



# OX5 AVIATION PIONEERS TEXAS WING NEWSLETTER

George Vose, Editor/Secretary  
PO Box 908, Alpine, Texas 79831  
December, 2015 No. 67



"Old George"

## From the Editor / Secretary

Our New Texas Wing President, Colton Woodward, has his new assignment well under control. Colton, a 2013 graduate from TCU is young (age 24), capable and enthusiastic. Recently he received his FAA instrument certificate, and will assist Cade in wildlife tracking,

We certainly do appreciate the donations during the past six months for the newsletter and other Wing expenses. The September-December contributors are listed on page 4. The total amount received this year (\$1,960) will pay our bills well into 2016. Thanks, to all of you.

All the Best, George Vose [Email: gvoose@yahoo.com](mailto:gvoose@yahoo.com)

## From the Texas Wing President



As the new OX5 Texas Wing President, I am "learning the ropes" from my brother, Cade Woodward, Immediate Past Wing President and Vice President; and from long-time Wing Secretary, George Vose.

I will serve my term as Wing President to the best of my ability. I anticipate that our Wing will have an interesting and productive year. It is not too soon to be planning the location of our next reunion-business meeting. In Lubbock, two locations were discussed – Amarillo and Kingsbury. Please send us your suggestions for the 2016 meeting location.

Sincerely, Colton Woodward [Email: Woodwardcolton@yahoo.com](mailto:Woodwardcolton@yahoo.com)

## This issue's "Mystery" aircraft



This time It's not an airplane, it's an airship. The glory age of the dirigible, led predominantly by Germany, is now only an interesting era of aviation history. The dirigible on the left is which one of the four listed below?

- A. U.S. Akron (crash 1933)
- B. U.S. Macon (crash 1935)
- C. German Hindenberg (burned 1937)
- D. German Graf Spee (scrapped 1940)

Answer and information on page 4

<b>OFFICERS. 2015-2016</b> -----	Colton Woodward, President	Cade Woodward, Vice President	George Vose, Secretary
	Michelle Lawrence, Treasurer	Hazel Fehmel, Historian	

<b>GOVERNORS</b>	Robert Clark (2016)	Barbara Kraemer (2016)	Jack Nelson (2016)	Cade Woodward (2017)
	Mike Lawrence (2017)	"Susie" Brouse (2017)	John McCrory (2017)	
	[Gov. Term-expiration dates in parentheses]			

## Now, A place to display Texas Wing OX5 collections

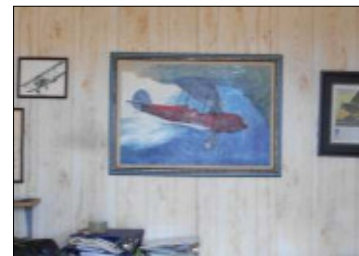
Valuable Texas Wing OX5 collected materials need no longer be stored in closets, basements or garages. In Alpine we have opened a building on the municipal airport for their display. It is small (about 400 square feet), but it is weatherproof, heated and air conditioned, and will be adequate until we can locate more spacious quarters.



Hazel Fehmel, of Bay City, TX, has been our Wing Historian since 1975 – forty years ! And in Lubbock last July she was re-elected *in absentia* for another term. Through these years Hazel has meticulously maintained thousands – perhaps tens of thousands – of OX5 documents and materials, ranging from souvenirs, publications, reunion programs, newsletters and activity reports. She has attended at least forty-one National Reunions, from Anchorage, Alaska to the lower Atlantic and Pacific states and many states in between. All of her volunteer OX5 work is in addition to her (until recently) agricultural application flying business. Hazel still calls it “crop dusting”, and from long-time habit, she still arises daily at 5:00 AM. At the National Reunion in Dayton in 2012 she received the well-deserved OX5 Pioneer Woman’s Award.

Hazel’s storage closets were getting pretty full, so arrangements were made to move everything to the new Alpine Airport site – it took three large crates to move her materials to Alpine via UPS. Her materials, along with other OX5 items, are now on display in Alpine. If interested, just contact George Vose for a showing.

While the Texas Wing does not have such a nice facility as the Central Florida Wing’s clubhouse at the Lakeland Airport, we have made and will continue to make consolidation progress. If members of our Wing have any collectables that they would like to share with others, even for a limited time, give us a call.



The above Bourbon, donated by Old Crow, is reserved for the last Texas Wing member who entered under the original 1955 rules - having flown behind or maintained an OX5 engine prior to 1940. (The list includes 14 of our 80+ current members).

### **A (Non) - Editorial**

We will not add an editorial to every newsletter, but occasionally one will appear. Some members may wonder why a young 24 year-old person was elected to be our Texas Wing President. At the Lubbock meeting the “senior” members decided that the Wing roster needs more “young blood”. This is why: A few Wings have ceased completely because of aging membership – many of their members had lost interest or just “faded away”. Included are these lost Wings: Washington State, Oregon, Golden Gate and Orange Co.-San Diego.

The OX5 Aviation Pioneers was organized in 1955 as the “OX5 Club of America”. Membership rapidly reached into the four thousands. Now we are down to less than one thousand, Nationally. New young members are needed to assure our continuation. During the term of Texas Wing Past President, Cade Woodward, age 24 (then), the Texas Wing membership expanded. With two young presidents in a row, the Texas Wing is doing its part.

## Excerpt from a 1919 aviation publication

### Early notes on “speed indicators for airplanes”

#### The Oxford air speed indicator

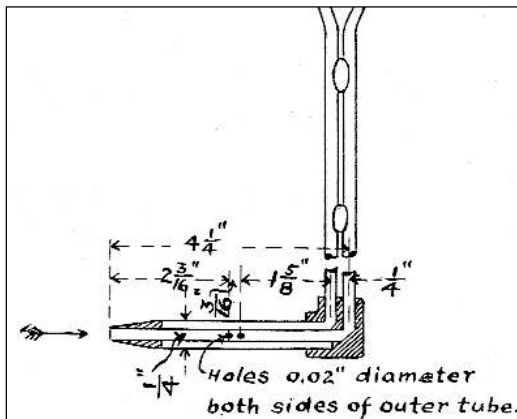
This editor does not know how the 1919 publication Aviation and Aeronautical Engineering fell into his hands but, in spite of its tattered condition, it contains interesting information.

In the early Jennys, the airspeed indicator was simply a wind-driven pendulum in the outer wing bay. The pilot had to look 90 degrees to his side to see it.

The cited article’s author, Winslow H. Herschel, described the “pitot” tube as of 1919. From the name “pitot”, its origin probably was a French contribution, although the pitot described by the author was manufacture by the American Blower Company.

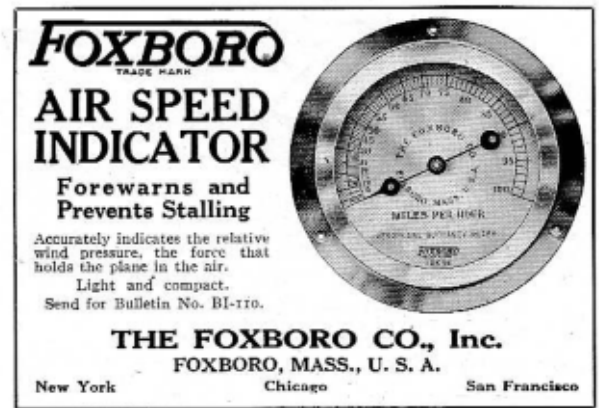
#### Herschel’s article begins with:

“There are two dangers which an aviator must guard against by the use of the speed indicator. Too low a speed may lead to stalling; that is, the speed is so low that the weight of the airplane is not sustained, and on the other hand, too high a speed may cause excessive stress and possible breakage”.



“Speed indicators, in general, consist of two parts, the head which receives the impact of the relative wind, and the gage, which must be placed in

view of the pilot. It is important that the head should be placed sufficiently far from the body so that it will not be influence by eddy currents, and a position at the wing tip seems to be preferable. Even when so placed it must be remembered that the distance produced by the body passing through the air extends some distance in front of it”



*“The diagram (above left) is an example of the pitot tube designed by the American Boiler Company”*

*So the pitot tube, as we know it, was designed and used almost 100 years ago*

### Some classified ads in the above 1919 ten-cent issue:

AMBITIOUS YOUNG MAN desirous of learning aviation; would like a position with a reliable firm, or with an experienced aviator.

MONOPLANE FOR SALE – Nieuport with 4-cylinder V air-cooled motor. Will demonstrate or sell separately. Very cheap.

FOR SALE – Flying boat as good as new with or without Curtiss OX5 motor.

FOR SALE – One 6-cylinder 75 horse-power Roberts motor, new, never been used, with new “DV6” magneto. Guaranteed. \$400.

## Lance Borden's Grandfather was a barnstormer

Texas Wing member Lance Borden of Houston recently sent us a picture of his grandfather, Lawrence Dewey Bonbrake, clad in the flying attire of the 1920s. The picture was taken in the year 1920 in Woodston, Kansas when Bonbrake was 21 years old. He is standing with his Curtiss OX5 JN-4 "Jenny", which he had named "Little Oscar", and he used the airplane for barnstorming.

Lance Borden's grandfather designed the Inland Sport. It happens that Lance now owns Inland Sport W500 Supersport built in 1929, NC152N.

Thank you, Lance, for sending this picture and story about your grandfather, Lawrence Dewey Bonbrake,

**ED NOTE:** We are always interested in the inclusion of member's stories and pictures with aviation history or current activities.

Send them on.

They will be scanned and returned unblemished.

George Vose, PO Box 908, Alpine, Texas 79831.



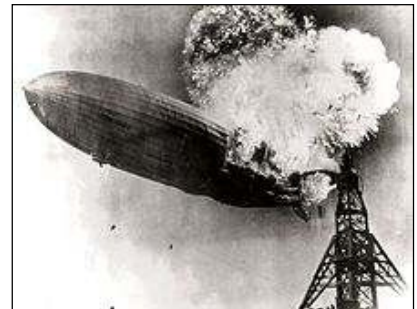
Lawrenc Bonbrake with his Jenny "Little Oscar", 1920

### Answer: The "Mystery" aircraft Page 1

The German rigid dirigible LZ-129 **HINDENBERG** was a large commercial passenger-carrying airship. It was designed and built by the Zippelin Company, Leftschiffe, and it flew from March, 1936 until it was destroyed by fire fourteen months later on May 6<sup>th</sup>, 1937.

In development, it was planned to use U. S. helium gas in its envelope volume. But in the pre-WWII tension situation, U. S. helium was denied, so flammable hydrogen gas was substituted.

The Hindenberg carried a crew of 40 to 62 persons, with 50-72 passengers. It was powered by four Daimier-diesel engines of 1,200 h.p.



On May 3, 1937 it departed Frankfurt for Lakehurst, N. J. Around 6:30,PM on May 6<sup>th</sup> it was cleared to land at Lakehurst. While landing it bust into flames and dropped to the ground within 30 seconds. Twelve passengers and 22 crew members died in the accident

### Newsletter donors since the September issue

Robert & Penni Clark  
Jeff Hill  
Steve Howard  
Lee Wilkinson

Lance Borden  
Aaron Taylor  
Ron & "De" Morton  
Colton Woodward

Susie Brouse  
Barbara Kraemer  
David Sanderson  
Cade Woodward

John Findley  
Stephen Wilson  
George Vose

# A B-29 story in West Texas

By John McCrory, Marfa, Texas

This recent September 2<sup>nd</sup>, 2015 was the 70<sup>th</sup> anniversary of VJ Day, the unconditional surrender ceremony on the battleship Missouri in Tokyo Bay. The event marked the end of the long war in the Pacific and the end of World War II. (These events are well documented at the Nimitz Museum in Fredericksburg, Texas). And you are thinking, “so what”? Well, there is a Texas connection. First of all there were 65 airbase facilities in Texas, used mainly for training purposes. Thousands of pilots and crewmen were trained in Texas. The B-29 Enola Gay, the airplane that dropped the A-bombs on Hiroshima, was flown to “Rattlesnake Bomber Base”, officially known as Pyote Army Air Field located on Interstate 20 west of Odessa-Midland. The field became a huge bomber storage facility that, at post-war time, had hundreds of B-17s and B-29s parked on the desert.



**B-29s at Pyote Army Air Field after WWII**

## The Mariana Islands

This was a momentous period for everyone in the Allied military forces. The alternative would have been an invasion of the Japanese Islands by ground forces, which was in the planning stage and scheduled for early 1946. Japan expected the invasion and was preparing their entire population for defense. Most cities had been destroyed by incendiary bombings that began in early 1945 and continued nightly from bases established in the Mariana Islands. One special B-29 outfit, the 509<sup>th</sup> Composite Group was on Tinian Island but did not participate in the fire bombings. This group was highly trained, specialized, and isolated in their guarded area. They were waiting for two atomic bombs to arrive, components disassembled, from New Mexico.

## Once the bombs were assembled

On August 5, a new Martin-built B-29, numbered 82, was loaded with one of the bombs known as the “Little Boy”. The aircraft was now named with big letters on the nose, Enola Gay. (Enola Gay was the first name of the mother of Col. Paul Tibbets who was the commander of the 509<sup>th</sup>). At 2:45 AM on August 6, the bomber took off after a long overloaded take-off run down one of the 8,500-foot Tinian runways, and set course for Japan. Three weather planes preceding him to radio cloud cover over selected targets. Two other B-29 observation planes followed. One other flew to Iwo Jima and waited as a standby in case mechanical problems developed, making a total of seven B-29s involved in the mission. The Japanese defense paid little attention to single bombers over Japan, assuming that they were weather or photo ships. It was especially important that favorable weather prevailed because the “gadget” was to be dropped visually for accuracy. After a six-hour flight the Enola Gay arrived over the city center at 8:15 AM. As the uranium weapon was released, Tibbets made a fast 155-degree descending right turn to avoid the expected shock waves. While gaining speed they were about eight miles away when they felt two shock waves, one from the explosion and the other from the ground as radar devices were set for 1,800 feet. Hiroshima was completely destroyed.

## The second bomb drop

The War Department waited three days before the second plutonium bomb, “Fat man”, was released over Nagasaki from the B-29, “Bock’s Car”. At this point the Emperor made the famous radio broadcast announcing Japan’s surrender.

## Enola Gay chronology, post-World War II:

Enola Gay was assigned and flown as a weather reconnaissance ship for the August 9th Nagasaki mission.

Two local flights were made from Tinian later in August.

Enola Gay was flown to Roswell Army Air Field, New Mexico, on November 8, 1945. (Roswell was a B-29 training base at the time). The plane remained there until April, 1946.

Enola Gay was flown back to the Pacific during the bomb test at Kwajalein atoll in the Marshall Islands.

The plane was returned to the United States for storage at Davis-Monthan Air Field in Arizona and dropped from the Air Force inventory.

The Smithsonian accepted the Enola Gay in July, 1949.

Enola Gay was flown to Pyote, Texas for temporary storage on January 12, 1952 and remained until December 2, 1955. It was partially placed in a cocoon state, as were most of the B-29s in storage. Several photos show it on the Pyote ramp.

It made its last flight to Andrews Air Force Base from Pyote on December 2, 1955. It was disassembled for the Smithsonian. The fuselage was eventually located in the museum on the mall.



**B-29s on run-up for take-off on Tinian**



**Enola Gay, post-mission**

General Hap Arnold maintained command of the B-29s in the Pacific until the end of the war. This was questioned, but the reason was that there was no unity of command. The B-29 was extremely important and he had to maintain control. It is hard to believe that he did not know about the Manhattan Project, or the Oak Ridge facility production of U-235, or the Hanford, Washington production of plutonium, or the Los Alamos construction of the bomb, and all the money involved.

The B-29 was built at the Boeing Renton Washington plant, and at the Boeing plant at Wichita, Kansas, as well as at the new plant in Marietta, Georgia, and at the Martin plant in Omaha, Nebraska. A tremendous amount of money and effort was involved,



The training of the 509<sup>th</sup> bomber group was important because the delivery of the bomb depended on them entirely. The extreme secrecy did not completely work, but the final success was a miracle.



**Loading Little Boy bomb on Tinian, using hydraulic lift.**



**Final assembly of Fat Man bomb For the Nagasaki mission.**