



OX5 AVIATION PIONEERS TEXAS WING NEWSLETTER

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No. 45

George Vose, Editor-Secretary

PO Box 908, Alpine, Texas 79831

432-837-5788

Message from the Editor/Secretary

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. It was a warm day. (Some attendees said it was hot). Ignoring the heat, we located a shady spot between the hangars and held a brief business meeting. (OX5 By-Laws require that each active Wing hold at least two meetings a year). Wing President Dan Brouse conducted the meeting. Wing Treasurer Kaye Brouse presented the financial report and George Vose presented the Secretary's Report. Both reports were accepted by the membership present. Four Wing Governors attended: George Chandler, Cade Woodward, Jack and Susie Brouse.



George V

Wing President Dan Brouse suggested that we hold our fall meeting in Fredericksburg. This would be a unique and interesting place to gather. At the Fredericksburg Airport a World War II 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 about this in the September Texas Wing Newsletter.

This issue's Mystery Airplane

The airplane on the right was a military trainer used by the Army Air Force and the Navy during World War II. When the war was over many were sold as "war surplus airplanes". Many became civilian trainers and personal airplanes. But most were acquired only for their engines. (The editor received his instrument rating in one of these planes in 1946).



The airplane pictured is a

- A. North American AT-6 B. Grumman F4F
C. Vultee BT-13 D. Fairchild AT-21

(Description and information on page 4)

The ranks are open. Let's enlist more members



This vintage picture came from a 1985 Texas Wing brochure. Twenty-five years ago the Texas OX5 was recruiting new members, and we still are. The Texas membership reached a low ebb in 2000 when we had only 38 members. Now we are more than 140 members strong – let's keep rebuilding. Every current member should sponsor at least one new member who respects the heritage of the OX5 Aviation Pioneers. A photo on the next page taken in Ranger, Texas, includes three new members ages 19-24. (We welcome all ages). This newsletter issue includes a membership application. Send a membership application with a reasonable \$20 check either to the Pittsburgh HQ or to TX Wing Secretary George Vose who will forward it. Keep the OX5 spirit alive!

Fun in the Texas Sun – Our Texas Wing summer meeting at Ranger

We asked Texas Wing Governor George Chandler to write this report. Thank you George.



Our summer 2010 meeting was held at the airport in Ranger, Texas on Memorial Day Weekend. Fifteen members from all over the State attended. (Those who could not attend missed a real good time). Again, it was a joint meeting of the Texas OX5 Aviation Pioneers and the Texas Antique Airplane Association which held their separate business meetings.

An “all you can eat” fish fry opened the festivities at the airport. 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. A free Bar-B-Que lunch was served in the hangar at noon before the start of the air show. Aerobatic performers included an “Extra 300” and Bucker Jungmiesters.

Fly-Ins and air shows are always fun. This one was special because everything was free! Free parking, free admission and free food. Kudos to Eastland County.

George Chandler, May 29,2010



Chow line



Russian Antonov An-2



A few of the OX5 attendees

L to R: Colton Woodward (age 19), Cade Woodward (age 23), Susie Brouse (age X). George Chandler (age X) , Michael Asgierssen (age 24), Dan Brouse (age X), George Vose (age 88), Kaye Brouse (age X), Jack Brouse (age X).

BUT ALL US ARE YOUNG AT HEART!

George Chandler tells of Braniff trials with JATO

After the air show in Ranger, several OX5ers were sitting around the hotel room discussing various things. (Aviation topics and others) One item that came up was JATO. We all know that JATO stands for "jet-fuel assisted takeoff", but most members in the room knew very little about it. One person, George Chandler, a retired Braniff Airways Captain, came up with some interesting facts about the Line's attempts to use JATO at high altitudes in South America. We asked George to jot down something about those attempts and send it to us for inclusion in the Newsletter. We are pleased to receive the following:



JATO was not used commercially until the early 1950s. At that time Braniff had service to La Paz, Bolivia with the highest commercial airport in the world at 13,753 feet altitude. We were operating war surplus DC-4s (military C-54s) into La Paz. At that altitude we were load restricted for take off because, with a normal load, if one engine was lost on take-off the old bird would not fly. The answer was JATO.

For the test flight, two JATO bottles were fastened to the underside of the DC-4 fuselage at the trailing edge of the wing. A covered switch was on the pedestal between the pilots. Before the take off test at La Paz, the safety wire was removed and the switch cover raised. While accelerating down the runway (which was gravel), if "Mr. Pratt and Mr. Whitney" should decide to go on strike, the pilot not flying could flip the switch and the JATO would blast the old girl into the blue and give her enough time to gain airspeed and become flyable.

The test run was made at La Paz with a simulated maximum load. The Braniff Chief Pilot flew the test with the F.A.A. breathing down his neck. An engine was cut at a critical time. The JATO fired. The ship flew. Everyone was happy and we now could haul more passengers out of La Paz.

Ed Note: It worked well but would it become a practical method? George Chandler now gives us an eye witness account of a JATO mess-up that resulted in a scrubbed Lima-La Paz and southward flight:

During the 1950s and 1960s Lima, Peru was a wonderful place to live. The government was stable and foreign investment was promoted to build Peru's resources. Braniff, Panagra and Fawcett all had bases in Lima and many large corporations had offices staffed with Americans and British, and a large Anglo-American colony emerged.

New Year's eve celebrations were big parties that went on all night. It had become traditional (for those who were still able) to go to the Limatambo Airport restaurant for breakfast. The restaurant had all-glass windows overlooking the airport. On this New Year's Day a Braniff DC-4 had just arrived from the states and was sitting on the ramp waiting to continue on to La Paz.

Mechanics were attaching the JATO bottles. All went well until a loud pop and a screaming whoosh sent the restaurant patrons rushing to the windows to see the DC-4 dancing merrily on the ramp. Everyone clapped and cheered as if it was part of the New Year's celebration. Somebody had left the cockpit switch on and as soon as the electrical contact was made with the bottle it went off. How and why it happened is one of the mysteries of life. So the continuation flight to La Paz was cancelled.

The poor DC-4 was down for days while she was inspected from stem to stern. No problems were found. The airplane was built well. The test flight at La Paz and the unplanned New Year's celebration at Limatambo Airport were the only two times that JATO was ever used by Braniff. With the new DC-6s coming on line, the DC-4 slipped away into the sunset along with their unused JATO bottles.

By George Chandler

Thanks for a good story, George. (Ed.)



A message from Wing President

Dan Brouse

As you can see from the previous pages of this newsletter, we had a great time at the spring meeting at Ranger Airport. I wish that more of our members could have attended. The change from our usual spring meeting at Gainesville was because The Texas Antique Airplane Association decided to change their Fly-In to October when the weather will be cooler. There were four different aviation organizations at Ranger – the OX5, the Short Wing Piper Club, the International Bi-Plane Association, and of course the Antique Airplane Association. As stated previously, almost everything was free, and the best part was the air show. It was fabulous. We also held a short OX5 business meeting.

I am working on the OX5 fall meeting, which I hope to set up for the first weekend of November (5th-6th-7th) at Fredericksburg, Texas. I was hoping to have all the information in time for this newsletter so members could do better planning, and we might have a larger turnout. But it just wasn't working out. We will get the information to you as soon as possible. As always I will try to get the best value for the hotel and meeting place, and set up a restaurant for a banquet. In some of the information that I have received from the Fredericksburg Convention and Visitor's Bureau I notice that there are several fine German Food restaurants in Fredericksburg and I think this would be in line with our traditional "Brats". The evening banquet, instead of a lunch, is because I will set up a time for us to tour the National Museum of the Pacific War, and I am sure that most of you would like to tour the great wineries of the area. And of course there always are (as Kaye says) the "shopping opportunities" downtown.

One of the agenda meetings for the fall meeting is that Kaye and I will be stepping down as the Texas Wing Treasurer and President. If you are so inclined, let Secretary George Vose know if you might be willing to take over one of these offices.

Dan Brouse

Note from the Secretary-Editor: President Dan Brouse and Wing Treasurer Kaye Brouse have served the Texas Wing faithfully and loyally for many years. They have arranged many memorable Fly-Ins and programs in various parts of Texas and their dedicated efforts have been appreciated by all members. Their experience, knowledge and skills will be sought for our future activities. Dan and Kaye Brouse, thank you for what you have done for the Texas Wing.

The Mystery Plane

The Mystery Plane on page 1 is a Vultee BT-13, the main basic trainer of World War II. The BT-13 was flown by most American pilots. The Navy adopted the airplane as its basic trainer, designating it the SNV. Once in service the aircraft quickly got its name of "Vibrator" because it had a tendency to shake quite violently as it approached its stall speed. The BT-13 was a good aircraft to help transition many hundreds of pilots toward advance trainers and fighters.



Specifications: Powerplant Pratt and Whitney R-985-AN-1 450 h.p. Or, because of demand, some were equipped with Wright R-975-11 engines of the same h.p. Length 28' 10", wing span 43', empty weight 3375 lb, Max take off weight 4496 lb, max speed 180 mph, service ceiling 21,650'.



APPLICATION FOR NEW MEMBERSHIP

to the

OX5 AVIATION PIONEERS

A 501 (c)(3) Non-Profit Pennsylvania Corporation
PO Box 18533 Pittsburgh, Pa 15236-0533

Print Member Sponsor Name

Sponsor Signature

Sponsor OX5 Number

Sponsor Wing

Return to: **George Vose**
OX5 Aviation Pioneers
PO Box 908
Alpine, TX 79831

Date

New OX5 No.

Assigned Wing

Date of birth:

PLEASE PRINT:

Print Applicant Name

First

Middle

Last

Street Address

City

State

Zip

Winter Address

Start

Return

Home Phone

Cell Phone

eMail Address



Check how you want to receive correspondence.



eMail



US Post Office

Please check here **only if prior** to December 31, 1940 you:

- (1) Soloed or flew an OX5 powered aircraft
- (2) Owned OX5 powered aircraft
- (3) Participated in the design, construction, maintenance or operation of OX5 aircraft
- (4) Worked as a mechanic repairing, overhauling or maintaining an OX5 engines.

OPTIONAL: Briefly state why you want to become a member: (Read about our history and purpose on the back).
This information may be used in the New Member Announcement section of our National newsletter.

As a member of the OX5 Aviation Pioneers, I agree to participate and abide by the By-Laws of the organization. I agree to help perpetuate the OX5 Aviation Pioneers and the history of aviation memorabilia.

Applicant's Signature

(Over)

Date