



# OX5 AVIATION PIONEERS TEXAS WING NEWSLETTER

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PO Box 908, Alpine, Texas 79831

**September, 2015      No. 66**

## From the Editor / Secretary



The July 17-18 Wing Reunion in Lubbock was great, and is illustrated on pages 2-3, with helpful photos from several members.

As can be seen in the Officer / Governor listing at the bottom of this page, there have been some personnel changes. Colton Woodward is our new President and Cade is our new Vice President. Newly elected Governors are "Susie Brouse" "Mike" Lawrence, and John McCrory.

We have received and welcomed contributions by members for the Texas Wing Newsletter. The contributors are listed on page 3. The six hundred total pages of each issue of our six-page quarterly newsletter cost about \$185 to assemble, print and mail, or \$740 a year. If each of our 76 current members would contribute ten dollars a year, we would be in the black. (*Hint: An addressed envelope is enclosed with this newsletter*).

Consider this: The Texas Wing charges no dues, as do most other active OX5 Wings, so we must depend on membership donations to keep the newsletter going, and to pay other Wing expenses. *George Vose*



Colton Woodward in glider cockpit

## From the Texas Wing President

It is an honor to have been elected as President of the OX5 Texas Wing at the Lubbock reunion. I intend to serve my twelve-month term to the best of my ability, and to continue the progress that others have made.

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

## From the Immediate Past President, Cade Woodward



VP Cade Woodward

It has been a pleasure to serve as President of the Texas OX5 Wing for the past two years, and I will serve my very best as Vice President during the next year. In Lubbock, Colton Woodward, my brother, was elected to serve as Wing President. I wish Colton the very best of success. I will continue to help the Texas Wing and our new President in any way that I can.

As an update, I have just landed in Aspen, Colorado during my first flight in a Ciitacion-2. I never imagined how much I would enjoy flying a jet as I did today – everything happens much faster and a lot smoother.

*Sincerely, Cade Woodward*      Email: [cade260172@yahoo.com](mailto:cade260172@yahoo.com)

**OFFICERS, 2015-2016** -----Colton Woodward, President      Cade Woodward, Vice President      George Vose, Secretary  
Michelle Lawrence, Treasurer      Hazel Fehmel, Historian

**GOVERNORS** 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]

## This Issue's "Mystery Airplane"

The neat single place biplane on the right was among the factory-built, or kit-built or plan-built airplanes between the mid-thirties and the early 1980s. It zipped along at 100 mph. This red and white biplane was which of the following?

- A. Inland Sport R-400
- B. Great Lakes "Sport"
- C. Swallow "Sport"
- D. Rose Parakeet

(Answer with information, P 4)



## The July 2015 Texas Wing Reunion in Lubbock, *Well done !*

The 2015 Texas Wing OX5 reunion, held in Lubbock on July 18-19, will be long remembered by many. Old friendships were renewed and new friendships were made. Below and on page 3 are some photos, showing that a good time was enjoyed by everyone, and new business matters were accomplished.

A reunion highlight was the presentation by Dan Brouse of the DVD, prepared by his father, the late Jack Brouse, that described the restoration of the OX5 Eaglerock in Jack's Arlington, Texas garage.



The restored 1929 Eaglerock is suspended in the Science Spectrum Museum rotunda.



That's Susie Brouse in the lower right corner.



Dan Brouse (lower right) looks over the Brouse *et al*-restored OX5 Eaglerock.



Barbara Kraemer (once an OX5 pilot) views NC6801 from second museum level.



Mike looks over the Titan rocket motor that powered the Gemini Series.



Sandy, Susie, Jack Nelson and Robert.



Robert, Susie, & tour guide Sandy Henry (center).



Susie, Robert and Cade in the "hospitality room" (RED RAIDERS ROOM).



A CG-4 glider, washed and polished at the Silent Wings Museum.



Glider controls, stripped to bare essentials.



Eleven OX5ers enjoyed the Science Spectrum Museum.



The Hotel Chef took special care of the OX5 group.

## Recent newsletter contributions

At this time we have received newsletter contributions from these members, and we thank all of them: [Terry Barbee](#), [John Blankenship](#), [Joan Buerschinger](#), [Don Card](#), [Howard Chamberlain](#), [George Chandler](#), [Cecil Charles](#), [Barbara Ewing](#), [Bettye Ferguson](#), [Carl Frenzel](#), [Dale Gleason](#), [Charles Heide](#), [Barbara Kraemer](#), [Bob Larrabee](#), [Tom Latson](#), [Mike & Michelle Lawrence](#), [Ann & Mark Park](#), [Cliff & Kelee Pleggenkhle](#), [Robert L. Taylor \(AAA\)](#), [George Vose](#) [National OX5 \(\\$150\)](#),

If your name is accidentally omitted, email [George Vose](#) for a correction

## The answer: **The "Mystery Airplane"-- the Rose Parakeet Page 2**

While only eight Rose Parakeets were built at the factory, many of the classic model were built later from plans or kits as the design grew popular. In 1948 the rights to produce the kits were purchased by Hanniford Aircraft and marketed as the Hanniford "Bee". Construction kits were provided until 1971, with construction plans continuing to be sold into the 1980s.

The original Parakeets had a 20-foot wing span, empty wgt. 470 lbs, gross wgt. 728 lbs. Max speed 100 mph, and service ceiling 12,000 feet. Pilots loved to fly this sport biplane.

Photo of Ed Fisher's "Rosie" on page 2 courtesy of Antique Airplane Association publication THE PARRAKEET PILOT

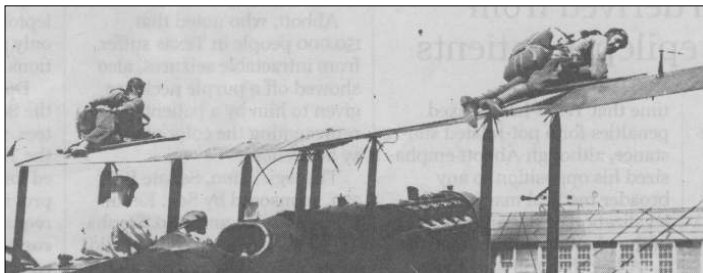
## San Antonio, Brooks Field – 1929 --The Dawn of Combat Parachuting (Another Plus for the OX5 "Jenny")

(Photos and information taken from the *San Antonio Express News*, June 2, 2015)

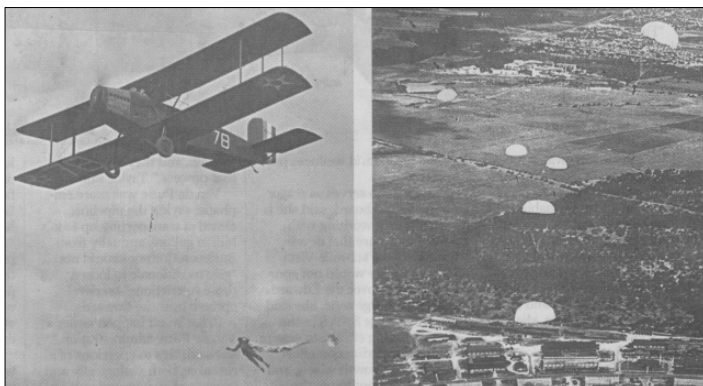
In 1929, long before the World War II airborne descents into France, a demonstration of parachute tactics was made at Brooks Field before the Army Chief-of-Staff. Soldiers, wearing goggles and parachute back packs with chest back-ups, strapped themselves on the top of DH-4 "Jenny" wings and prepare to jump upon command. This was the dawn of combat parachuting.

Earlier, during the late days of World War I, Major Gen. Harry Armstrong and Col. Billy Mitchell had proposed the air dropping of armed soldiers as a combat offensive to regain Metz, France, from the Germans. The plan was rejected. General John J. Pershing had become an aviation skeptic after watching the poor performance of underpowered DH-3 "Jennys" during the 1915 "punitive expedition" against Mexico's Pancho Villa. Young flight instructor Claire Chennault, (the future commander of the "Flying Tigers) quoted Pershing's rejection comment as "Some more of that damned aviation nonsense".

At Brooks Field, after the war. Chennault, with associates, spent years developing a doctrine for a parachute infantry, perfecting it in 1928. The next year, in a demonstration observed by representatives of Germany, Russia and other countries, eighteen paratroopers dove off airplane wings at 2,000 feet. Four minutes later they were on the ground and firing their weapons – the beginning of the airborne Infantry.



U.S. Soldiers belted atop DH-4 "Jenny" wings



Parachutists descend over Brooks Field



Equipped paratroopers

# More on the WWII Missions Flown with CG-4 Gliders

By John McCrory

Although the glider topic is off our usual theme, the recent Texas Wing visit to the Silent Wings Museum in Lubbock brings it to light.

Here are some interesting facts: In 1943, while only 7,013 transport-type aircraft were manufactured by American production lines, 52,362 powered combat aircraft were added to the service inventory. In that same year 14,612 combat gliders were built in the U. S., while the British produced 5,935 gliders. British and American Airborne Units flew together as allies during combat missions, mostly in the European Theater.

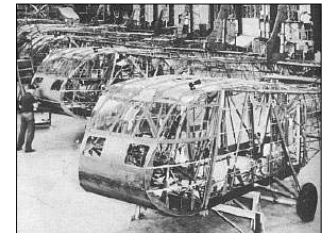


C-47 tow plane and CG-4 glider painted with invasion stripes.

Before America entered WWII General Hap Arnold ordered engineers at Wright Field to design a glider capable of carrying personnel or cargo. This led to CG-4 glider production, but gliders were slow to enter the AAF inventory. In contrast, there were thousands of trained glider pilots in the German armed forces because that was the way that German youth learned to fly during the prewar period.

Because there were few glider schools in America, the AAF had to organize from scratch. A series of military training facilities were started, mostly in the Southwest. By 1943, all advanced training in gliders was conducted by military instructors at South Plains Army Air Base in Lubbock, Texas.

In the meantime the Waco prototype was now in production at several small factories across the country. Ford eventually produced the largest number – over four thousand combat gliders were built at Kingsford, Michigan where Ford had built its “Woodie” station wagons since the 1930s. The completed CG-4s were towed in flight from the local airport to their assigned bases. Others were boxed up in large wooden crates and shipped overseas for assembly.



## Major problems during glider operations in WWII:

1. There were major problems with radio intercoms between the C-47 tow ships and the gliders. An electric transmission wire was loosely wrapped around the tow lines, but it did not work very well. The problem was never solved, leading to many communications failures.



2. The tow lines were made from nylon. (Thus, the great shortage of women’s hose during the war). There were constant tow line failures, some due to turbulence. At times, failures occurred over water when rescue was not often possible.

3. Navigation errors played a big role in both glider and parachute drops. Although anti-aircraft was deadly to the low flying C-47s and their towed gliders, being lost over enemy territory was almost always even worse. (Remember, there were no GPS location signals then).



U. S. glider in German territory.

4. There were many mid air collisions and in-flight structural failures. Wing attachment fittings were most critical.

5. All types of cargo were carried, some inflammable, some explosive ammunition. Artillery and Jeeps were common cargo. However, improper loading or loose tie downs posed serious center-of-gravity problems. Jeeps were common cargo. Improper loading or loose tie-downs were serious problems.

6. Landing zones were often congested with other gliders or obstacles. Winds were often unknown, and high winds sometimes destroyed parked gliders on the ground.

7. Wounded troops were carried out of the landing zone aboard gliders using a pickup method by the C-47s, requiring great skill and coordination by both the C-47 and CG-4 pilots.



**C-47 about to snatch glider for recovery**



**CG-4s massed in England for the invasion**



**The glider was flown by two pilots, and carried thirteen armed troops**



**Glider pilots check their tow lines \***



**CG-4A after detachment**

\* John McCrory has reviewed the above left photograph. He noted the installed "Griswold Nose Devise", added for more protection just before D-Day.