



The Outer Marker

Volume 17 Issue 10

Bonnie Gottschalk - Editor



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2020

“Important Dates”

General Meeting

October 9th

8:30 AM

Gateway EAA Chapter 1401

Merced Regional Airport

HANGAR 10

Board Meeting

Sept. 30th

7:00 PM

Mike Bodine

2519 Sea Breeze Ct.

Merced, CA



Bonnie Gottschalk
Editor

Hello Flight Enthusiasts!

This time of year, is not always flight friendly. We always tell our friends and family if we are flying in it will be “weather permitting”. We were heading to Keith’s in AZ when the GPS showed lightening in the distance in front of us. We had to land in Victorville to change our flight plan. John tried to find a path farther north but it was not long before the entire area from Oceanside to Las Vegas was covered in storms. Sadly, we had to turn back home. However, we flew to Nut Tree for the second time this month. The first time Xavier flew with us and took the plane up. He flew for quite a ways before John took over to land. Then on the return trip he flew for awhile before handing the controls back to grandpa. I took a video of his take off (see the video section).

Another disappointment I had; I went to the Chaffee Zoo with my granddaughter and great-granddaughters and was excited to take them to The Hangar in Fresno. It was now Brooks Burgers! I am beginning to feel like a jinx. Every time I find a great place where I can actually eat something off their menu, they close. We went to Mimi’s instead which was nice but still was unhappy about The Hangar closing.

The Young Eagles Event was very successful. John received thank you notes from a couple of brothers who dropped them off at our music store a few days later. Wes also commented on how every boy thanked him for their flight. All in all, the day was a great success!

This month the Merced Police Dept. will be doing a presentation about their drones. Hope to see you all there!

Until then, I pray God blesses you all with good health, prosperity and clear blue skies!

Bonnie

President's Proclamation



Mike Bodine

October 9, 2021 **Gateway EAA Chapter 1401**

General Meeting
September 11th
8:30 AM
EAA hangar 10

The meeting highlights will be a presentation from the Merced Police Department on drones, what they are, and how the Police Department uses them.

Our September Boy Scouts Young Eagles Event was a tremendous success, with the Merced Police Explorers, as our traffic and security controllers. We had only 4 aircraft participating, which flew 15 Boy Scouts, 10 Explorers and 5 adult leaders, a tremendous success.

Election of Gateway EAA officers is scheduled for November. We will start accepting nominations for the following offices: President, Secretary

We do not have the November General Meeting presentation finalized, open for more ideas.

Mike Bodine

2021 Gateway EAA Tentative Meeting Schedule

Board Meetings	General Meetings	Meeting Location	Meeting Agenda and Activity
Sep 30	Oct 9	EAA Hangar 10	Merced Police Presentation Aircraft Display and Social
Nov 4	Nov 13	EAA Hangar 10	Aircraft Display and Social
Dec 2	Dec 11	EAA Hangar 10	Chapter Christmas party

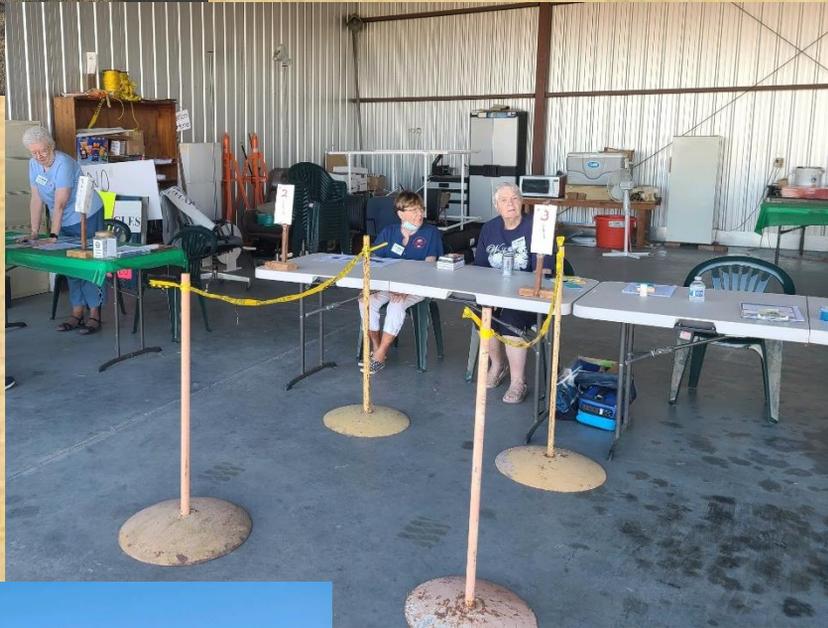


Chapter Events

ALL
READY



FOR THE



BOY
SCOUTS





Experimental Aircraft Association
Covid 19
Christmas Party

Due to health regulations
we will be having a safe & simple party.

Date: December 11, 2021

Time: Social 11:30, Lunch Noon

**Location: Hangar 10 Merced Airport
(Dress warmly)**

**We will be having Sub sandwiches (Ham or Turkey),
Chips, Cookie and hot drinks along with fun conversation**

Cost will be \$10 per person

Reservations required by December 3, 2021

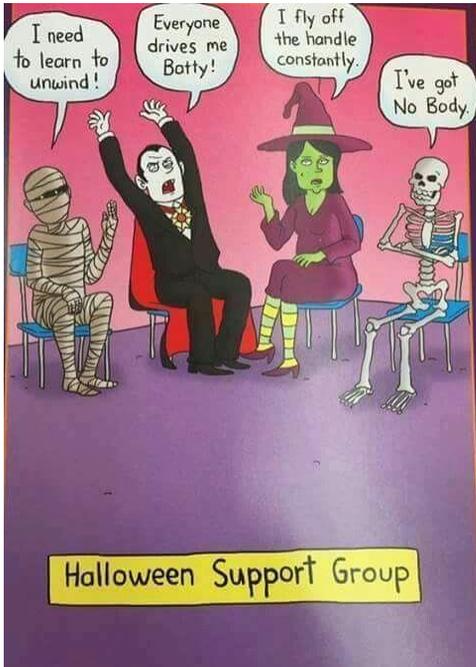
Call Kathleen at 722-6666 and leave message.

**BE SURE TO STATE YOUR CHOICE OF MEAT
HAM OR TURKEY**

**If you wish to participate in the toy drive, bring your toys unwrapped.
There is a real need for toys for boys**

Lift Your Spirits

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Joey had the scariest costume on the block.



A BIT OF HISTORY



Ormer Leslie "Lock" Locklear (October 28, 1891 – August 2, 1920)

An American daredevil stunt pilot and film actor. His popular flying circus caught the attention of Hollywood, and he starred in *The Great Air Robbery* (1919), a screenplay about the mid-air piracy of a US airmail plane. In his next film, *The Skywayman*, the plane crashed during a climactic dive, when the lighting team supposedly failed to douse the lights on cue, so Locklear was dazzled and flew blindly into the ground, dying instantly with his co-pilot Milton "Skeets" Elliott. The scene remained on the film.

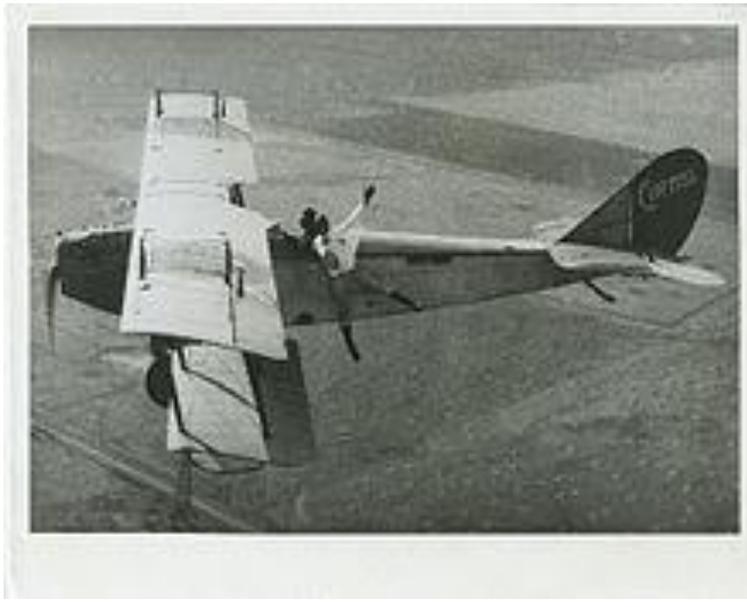
Born in Greenville, TX, Locklear was raised in Fort Worth. In 1911, Locklear met [Calbraith Perry Rodgers](#), who landed his plane in Fort Worth to unclog a fuel line. After meeting Rodgers, Locklear became fascinated with aviation and airplanes. Shortly thereafter, Locklear and his brother constructed their own glider. Upon completing his education, Locklear went to work as a carpenter.

In October 1917, Locklear joined the U.S. Army Air Service. He trained in Austin, at Camp Dick and Barron Field, becoming a flying instructor. Locklear was an exponent of wing walking to make aircraft repairs in flight.[2]

A second lieutenant at the end of the World War I, Locklear had been assigned to military recruitment when he saw a barnstorming show and realized his own usual flying exploits were far more impressive. After briefly reenlisting, Locklear left the Army in 1919, along with two military colleagues, Milton "Skeets" Elliott and Shirley Short. With manager and promoter William Pickens, they soon obtained aircraft and formed the "Locklear Flying Circus".[3]

Pickens had a great deal of experience promoting barnstormers, with Locklear being his greatest success. Both men became wealthy and lived in high style. His trademark stunt of jumping from one aircraft to another led Locklear to perfect a transfer from a car, and then the "Dance of Death," in which two pilots in two aircraft, would switch places in midair.[3]

On April 7, 1920, Locklear was flying in the city of Los Angeles, California, where he was issued the first aviation law violation for reckless aerial driving. He was fined \$25.00 (\$370 in 2021).



The Locklear Flying Circus performed throughout the United States. When they came to the attention of Hollywood, Pickens arranged for Locklear to appear as a stunt man in film work. This opened the way to a movie career in California for Locklear, now considered the foremost "aviation stunt man in the world". Carl Laemmle, head of Universal Pictures, agreed to purchase all of Locklear's future air show dates in July 1919 in order to have him on contract for a proposed two-film series. Locklear was signed to star in *The Great Air Robbery*, a film depicting pilots flying air mail.

Principal photography for *The Great Air Robbery* began in July 1919 at DeMille Field 1, Los Angeles, California, owned by producer Cecil B. DeMille. Besides being used as a base for flying,[clarification needed] Locklear's Curtiss JN-4 "Jenny" aircraft was also mounted on a raised wooden platform at the airfield in order to film closeups. *The Great Air Robbery* was primarily an opportunity to showcase the aerial stunts that had made Locklear famous. The studio promotion was extensive, with Laemmle declaring the film was "... the most amazing and unbelievable photodrama of all time." The promotional campaign included a premiere at the Superba Theatre in Los Angeles, and a two-month personal appearance tour with Locklear.

Reviews were generally favorable, as *The Great Air Robbery* was the first of a cycle of postwar films dealing with the exploits of stunt pilots. The *New York Times* review focused on the exciting elements of the film. "Lieutenant Locklear swings from one airplane to another and crawls out on the tail of a flying machine several thousand feet, presumably, above the earth. The melodrama's use of airplanes for midnight mail deliveries, highway, or rather highair, robberies, and battles between the forces of law and lawlessness adds excitement."

Although *The Great Air Robbery* was a commercial success, Laemmle did not take up the option for a second film starring Locklear, prompting his \$25,000 lawsuit against Universal. Unwilling to go back to the air show circuit, Locklear wanted to continue his Hollywood career, and in April 1920, he was signed to star in *The Skywayman* (1920).

Principal photography on *The Skywayman* began on June 11, 1920, with DeMille Field 2 as the main base of operation. Despite Locklear's public claim that new stunts "more daring ever filmed" would be involved, the production would rely heavily on models and less on actual stunt flying.[8] Two stunts, a church steeple being toppled by Locklear's aircraft and an aircraft-to-train transfer were both problematic and nearly ended in disaster.



Locklear married Ruby Graves in 1915. The marriage was largely unhappy as Graves and Locklear had vastly different personalities. They separated in 1919 after Locklear moved to Los Angeles to pursue a film career. Despite the marriage being an unhappy one, Graves refused to grant Locklear a divorce. They remained legally married until Locklear's death.

While separated from Graves, Locklear met widowed silent film actress Viola Dana. They began a relationship and were engaged at the time of Locklear's death. Dana witnessed the plane crash that killed Locklear. She was so traumatized by the event that she refused to fly for the next 25 years. In 1980, Dana recalled her relationship with Locklear and also spoke about his fatal crash in the documentary *Hollywood*.



In Atlantic City Ormer Locklear of Locklear's Flying Circus clings to one plane waiting for a 2nd plane trailing a rope ladder

The last stunt scheduled for filming for *The Skywayman* was a nighttime spin, initially to take place in daylight with cameras fitted with red filters to simulate darkness. Locklear, under a lot of pressure, with not only his family life being in upheaval but also learning that studio head William Fox was not going to extend his contract beyond one film, demanded that he be allowed to fly at night. The studio relented, and on August 2, 1920, publicity surrounding the stunt led to a large crowd gathering to witness the filming of the unusual stunt. Large studio arc lights were set up on DeMille Field 2 to illuminate the Curtiss "Jenny", to be doused as the aircraft entered its final spin. The dive towards some oil derricks was to make it appear that the airplane crashed beside the oil well. As arranged, Locklear had forewarned the lighting crew to douse their lights when he got near the derricks so that he could see to pull out of the dive, saying that "When you take the lights off, I'll know where I am, and I can come out of it." After completing a series of aerial maneuvers, Locklear signaled that he would descend.

In front of spectators and film crew, Locklear and his long-time flying partner "Skeets" Elliot crashed heavily into the sludge pool of an oil well, never pulling out of the incipient spin. The crash resulted in a massive explosion and fire, with Locklear and Elliot dying instantly. After the accident, speculation revolved around the five arc lights that had remained fully on, possibly blinding the flight crew.

With the entire film already completed except for the night scene, Fox made the decision to capitalize on the fatal crash by rushing *The Skywayman* into post-production and release. [With notices proclaiming "Every Inch Of Film Showing Locklear's Spectacular (And Fatal) Last Flight. His Death-Defying Feats And A Close Up Of His Spectacular Crash To Earth," the film premiered in Los Angeles on September 5, 1920. The advertising campaign that accompanied the film was very similar to that of Locklear's first feature film, focusing on his earlier exploits and combining model displays and exhibition flights across North America to coincide with the film's release. Upon the film's release, Fox Film Corporation publicly announced that 10% of the profits would go to the families of Locklear and Elliot.

Locklear is buried at Greenwood Cemetery in Fort Worth, Texas.

Locklear was reputed to be the prototype for the character of Waldo Pepper, played by Robert Redford in *The Great Waldo Pepper* (1975). Viola Dana was an honored guest at the premiere of the film.



Plane & Pilot



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[FAA Tries To Ruin Flying: Congress Steps In, Again. What The Heck Is Going On?](#)

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I saw these at the Auburn airport today. A WWII era Stearman biplane in the foreground and a modern Pilatus PC-12 turboprop in the background. Two wonderfully different airplanes! — at Auburn Municipal Airport (California). ~John Gottschalk



I didn't realize the significance of this plane until I had a closer look. ~ John Gottschalk



[Xavier Takes Off](#)

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