
1955-2010

## Aviation Pioneer - Pancho Barnes

Pancho Barnes (1901 - 1975) is considered by many to be one of the 20th century's greatest American characters. During her lifetime, Pancho (born Florence Leontine Lowe) was renowned for her individuality, outsized personality, creativity, entrepreneurship, humor, generosity and integrity. Pancho saw herself not just as a worldly spirit, but a fully liberated woman, and a real original. Later she would say, "The most important thing is to be yourself. So don't even try to be like anyone else, because we've seen it already!" That philosophy might just sum up her whole life

Born into privilege in 1901 Pasadena, CA, Florence L. Lowe's father was a millionaire sportsman, her mother a blueblood Philadelphian. The person who most influenced young Florence, however, was her grandfather, Professor Thaddeus Lowe. A free-wheeling self promoter and audacious inventor, Lowe was also a loquacious visionary who managed to persuade Lincoln to launch a fleet of surveillance balloons during the Civil War. His strong personality and his interest in aviation made a deep impression on young Florence.

After a childhood full of mischief and rebellion, Florence was wedded to the highly respectable Reverend C. Rankin Barnes. Escaping her unhappy marriage in 1927, Florence Barnes embarked on a banana boat for what turned out to be a world-class adventure. In San Blas, Mexico, she jumped ship with a fellow crewmember and began to roam the Mexican countryside with him. The trip changed Barne's life. She disguised herself as a man, and lived like one much of the time. When she finally emerged from south of the border, Florence had a new name to go along with her liberated attitude: "Pancho". Her companion had jokingly called his pants-wearing, cigarette smoking, hard riding female companion that for much of the trip, and it stuck. From now on, Florence Lowe would be Pancho Barnes.

Having spent four months abroad, Pancho returned to San Marino and in the spring of 1928, while driving her cousin Dean Banks to flying lessons, decided immediately to learn to fly. Convincing her cousin's flight instructor of her desire that same day, she soloed after just six hours of formal instruction.



Pancho's membership in the National Aeronautics Association was signed by Orville Wright and her pilot's license was number 3522. Her passion for aviation took off, and she ran an ad-hoc barnstorming show and competed in air races. Having acquired a reputation as a fearless flier, Barnes began working as a test pilot, conducting maximum load tests on Lockheed's new Vega in 1929.

Later that same year she participated in the first all-female cross-country air race, known as the "Powder Puff Derby". Twenty-three of the thirty-four registered female pilots flew in the Derby, including the already-famous Amelia Earhart and Pancho's good friend Bobbi Trout. While landing in Pecos, Texas, Pancho collided with an automobile that darted across the runway, costing her the race and nearly destroying her airplane.

Despite the crash in the 1929 Women's Air Derby, Pancho 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. Pancho was determined to beat that record, and to do it she bought (for a whopping \$13,000) a Travel Air Model R "Mystery Ship." It was only the second Model R to come off the assembly line, and owning it was a genuine coup. Barnes, however, was not one to take no for an answer, and prevailed in her attempts to buy one. The low-wing, snub-nosed monoplane was just about the fastest thing on earth at that time, and on August 1, 1930, Barnes pushed it past 196 miles per hour. She became the fastest woman on earth and firmly cemented her place in aviation history.

Many of Pancho's friends fueled their aviation habits by performing stunts for the movies. Barnes herself flew in many films. As the Great Depression dawned, and Barne's once-ample financial assets declined, she became more interested in making stunt piloting a career. Eventually she organized the Association of Motion Picture Pilots, a first-of-its-kind union to guarantee wage standards. Pancho was the group's only female member. Pancho also co-founded, with Bobbi Trout, a group known as the Woman's Air Reserves. While it might not have succeeded in its day, the WAR paved the way for WWII's Women's Air Service Pilots (WASPs), who ferried combat aircraft from factories to the front lines. (Continued on Page 9)

*Photos/information curtesy of [www.panchobarnesfilm.com](http://www.panchobarnesfilm.com)  
and [www.panchobarnes.com](http://www.panchobarnes.com)*



## PRESIDENT'S MESSAGE

Next month, on September 25 at 2 p.m. members who will attend the 2010 reunion in Dayton will hear the sound of an OX5 engine. For the majority of members this may be the first time they will hear the almost century-old engine with its big propeller "singing its song" The engine we will see and hear in Dayton belongs to Jim Beisner, long-time OX5 engine re-builder and President of the Ohio Wing. Jim has conducted many useful seminars on the mechanics and workings of OX5 engines.



This message will be my final one as OX5 President. Two years ago in Tullahoma, Tennessee en route to the Awards banquet I tripped, fell and fractured cervical vertebrae #1 and #2. Yes, simply said, I "fell and broke my neck". The first year was pretty difficult. The National Secretary departed, leaving no available membership rosters and little information on income and expenditures.

But with the help of the National Governors we managed OK. The second year was a better one. Harold Walter, who has long experience in OX5 procedures, became National Secretary and the Clifford Ball Wing of western Pennsylvania reactivated and the business center of the OX5 returned to the State of its founding in 1955. In 2011 new challenges will affront our President, Secretary, Treasurer, Governors, and assisting officers. I assure that their management of these challenges will be completed justly and honestly.

**George P. Vose, President**



### ***ADDRESS CHANGES***

A Newsletter that is forwarded to your new address costs the organization 50 cents. But if there is no forwarding and it is returned - that can be as much as \$1.90. And it means your name is taken off the list. Recently we have had many of you with no forwarding address. We would like to keep in touch with YOU. SO HELP US! And PLEASE, PLEASE send us any changes - if not to save time here, then to save the organization money. THANKS.

## SECRETARY'S MESSAGE

Awards nominations have been received and are being evaluated. There was quite a bit of last minute scurrying. If you are thinking about a nomination for next year, you are encouraged to begin early in the year. A little time to polish the paperwork can improve the chance of success. We are doing our best to follow the rules outlined by the OX5 Aviation Pioneers organization. The awards are an important part of our reunion.



Marguerite Lawrence was a long time very active OX5 member. EAA's Chapter 88 annual July fly-in was dedicated to Marguerite. The program banquet was about Marguerite. Three EAA members, plus her family, related interesting life history about her. As an EAA member, I was asked to relate her involvement with and contributions to OX5. There was a very good turnout for the event.

I was pleased to see the excellent write-up about Walter and Olive Ann Beech, featured in the June OX5 NEWS. I felt honored to receive a special check and to shake hands with Mrs. Beech. Beech employees felt a great deal of respect for her leadership. The result was good coordination and support among employees in performing their tasks. I believe that my most successful contribution to Beech Aircraft was as Project Aerodynamicist in the development of the Super King Air Model 200, which has now been in production for 38 years. It is flown by the four branches of the Military Service. One publication stated in a pilot's report that it was given the highest handling qualities rating that the magazine provided.

**Harold L. Walter, Secretary**



## **NOTICE**

### **New Member Applications Address Changes and Dues**

In every issue, usually on this page, (now on Page 3) is a list of officers and addresses. It is there so that you can send requests, memberships, dues, or make inquiries to the right person or address. PLEASE, look at it. Throw out all your old addresses, and old forms!!! The officers are working very hard putting things back in order. There is a NEW ADDRESS: Send membership forms, change of address to, and pay your dues at:

**OX5 Aviation Pioneers  
Attn: Member Services  
PO Box 18533  
Pittsburgh, PA 15236-0533**



## LAST MAN STANDING

The fifth of Old Crow display case was permanently mounted at the Mid-West Florida Clubhouse at Lakeland, FL. by Pres. Wayne Gordon.

The display case (The Birdhouse) was built by Bob Wallace of Baltimore and donated by Jim Beisner and Dean Tilton. There are several nebulous stories about the bottle. If you have one, please

send it to us at Pittsburgh.

The Plate reads:

Ladies and Gentlemen—A toast to our departed comrades who have made their last long flight. To be opened at the last OX5 Club Convention.

## RECRUIT NEW MEMBERS

Let's all make an effort to recruit new members. As a "Last Man Standing" organization, we never want to partake of the above symbol of the OX5 Aviation Pioneers



Clifford Ball Wing Secretary, Dennis G. Yerkey is working on a current roster. If you have any questions, or need help, you can contact him at:

Home phone: 412-653-4454  
Cell phone: 412-445-3940  
E-mail: d.yerkey@comcast.net

## WEBSITE

www.ox5news.com

Check the website for more information on Pancho Barnes and her exciting career. Send me information and photos of your plane, or current fly-ins. Thanks.

Sylvia Cook - National Editor

## OX5 NEWS

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Harold L. Walter, Sylvia Cook,  
Michael Lawrence, Donald Voland, Cheryl Dewey,  
Wayne Gordon, Ivan Livi, Dennis Yerkey

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### Past National Presidents

1955-58	Russ Brinkley *	1987-	J. Max Freeman, Jr. *
1959-60	John H. Livingston *	1988-89	Elmer Hansen *
1961	James J. Mattern *	1990	Everett Welch *
1962-65	E. A. Goff, Jr. *	1991-92	W. H. Burkhalter *
1966	William L. Atwood *	1993-94	Charles E. Dewey *
1967-68	Arthur Goebel *	1997	Clifford M. Pleggenkuhle *
1969-70	John P. Morris *	1998	Martin Casey
1971-72	Karl E. Voelter *	1999	Robert Gettelman
1973-74	W. Buriel Barclay *	2000	Dorothy Hansen *
1975-76	Oliver V. Phillips *	2001	Jim Ricklefs
1977	Nick P. Rezich *	2002	Wayne T. Gordon
1978	Foster A. Lane *	2003	Benny Benninghoff
1979-80	Wilson Mills *	2004	Oren B. Hudson
1981-82	Jim M. Richter *	2005-06	Robert W. Taylor
1983-84	Paul McCully *	2007-08	Harold Walter
1985-86	Robert F. Lang *		* Deceased

## 2010 REUNION

DAYTON, OHIO

Sept 23-26, 2010

**DEADLINE - AUGUST 20, 2010**

See Page 4,5 & 6 for photos, list of things to do, reunion activities and registration forms.



# OX5 NATIONAL REUNION 2010

## DAYTON - FAIRBORN WELCOMES YOU



### EVENTS

#### United States Air Force Museum



Show Room



Early Years Gallery



Memphis Belle



Gallery Exhibit



1911 Curtiss

#### Dayton Attractions

#### Aviation Trail

Wright-Dunbar Center

Parachute Museum

Wright Cycle Company

Woodland Cemetery

Carillon Historical Park

Wright "B" Flyer

WACO Field and Museum

USAF National Museum

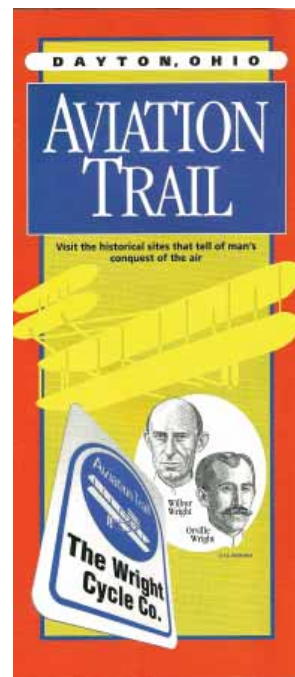
Nat Aviation Hall of Fame

Wright State University

Wright Bros Memorial

Huffman Prairie Center

Huffman Flying Field



### DAYTON REUNION BOOK

#### Place your ads NOW

The Dayton Reunion committee is creating the **Souvenir Reunion Book**. You can contact them to place an ad in the book. They also have a section for partron ads with your name listed for \$10.00

Mail your check to:  
 OX5 Attn: RC  
 PO Box 18533  
 Pittsburg, PA 15236-0533

**55th Annual Reunion**  
**Dayton, Ohio**  
**Holiday Inn/Fairborn**  
**September 23-26th, 2010**

# 55<sup>th</sup> Annual Reunion Events Schedule

The Hospitality Room is the Lindbergh Room

## Thursday, September 23 Check In Day 2:00 PM

- 2:00-5:00 PM Pick up your registration packet in the Lindbergh Room  
5:00-6:00 PM Welcome party hosted by the Hotel in the Lindbergh Room  
Fruit, Cheese, Vegetables, Coffee and Punch  
6:00 PM Dinner on your own.  
Lunch and dinner is available at the Hotel.  
Other dining is within walking distance.

## Friday, September 24 Museum Day & Evening Dinner Theatre

- 7:00-8:00 AM Breakfast in McKenna's Restaurant (Included in room charge)  
8:30 AM Board the Bus for United States Air Force Museum at WPAFB  
If you prefer to drive, the base is 5 miles away. Sign up for the Annex at 9:00 am  
12:00 Noon Lunch A \$5.00 lunch on the Museum's 2<sup>nd</sup> floor. Elevators are available.  
3:00 PM Return to Hotel from the WPAFB Museum  
4:30 PM Board the Bus for *LaComedia Dinner Theatre*  
Dine and enjoy the hilarious musical comedy "Dirty Rotten Scoundrels"  
10:30 PM Return to the Hotel

## Saturday September 25 Meetings in Earhart Room

### Award Banquet in the Lindbergh Room

*The Fairfield Commons Mall is across the street for guest shopping while meetings are taking place.*

*A return trip to the AF Museum is another option for guests.*

- 7:00-8:00 AM Breakfast in McKenna's Restaurant (Included in room charge)  
8:30-9:30 AM Wing President's meeting The Pres, Sec & Treas will report on National.  
Wing Presidents will report on their Wing.  
10:00-11:45 AM Nat Governor's meeting The President will chair this meeting.  
12:00 Noon Lunch on your own At the hotel or within walking distance.  
1:00-2:00 PM General Membership Meeting (All members attend this meeting)  
An overview of National with member input.  
2:00-3:00 PM Break time Fire up Jim Beisner's OX5 engine  
3:00-4:00 PM National Governor's Election Meeting Elect new Officers  
4:00-6:00 PM Break-Prepare for the Banquet

- 6:00 PM **BANQUET** Cash bar LINDBERGH ROOM  
6:30 PM Gather for Individual and group pictures  
7:00 PM Dinner LINDBERGH ROOM  
8:00 PM Opening Remarks & Introductions  
Awards Ceremony and Election Results  
Door Prizes

- 8:30 PM Cliff Ball Wing 20 minute DVD of the Miss Pittsburgh Restoration

## Sunday, September 26

- 7:30 AM Farewell Breakfast (Included in the room charge)

# REGISTRATION FORM      DUE Aug 20

## OX5 AVIATION PIONEERS

### 55<sup>th</sup> ANNUAL REUNION-DAYTON OHIO

A Joint Effort by the Dayton-Ohio and the Cliff Ball-Pittsburgh Wings

September 23-26, 2010

HOLIDAY INN / FAIRBORNE FAIRBORNE, OHIO 45324

**937-426-7800 Hotel Reservations Direct Number**

Rooms are NOT included in the Registration Fee • Phone the Hotel directly • Mention OX5 for a \$99.00 room.

		DINNER CHOICE		
		Chicken	Beef	Fish
1	Member Name			
2	Guest 1 Name			
3	Guest 2 Name			
4	Wing			
5	Phone Number			
6	Cell Phone			
7	eMail Address			
8	Home Street			
9	City, State, Zip			
10	Or place an address sticker here			

Call Kris at 937-431-4603 in advance with your flight number to set up a \$20.00 Shuttle ride which can be shared.

### SATURDAY BANQUET / AWARDS DINNER MENU - Sit Down

**Please Choose an Entrée** and enter above

Garden Salad

Fresh Vegetable Medley

Dessert

Chicken, Prime Rib or Salmon

Roasted Red Skin Potatoes

Rolls & Butter

Coffee/Tea/Iced Tea

#### REGISTRATION FEES

		Number	
Thursday Sept 23	Registration & Welcome Party	___	X 40.00=_____
Friday Sept 24	Museum Day and Dinner Theatre	___	X 50.00=_____
Saturday Sept 25	Meetings day - Banquet at night	___	X 40.00=_____
Sunday Sept 26	Farewell Breakfast - Depart		

Date \_\_\_\_\_ Check No. \_\_\_\_\_ Total \_\_\_\_\_

**RETURN THIS COMPLETED FORM WITH YOUR CHECK BY AUG 20**

OX5 AVIATION PIONEERS Attn: Reunion  
 PO Box 18533 Pittsburgh, Pa 15236-0533



# WING STRUTS

## ALASKA WING Bob Mellin, Secretary

Bill Hately's Hangar No. 1 was the site of the Alaska Wing's annual picnic on July 10, 2010 with a great turn out of both members and guests. Bill and his wonderful wife, Joan, graciously hosted the annual event again this year, and what a picnic it was! Bill barbequed ribs and chicken, while Joan organized and arranged all the dining materials, coffee, soft drinks, and wonderful casseroles, salads, and desserts brought by club members and their spouses! The food and friendship, along with the atmosphere of a hangar setting made for the perfect afternoon. "Thank You Bill and Joan" seems very inadequate for use of their hangar and hosting our annual picnic.

On Friday, the 9th, twenty-some club members accepted an offer made by Lt. Gen. Dana Atkins, Commander, 11th Air Force, to join him for lunch and an opportunity to view up close an F-22 Raptor at Elmendorf A.F.B. A very special thanks goes to Loren Lounsbury for coordinating and making this event possible. The entire activity was absolutely perfect, weather included! General Atkins gave the club an informative briefing, including the video presentation about the military, past and present in Alaska. The General's staff then gave us a walk-around tour of an F-22, guided by two F-22 pilots. And as if things couldn't get any better, a C-17 Globemaster III took off while we were observing the Raptor and proceeded to perform a routine that will be demonstrated during the base Open House later this month. It was an impressive piece of flying!

Our club very much appreciates the opportunity to attend such a unique event given by our military friends and aviation neighbors. Thank you, General Atkins and staff!

## CURTISS WING Norm Brush, President

The Curtiss Wing OX5 meeting was called to order at 10:40 am on May 21, 2010 by President Norm Brush. The Pledge to the Flag was given along with a moment of silence for Bill Spicer who passed away on April 24, 2010. Jon Vanderhouf, Treasurer, read the Treasurer's report and approved by all present. Norm Brush, Secretary, read the Secretarial report and approved by all.

Old Business - The letter was read that we did not get the National Convention for 2010. After discussion it has been decided not to apply for it in 2011, as we hope to be going to Pensacola, Florida with the A1-Triad.

*Continued on next column*

New Business - The Curtiss Wing Annual Picnic will be held at the Hammondspout Fireman's Pavilion on July 24, 2010 at 1:00 pm. Jim Poel updated our members on the Albany Flyer Replica that we hope to fly in the near future. Don Funke gave a talk on the Thomas Morse (Tommy) Airplane that they just acquired to restore. They were built in Ithaca, New York during WWI. The meeting was adjourned at 1:20 am with a tape of the 75th Naval Ceremony with Dale Crites flying his A1-Triad. Lunch was served by President Norm Brush and his wife, Angie.

## OHIO WING Jim Beisner, President

A meeting of the Ohio Wing was held at the Waco Historical Museum at Troy, Ohio on June 27, 2010. On the agenda was the election of officers and as a result of the voting, the results were as follows:

James Beisner, Pres  
Steve Boone, VP  
Janet Barnard, Sec/Tre

As an important agenda item, a scholarship was awarded to an underprivileged student. This scholarship is for attendance at the WACO summer camp.

Janet Barnard, Sec/Treas reported that several new membership applications were accepted and forwarded to the National OX5 Headquarters in Pittsburgh, Pa. It is interesting to note that 5 wing members have memberships with other wings.

The meeting attendees enjoyed the tour of the WACO Museum and the renewed fellowship and camaraderie. All members are looking forward to the next meeting, details of which are to be announced by Pres James Beisner.

## TEXAS WING (From their Newsletter)

On May 29, the Texas OX5 Wing joined with the Texas Antique Airplane Association in Ranger, Texas for an air show and good aviation fun. A brief meeting was conducted by Wing President, Dan Brouse. Wing Treasurer Kaye Brouse, presented the financial report and George Vose presented the Secretary's Report - both accepted by the present members. 15 members attended the meeting and fly-in. The Texas Wing works hard at recruiting new members. At the low ebb in 2000, there were only 38 members. Now we are more than 140 members strong - let's keep rebuilding.

There were over 60 airplanes on the field, varied from the "lil-toot" tiny biplanes to the huge Russian single engine Antonov An-2, the largest biplane in the world. Aerobatic performers included an "Extra 300" and Buecker Jungmeisters.

*Continued on next column*

President, Dan Brouse, suggested that we hold our fall meeting in Fredericksburg as it is a unique and interesting place to gather. At the Fredericksburg Airport, a WWII hangar has been converted into an airport hotel with WWII vintage airplanes in view, an "Officer's Club" and other amenities. There will be more information in the September Texas Wing Newsletter.

## CLIFFORD BALL WING Dennis Yerkey, Secretary.

On June 10, five Clifford Ball Wing members visited Latrobe Airport where they met with CBW member and airport manager Gabe Monzo. The purpose of the meeting was to discuss the relocation of OX5 memorabilia items, the OX5 display engine, and a propeller that was signed by CBW members. The memorabilia items were transported to Pittsburgh and the CBW members were guided on a tour of the KLBE Museum. The museum facility is an exceptionally well maintained hangar that is sparkling clean, secure, and well organized. It is an excellent place for the display of OX5 items.

In a subsequent discussion, airport manager Monzo revealed that the Airport Authority is going ahead with the erection of the previously planned museum and is actively engaged in the acquisition of the necessary funds. The CBW has committed to assisting with both of the museum projects.



Ohio Wing members tour the WACO Museum in Troy, OH.

l t o r:  
Steve Boone  
Mike Cochran  
Marvin Easter  
Sylhet Eberhart  
Jim Beisner  
Janet Barnard  
Jim Thompson  
Pete Williams  
Marla Boone

# The Master Pilot Award

The Master Pilot award was established to recognize pilots who have contributed and maintained safe flight operations for fifty or more consecutive years. The award includes a plaque, certificate, and a lapel pin, with a smaller pin for the spouse. The pilot's name is added to the Roll of Honor that amazingly only includes 1478 recipients. There are not very many women on the list. The award requires an application. The effective start date is the applicant's first solo. It requires three letters of recommendation, documentation of certificates and a detailed description of the applicant's flying history. My letters of recommendation were given by Claire Walters of Claire Walters Flight Academy, Criss Yecny of Air San Luis, and Cheryl Cooney, friend and racing partner. I was presented with the FAA Wright Brothers "Master Pilot Award" on January 23, 2010 at the EAA Chapter 170 annual meeting. John Howard from the San Jose FSDO presented me with the Award and a packet of all my FAA records tied up with blue ribbon.

I have always loved flying and have logged just under 7000 hours in many different airplanes. One of my favorites was the Ryan PT-22 with its open cockpit and great sounding engine. And of course, the P-51 for its beautiful lines and great speed. But any airplane will do. I love the antiques and their history and wish I had the opportunity to fly them more often. Thanks to friends who have taken me flying in their wonderful planes so that I have had a few flights.

I grew up in Los Angeles. At age 8, I announced to my family "All I want for my birthday is to go flying". My father thought he could nip this fascination with planes in the bud. He took me down to the airport and arranged for an instructor to take me for a flight and asked the pilot to do some aerobatics. I loved every minute of it. After that, I made model airplanes and dreamed of flying, but did not fly again until high school where I took two semesters of aeronautics that included ground school and meteorology and a flight in a Cessna 172 at the end of the year.

My mother insisted I should go to college, but all I wanted was to go to work and learn to fly. We compromised and I picked Glendale City College, Glendale, CA where they offered an aeronautics program. Tom Ryan was our class instructor. I was the only girl in class. While going to college, I started taking flying lessons once a week at Grand Central Airport in Glendale and soon soloed in an Aeronca Champ and earned my private license at age 17 in 1956. I then bought a 1946 Taylorcraft with nine fellows, each putting down \$100. All my time was spent working and flying. I met my husband with the line, "It's such a beautiful day, I wish I were flying." The next weekend I took him flying in my Taylorcraft. That flyout with the Ninety Nines to the Salton Sea turned out to be a great adventure.

I was introduced to the San Fernando Valley Ninety Nines as soon as I received my private license by Anne Rambo who was a 99 and also taught at Glendale City College. The Ninety Nines have always figured prominently in my flying career. I got my CFI in 1970 and started instructing for a Ninety Nine, Audrey Schutte at Viking Aero, a flight school at Van Nuys Airport in California. Some of my first students were a group of seven Girl Scouts or Wing Scouts as they were called. I donated my time and boy, what an adventure that was. Seven young ladies, ages 15 and 16. The local 99s chapter donated the books and Audrey donated the use of a Cessna 152, charging only for the fuel. All 7 soloed and 3 went on to get their private pilot license. One of those young ladies, Faith Hillman, went on to a career as an airline pilot with Continental Airlines

I was able to get my multi-engine rating through a scholarship from the Ninety Nines and later obtained my MEI, ATP and Seaplane license. My main interest has always been to teach flying...and racing. I have participated in 51 air races, the most recent being the Palms to Pines Air Race last summer with my daughter Maya and my flying friend, Cheryl. My first race was the Powder Puff Derby as a co-pilot in a Cessna 140-A, the slowest plane in the race, but we finished in the allotted time with one minute to spare.

What an exciting race. I have also raced in the All Woman's International Air Race, Air Race Classic, All Woman's Baja Air Race and various air races. These races have taken me many times across the U.S., Canada, Mexico and the Bahamas.

I instructed for Claire Walters Flight Academy, ATE, now American Flyers, and also for Santa Monica Propeller in Santa Monica. I moved to San Luis Obispo in 1990, when my husband Don, retired and continued flight instructing for Air San Luis. Wouldn't you know I would run into a fellow 99 who was looking for a female CFI. It was also at this time that our daughter Maya came into our life as a 6 year old. Maya, now 20 years old loves to fly, too.

I still maintain my CFI certification and fly every chance I get. I have been a safety counselor for the FAA and also the Young Eagle's coordinator for EAA Chapter 170.

I have so many stories and adventures I would love to share. I think of my career in flying as "One Great Adventure". I have had such a good time. I have loved every minute." I cannot imagine not flying.

*Submitted by  
Elizabeth Dinan, #20303  
824 Vista Brisa,  
San Luis Obispo, CA 93405*



# It Pays To Stay Awake In Class

By Jim M. Phillips, deceased  
Courtesy of the Clifford Ball Wing,  
Pittsburgh, Pennsylvania



Part Ten of the Series –

Ice belongs in drinks, not sticking on airplanes. There is nothing more disturbing for pilots than a flight into icing conditions.

When I flew with Chuck Hanner in a Douglas B-23, ice was sliding off the propellers and slamming against the walls of the cockpit. It did more than keep the pilots awake. Nor was it all quiet when we hit a wall of hail that ripped the paint off the leading edges of the wings. Yet, it did not make us feel as hopeless as I felt in a twin Comanche with no ice protection when the plane became unruly for lack of control.

Two of us were taking a twin Bonanza to Memphis, Tenn. to sell. We decided to give the airplane a much needed bath. We landed at Lexington, Ky. Before our takeoff, the tower asked for a turn after departure. My copilot thought that I was totally ignoring my instructions, for I continued straight ahead. The water from our bath had frozen our controls. Until I put some muscle into the operation, I was unable to turn. Then and there I thought, no more aircraft baths in the winter.

On another occasion when Frank Fox, my airline captain buddy from United, and I took off from Roanoke, Va., we picked up more than our share of ice. In the air and on course, I turned the control wheel full to the right, and then to the left, yet the Navion that we were flying did not respond in any manner. We let down in the middle of the Shenandoah Valley, where the ice peeled off.

Thank the Lord and aeronautical engineers for turbine equipped planes that now take us above the weather and out of the icing. On a trip to the West Coast, one of our passengers, a qualified pilot, came to

the cockpit to say that we had picked up ice on our climb to 41,000 feet.

With our modern deicing equipment we soon lost the ice that had formed on our wings that he could see from the cabin, but that we could not.

Ice has always been a nemesis to me. In 1977 upon arrival in the Cleveland, Ohio area, I was held in a holding fix, where I watched ice build up on our Cheyenne. Could there be a worse time for the failure of the left windshield heater? I had no copilot, but a passenger was riding right seat. It was totally awkward for me to look out the right windshield. With no forward visibility and when the controls became sluggish, I advised the controller that he was holding me in heavy icing conditions.

He cleared me for approach, but by that time I had almost full throttles just to stay in the air. Because I could not see forward, I put the Cheyenne on autopilot only to experience the aircraft, heavy with ice, sinking on the glide slope. By overpowering the autopilot in the vertical mode, I was able to remain on the localizer. The autopilot, trying to maintain the path of the glide slope which was above us, commanded the nose of the aircraft to go up in an attempt to capture the glide slope. This action developed a full stall and a shudder that I would like to forget. I remembered my class at the factory where the instructor emphasized that the only way to recover from a stall was to give full power to both engines and to dive at least 600 feet. Dive I did, although I had only about 800 feet to do so, much to the distaste of my passengers, who experienced a zero gravity condition. Fortunately I was wide awake when the instructor insisted "throttles alone won't do it, without the 600 foot dive."

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## More on Pancho Barnes

Pancho had other endeavors generated by her exploits as a pilot. After her contract with Union Oil expired, Pancho 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 who 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." The high life treated Pancho well, but her poor money management during the Great Depression and disputes with her family were quickly draining her small fortune. By 1935, Pancho had only her apartment in Hollywood left. She sold this and in March, 1935 bought 80 acres of land in the Mojave Desert, near the Rogers dry lake bed and the nascent Muroc Field, then referred to as March Field because it was an adjunct property of March Air Base at that time. This small resort more popularly known as "The Happy Bottom Riding Club" was a welcome oasis for pilots; a place to unwind, socialize, and generally forget about the rigors

of day-to-day life in a dustbowl. And it proved to be an invaluable safety valve for those who, on a daily basis, were pushing experimental machines to their breaking point and beyond. Pancho became very close friends with many of the early test pilots, including Chuck Yeager, General Jimmy Doolittle, and Buzz Aldrin. Pancho's ranch became famous for the parties and high-flying lifestyle of all the guests

In 1953, a whisp of smoke appeared on the horizon near the lakebed, and the Happy Bottom Riding Club was destroyed by fire. After the Rancho Oro Verde was destroyed, Pancho moved to Cantil, California. Pancho was scheduled to be the keynote speaker at the Antelope Valley Aero Museum's annual "Barnstormers Reunion" on April 5, 1975. However, when a friend called on March 30, she could not reach Pancho. When Pancho's son Bill went to investigate, he found Pancho dead in her home. The coroner determined that she had died of a heart attack several days earlier although other stories have circulated about her demise. (For more, go to [www.ox5news.com](http://www.ox5news.com))

# FOLDED WINGS

Midwest Florida OX5: 20060  
John J. Marshall  
12605 Woodlands Pkwy  
Clive, IA 50325-8701  
Deceased 3/9/2009

Alaska OX5: 11480  
J.D. Skipper  
213 S. Harvard St  
Aberdeen, SD 5244  
Deceased 6/19/2010

Texas OX5: 2274  
Meredith "Bud" Johnson  
7179 Kendallwood Dr  
Dallas, TX 75440  
Deceased 6/25/2010

Glenn Curtiss OX5: 22744  
William Spicer  
99Wire Rd West  
Perkinston, MS 39573  
Deceased 4/24/2010



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## WELCOME TO OUR NEW MEMBERS

Dennis F. Rounsville OX5: 23036  
8344 Dansville – Mt. Morris Rd.  
Dansville, NY 14437

Sponsor – Lou Fell

I volunteer at the museum, and machine and refurbish OX5 parts.

Nancy L. Mess OX5: 23037  
P.O. Box 3984  
Ithaca, NY 14852-3984

Sponsor – H. James Poel

My late Great-uncle, O.E. Williams, used the OX5 motors in his aeroplanes that he designed and manufactured from 1911-1917. In my late uncle's letters he commented about the quality of these motors and how well he could rely on them. More can be read about this in my recently released book titled, "MEN WIND AND COURAGE, A Pioneer Aviation Story of O.E. Williams and His Associates."

Mikael L. Asgeirsson OX5: 23038  
P.O. Box 632  
Alpine, TX 79831

Sponsor – George Vose

I would like to preserve the history of Aviation! As a young pilot, I believe that in order to advance in the industry, it is essential to know and hold the history from the past for the future.

Colton Woodward OX5: 23039  
P.O. Box 1327  
Alpine, TX 79231

Sponsor – George Vose

I am a new pilot, but all pilots can learn much about aviation from our early pilots.

William R. Livingston OX5: 23040  
11925 Wilderness Dr.  
Anchorage, AK 99516

Sponsor – Warren Polsky  
William Hatley  
Oren B. Hudson

I joined to honor my Father, Dale W. Livingston, A & P since 1945.

*Taylorcraft 'family'  
reunites in Alliance*



*R. E. "Duke" Iden, head of the Taylorcraft Employee Group, poses beside 1946 Taylorcraft BC12-D. Duke also hosts the employee breakfast at which he is the guest speaker.*



*Taylorcraft No. 25, built at the Pittsburgh Butler Airport in 1936 by C. G. Taylor*

# Taylorcraft Fly-In

The 39th Annual Taylorcraft Fly-In was held at Barber Airport on July 9-11, 2010 with over 600 people attending. Taylorcraft Aviation was founded in 1935, when it began building small-engine airplanes touted for speed and efficiency. Featured this year was the first Taylorcraft that arrived in Alliance, Ohio, on July 7, 1936, and the last F-19 built by Dorothy Feris in October 1979. All types of small aircraft departed from and descended on Lexington Township over the weekend. Proud owners and former employees of Taylorcraft once again converged on Barber Airport.

*Information and photos courtesy of [www.the-review.com](http://www.the-review.com)*



*Al barber, father of Forrest Barber and founder of Barber Airport, is shown as a test pilot in 1946*



*Forest Barber returns in a ClipWing Taylorcraft*



*A Stearman PT-17 flies overhead on Saturday afternoon.*

## INDIVIDUAL SEEKING DRAWINGS OF AN OX5 ENGINE

An individual wishing to reproduce a model of the OX5 engine has contacted the Editor's Office. I said I would ask if any of you had drawings, or the patent drawings, or any other material which would help someone duplicate exactly a model of the engine. If you can help, please contact me and thanks. - Sylvia Cook.

## *Share Your Stories & Expertise*

If you have a favorite account about yourself or another OX5er, send it in. Photos with it are great. It would be beneficial to include a caption with the pictures. We are hoping you will send one of yours to:

Sylvia Cook,  
R. R. 1 Box 97A, Princeton, MO  
64673  
Phone: 660-748-4086  
Email: [ox5news@yahoo.com](mailto:ox5news@yahoo.com)

*Your articles will be included when space permits.  
Thank you*

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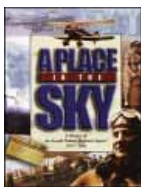
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