



OX5 AVIATION PIONEERS TEXAS WING NEWSLETTER

George Vose, Editor/Secretary
PO Box 908, Alpine, Texas 79831
June, 2015 No. 65

From the Editor/Secretary



It is good to be out of Fort Stockton's physical therapy. While I still have improvements to go, my OX5 job as Wing Secretary / Editor goes on.

The Texas Wing charges no membership dues, and the cost of this quarterly newsletter is our main expense. My efforts in writing, assembling and printing are gratis, but the cost of cartridge ink, supplies and postage is not cheap. **Contributions by members keep us going.** The recent \$50 check from the Pleggenkuhles is greatly appreciated. Every check, even one dollar or more, helps very much.

As Wing President Cade Woodward's message advises "Be sure to pay your \$30 National dues when notified, and check the excellent National web site at www.ox5.org." (National OX5 contributes toward our newsletter). On the National web page, one will find all Texas Wing newsletters for the past seven years, as well as a vast amount of vital and informative OX5 information. (The Webmaster is Dennis Yerkey of Pittsburgh, PA., Past OX5 National President).

All of us are looking forward to our July Wing reunion in Lubbock. It will be an interesting and enjoyable affair. Plan to attend.

Regards, George Vose

From the Wing President, Cade Woodward



(ED NOTE: Our President, Cade Woodward, is a busy young man. He has been reminded that his message is over-due. Here is his reply at 8:52 PM on 4/30/2015):

I am currently flying to San Antonio at 11,500 feet. This turbo Cessna 182 has a nice auto pilot and traffic awareness system, so I will take a few minutes to start a newsletter message by iPod.

This spring has been busy for me while flying radiotelemetry missions for Sul Ross State and Texas A and M Kingsville universities, as well as ranch work, charter and flight instruction.

Our Secretary, George Vose, continues to edit and produce a very good newsletter. However, increasing costs of ink cartridges and supplies has drained our reserve funds, so any financial help from members would be appreciated. I hope you are all doing well, and I hope to see you in Lubbock next month.

PREVIOUSLY WRITTEN BY CADE: Please pay your National dues of \$30, if you have not already done so. If you have misplaced the notice, just make your check to OX5, and mail it to OX5, PO Box 769, Troy, OH 45373. You will continue to receive the National OX5 News, as well as the Texas Wing Newsletter – and a lot of useful OX5 information.

Sincerely, Cade Woodward

WING OFFICERS, 2014-15

Cade Woodward, President
Michelle Lawrence, Treasurer

Colton Woodward, Vice President
Hezel Fehmel, Historian

George Vose, Secretary

GOVERNORS (Expiration date) Robert Clark 2016 Barbara Kraemer 2016 Michelle Lawrence 2015 Jack Nelson 2015
Cade Woodward 2015 George Vose 2015

THIS ISSUE'S MYSTERY "GIZMO"



This issue does not feature a "mystery airplane". Instead, it is a "mystery throttle control". During the 1930s-1950s many thousands of pilots grasped such a knob in their left hand. The throttle knob shown is part of

- A.** An Aeronca 7 A-C Champion **C.** An Interstate Cadet
B. A Piper J-3 Cub **D.** An Ercoupe 411

(Answer with information, page 6)

PLANNED TEXAS WING REUNION IN LUBBOCK

July 17-18, 2015

Texas Wing reunions are interesting, productive and fun. The July 17-18 reunion in Lubbock, although a long traveling distance for some, will be another fine reunion. Our hotel quarters will be the MCM Elegante on Avenue Q.

(Hotel and reservations information on this page).

Among the things we will do in Lubbock: We plan to visit the Science Spectrum Museum and the Silent Wings Museum.

Saturday morning: Our main attraction at the Science Spectrum Museum (Saturday 9:30 a.m.-11:00 a.m.) will be the permanently displayed Alexander Eaglerock OX5 biplane restored by Jack Brouse and his friends. Our plan was to have Jack Brouse tell about the airplane's procurement history and restoration. Jack passed away on February 18, but he had made a thorough DVD about the restoration that will be presented later at the hotel.



Saturday lunch: The hotel restaurant is not open for lunch on Saturday. We will have lunch together after the museum, or you may eat at your favorite place).

Saturday afternoon: The Silent Wings Museum is adjacent to the Lubbock International Airport, and we will go there by private vehicles from 2:00 p.m. to 4:00. The museum displays WWII combat gliders, including Waco CG-4s, pilot quarters, uniforms and equipment. The museum is dedicated to "*The incredibly fearless men who flew gliders behind enemy lines*". (We have arranged a guided tour of the Silent Wings Museum).



The time and place of our business meeting, including election of Officers and Governors, will be announced.

OX5 members Penni and Robert Clark of Miami (Texas) scouted the Lubbock hotels to locate the one best-suited for our reunion. The **MCM Elegante Hotel & Suites** was chosen. This hotel, conveniently located at 801 Avenue Q, has given the Texas Wing a discounted rate from the usual \$139.99 down to \$99.00. (Admittedly, not a Motel-6 price, but, heck, we only get together once a year !)

The hotel restaurant is open for breakfast, lunch (except Sat) and dinner. The hotel also has a coffee shop/café and a bar/lounge.

The Elegante offers free shuttle service to and from the Lubbock airport, and offers free travel to places within three miles of the hotel. The hotel is within a walking distance of the Lubbock Memorial Civic Center and the Buddy Holly Center.



Penni and Robert Clark

For reservations call 806-763-1200. Select double bed or king. The cut-off date for the special OX5 rate is June 25th. (Be sure to mention the OX5 special rate).

How to find the Elegante — see page 6.

Attend and enjoy the 2015 OX5 reunion at the Lubbock Elegante. Dates: July 17-18. (Fri-Sat).

Jack Brouse, 1923-2015



When Jack Brouse passed away at age 91 on February 18, 2015, the Texas OX5 Wing lost a very loyal member. Jack rarely missed an OX5 activity, and his input at business meetings was always constructive -- and friendly. Jack will be greatly missed.

Jack Brouse was born in Elyria, Ohio on March 27, 1923. After graduating from high school in 1941 he enlisted in the Marine Corps, and served in the Pacific theater VMF422 Marine Fighter Squadron. After the war he returned to Ohio, and on Valentine's day, 1946, married Roberta "Susie" Hill, to be his lifetime companion. He graduated from Bowling Green State University, and he served multiple terms as Texas OX5 Wing President and Governor.

Jack had many accomplishments including his participation in the development of the XC-142 VTOL (Vertical Take-Off and Landing) and the B-70 bomber.

Eaglerock Restoration

Among Jack's accomplishments, one of his favorites was the restoration of a 1929 OX5 Eaglerock biplane. Procured in Hammondsport, N. Y., the pieces were brought by pickup truck to Dallas where Jack, with helper-friends, restored it to perfection. With alternating pilots, including Jack, the plane was flown to Oshkosh, where it won a Grand Champion Award.



The Grand Champion Eaglerock



Jack (left) and crew

Meeting with Al Mooney

One of Jack's favorite episodes was a meeting with aircraft designer Al Mooney. It happened this way: At the time, Jack was district sales manager for a company doing business with aircraft and aerospace contractors. One trip took him to McAllen, Texas with a return stop at the Mooney Aircraft Company in Kerrville.

While talking with the Mooney-chief-of design, Jack showed him an airplane picture of what he described as his "Mooney Mark 1" [see photo above left]. Actually the picture was Jack's Eaglerock biplane that young Al Mooney had helped to design in Colorado Springs. The Mooney chief-of-design said that he would like to show the picture to someone. When he returned, he said, "Al Mooney would like to talk with you". Jack raced to the motel to tell the good news to his wife, "Susie". "We are going to see Al Mooney himself at two o'clock".

At the time, Mooney lived in a mobile home about four miles west of Kerrville. At two p.m. Jack knocked, and a white haired gentleman answered the door and graciously welcomed them in. For three hours Al Mooney told them about his involvement with Eaglerock when he was fresh out of high school. During his school years he had studied documents about aviation and stress analysis on airplane structures. After graduating from high school at age 18, he was hired by the Alexander Airplane Factory in Colorado Springs with the position of janitor.



Jack and Al Mooney

When the earliest Eaglerocks did not perform very well because of high altitude and airfoil design problems, the management reluctantly accepted and installed Al's recommended "high lift" airfoil. It worked very well. Did the factory give Al a promotion? No, they gave him back his broom. So Al Mooney soon left the company.

The "Flying Pancake"

Jack Brouse, with other retirees of the Chance Vought Corporation have restored several historic airplanes, including the V-173 "Flying Pancake". This was the affectionate name for a 23-foot wide wood and fabric airplane that was powered by two Continental fuel injected C-175 engines. The propellers were sixteen feet in diameter. It was painted yellow and somewhat resembled a pancake flying in the air. It is now displayed at the Frontiers of Flight Museum in Dallas.



V173, the "Flying Pancake"

With no engineering records available for this airplane, the restorers were faced with many problems, but they were solved. First, each aileron was sheathed with cotton fabric. Then fabric was applied to the remaining areas in 6' X 4' sections. The airplane was assembled to its apparent original design. According to Jack, "It was not an easy task".

We thank Jack Brouse

Some members have commented that no recent OX5 airplane pictures have been shown in the Newsletter. Perhaps so. So here are some beauties:

Some Beautiful OX5 Powered Airplanes



Kreidner Reisner KR-C-2



Waco 9



Travel Air 2000



Brunner Winkle "Bird" A



Waco 10



Curtiss Robin, Creve Coeur Airport Museum

Because our annual Texas Wing reunion will be held in Lubbock in July, our Marfa contributor, John McCrory, has researched the beginnings and developments of WWII military-used airports in Lubbock.

Lubbock had two WWII Army Air Fields

By John McCrory

South Plains Army Air Field

Lubbock's first commercial airport was known as South Plains Airport, situated just north of the city, and it is the location of the present **Lubbock Preston Smith International Airport**. It was opened in 1937 with a red brick terminal building, placed in a corner of 1600 acres of flat Texas farmland. In the late 1930s Lubbock's South Plains Airport was on the list of airports the Army felt might be suitable for military training and capable of handling the Douglas C-47 transport. The airport was well located and surrounded by miles and miles of cotton fields.

As World War II approached, the South Plains Airport, along with hundreds of other civil airports, was requisitioned by the government for one dollar a year. Rapid construction projects were started and very soon standard wooden hangars, barracks and administration buildings covered the field.



Display C-47 at LBB

On September 11, 1942, glider training began under the 848th School Squadron and the base retained the title of South Plains Army Air Field during all of World War II. Advanced flight training was first conducted at nine schools, mostly in the southwest, which were opened in late 1942. However, after May 1943, all advanced glider training was conducted in Lubbock with Army instructors in order to meet the time line for several invasions planned in Europe. Eighty percent of all U. S. glider pilots went through the Lubbock school.

Glider and tow planes

The Douglas C-47 was selected to be the main tow plane for the Army glider that was to carry thirteen troops or multiple types of cargo. The specifications for such a military combat glider were developed in 1941 at Wright Field in Dayton, Ohio.

The Waco Aircraft Company of Troy, Ohio, responded and built several of the design. Thus, the glider was tested in June 1942. It was designated the CG-4A. ("C" for cargo, "G" for glider). It was basically a big box built without any of the strategic materials needed for the war effort. The gross weight was 7500 lbs, with a useful load of about 4000 lbs. Pilot and copilot controls were side by side, and bench seats behind carried thirteen troops with their gear.



The Waco CG-4A glider

On each side of the glider were four windows, designed perhaps to help avoid airsickness. It had a long wingspan of 83 feet, made of wood. The Clark-Y airfoil had a plywood skin with doped fabric on it. The fuselage was a five-foot, four-inch box 48 feet long, made of welded steel. The tail was all wood with fabric covering.

Admittedly it was kind of ugly and certainly did not look like the sleek glider designs one is used to seeing. However, it could do its job and was towed at about 120 mph. While gliding down hill at 100 mph the descent rate was 950 feet per minute. Big spoilers, lever operated by either pilot, could increase the descent to 1600 feet per minute. The landing gear had shock absorbers and the tail wheel was steerable.

Lubbock Army Air Field (Eventually to be Reese AFB)

Since the early 1930s, the Lubbock Chamber of Commerce had petitioned the federal government for a military flying school. After South Plains Airport was selected, the Chamber President, A. B. Davis, doubled his efforts, and the Army Air Force sent officers to survey another site ten miles west of downtown. By coincidence the city had recently purchased 1400 acres of nearby land and offered the site to the government free of charge. In June 1941, it was announced that a military flying school at Lubbock had been approved.

The City and selected contractors immediately got to work. With 1600 workers they completed 215 buildings, two 6,500-foot runways with ramps and taxiways. A large checkered water tank went up as well. This was accomplished on time in only six months during one of the worst winters in Panhandle history.

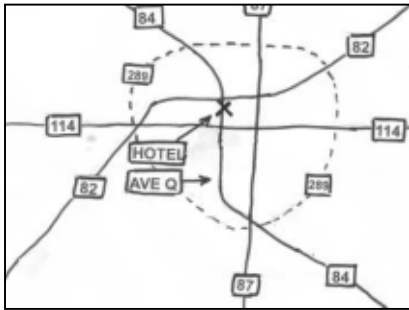
Thus, Lubbock Army Air Field came into existence, and the city had a second military base. Flight training began in February 1942 with the first class graduating in April with second lieutenant wings. The first three classes flew AT-6s. It then became an advanced training base with multi-engine trainers. Four years later 7,000 cadets had been trained at the field, with many more to be trained during the years it remained operational using B-25 bombers.



Martin Mitchell B-25 bomber

(More on the production and missions flown with CG-4 gliders in the next newsletter)

How to find the MCM Elegante Hotel



The Elegante Hotel is located at 801 Ave. Q. Ave Q runs north-south, one block west of Hwy 87 and close to the Lubbock Memorial Civic Center. The reservations number that you will call (1-806-763-1200) is direct to the hotel. Mention "OX5" for the special \$99.00 rate. All rooms have refrigerators, microwaves and a choice of double beds or king size. The restaurant opens for breakfast, lunch (except Saturdays) and dinner. Also, there is a coffee shop/café and a bar/lounge.

Posted in the lobby will be the location of our Friday evening "get together",

TexasWing members who instructed during WWII

This series has included short biographies of Texas Wing members who were civilian or commissioned flight instructors during WWII. So far the list includes George Chandler, H. B. "Benny" Benninghoff, Fritz Kahl, George Vose, Edna Gardner Whyte, and Linley Wright. Three other names have been submitted by members. These are: **Tom Frye, Gene Clark and Robert Taylor**. We have limited information on Tom Frye and Gene Clark, but we have no information about Robert Taylor. It is known that Gene Clark instructed Army Air Force cadets at Hicks Field in Fort Worth, and Tom Frye instructed AAF cadets at Cimarron Army Air Field, Oklahoma, and later became a Braniff Airways captain. Information from anyone with knowledge about these pilots will be appreciated.



Tom Frye

Tom Frye instructed Army Air Force cadets at Cimarron Army Air Field, Oklahoma. He later flew as Captain for Braniff Airways

Answer: The throttle knob, Page 2



The pictured throttle knob, as many pilots will remember, was on the left hand inside wall of the **Piper J-3 Cub**. During the 1930s-1950s many pilots learned to fly in the Piper Cub. In its simplicity, it was an ideal "stick and rudder" trainer. For a time, the Vose Flight School at Hartlee Field, in Denton, Texas, required all students to have their first fifteen hours in a Cub. (One Cub, N42222, was nicknamed "Four Deuces" by the students.) A student was overheard: "I will be glad when I finish my fifteen hours in the Cub, so I can start flying the Cherokees". He failed to realize what good (and inexpensive) training he was having in the J-3 Cub.



N42222 ("Four Deuces")

(Above throttle photo from EAA Sport Aviation, 61:1 Jan 2015)