



# OX5 AVIATION PIONEERS TEXAS WING NEWSLETTER

George Vose, Editor/Secretary  
June, 2014 No.51  
PO Box 908, Alpine Texas 79831

---

## Message from the Editor/Secretary



The April Texas Wing OX5 reunion is now History, and it was great! The “Hospitality Room” was fun, and the free flights by Cade and Colton Woodward over the old MAAF were a hit. And OX5 members enjoyed mingling with Big Bend EAA members. The facilities at the restored Holland Hotel were good – even without room telephones. (Almost everyone except this Editor now use a cell phone). Afterwards, some enjoyed Big Bend National Park, and Boquillas, Mexico. Three Governors were re-elected for another term (Robert Clark, Barbara Kraemer and Jack Nelson), as were all current Officers. We have received many photos from attendees, some of which are shown in this newsletter, or will be shown in future issues. Thanks for your photos. Sincerely, *George Vose*

---

## This issue’s “Mystery Airplane”



The low wing monoplane on the left was manufactured by Lockheed. It flew in the 1930s-early 1940s. What Lockheed model is it?

- A. Lockheed “Phantom”
- B. Lockheed “Electra”
- C. Lockheed “Orion”
- D. Lockheed “Vega”

Answer and information on page 6

---



## Message from the Wing President, Cade Woodward

Dear Texas Wing members:

The 2014 OX5 Texas Wing meeting was a success, and I am encouraged and pleased by the number of people who made the long trip to far west Texas. The feedback I received from members was very positive, and everyone seemed to enjoy the event.

I look forward to serving as your Texas Wing President for another year. I hope to increase our membership as we continue the OX5 traditions. It was a pleasure to meet new people, as well as to catch up with old friends.

The weather cooperated and my brother, Colton, and I were able to fly ten members and guests over the World War II Marfa Army Air Field, and view the surrounding landscape. Many passengers said that this was their favorite part of the trip. .

(Message continued on next page)

---

**WING OFFICERS, 2014-15** Cade Woodward, President Colton Woodward, Vice President George Vose, Secretary  
Michelle Lawrence, Treasurer Hazel Fehmel, Historian

**GOVERNORS** (*Expiration dates shown*)

Jack Brouse 2016  
Michelle Lawrence 2015  
George Vose 2015

Robert Clark 2016  
Jack Nelson 2015

Barbara Kraemer 2016  
Cade Woodward 2015

I am currently making radio telemetry flights to monitor Bighorn Sheep and Pronghorn Antelope in the Tans-Pecos and the Big Bend areas. This summer I will be flying again for the Texas Parks and Wildlife Department doing the annual Pronghorn Antelope survey in the Texas Panhandle and Trans-Pecos regions.

I hope everyone is doing well, and I look forward to seeing everyone at our next meeting

Sincerely, *Cade Woodward*

---

## April 2014 Texas Wing meeting in far west Texas

The April 2014 Texas Wing meeting was excellent. Members and guests enjoyed sight seeing flights from Alpine Airport to over-fly the long-abandoned WWII Marfa Army Air Field, and visiting nearby Marfa, Fort Davis, the Davis Mountains, the McDonald Observatory, and Presidio on the Rio Grande. Several members afterwards visited Big Bend National Park for two or three days, one hundred miles to the south. From the Park, member Jack Nelson sent us a post card, *"Thanks again". Having a great time in your part of Texas. All worked out well, and was very enjoyable. Bettye and I will see you next time"*.



(Left): Sign on the door of the "Hospitality Room" (The Holland Hotel Suite 319). Its facilities were enjoyed by thirty members and guests



(Right): Twenty-two OX5'ers attended the business meeting and election on Saturday evening.



(Left): Clockwise from top-left: Robert Clark (one of our seven Governors), Wing President Cade Woodward (age 26), and Wing Secretary George Vose (age 92). (Quite an age spread among the Texas Officers !)



(Above): Kellee's view of Santa Elena Canyon



Jack and Bettye Nelson  
at the business meeting



**Cade with the Pleggenkuhles on a MAAF over-flight**



**Susie and Jack Brouse – OX5 regulars**



**Cliff and Kellee in Big Bend National Park**



**John and Marilyn McCrory of Marfa**



**The Rio Grande at the Boquillas crossing**



**In Mexico, OX5ers ride burros to Boquillas village**



**Wing President Cade Woodward and Kellee P.**



**Cool Pacifico Brews at the Boquillas Cantina**

At the business meeting these members contributed a total of \$190 in support of the Texas Wing Newsletter:

**JACK NELSON, CLIFF PLEGGENKUHLE, DAVID SANDERSON,  
and SKIP PARKE**



## Two of our Texas Wing Officers

Here is a nice shot of Texas Wing Vice President, Colton Woodward, (age 23) flying a Cessna Sky Hawk, being tailed on his left by his brother, Texas Wing President Cade Woodward (age 26), in a tundra-tired Carbon Cub. Both pilots graduated from TCU, majoring in Ranch Management.

While neither has yet heard the song of a water-cooled OX5 engine, both have advanced the need for “young blood” by the **OX5 Aviation Pioneers**.

---

## Flight instructors during WWII (Mostly in Texas)

NOTE: At least seven Texas Wing members flew as civilian or commissioned flight instructors during World War II. They were: H. B. “Benny” Benninghoff, George Chandler, Fritz Kahl, George Vose, Linley Wright, Tom Frye, and Gene Clark. (If there are other Texas Wing members who instructed during WWII, please let us know). This newsletter includes the story of LINLEY S. WRIGHT. The others will follow in subsequent newsletters.

### Linley S. Wright (Linley Wright flew west in June, 2012)



Linley as a teen age gas boy, and as a lei-wearing Continental Airline captain.

Linley S. Wright, long time OX5 member of Glen Rose, Texas, was born in San Francisco in 1921, but spent his early years in Topeka, Kansas. He started his aviation career as a ticket taker for barnstormer Bill Calderwood, then as a gas boy for Topeka Flying Service. After receiving some instruction in an OX5 Waco 10 and an OX5 Curtiss Robin, he traded his motorcycle for flying, even after a forced landing in a Cub early in his solo flying.

In 1940, after Civil Pilot Training at Washburn College he earned his flight instructor rating and instructed Army Air Force cadets in Uvalde and Fort Worth.



In 1944 he joined the Ferry Command, flying the Himalayan hump in B-24s. After the war, in 1947 he signed on as a pilot with Pioneer Airlines (which later became Continental Airlines) where he flew DC-3s through DC-10s. He retired from Continental Airlines in 1981 and settled down with his family in Glen Rose, Texas. There he did some flight instruction, even training three of his four daughters to become private pilots. In retirement he owned several airplanes, and developed an interest in ultra lights. The classic picture on the left shows Linley with a grand daughter who flew with him at two weeks of age – perhaps the youngest student pilot ever. .

For many years in Glen Rose he was a leading actor and bass-voice singer in the long-lasting production, “The Promise”. The show in Glen Rose was performed weekly for several years, and viewed and enjoyed by many audiences.

# Military Aviation in Texas – A century ago

## Part VIII

By John McCrory

*Ed. Note: This is Part VIII of the series prepared by OX5 member John McCrory who has traced the progress of Glenn Curtiss' OX5 engine from the early 1900s .*

By 1915 Pancho Villa had become a notorious revolutionary leader and was attacking the Carranza regime in northern Mexico. His bandits had stopped a train in Mexico south of El Paso and murdered a group of fifteen mining engineers who were on board. Growing desperate, on the night of March 9<sup>th</sup>, 1916, his men crossed the border into the small town of Columbus, New Mexico. Several buildings were set on fire, and then the bandits entered the hotel, murdering several American businessmen inside. A small garrison of the 13<sup>th</sup> Cavalry was stationed in Columbus, and they drove the bandits back across the border into the Chihuahuan Desert. By this time seventeen Americans, including Cavalry soldiers, had been killed.

Brig. General John J. Pershing was the commander of the garrison at Fort Bliss in El Paso, not far to the east. As directed quickly by President Wilson, he responded to the order to capture Pancho Villa, dead or alive. In San Antonio, at Dodd Field north of Fort Sam Houston -- the new home of the 1<sup>st</sup> Aero Squadron -- Capt. Benjamin Foulois pondered these events and prepared his men for duty on the border. At noon on March 12<sup>th</sup> (a Saturday) he received orders to proceed immediately to Columbus. Equipment was loaded far into the night. The eight aircraft at Dodd Field were veterans of the Fort Sill operations and the long cross-country to San Antonio. Early the next morning his pilots flew the JN-3s to Fort Sam, and landed on the drill grounds. Once again they were disassembled and loaded onto flat cars along with ten trucks, equipment, and what spares were had for the aircraft. The distance to New Mexico was too far for airplanes to fly, so ground transportation had to be used.



**Jeffery truck towing JN-3 fuselage for shipment to Columbus, New Mexico**

At midnight, Foulois, along with eleven officers, 82 enlisted men and one civilian mechanic started to roll out of San Antonio. The steam train followed the old Southern Pacific tracks toward El Paso to Deming, New Mexico, where a stop was made. There, a medical officer and two corpsmen joined the force. Continuing southward by rail, they arrived in Columbus on March 15<sup>th</sup> where they were unloaded and reassembled by flight crews on the same day. On March 16<sup>th</sup> Capt. Townsend F. Dodd, with Foulois as observer, flew southward about 20 miles into the State of Chihuahua. This reconnaissance determined that no bandit force was lurking near Columbus.



**JN-3 landing next to loaded Cavalry unit preparing to enter Mexico**

On March 13<sup>th</sup>, Pershing arrived in Columbus on the El Paso and Southwest RR from Fort Bliss. His plan was to cross the border in two columns -- Col. George Dodd was moving toward Culbertson Ranch in New Mexico from Fort Huachuca Arizona with the 7<sup>th</sup> Cavalry (Custer's old unit), and also the 10<sup>th</sup> Cavalry (Buffalo Soldiers). The second column, commanded by Col. James Lockett with his 11<sup>th</sup> and 13<sup>th</sup> Cavalries as well as the 6<sup>th</sup> and 8<sup>th</sup> Infantries already at Columbus. With Pershing in command, beginning early in the morning of March 15<sup>th</sup> these units crossed into Chihuahua, Mexico, and headed south toward Casas Grandes and Colonia Dublan, a Mormon settlement in Mexico.

The Squadron had used some trucks on the earlier Fort Sill to San Antonio movement. The Jeffery "Quad" four wheel drive truck was a compact small vehicle that suited the unit's needs and it was able to handle rough terrain. The men had designed special beds that fit into the chassis, and one truck was used as a mobile machine shop. Ten of these vehicles, along with eight Jennys, were loaded onto the train at Fort Sam. On arrival, the crated equipment boxes could slide off quickly into the Jeffery trucks and be moved. The Army trucks became especially important to the expedition. They were loaded with supplies for the Cavalry and Infantry, and sent ahead into Mexico. Capt. Foulois had been placed in charge of transportation, as well as aviation.

Assembly and tuning of the Jennys continued. On March 19th orders were received to move the squadron to Casas Grandes, a small town 125 miles farther south. The eight planes were ready to fly, but not until 5:30 p.m. was everything organized. It was dusk, and the sun goes down early at that time of the year, and it was also a winter month in the Chihuahuan desert. Capt. Foulois was an experienced combat leader who obeyed orders, however he may have been too anxious to follow orders in this case.

The plan was to take off in sequence and follow the leader. The planes had no electrical system for lighting but if they stayed close together they might see the other plane's exhaust stacks. Only Capt. Townsend F. Dodd had any night flying experience. The magnetic compass was the only navigation instrument and proper navigation charts were non-existent.

Ten minutes into the mission, Lt. Walter Kilmer turned back with engine trouble, and landed on the dirt strip in Columbus. The others continued toward Ascension, a small town 50 miles south of the border. Before complete darkness, Foulois could clearly see the town ahead, however as he looked back he could see only three other Jennys in the formation. With darkness approaching they prepared to land at Ascension. Fires had been started by ground personnel to guide them to a suitable field, and four Jennys landed successfully. Lt. H. A. Dargue, an experienced pilot who had been flying in the rear of the landing planes, did not see the landings and continued on. Another JN-3 flown by Lt. R. H. Willes also continued southward, did not see the landings, and flew 40 miles beyond into the night. A third JN-3, piloted by Lt. E. S. Gorrel, also flew past Ascension in the darkness, but turned back toward the New Mexico border when his fuel ran low....

(To be continued)



## The Mystery Plane, Page 1

The airplane, a **Lockheed "Orion" 9-E** – first flown in 1933, was originally designed as a cargo plane with no passenger seating. It was powered by a 450 h.p. "Wasp" engine. By mid 1933 it became a cargo-passenger plane, and was purchased by Transcontinental and Western Air, Inc. (TWA). The third model, after two years with the line, became the all-fatal "Orion Explorer". In floatplane configuration it crashed on take-off near Barrow, Alaska, killing pilot Wiley Post and passenger Will Rogers. After up-grading to a 550 h.p. "Wasp" S1D1 engine, the "Orion" carried 5-6 passengers plus the pilot. Pilots liked the "Orion" because it was fast, comfortably stable, and "reasonably easy to fly". The commercial flying span of the 9-E was of short duration (1933-1937) because Lockheed was designing, and soon would build the twin-engine Lockheed 10. The 550 h.p. "Orion" had an empty weight of 3,064 lbs, 1,736 lbs useful load, max speed 228 mph, cruise 205, landing speed 62, price around \$20,000.

---

(Information and photo from J. P. Juptner, McGraw-Hill 1997, U. S. Aircraft Series, Vol 6)

---

**Have you paid your 2014 National OX5 dues? (\$30 to OX5, PO Box 769, Troy, Ohio 54373). To receive the Texas Wing Newsletter It is necessary to pay your National dues. (National OX5 contributes toward our newsletter expense).**