



A memory that remains forever in the minds of those who lived it...

Breckenridge Air Show

By Doris Richeson, WTW Historian

It was an anomaly of sorts. We loved it, and we thought it would never end. It happened every Memorial Day weekend.

We worked. We flew. We reveled. We left our cares behind and pretended we were a part of the enchanted refuge created by the synergy of those who flew and those who loved aviation. It was a world into which we were cosseted for that precious weekend.

Fast Eddy Holmes remembered too. And anyone who remembers Breckenridge Air Show has gotta remember *Fast Eddy*.

It was no happenstance that he sat across from me in mid-year 2002 wearing a T-shirt, "Air Show 1983." That's a long time to keep a T-shirt, and it didn't take me long to realize that Eddie had kept the shirt for the fond memories of a splendid event that spanned 19 years and starred hundreds of aviation enthusiasts.

Those of us who participated in the show — in one way or another — thought of *Fast Eddie* as helpful guru, full of magic salve potions for almost any problem and calamity, or as an irascible, demanding gendarme. Depends on what the occasion was. Maybe even who the person was. Or whether *Fast Eddie* was having a stress-filled day, as many were, with the incoming flights from faraway Texas airfields, as well as from airports, community "munis" and grass strips throughout the United States and Canada.

Howard Pardue was born into one of the oil-producing families which made Breckenridge itself famous. After graduating from college and fulfilling his military duties as a jet pilot in the U.S. Marine National Guard, he came home to the family business, giving up his flying for several years.

Heritage was in the family. When asked about his address, "Pardue replied, "I've had the same box for 50 years, and my father had it before I did."

Flying fever was still with Howard Pardue, however, and he bought an A-36 Beechcraft Bonanza. Then he bought an F4U Corsair, and formed Breck Airways with partner Jimmy McMillan, who owned a Viking aircraft. Pete Minnick, Breckenridge Airport's Fixed Base Operator for many years, noted that the Corsair "would be neat for a fly-in."

Continued on Page 2



Bill Arnot's B-25 "Silver Lady" and Howard Pardue's F8F Bearcat

Mark Your Calendars

West Houston Squadron Open House & Fly-in

May 22-23, 2004

West Houston Airport, Houston, TX

DEW Line Squadron Wings & Wheels Airshow

May 22, 2004

Amarillo, TX

CAF Summer Advisory

July 17 & 18, 2004

CAF HQ

Breckinridge - *continued*

continued from Page 1

"Hangar flying" began in earnest, and the trio of Howard Pardue, William G. "Bill" Arnot and Jimmy McMillan acquired other vintage aircraft: a Sea Fury, a Pitts, and then more.

How could you hangar those marvelous birds and not let them go out and preen their beauty? They've just gotta!

The little group decided upon a fly-in to be held on Memorial Day, 1976; Memorial Day was a good time because the group knew of no other show scheduled on that holiday.

Let the roar begin: round engines churned the air and made music to the ears of Breckenridge aviation buffs...Pardue in his Corsair, Bill Masters in one of his vintage birds, Jimmie McMillan in his Viking, joined by "15-20" lighter aircraft, some of more recent vintage. Drew Cayton, a local lumber yard owner, put on a carpenter's apron and collected admission money; however, Pardue and McMillan had underwritten the event to the tune of a whopping \$800.

The group furnished some fuel, although this was not a major impetus for drawing planes and pilots to Breckenridge, where the big event was so popular that aviation enthusiasts just wanted to come and fly the show. And then there was Howard Pardue, who spurned donning hot CAF uniforms (maybe he was just against uniformity in general). Turning out almost invariably in his T-shirt, shorts and athletic shoes, he gravitated toward creature comforts and flying derring-do, as he added to his vintage aircraft collection, putting those birds into just about every aerobatic maneuver known to aviators.

Pardue's maneuvers were the stellar performance coveted by every group who put on an air show in those days, and Pardue participated in many, calling in his favors to get participants for the Breckenridge Air Show.

There were robust social events too - some at the Pardue home, and some at one of the hangars. At least one was held atop Breckenridge bank building, at the Breckenridge Club, where Mrs. William (Virginia) Pardue, Howard's mother, presided as doyenne. (She also had a posh apartment, right there, downtown, in the bank building - one she occupied until her death.)

When there weren't enough parties, the flying enclave and their reveler friends made their own, frequently at *The Ridge Restaurant & Club*, which I owned. I recall a full house, with the *Time-Life* newsmen and photographers finding seating in the window sills - as "only available," and good enough to occupy for a drink anyway, until someone left his seat long enough to change out possession. Michael O'Leary, with *Air Classics* magazine, was there too.

Whether at the air show in progress, or the social event after hours, everyone had a great time. With the smaller air show at the start, the air show planners gave the concession to a girls' sorority, but finally it was evident that they alone could not keep up.

The Cactus Squadron established a cooking unit, and raised funds for its hangar, and then for the *Robert E. Richeson Memorial Museum*, for a time Graham's only museum. Every Breckenridge Air Show, the Cacti loaded up the cook stuff and prepared to spend their days working hard and playing harder.

The Cactus was there helping, and my memories are focal on working in the cooking unit, but Colonel Russell Carey reminded me, "I was just standing out by the gate and here they came! I had money in my fists, in my pockets, in my socks and in my shoes. I'd never handled so much just plain cash!" That was the air show fans, who showed up in such numbers that the airport parking was nowhere near adequate, and parking for the attendees had to be bartered, rented or gotten "by wait."

The Staff at Breck Airways was very crafty indeed. After all, they were restoring an SB2C to become the only bird of its kind in flying condition. Well-honed metalwork skills.

Why not a little fun as a side project? "Let's make a miniature Corsair." Just like Big Daddy Howard's. Put it out on Highway 67, by the entrance to the Breckenridge Airport. Prop that spins, rotating fuselage, like a tetrahedron.

When one discusses retractable-gear aircraft, one frequently hears tales of "wheels up" landings: "There are those who have done it, and those who will."

The Big Iron had pranksters in its midst, and plenty of help from afar. They did not want to hear anything about the mechanical problem "Duke Corsair" Howard Pardue (he owned a Beechcraft Duke) encountered on a landing in which he could not lower the landing gear. As with most wheels-up landings, Pardue's Corsair came to a stop with a neatly-curved propeller. So the gremlins went out to the entrance of the Breckenridge Airport and curled the prop tips on the miniature Corsair to mimic the real "wheels up" Corsair. And left it there during the Breckenridge Air Show, unbeknownst to Pardue, who remained in the air or in his apartment on the airport grounds.

Continued on Page 3

Breckinridge - *continued*

continued from Page 2

Howard Pardue, Bill Arnot and Jimmie McMillan found a group of six North American AT-6 aircraft in Portugal, and bought the lot. Robert E. "Bob" Richeson purchased one of the birds which became *The Blizzard* with an appropriate paint job. Bill Arnot purchased another, which was flown by Bill and his son, William G. "Bud" Arnot, Jr., and known as *Silver Baby*, little sister to Daddy Arnot's beloved B-25.

Big Thunder at the Breckenridge Air Show was Bill Arnot's B-25. Arnot had flown B-25s in the China-Burma-India theater of war. Shot down over Japanese-occupied Burma, he walked some 100 miles to Allied lines, dining on bamboo shoots, grubs and mystery foods. After the war, he ferried planes in Europe, bartering for fuel and parts. For his war-time service which included 137 combat missions, he was awarded a Distinguished Flying Cross with two Oak Leaf Clusters, and an Airman's Medal with an Oak Leaf Cluster.

After he purchased his own B-25, Bill Arnot had it refurbished and painted as *Silver Lady*, with the motto of his World War II outfit, "We Few," named for the sergeants who became pilots in World War II, when the prevailing opinion was that only officers could become pilots. Arnot cherished the *Silver Lady*, commenting, "It ought to be a sin to love an airplane this much."

Pardue and McMillan bought a British Spitfire, a prized possession indeed. Thus it was with much chagrin that they learned that this beautiful bird had burned in a Canadian hangar fire along with several other vintage aircraft. This fire changed the way CAF-ers thought: It eliminated smoking privileges in hangars everywhere.

Sometimes accidents occurred. On one occasion, Pardue, Arnot, McMillan, David Miller, John Lynch, Jake Miller and Buck Ridley were watching the work in progress at Breck Airways, testing a Corsair standing in the hangar doorway. The Corsair jumped its chocks and ran down beloved aircraft mechanic William "Bill" Morgan, inflicting severe injuries which caused the loss of Morgan's lower leg. Great guy he is, he recuperated and came back to be part of the crew again.

Could have been a lot worse, both for Morgan and for the others in attendance, as well as for the other rare birds in the hangar: the Corsair hit Arnot's B-25, and by the time Eddie Holmes could get to the main fuel shut-off, there was fuel everywhere - 35 or 40 gallons of it. When the Corsair was pulled back out of the hangar, it had an electrical fire, which fortunately did not flame up outside the aircraft.

Misfortune did not strike frequently, but when it did, it was devastating. In 1984, Kimberly Pardue, Howard Pardue's daughter, was a student on a training flight at Abilene's Elmdale Airport with WTW Wing Leader Jake Miller when something happened. No one seems to know exactly what caused the problem, but both Kimberly and Miller died in the crash. Father Howard put his grief aside sufficiently to pay Kimberly the tribute of flying in *The Missing Man* formation over her funeral.

And when Bob Richeson died suddenly on December 30, 1989, Howard Pardue, Mike Wells, Bill Pounds and John Hess flew the *Missing Man* formation.

Off we go, into the wild blue yonder... Gordon Richardson, a Cactus Squadron member from Caldwell, Texas, and his wife Judy, were filled with pride as they watched their 18-year-old son, Gordon, Jr., fly their AT-6 into the pattern at the Breckenridge Air Show. He was accompanied by his only sibling, 16-year-old brother Randall.

The bird had recently undergone some engine work, and everything seemed to be working A-OK, until the engine gave a gulp and then bode silent.

An 18-year-old pilot in a dead stick landing? Words could not describe the apprehension the parents felt as "Gordy" succeeded in getting the gear down and picking just the right spot in a relatively level field.

Someone said flying is 95% boredom and 5% pure terror. No one said it was pure tranquility. But some days are more exciting than others!

Fast Eddie Holmes was born to be a part of the Breckenridge group. His enthusiasm for flying would not be stifled, and he hopped in any time someone had an opening, even before he became a pilot. He says modestly about his coordinator role, "It was a lot of fun."

Some of the participants especially stand out in Holmes' mind: Dennis Bradley, Gary McCann, Pete McMinnis, Bill DeStefani (his plane appropriately named Mangia Pane, translated from the Italian as "bread eater"), Fred Sebby, Bill Spears...

Continued on Page 4

Breckinridge - *continued*

continued from Page 3

"Wylie Sanders (of Wichita Falls) usually brought in a couple of aircraft...sometimes four, or six," says Holmes.

Fond memories float through Holmes' mind: "There was a time when I flew with Howard to Titusville, Florida to do some movie "shoots," and another time we did movie work at Cameron (Texas) Airport. They got Howard to join the Stunt Men's Association and participate in several more movies.

"The B-25 was well known, too. Bill Arnot flew President George W. Bush (then governor of Texas) from Abilene to Dallas Love Field, with six secret service men on board. And Rick Perry chartered the plane when he ran for Agriculture Commissioner.

The Breckenridge Air Show continued for 19 years, growing every year to include some 150 aircraft from the United States and Canada. The Breckenridge bunch went to air shows, paying their own expenses, and then when those others came to Breckenridge, they paid their own expenses.

Holmes puts the values from whence they sprang: "Maybe we were the outcasts of the CAF, but we had our own thing: Howard did not look for fame and glory for himself; he wanted that to go to the airplanes.

"I don't believe the Breckenridge merchants ever realized how much business the air show brought to the community," says Holmes. "We've heard so many regrets expressed, and so many people have made their wishes known for the resuming of the air show.

"Not likely," says Holmes, although there are those who opine, "Maybe just one more..."

WRITER'S NOTE: I originally wrote a similar version of this article for "Cactus," and with it relived many fond memories of the Breckenridge Air Show, something I would like to share with all the WTW.

To all, enjoy!

Start Planning NOW for AIRSHO '04 O'Club

It's hard to start thinking about AIRSHO 2004, but it's just around the corner. I have to start in January for this years show just to make sure we have everything we need. If you have any special requests please either call, write, or email me what we need that we don't already supply for you.

Hotel reservations applications will be included in this edition of the *Logbook*. Please send in your reservation as soon as you know that you are going to make it to AIRSHO, as these reservations are FIRST COME FIRST SERVE (you snooze you lose). If you are in Houston please notify Linda Fountain about your rooms and arm passes and car passes, she will be handling those for me.

We again have two hotels to choose (Days Inn and Parkway) from so be sure to mark the correct hotel you want. Rates did go up a little (Days Inn \$42, Parkway \$38) so make note of that.

Thanks as always for your support in our Colonel's O'Club; we are hoping to only be in the tent one more year and then have a beautiful building.

See you soon,

Sharon Short - sharonshort@mfpoer.com 972/770-1188 work 818/656-5052 home

Wings Over Houston® poster scores a "three-peat"

For the third year in a row, the poster for the Wings Over Houston Airshow was awarded first place in the CAF Airshow poster competition at the Winter Staff Conference.

And more bad news for the other units - the 2004 poster is going to be even better. Sorry, guys.



Breckinridge Airshow



Raising funds for "The Beast" during reconstruction



Joe Foss (USMC WWII Ace and recipient of the Congressional Medal of Honor, later Governor of South Dakota) and Howard Pardue (photo courtesy of Doris Richeson and the archives of the late Robert Richeson)



Jack Morgan peddles the wares in the PX



The USO Troupe roasts Howard Pardue



The early days of the Cactus Cookers – borrowed cooker, borrowed awnings



Ken Campbell marshal's 'em up

All photos on this page and Page 1 by the late Rix Richardson, courtesy of the Cactus Squadron, except as noted.

2004 West Texas Wing Officers

WING LEADER

Ted Short - helldivr@charter.net
817-656-5062

EXECUTIVE OFFICER

Mark Novak - t6_av8r@yahoo.com
402-438-1793

OPERATIONS OFFICER

Greg Kinnan - gkinnan@cox-internet.com
806-622-9940

ADJUTANT

Frank Bailey
830-990-9234

MAINTENANCE OFFICER

Jack Cannon - jcannon@wf.net
940-549-1584

FINANCE OFFICER

Pete Hyatt - petehyatt@worldnet.att.net
281-955-8808

SAFETY OFFICER

Al Feltis
alfeltis@hotmail.com
281-469-5281



2004 West Texas Wing Colonel's Ladies Officers

PRESIDENT

Kathy Mizell - kathymizell@mfpoer.com
972-770-1114 (office)

VICE-PRESIDENT

Dell Cannon - ddace@wf.net
940-549-9953

SECRETARY

Martha Dillard - wdill@wf.net
940-779-2434

PROTOCOL (APPOINTED)

Martha Dillard

APPOINTED POSITIONS

DEPUTY LEADER

Ron Fountain - trainerpilot@aol.com
281-396-7533

CHAPLAIN

Bill Tapley - planetjet@apex200.net
915-684-6002

PERSONNEL

Steve Sehnert - wtwpio@westhoustonsqdn.org
713-625-6419 day / 281-578-2561 evenings

P.I.O.

Steve Sehnert - wtwpio@westhoustonsqdn.org
713-625-6419 day / 281-578-2561 evenings

PX OFFICER

Dell Cannon - ddace@wf.net
940-549-1584

HISTORIAN

Doris Richeson - Richeson2@aol.com
940-549-5041

TRAINING OFFICER

Don "Tiny" Malm - TinyBT@sbcglobal.net
915-698-2673

F.E.B. OFFICER

John Hess - JHess10222@aol.com
281-338-6240

WTW WEBMASTER

John Scott - jwscott@wf.net
940-549-8410

WTW BLASTARDS

Gregg Ulvestad - g.ulvestad@sbcglobal.net
915-687-1413

WTW COMMUNICATIONS DETACHMENT

Wallace Dillard - wdill@wf.net
940-779-2434

About the 'Logbook'

The 'Logbook' is the bi-monthly newsletter for the West Texas Wing of the CAF. Submitted articles from Wing members are welcomed and encouraged. Materials submitted for publication should be sent to Steve Sehnert at WTWPIO@westhoustonsqdn.org (or at the mailing address shown in the return address of this newsletter) no later than the 20th of the last month of publication. Please contact me with any suggestions, questions or comments. You can reach me at
713-625-6419 daytime
281-578-2561 evenings.

From the Left Seat Ted Short - West Texas Wing Leader

We have taken the seats for the SNB/C-45 to the shop to be recovered and are in the process of getting a bid on completing the interior. The last work party has it almost ready for the finish of the painting. The Nimitz Squadron has elected to make a bid on acquiring assignment of the L-3 from Headquarters. Due to non availability of a hanger and potential pilot concerns they have decided that a smaller aircraft is the way to get started. The Dew Line Squadron has accepted the SNB project, acquired a hanger space, arranged for flying sponsorships, and are enthusiastic about completing the task of putting the SNB back onto active flying status.

A suggestion was offered to solicit donations for recovering the SNB seats and identifying the donors with a plaque mounted on the seats. So, anyone with \$500.00 that wants to see your name permanently recognized in the SNB, please send check. The Colonels Ladies have already indicated an interest.

We are in desperate need for volunteers to assist the SB2C in Oshkosh this year. July 26 thru Aug 2, 2004. We see a huge potential to raise much needed funds but, it will require more than our usual two people to make it happen. If you can help out one, two days or the entire time, please let me know. I am making arrangements to rent a home for the length of the show.

Ted

Officer's Reports

Recruiting and Retention - *Kathy Mizell*

Finding new members is great - but - we still have to retain existing members. Think back to when YOU first joined the CAF and a squadron. What made you continue to participate? How can YOU help someone else keep up their interest in being a CAF member?

During your Open House or Show this year, have all applicable membership forms (CAF, Wing, and Squadron) available and handy for visitors. As you meet and get to know the visitors, find out what brought them to the Open House or Show. Do they have a specific interest other than just seeing these beautiful aircraft? If they are interested in history, show them the museum. If they are mechanically inclined, talk to them about the work done on the aircraft. Introduce them to others like the museum director or chief mechanic. Be open, friendly and make a connection - then continue that connection to keep their interest.

Personnel Officer/PIO - *Steve Sehnert*

Well, the response to introduction of email-only delivery of the Logbook was a bit underwhelming. I only received three requests to receive email instead of paper. The option is still available.

We now have 269 Colonels and 51 paid Colonel's Ladies in the Wing. Delinquent members have been dropped from the roster and the mailing list. If you hear someone complaining that they did not get a Logbook, ask them if they paid their dues.

Colonel's Ladies President - *Kathy Mizell*

The Colonel's Ladies next meeting is scheduled for the weekend of July 17/18th during the Summer Advisory Board session in Odessa. The exact meeting date and time will be determined later and each Lady will be notified. Mark your calendar now to attend this summer meeting if at all possible.

Squadron News

DEW LINE SQUADRON

PIO – Rod Banister

Air Show

The meetings keep on coming. There have been to so many meeting that it is almost impossible to remember one from the other. Regardless, the Airshow is coming together just fine. There have been some schedule problems but to date they have been worked out. The FAA is now on board with the show.

At present, the Friday show has been funded by various donors. The Friday show schedule is expected to open with the P40 on a photo run, the Pitts Acro act, a Corvette parade and close with the flying farmer. There are many more things for Saturday, and we are still planning the schedule. We will have a complete and open bar on Friday and at Saturday's party.

Squadron News (continued)

DESERT SQUADRON

PIO – Joyce Tapley

From The Leader

I was pleased to see the large number of members present at the Winter Staff conference. It is always nice to have the involvement of our elected officers.

We are still pursuing the acquisition of the PT19, although, it is moving slower than we had hoped. Maybe we will have some good news soon.

Bingo is still going well, thanks to everyone's involvement. Help is always welcome and I still plan to get out there and help myself as my schedule permits.

Thanks to Dan, our new sign has been installed. It looks great!

WEST HOUSTON SQUADRON

PIO - Linda Fountain

WHS Open House and Fly-In May 22-23

Memorial Bench for Bill Baley

The Squadron is coordinating the collection of memorial donations to place a **Memorial Bench** in the Jimmy Doolittle Memorial Garden at CAF Headquarters in Midland in Bill's honor and memory. Anyone wishing to contribute to this fund please make your checks payable to "**West Houston Squadron CAF**" -**DO NOT MAIL YOUR CHECK TO CAF HEADQUARTERS!** Send your checks payable to the WHS to the address below.

Names of contributors will be sent to Bill's family. The donation amount will not be disclosed to the family. Mail donations to: **COL BRUCE GISPANSKI, 1006 HONEY HILL DRIVE, HOUSTON, TX 77077.**

Squadron Hosts Spring Dance For Texas A & M Corps Of Cadets

by Col Steve Sehnert

WHS hosted a spring dance for Squadron 16 of the Texas A&M Corps of Cadets on March 6. The major cleanup was on February 28, and there was a lot to do, but luckily we had a good turnout for the day.

Pitching in were Takeshi Katakura, Frank Stokes, Dick Harper, Steve Holman, Ron Fountain, Ray & Bernadean Jones, Bruce Gispanski, Gale Haskins, Hunter Harris, Ryan Fairfield, Ole Nygren, Ken Hyman, Don Johnson, Steve Sehnert, Bob Linguiti, Frank Robinson, Rich Welsh, Betty Foshee, and Steve Pennington. Bob Alford and Bill Roach hung the nose art panels painted by Dieter Klein and set up the hangar wash sink. Meanwhile, Al Feltis, Mike White and Dennis Mark worked on the S-108.

Special thanks to: Steve Pennington and Mike White for shining up the C-60, Betty Foshee for making both bathrooms sparkle (and they said it couldn't be done!), Sherry Johnson for spearheading the Wednesday paint crew in the downstairs bathroom (the color choice was Don's, though) and Bernadean Jones for feeding the whole cleaning crew.

The dance itself was a great success, judging from the attendance and the attitudes of the cadets and their dates. On hand to handle the last minute setup and/or help during the evening were Rich Welsh, Betty Foshee, Steve Pennington, Steve Sehnert, Derek Easterling, Mike White, Bob and Elizabeth Alford, Bruce Gispanski, Linda Judson and Al Feltis. My apologies if I've forgotten anyone.

Have You Noticed The O' Club Floor Lately?

by Col Alan Senior

The O' Club scrubbed and waxed floor is the result of two hard working Colonels: Ryan Fairfield and Hunter Harris. Hunter manhandled the scrubber, taking it from Col Senior who was being dragged into the furniture before he could find the shut-off switch. Happily nothing was broken. For an encore Cols Fairfield and Harris came back on another Saturday and buffed another coat of wax on the floor! They told me that it was OK that I could not be there because of another volunteer obligation. What can I say? Are they great or what? **THANK YOU ALL FOR YOUR HARD WORK!!**

Squadron News (continued)

CACTUS SQUADRON

PIO – Dell Cannon

Squadron members that attended the Winter Staff Conference in Midland all reported that they enjoyed the Conference and the opportunity to see familiar faces and renew acquaintances. The safety factor that was stressed so strongly was an awakening for some, not only during the conference, but at our squadron meeting.

The SB2C is back home after attending an airshow in Brownsville and then spending some “down time” with Nelson Ezell in Breckenridge.

The Beast is scheduled for a “beautification” project on May 4. She’ll be ready to meet her public while she is on tour.

A note of sadness accompanies this report. We lost a charter member of the Cactus on March 8. Col Frank Hodges lost a long battle with heart disease. During his years of faithful service within the squadron he served as museum officer, finance officer and could always be counted on to help with various projects within the squadron.

On April 2 a local Cub Scout troop toured our museum and viewed the SB2C via the new wingwalk ladder. Arrangement had also been made to have a T-34 fly up from Corpus Christi Naval Air Station for the same occasion. The pilots, Major Tom Thompson and Ensign Kevin Kelly enjoyed the museum and seeing the SB2C as much as the scouts did.

Cactus squadron will offer a four year scholarship to a deserving Graham High School student that is planning a career in aviation. Be it as a pilot, aviation history or in the field of A/C maintenance and overhaul. The funds are derived from donations in memory of Col Frank Hodges.

NIMITZ MEMORIAL SQUADRON

B-17 “Sentimental Journey” to visit NMS Fly-in May 7-8

PX in Action at Burnet

Col Dee Wooler stated that a group from the Squadron traveled to Burnet, Texas, on April 10, for the Highland Lakes Bluebonnet Airshow. The weather started out “not too bad” and some sales were made, but by noon the weather quickly turned ugly. Col Wooler expressed her appreciation for the members who worked the PX and for Col Beasley who towed the PX to Burnet and Col Felps who towed it back from Burnet. She thanked Cols. Frank Nelson and John Wood for helping also. Col Beasley brought Greg Wassenich, of the Hangar Hotel, as his guest. Greg really learned what it was like to scramble when bad weather arrives and offered his help - which was greatly appreciated.

Aircraft Assignment

Col Beasley announced that the paperwork had been filed with CAF Headquarters in Midland to request the assignment of an L-3 to our Squadron. This plane is located in Mesa, Arizona, and is in good condition. The Squadron is now looking for hangar space, as well as sponsors for the plane. Col Anthony is planning to be a non-flying sponsor. Thanks, Mike!

New members

Col Jim Metzler and Col Carla Metzler of Stephenville, Texas, have joined our Squadron. Welcome aboard Colonels Metzler.

BIG COUNTRY SQUADRON

PIO - Jim Dobbs

From the Leader

The workday on the SNB (twin Beech) went well although the turnout from other squadrons was pretty light. Big Country was well represented and we finished the paint stripping on the fuselage. Tiny brought barbecue and we all ate heartily and had enough energy to finish the day.

Col Nancy Masters is the chairman of the new 600/100 fund raising effort for our new maintenance hangar. Over \$2000 was raised at our March meeting. Thank you, Col Phyllis Kisner for the initial push. A good start, but that means we still have \$57,000+ left to go. Don't be shy about asking for donations; everyone really needs to work on this fund raiser if it is to get done.

Squadron News (continued)

BIG COUNTRY SQUADRON (continued)

Spring is here and that means that we will be doing a lot more things. Memorial Day is just a couple of months away. We will need airplanes, pilots, observers, ground crews and supporters for our Elmdale service and memorial flyovers.

Col Buddy Clark will be needing help manning the museum, so volunteer to help a few Sunday afternoons this season.

Concrete is going down on the new hangar. Col Maim will be calling for workdays as the hangar starts to go up. The camaraderie of working with the other colonels on those days is truly rewarding.

Chaplain's Report

Our Big Country family shares with Col Carolyn Milton the recent loss of her mother after a lengthy illness. Services were held in Amarillo on March 24. Col Stan Kisner has returned from Washington where he attended services for his uncle.

As of this writing, Col Bob Sterling is in the Critical Care Unit at Hendrick Medical Center following surgery to repair problems related to his car wreck last September. the results of a CAT scan (March 26) indicate he had a stroke. Sunday afternoon (March 28) Bob sat in a chair for a while and was alert with good speech. He was scheduled for an MRI on Monday, March 29, 2004. Several of our Colonels are keeping in touch with Susie at the hospital and offering to assist in any way needed. Let's lift Bob and Susie in our prayers. We know what a thrill it was for him to be back with us in the January meeting and how difficult this circumstance must be for them.

Veterans History Project

By Col Alan Senior

Cols **Tony Lupo** and **Ryan Fairfield** are on a mission! They are volunteers for the Veterans History Project which collects and preserves audio and video taped oral histories including personal letters, diaries, maps, home movies and photographs of American war veterans, men and women, who served in various support roles. The video taped interviews and related items will be collected and preserved by the American Folklife Center at the Library of Congress. All Veterans are encouraged to participate - veterans and civilian war workers!

What began as an intense personal interest in WWII history by Tony soon spread to Ryan. They joined forces and have not looked back having made 39 video taped interviews to date! These are two dedicated young men with each paying all their own expenses: travel, motels, meals plus the time away from their families. The trust of their Mission is interview the non-celebrities; i.e., aircraft crew members, airplane crew chiefs, truck drivers, tank drivers, GI Joes & Janes etc the people who make the military what it is "The Best In The World". Citizen soldiers who made things happen in every theater of operations.

These quiet heros can be found everywhere. Ryan spoke of his next door neighbor who participated in the Pacific island hopping campaign, GI's training other GI's in Texas, Alabama, California. The list goes on and on. Quite unassuming men and women, but each with a story to tell in spite of their initial statement - "I did not do that much ". There was only one Audie Murphy but we all served!

By donating your interviews to the American Folklife Center at the Library of Congress you will be preserving bits of history for future generations. Think About It!! And call one of these fine young men: Ryan Fairfield, 281-855-0566, email: fairfield2002@netzero.com, Tony Lupo, 832-486-2677, email stonleywave@yahoo.com

You may think you have nothing to say that would be noteworthy. WRONG! Do it for yourself; do it for your family; do it for your former military buddies and for generations to come so will know and understand that we were "The Greatest Generation". They will want to know what you young men and women lived through and then came back to civilian life and went on with your lives.

Veterans of WWI & II, Korea, Vietnam, Cold War, Desert Storm and Iraq should contact Tony or Ryan.

CALENDAR

DEW LINE SQUADRON WINGS & WHEELS AIRSHOW
AMARILLO, TX
MAY 22, 2004

WEST HOUSTON SQUADRON OPEN HOUSE & FLY-IN
WEST HOUSTON AIRPORT
MAY 22-23, 2004

NIMITZ MEMORIAL SQUADRON FLY-IN
GILLESPIE COUNTY AIRPORT, FREDERICKSBURG
TBA



ONLINE RESOURCES

CAF MAIN WEBSITE :
www.commemorativeairforce.org

CAF MEMBERS WEBSITE :
www.ghostsquadron.org

WEST TEXAS WING WEBSITE :
<http://mywebpage.netscape.com/westtexaswing/Home+Page.htm> (note that the full address must be typed on one line).

SQUADRON WEBSITES :
Cactus: www.wf.net/~jwscott
Big Country: www.bigcountrysquadron.org
West Houston: www.westhoustonsqdn.org

SB2C WEBSITE : www.sb2chelldiver.org

The 'electronic edition' of the Logbook (Acrobat PDF format) is available at the West Houston Squadron website. Look for the "Publications" link.

Does your squadron have an upcoming event? Or do you know of an event of interest to Wing members? Has your unit website changed? Let the Wing PIO know!

© Copyright Commemorative Air Force, Inc., unless otherwise indicated.

"Wings Over Houston" and "AIRSHO" are ® registered trademarks of the Commemorative Air Force, Inc.

Squadron Meeting Information

WEST HOUSTON SQUADRON

Third Sunday of each month @ 2:00 PM, Hangar B-5
at West Houston Airport
Contact : Bob Alford 281-265-2949

CACTUS SQUADRON

Third Thursday of each month @ 6:30 PM at Cactus
Hangar, Graham Municipal Airport
Contact : J. B. Thorne 940-873-4436

DESERT SQUADRON

Third Thursday of each month @ 6:30 PM social hour,
7:00 PM dinner. 8:00 PM meeting, at Desert Squadron
Hangar at Schlemeyer Field, Odessa
Contact : Ronnie Barnett 432-335-0954

DEW LINE SQUADRON

Third Thursday of each month @ Desperado's
Restaurant, 15th & S. Madison, Amarillo, TX
Contact : Nick Nelson 806-679-0033

BIG COUNTRY SQUADRON

Second Tuesday of each month @ 7:00 PM,
Homeplace Hangar at Elmdale Airport, Abilene
Contact : David Duncan 325-766-3769

NIMITZ MEMORIAL SQUADRON

Second Saturday of each month @ 2:00 P.M.
Conference room in the Nimitz Historical Museum,
Fredericksburg, TX
Contact: Mickey Hawran 830-367-2431

SB2C Memorial Fund Established

An SB2C Memorial Fund has been established for those wishing to donate to a charity in remembrance of members Gone West. You may make your donations to this fund and remit to Wing Finance Officer Pete Hyatt. He will see that it is properly recognized both by the Wing and Headquarters in Contrails.

SB2C Schedule

See Back Page

Get the "Logbook" by Email - Save trees and \$\$

As was discussed at Flughafen last December, each copy of the "Logbook" costs over \$1 to print and mail. While this may not seem like much, it adds up; every two months, the Wing spends about \$450 to produce and distribute the newsletter. That's about \$2700 each year.

A few people have asked if the "Logbook" could be emailed instead of coming by regular mail. Just send an email to me at wtpio@westhoustonsqdn.org. When the "Logbook" is published, you will get an email telling you that a new issue is available at the West Houston Squadron website. Since the "Logbook" files are often rather large (because of the pictures), I will not be emailing the "Logbook" files themselves. Instead, I'll just let you know that a new issue is available, and you can go get it whenever you want to. This way no one gets surprised when they go to check their email and have to wait for a big file to download.

Steve Sehnert – WTW PIO (wtpio@westhoustonsqdn.org)

What's a "P-lead", and how can it hurt anybody?

by Col Al Feltis, WTW Safety Officer and WHS Maintenance Officer

I recently ran a little seminar on the installation and the timing of a magneto to "The boys" in the West Houston Squadron Wednesday night work crew. In the process, I discovered that some of the people didn't understand a component that is very important, and which is safety related - the "P" lead. (No, it isn't a factor taken into consideration when relieving yourself in a crosswind.)

A magneto is a self-contained generator. When rotated, a magnet is passed through a flux field, which generates electricity, which is passed into a condenser, and is stored there until the points open. When the points open, the condenser discharges its voltage through a coil, which greatly boosts the voltage, and that high voltage is delivered to the spark plug. The faster the magneto turns, the more voltage is produced. To make them more efficient during engine start, some magnetos have an impulse coupling installed. As the magneto turns, the impulse coupling stops the magnet inside the magneto for a percentage of its travel, while winding a spring. At a given point in the propeller arc, the impulse coupling releases, rapidly spinning the magnet, and producing a very hot voltage to the spark plug. If a propeller is stopped at the right place, you could move it a quarter of an inch and release the impulse coupling. If the magneto is grounded, nothing will happen. If it isn't grounded, the engine could fire, ruining the day of the person who moved the prop. **All propellers should be treated as if they are "Hot" all the time.**

The "P" lead is what grounds the magneto, rendering it incapable of producing electricity. The "P" lead is a small wire that runs to the magneto switch in the cockpit. There is no voltage in a magneto switch. The switch connects, or disconnects, the magneto to ground. The "R", "L" and "Both" labels on the switch are telling the pilot which mags are ungrounded, and hot. If a "P" lead were to break (I've found quite a few of them) or become corroded, the magneto would be "Hot" all the time. A simple test for pilots to check out (but I see a lot of them not perform) should be done after every flight to insure the integrity of the "P" lead:

With the engine at idle just before shut down, the pilot turns the mag switch "Off", then right back to "Both". If the "P" lead and mag switch are good, the engine will quit for a second, then continue to run when the switch is moved back to "Both". If it doesn't quit, tell maintenance.

This simple procedure might prevent a serious injury from happening, especially to "The boys" on the maintenance crew. In any event, treat all propellers as being hot, all the time.

Gone West



Frank Hodges

Col Frank Hodges lost his lengthy battle with heart disease on Monday, March 8, 2004, at a Wichita Falls hospital. He was a charter member of the Cactus Squadron and will be missed by all of us.

Born July 25, 1927, in Sherman, Texas to the late Grady W. and Mary P. Hodges. He married Shirley Tipton January 2, 1960 in Graham. Frank was a member of the First Presbyterian Church, and was a veteran of the U.S. Army Air Corps from 1945-1947. He graduated from North Texas University in 1949 and retired as an accountant for Echo Production and Montgomery Birdwell located in Graham. He was a member of the Veterans of Foreign Wars, American Legion and the National Rifle Association. As an ardent gun collector, he was also a member of the Texas Gun Collectors Association and his expertise was respected by gun collectors and gun enthusiasts throughout the state.

Survivors include his wife, Shirley Hodges of Graham, daughters, Pamela J. Titze of Tulsa, OK, Paula F. Askew and husband Steve of Mansfield, Texas, Pamela Minnick and husband John of Wichita Falls and Virginia Wagner and husband Adam of Dallas, a son, Joey Parker of Graham as well as seven grandchildren.

Following a memorial service family, CAF friends and personal friends gathered at the Cactus squadron hangar to celebrate Col Frank's life and share memories about him. A missing man formation was flown in Frank's memory during the gathering at the hangar. Thanks to the pilots, Col Tiny Malm piloting his PT-13 and Col Ted Short flying his L-6.

Errata

In the January/February Logbook, I incorrectly identified one of the T-34 pilots participating in the Missing Man flight for Bill Baley. The correct roster of pilots and "back seaters" honoring Bill were Ray Jones/Bill Roach (T-34), Harold Wilson/Wes Fellows (T-34), Robert Irwin/friend (T-34) and the "Missing Man" slot was flown by Rich Welsh/Steve Pennington (BT-13). Don Johnson served as ground coordinator. *Steve Sehnert - WTW PIO*

O'Club Volunteer Reservations

This year we have (2) two hotels willing to give us good rates. The Parkway Inn and the Day's Inn are next door to each other. We have used both hotels in the past so most of you are familiar with them.

- Fill in the requested information completely.
- Fill out the form correctly and return to Sharon Short (WHS members - send forms to Linda Fountain).
- If the form is not completed or correct, it will be thrown away and you will not receive a room!
- If you have to cancel, you must give 72-hour notice to Sharon Short or you will be charged for the full original reservation this is a hotel requirement.

IMPORTANT DATA – ALL BLANKS MUST BE COMPLETED				
NAME				
ADDRESS				
CITY		ST		ZIP
TELEPHONE	()			
Arrival Date		Departure Date		
Number Arm Bands		Number Car Passes		

SELECT ONE:	
<input type="checkbox"/>	PARKWAY INN/ ODESSA - \$38.00/night (not per person)
<input type="checkbox"/>	DAY'S INN/ODESSA - \$42.00/night (not per person)

SELECT ROOM TYPE:				
King (1 bed)		Smoking		Non-Smoking
Queen (1 bed)		Smoking		Non-Smoking
Queen (2 beds)		Smoking		Non-Smoking

DEADLINES: JULY 1, 2004 FOR ARMBAND AND CAR PASSES

HOTEL RESERVATIONS: THIS FORM MUST BE RETURNED NO LATER THAN AUGUST 22, 2004

Everyone EXCEPT West Houston Sqdn Members:
Sharon Short
7117 Starnes Road
Fort Worth, TX 76180
(817) 656-5052 Home Phone and FAX

West Houston Sqdn Members:
Linda Fountain
6303 Modesto Dr.
Houston, TX 77083-1404



SB2C 2004 Schedule

Event	Location	Date	Status
Nimitz Memorial Squadron Open House	Fredericksburg, TX	May 7, 8, 9	CONFIRMED
Dyess AFB Open House	Abilene, TX	May 22	CONFIRMED
Oklahoma City Airshow	Oklahoma City, OK	June 19-20	Tentative
Aero Expo 2004	Akron, OH	June 19-20	Tentative
EAA AirVenture	Oshkosh, WI	July 27 - Aug 2	CONFIRMED
Air Michigan Air Show	Detroit, MI	Aug 7-8	CONFIRMED
Fina-CAF AIRSHO® 2004	Midland, TX	Oct 2-3	CONFIRMED
Wings Over Houston®	Houston, TX	Oct 16-17	CONFIRMED

Steve Sehnert
 19319 Haystream Dr
 Katy, TX 77449

ADDRESS CORRECTION REQUESTED