

June 22, 1976

ILT Brian W. Dalton  
R. W. Bliss Army Hospital  
Ft Huachuca, Arizona 85613

My dear young Friend,

You can only imagine how delighted I am to receive from you your nice letter and your compliments to my efforts in the past in connection with aviation.

For an Oldster, which I qualify for, since I am almost 80 years old now, it is very difficult to not at times live in the past and to possibly talk a little bit too much of the past to the extent that the present laymen may misunderstand and consider such conversations as windy indulgence in self aggrandizement. Be that as it may, to receive a nice letter from a young man who has such evident intense interest as you and your brother have, in bringing to the present, the story of the past in aviation, I salute you for your effort and interest.

It is of great interest to me also to have the log on what become of one of my old ships. It is almost unbelievable that this airplane is still in existence and the photograph of it will be cherished as long as I live, and no doubt by my family of three sons and a daughter, all of whom are flyers, including a number of my grandsons who are flyers.

In the old days, I regarded the development of aviation as a prime requisite in the safe guarding of this nation, and even also other nations with the same value of freedom. It would seem boastful of me to say that back in the old days I did envision the great air line routes that lace the United States and the world, and the development of tremendous airplanes and speeds. I felt the effort was well worth while in view of what we believed we were contributing to humanity. I am firmly of the belief even today, that had we not developed speed of transportation between countries, and tremendous improvements in communications likewise in the radio and TV, many conflagrations throughout the world might have otherwise developed into even more than the sad wars we have experienced.

I believe that improved communications and improvement in travel, inter-nationally, acquainted people throughout the world with each other to the extent that some damper was put on wars even though not completely so. We are more inclined to talk things over now than to fight it out on the battlefield, and as time goes on, within the scope of your life time, I am quite sure peoples of the world will eventually live with each other peacefully. God Willing!

The area of Los Angeles was the seed bed largely of what has taken place to date in aviation. Back in the early 20's there were the Black Cats that included such people as Leo Thomic, Frank Clark, Earl Jones, Reginald Denny and a number of others whose names escape me. These were the Dare and Do boys who flew the airplanes in the early movies of aviation and probably some of the best stunt flyers of times. In the mid 20's - Wally Berry, Ken Maynard, Ben Lyons, Clarence Brown, Ed Deering, Buck Jones. Most movie people lent their efforts

and presence in behalf of aviation, but become avid flying enthusiasts and pilots. As old as I am, I simply can't remember even 1/4 of the old gang. Otto Timm and Wally Timm's names come to mind as part of the Black Cats era or thereabouts. You could look over the roster of aviation and find hundreds made their mark in the Los Angeles area. Walter Waterman. His name now occurs; as I canvas my memory I suppose I could go on and on picking up a new name each hour that I tried. Anyway, it was a great era. My old Travelair was one of a number I owned and in which rests fond memories.

I have been asked by the Antique Classic Div of Experimental Aircraft Assoc. to conduct a Forum on the OX-5 engine on Sunday, Aug 1, at 1:00 PM in the Forum Tent #3 (south of the main gate and just north of Ollie's Woods) at Oshkosh, Wisconsin during their convention. So possibly you might be there and if you are, I would be happy to meet you personally, as well as your brother, if you can make it.

regarding availability of OX-5 parts. It has been 50 years now since I was manufacturing the Millerized improvements and everything has been scattered to the four winds that I had. I do know of a fellow by name of Johnny Lowe, on Ringling Blvd, in Sarasota, Florida. Johnny is a real old timer and he did have a complete Millerized OX-5 and quite a few parts. It seems to me he had a son-in-law who was an airline pilot, who may have come in possession of this engine. I don't know whether it could be pried loose from them or not. I know they prized it highly. Attending the aircraft convention might be profitable to you in the line of learning of available parts. It would give you a cross section of the effort made by all of them in the procurement of old aircraft materials. Wish I could help you more. As I write, I remember that Melba Beard out in Arizona somewhere had quite an interest in OX-5 parts procurement.

Lt Dalton, it has been nice to hear from you. I have written about as much as I can remember at this time, and I look forward to hearing of your progress.

With very kind personal regards, I am

Your Friend

*Leslie C. Miller*

Leslie C. Miller  
PO Box 77  
Warne, N. C. 28909

*P.S. His phone # maybe  
813-958 5991  
Sarasota*

*2356 main St*

area 704  
389-6695