



# OX5 AVIATION PIONEERS TEXAS WING NEWSLETTER

Sept 2013 No. 58  
George Vose, Editor/Secretary  
PO Box 908, Alpine, Texas 79831

## Message from the Editor/Secretary



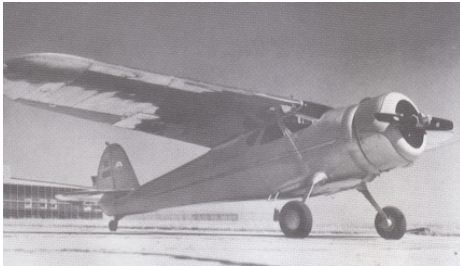
The Texas Wing OX5 meeting in Wichita Falls on June 28-29 was excellent. Unfortunately, your Editor/Secretary was unable to attend. For three prior days I had been feeling ill. On Friday morning, as I struggled into the co-pilot's seat of Colton Woodward's Cessna Sky Hawk, he asked, "Do you really think you should make this trip?" I concurred, and Colton flew to Wichita Falls alone. I checked into the emergency room of the Big Bend Medical Center with the diagnosis of "severe dehydration and vomiting". The hospital treatment fixed me up. Before my discharge on Sunday afternoon, Colton had returned from Wichita Falls and visited my room, saying that the meeting had been perfect.

As requested, Outgoing Wing President Michael Lawrence recorded the business minutes that are printed on page 2 for all to read. The elections brought some new young blood into our Wing. Twenty-six year old previous Vice President Cade Woodward is now our Wing President, and 22-year old Colton Woodward is our new Vice President. Young-ish Michelle Lawrence was re-elected to be Treasurer, and vintage 91-year old George Vose was re-elected as Secretary. Without any vote, Hazel Fehmel, who has served as our unofficial Wing Historian for many years, will continue in that capacity.

It looks like the next year will be an interesting and excellent one for our Texas Wing.

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## This issue's "Mystery Airplane"



"It's a tail wheel Cessna", you said. That is correct. But what tail wheel model Cessna is it? It has a radial engine, but it is a later model than the old Sky Master.

- It's a ...      **A. Cessna 140**      **B. Cessna 170**  
                         **C. Cessna 180**      **D. Cessna 190**

(Answer and information on page 4)

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## Message from the Wing President, Cade Woodward



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

Unfortunately, I was unable to attend the business meetings in Wichita Falls because I was flying for the Texas Parks and Wildlife Department doing Pronghorn Antelope Surveys. I fly my Cessna 180 SkyWagon to conduct low level surveys in the Trans-

(Message continued on next page)

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**WING OFFICERS, 2013-14**    Cade Woodward, President    Colton Woodward, Vice President    George Vose, Secretary  
   Michelle Lawrence, Treasurer    Hazel Fehmel, Historian

**GOVERNORS (Expiration dates shown)**    Jack Brouse 2014    Robert Clark 2015    Barbara Kraemer 2014  
   Michelle Lawrence 2015    Jack Nelson 2014    Cade Woodward 2015  
   George Vose 2015

(President's message continued):

Pecos and Panhandle regions, and carry biologists from the TPWD. They count the pronghorns on both sides of the aircraft and load the data into a computer system that records GPS locations and population information. It is an interesting aviation job, in addition to giving flight instruction to my student pilots.

Also I am a "hand" on our family ranch. Yes, in addition to flying, I ride horses and rope livestock.

I hope every OX5 member is doing well, and I am looking forward to seeing all of you at our next meeting, somewhere in Texas.

Sincerely, *Cade Woodward*

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(NOTE: Because Wing Secretary George Vose, was unable to attend the meeting, Mike Lawrence recorded the minutes. Here are the minutes as recorded by him:

## **Michael Lawrence recorded the Minutes of the June 29 meeting** (Mike was then-President and is now our Immediate Past President)



### **MINUTES OF THE TEXAS WING OX5 PIONEERS, INC. AT THE DAYS INN & SUITES, WICHITA FALLS, TEXAS, JUNE 29, 2013**

The business meeting of the Texas Wing of the OX5 Aviation Pioneers was held in the conference room of the Days Inn and Suites in Wichita Falls, Texas on Saturday, Jun 29, 2013.

The meeting was called to order by Wing President Mike Lawrence, at 3:35 p.m.

A motion was made and seconded to accept and approve the Minutes from the Mineral Wells meeting. The motion was approved unanimously.

A motion was made and seconded to approve the Treasurer's Report. The motion was approved unanimously.

Cade Woodward and Robert Clark were nominated to serve 2-year Governor terms as per the by-Laws. Their nominations were seconded, and they were elected by acclamation.

Jack Nelson was nominated to replace Susie Brouse for the 1-year term as Governor. His nomination was seconded, and he was elected by acclamation.

A motion was made to nominate Cade Woodward for President, Colton Woodward for Vice President. Michelle Lawrence for Treasurer and George Vose for Secretary for the coming year of 2013-2014. The motion was seconded and the nominees were elected by acclamation.

A motion was made by Mike Lawrence to urge the National Board of Governors to create a permanent office in Pittsburgh or somewhere in Pennsylvania to collect dues, accept legal documents and work with the National Board of Governors. The motion was accepted and approved by acclamation.

There was a brief discussion of future meeting sites, and the newly elected Board will begin investigating sites for the next Wing meeting.

There being no further business, the meeting was adjourned at 5:00 p.m.

Respectfully, **Mike Lawrence**, 6/29/13

## Scenes and events at the Wichita Falls OX5 meeting

Most of the fourteen Wichita Falls attendees arrived by automobile, but three arrived by air. Colton Woodward flew from Alpine in his Cessna Sky Hawk, and John and Marilyn McCrory flew from Marfa in their Mooney Model 20.

Accommodations at the Days Inn and Suites were very good and our meetings and get-togethers were held in the conference room. On Saturday morning most members car-pooled to the Call Field Memorial Exhibit at Kickapoo Airport where they viewed an immaculate Curtiss JN-4 "Jenny" of World War I vintage, an aircraft trainer actually flown at Call Field for pilot instruction in 1917-18. Call Field, now a residential subdivision, was located on both sides of east-west Call Field Road.

The restored Jenny, purchased by the City of Wichita Falls, was training plane #46 when it was used at Call Field. (It must be noted that 34 pilots were killed in training accidents at Call Field during WW1). Unfortunately we were there on a wrong Saturday because #46 is flown – weather permitting – only on the first Saturday of each month. But it was a wonderful to see it and inspect it.

**Below, and on page 4, are some photos taken by members George Chandler and Colton Woodward.**



Colton Woodward looks over the century old Jenny



Jack Brouse with Call Field's #46



#46 is started and flown monthly



The OX5 rocker lifters dance and sing



Only basic instruments in this panel



Airspeed indicator on the flying wires



Some Texas Wing attendees at the Call Exhibit, and “Rob” Robinson (right) Museum Host



John McCrory of Marfa and Jack and Betty Nelson of Avinger

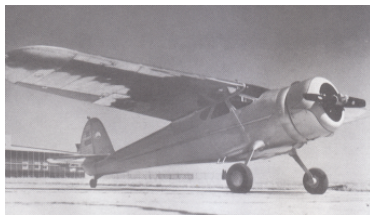


Colton Woodward, Jack and Susie Brouse



Barbara Kraemer flew OX5 biplanes

## The Mystery Plane, Page 1.



The “mystery airplane” on page I is a 1947 Cessna 190 “Business Liner”. Even before World War II ended, Cessna was planning this airplane. After the war there were many surplus Continental 7-cylinder 240 h.p. radial engines available, and they were ideal for this new Alclad metal airplane that looked something like the old fabric covered Cessna Air Master. (Soon afterwards the more powerful Cessna 195 was produced with a 300 h.p. Jacobs R-75). The Cessna 190 was a high wing cabin monoplane that seated four comfortably, or five with a “squeeze”. Empty wgt 2030 lbs, gross wgt 3350. Cruise at 70% power 150 mph, Max 170 mph. Price \$12,750, raised to \$13,250 in 1949.

(Information and photo from J. P. Juptner, McGraw-Hill 1997, U. S. Aircraft Series, Vol 8)

# **Military Aviation in Texas – A century ago**

## **Part V**

**By John McCrory**

### **JN type “Jenny” training planes in demand**

In 1914, Glenn Curtiss had more airplane orders than he could deliver. The British were particularly interested, in addition to the Germans, the Russian Navy and the Japanese who actually traveled to the Hammondsport factory for instruction. The factory was now running 24-hour production lines.

The first JN type airplanes were built there in 1914 and were powered by the OX engine, a Curtiss V-8 with an improved valve gear arrangement that was supposed to produce more horsepower. However, these early engines were experimental and were manufactured in small numbers. Curtiss needed a larger manufacturing facility. Looking for a new location, he went to Buffalo, NY, where the Chamber of Commerce welcomed him with open arms. He leased a vacant building and immediately began to move the Curtiss Aeroplane Company to Buffalo. The Curtiss Motor Company would remain in Hammondsport and would be expanded to produce more aircraft engines, specifically the OX series. Curtiss was now 36 years old and would soon move his family to Buffalo.

### **Finances and mass production**

The British were his most enthusiastic customers and sent him a huge deposit of \$600,000. (a whole lot in today's dollars) which is more than the U. S. Government had ever spent on aviation. The British wanted 250 JN trainers as soon as they could get them, so they encouraged the Canadians to set up a factory branch plant in Toronto. The plant would produce the Canadian model of the Jenny, known as the Canuck. It was here that **all** the ailerons were manufactured and forwarded to England.

In the meantime more facilities were added in Buffalo, namely the 120,000 sq. ft. Churchill Plant. In addition, more plant space was built in Hammondsport. Curtiss also built much needed housing for his workers. John North Willys of the Willys-Overland Auto Co. in Toledo came to join the company as the president of the Curtiss Corporation. Willys had suspended auto manufacturing and started making airplane engines. They built the North Elmwood Plant, making Curtiss Corp. the largest aviation manufacturer in the world. With eighteen thousand workers in Buffalo, they were eventually to build 10,000 airplanes and flying boats.

### **New Army specifications**

The Army now realized that airplane standardization was necessary and a competition was held in October 1914 with the existing manufacturers. All of the old pusher types had proved inadequate for field operations, so it was decided that the new airplane should be a tractor design and hopefully safer to operate. It should have a four hour flight duration, be able to climb to 4000 feet in ten minutes at gross weight, and be capable of rapid disassembly. Glenn Curtis was the only manufacturer that could meet these specifications with the JN series airplanes. However, these early airplanes were to be put to some hard tests.

### **Flying operations move to San Diego**

In the June newsletter we described the movement of the old aeroplanes to Texas City on Galveston Bay for operations with the 2<sup>nd</sup> Division Army units along the border. This was in early 1913, the time when the provisional aero squadron was first organized by Capt. Chandler. It was this pilot group that complained directly to the Chief Signal Officer about the poor field conditions and flying equipment. By June 1913 most of the detachment was transferred to North Island, San Diego, where the Signal Corps had decided to locate permanently and expand the Army Flying School. However, three officers and 26 enlisted men remained in Texas City with two planes. One of the officers was Loren H. Call. On July 8, 1913, Call was killed in the crash of a Wright Model C Scout. Later, Call Field in Wichita Falls was named in his honor.

The majority of Army aviation equipment and personnel was now situated in San Diego. Benjamin Foulois had been sent there to help organize the flight training in light of the poor safety record. He repeated his early efforts at Ft. Sam by drawing up rules and regulations, and then developed a professionally taught ground school.

Foulois was then placed in charge of the 1<sup>st</sup> Aero Squadron and ensured that it was separate from the school functions. He also realized the importance of a standardized airplane that all officers could be trained to fly. The Army ordered new airplanes including a new Martin tractor design, the TT with an early Curtiss OX2. The early JN-2 still had shoulder yoke aileron control in the cockpit like the earlier Curtiss designs. Also the lower wingspan was the same as the upper wingspan, putting a lot of wear and tear on the lower wing tip. Improvements were made with each model, and it was decided to shorten the lower wings and put ailerons on the top wings only, resulting the JN-3.

### **The “Great Air Center” in San Antonio**

Brig. General George Percival Scriven, who superceded Gen. Allen as Chief Signal Officer, had written to Major General Leonard Wood, Chief of Staff, proposing a “Great Air Center” for Army aeronautics with laboratories for the development of aerial photography, topography, aerial engineering, wireless radio, etc. where personnel could be concentrated for training and development. Plans for San Antonio to be the site were approved by the Secretary of War, and Congress approved the funds in early 1914.

The old target range at Fort Sam Houston was identified as the potential location. This was four miles north on Austin Post Road which was later called Dodd Field. Capt. Foulois prepared the plans and estimates based on the College Park experience, including ten hangars, a garage/machine shop, administrative buildings and roads. He filed his report in May, 1915. Work began and the field was ready by the end of the year. Due to the hard work, persistence and ingenuity of Capt. Foulois, Army aviation was destined to return to Texas.

### **This Curtiss JN-4 “Jenny” flew out of Call Field, Texas in 1917-1918**



**JN4 Jenny warming up for flight**



**JN4 taxiing out for flight**



**The Jenny is flown the first Sat of the month at Kickapoo Airport, weather permitting**

**In next issue: “Mexico border turmoil reappears”**