



## West Texas Wing

# Logbook

Volume 3, Issue 3

May/June 2004

### ***Gritty determination fueled an onward march...***

## Cactus Squadron @ 25 years

*By Doris Richeson, WTW Historian*

A town of 9,000 population, and they wanted to start a wing??

They'd heard about then Confederate Air Force, someday to become the Commemorative Air Force. Mostly, they were seeking a showcase for their hobby — and their hobby was aviation, whether they piloted the plane themselves (about two-thirds did) or simply enjoyed the roar of the engines, many of them round.

For some a tool around the patch would do, and sometimes they'd check out one of the several birds based at Rosser Air Ranch, south of Graham and contiguous to the ranch Bob Richeson and I owned at the time. They'd go buzzing down the Brazos River, over Possum Kingdom Lake or the wooded hills surrounding Graham, Texas.

Sometimes they'd just hunker on their heels and engage in a bunch of "hangar flying." From time to time, somebody dreamed up a flying event or air show which could bring in other aviators. Esprit de corps was at high pitch.

Some of the Grahamites journeyed to Harlingen in October, 1979, and saw "the big air show" there, noting the might of the CAF flying machines.

"Do you think we could start a wing?" This was a topic pursued with avid interest.

"Wonder how you do that?"

The hangar sessions produced a lot of speculation, and various aviation enthusiasts put in their opinions: E.G. "Jerry" Bishop, Noah Bragg, Russell Carey, Felton Havins, Frank Hodges, Kent Pettus, Richard Prideaux, Wilson G. "Dub" Reed, Robert E. "Bob" Richeson, Doris Richeson, Richard Rosser and J.B. Thorne put their heads together and decided to contact Kale Webster, 1980 WTW Leader.

After numerous phone calls, Webster agreed to fly to Graham to help the group get the paperwork in order. The Grahamites certainly wanted to roll out the red carpet for Wing Leader Webster and his wife, Peggy. Bob Richeson drove to the Graham Municipal Airport at the appointed time. Meanwhile, working at my desk in the ranch office adjacent to Rosser Air Ranch, I heard the unmistakable throttling back of an aircraft on final for landing.

By the time I could get in my car and drive to the landing site, Webster seemed a bit disgruntled. Well, we'll never know who picked the wrong airport.

Then Webster advised the group that they wanted a squadron, not a wing, and presented paperwork fitting the reg's of the CAF. A squadron was born — in the smallest town in which there was a unit of the CAF!

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### **CAF General Staff Elections**

The annual election is held at CAF HQ the day before Airsho, but you can vote by absentee ballot. The election schedule is:

Sept. 26, 2004: The last day to request absentee ballots (available in the June 2004 *Contrails*). Requests should be postmarked by this date.

Oct. 1, 2004: Election Day

Oct. 5 & 6, 2004: Absentee ballots will be mailed

Oct. 30, 2004: Absentee ballots must be returned and received at Headquarters by this date.

### Mark Your Calendars

#### **CAF Summer Advisory**

July 17 & 18, 2004  
MCM Grande Hotel – Odessa, TX

#### **AIRSHO® 2004**

CAF HQ – Midland, TX  
October 2 & 3, 2004

#### **Wings Over Houston® 2004**

Featuring The USAF Thunderbirds  
Ellington Field – Houston Tx  
October 16 & 17, 2004

## Cactus Squadron - *continued*

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A name for the squadron? Bob Richeson immediately presented his suggestion; Cactus Squadron, named for the Cactus Air Force which wielded its airpower over the South Pacific — and Bob Richeson. “They saved my butt many a time,” Richeson was prone to say.

Bob Richeson was elected first squadron leader, and served two terms in that role. Somehow the squadron application to the CAF and WTW contained more blanks than there were people! The aviators looked about for draftees, and although the CAF until late 1980 did not admit women, apparently HQ never noticed that my name filled one of the blanks: Adjutant, which became muddled in the minds of the new Cacti with the position of Public Information Officer.

“Where do we meet.” “Where do we store our meager assets?” “How do we raise funds?”

When the discussions became fruition, the Cactus Squadron was the first WTW unit to build its own hangar from scratch, unaided by donation of a WWII hangar or other outside help.

Originally, a Cactus PX van toured the state, attending air shows and other events, thus raising funds for the hangar project. But not fast enough! Hence, a group of Cacti went to the bank and personally borrowed funds to start the hangar.

Early on, the squadron took borrowed cooking equipment to the Breckenridge Air Show, then held annually just 32 miles from Graham. They later built a giant grill, which has helped with squadron projects throughout the years.

The squadron went to air shows, WTW’s annual Flughafen event, WTW meetings, parties, fly-ins, its own meetings and social events, and of course its own Christmas parties, one of which produced a priapic frog, which was traded out annually, rather like the symbolic pregnant goat, until someone finally did him in.

All play and no work may also make Jack a dull boy, and the Cactus Squadron looked for a project with considerable substance.

With the hangar project still in progress, the Cacti were stunned by the news that the CAF’s prized SB2C Helldiver — the world’s only bird of its kind in flying condition — had crashed at Harlingen during AIRSHO 1982.

The SB2C had “broken its back,” its fuselage, in three pieces, and many thought the bird would fly no more. Not among those was WTW Leader Bob Richeson, who organized a “rescue party” comprised mostly of Cactus Squadron members — Bob Dearing and his son Robbie, Jim Burkett, Frank Hodges and W.G. “Dub” Reed, who were joined in Goldthwaite by Colonels Sam Short and Jack Morgan of Fort Concho Squadron. The group achieved its goal of making the 1200-mile trip to Harlingen and having the SB2C back in Breckenridge in time for the Memorial Day 1983 air show.

Much hard work went into the hangar after the groundbreaking ceremony in the spring of 1985, and on April 12, 1986, the squadron held its dedication ceremony, which was attended by CAF dignitaries, WTW aviators and local aviation enthusiasts.

The day was rife with festivities, but tragedy marred the day: Colonel Kent Pettus, having acquired his Private Pilot’s License, had persuaded his late wife Carolyn out of her reluctance, and she climbed in to take a flight with him in an L-2, her first time to accompany him. Little did she know that engine failure would cause a devastating crash, in which the couple was pinned for considerable time as CAF Executive Director Ralph Royce diverted fuel to avoid fire, and Safety Officer Jerry Bishop worked with emergency crews to extricate the couple from the wreckage. Recovery was long and arduous for the Pettuses, but both returned from the crash to their careers and family life.

There were lots of outings: forays to museums, control towers, military officers’ clubs, and more. Granddaddy of them all though, was the annual “big air show” at Harlingen. The Cactus colonels flew their own birds, drove their cars and flew commercial to bivouac on South Padre Island, where they stayed in condominiums and played in the Gulf of Mexico and then commuted to the air show at Harlingen — and across the border into Mexico, and to various golf courses and area attractions. Come evening, one could find a hot tub full of Cacti, with others stoking the fires for a barbecue, shrimp peel or fish fry. Sometimes more than half the squadron made the 500-mile trip, lured by the grandeur of the air show and ancillary attractions which beckoned.

During one air show, it rained “cats and dogs,” sending everyone to shelter, with the only available “the big hangar” at the airport. The Harlingen newspaper published its front page with a huge color picture of the late colonels Bob Richeson and Bobby Ruth Pitcock (never mind that J.Duff and I were at either side of them). Did anyone start a rumor? I dunno.

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## Cactus Squadron - *continued*

*continued from Page 2*

Bob Richeson loved having a reserved table at the Officers' Club. Smoky place it was, I spent a lot of time sitting on the lawn. Usually the weather was fabulous, and to folks were friendly. To each his own.

Out of sync again, I did not elect to go on the off-shore gambling ship (they all got real seasick; I put a hex on them) or to play golf. With Duff Pitcock's birthday coming up, and surrounded by all the Gulf's wonderful seafood, I thought it would be a good time for me to stay in the condo and cook up a little dinner. Departure was the next morning, and we left "the party" pretty much as it was. Whaddya know...next time we went back, the condo had a "kitchen cleaning" charge!

Finally — after five years in restoration after her crash — the SB2C Helldiver was ready to fly again. It was a thrilling occasion indeed when restoration guru Nelson Ezell took off the Breckenridge runway in The Beast, thus "guaranteeing" his work. Howard Pardue was there to take the bird up for a bit of flying, and then the priced aircraft was on its own, flying to air shows over U.S. and Canada, raising funds for its upkeep.

The Beast was in need of a home and a hangar, which it found in the Cactus Squadron hangar in Graham, Texas. The Cacti have housed the bird, rent-free, since its rejuvenation. The squadron has a ground ready-crew which prepares the SB2C prior to its sorties, and then cleans up on its arrival home.

Soon after the death of Robert E. "Bob" Richeson on December 30, 1989, the squadron voted to call its new project The Robert E. Richeson Memorial Museum, which became Graham's first — and for several years only — museum.

The museum is filled with war memorabilia, photographs, WWII uniforms, equipment, and several hundred model planes crafted by the late Col Frank Hodges. Col Jack Cannon has also donated several model birds.

It was on a sad note for the Cactus Squadron that the Breckenridge Air Show was no more. As well as being the major fund-raiser, the show was a superbly "fun" event, with some activities planned by the Show committee, and some cooked up for after-hours levity.

When Fort Concho Squadron felt they could no longer maintain their squadron and official WTW Headquarters, both WTW Headquarters and the Colonel's Ladies' WTW group were moved to the Cactus Squadron hangar in Graham, where records are housed at this time. Pictures of past leaders cluster on the Cactus Squadron hangar walls.

After the CAF's move to Midland-Odessa International Airport, the Cacti choose various motels convenient to AIRSHO, and planned their work and play around the vast new venture that was Headquarters at Midland-Odessa.

As Colonel's Ladies' president, Sharon Short made the dream of a Colonel's O-Club nearer reality with her planning of a temporary O-Club in a tent. That's when the Cacti were invited to bring in their cooking unit and cook up some groceries — and some Cactus funding — at the O-Club. And so it's been, ever since.

The Cactus Squadron has received numerous awards, including the highest individual awards at Headquarters and Wing, as well as winning the coveted Kale Webster Award three times.

Some of the early Cactus aviators have "hung up their wings"; some have "gone West." At age 25, the Cactus Squadron is into new projects and old, and is looking forward to cooking at the O-Club during AIRSHO 2004.

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*WRITER'S NOTE: There has been a scarcity of information forthcoming from the squadrons, which makes many exciting adventures stay bound within the "hangar flying" domain. If you have historical information about WTW, or your squadron which has not been featured, please e-mail me: Dorisricheson@aol.com, or fax me (940) 549-6106.*



Cactus Squadron members uncrate the engine for the SB2C in Breckenridge

*Photo – Doris Richeson*

## Cactus Squadron



Students tour the Cactus hangar (2002)



Squadron members tear down a storage building at the Ridge Restaurant for materials (1985)



J. Duff Pitcock mans the grill at the Breckenridge Airshow (1991)



Jerry Bishop, the late Frank Hodges and Martha Dillard at Flughafen 2003

*Photo – Paul Studley*

*unless otherwise noted, all photographs are from the Cactus Squadron archives.*

### O'Club Volunteers ...

Dear Colonel's and Colonel's Ladies;

This year we were late getting the application to you for hotel rooms for AIRSHO 2004, but I still have a dead line to meet with headquarters and with the hotel. If you have **NOT** turned in an application to me or for the Houston group turned in your name to Linda Fountain please do so as soon as possible. I have to have my first list to headquarters on July 1<sup>st</sup> and if your name is **NOT** on that list you will probably not get an armband or a car pass if you need one.

This year again we have two hotels and in order to try to keep both hotels in the future I need to try to fill as many rooms as possible at both hotels. If you need a room or know some one that does need a room please give them the application and get it to me **ASAP**.

Thank you and see you at AIRSHO 2004. Looking forward to a **GREAT** year.

Sharon Short - [sharonshort@mfpoer.com](mailto:sharonshort@mfpoer.com) 972/770-1188 work 818/656-5052 home

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### 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

Well, the air show season has started. The SB2C went to Akron, OH June 19 and the new wing walk is working out super. We just need more help. It means no potty, food, or rest breaks when there are only two people conducting tours. We made \$500 plus on tours and could have sold numerous PX items. While at Akron we noticed the tires had severe weather cracks and are ordering two new tires.

The BEAST was left at Port Columbus Airport and is hangared at Millionaire FBO. These people took very good care of us last year and are doing so again. The Ohio Wing will be conducting tours and selling PX items for us again this year and in general will be baby sitting our bird. Last year there A&P's did some minor maintenance and some of there members polished and tip painted the shells for the machine gun in the rear. Our next assignment is a two day static event at the airport there on July 7-8 and then on to Geneseo NY on 7/9-10. Then back to Port Columbus until Oshkosh.

There have been some concerns voiced about the brakes on the SB2C. First, the plane was not designed for ground handling, the brakes were only used to taxi and hold in position on a carrier, and not for the airshow environment. The pads are thin and do not last long. When used in a high wind condition, the brakes are needed to maintain directional control and are needed when landing on a short strip. At the landing speed of approximately 90 knots they are sometimes needed to slow the SB2C to stay on the runway. After talking to Nelson, we decided to use his recommendation to install the brake pads and system used on the Skyraider. They have been ordered and will be changed out after this season.

Keep a check on your six

*Ted*

## Officer's Reports

### Recruiting and Retention - *Kathy Mizell*

Hopefully all units are doing well on their recruiting of new members. The "Code Name Bravo" program was extended for all of 2004. This means that each unit can enlist five new members for a first year dues of \$100. Each "Bravo" member's application must be approved in writing by all unit leaders before submitting to headquarters.

Check out the CAF website for full details on this program and don't forget your current members. To grow, we need to bring in new members and keep the ones we have now.

### Personnel Officer/PIO - *Steve Sehnert*

Wing directories have been mailed out.

Reports for the Logbook from officers and units have been light. While this has the minor benefit of reducing the cost of publication slightly, the whole purpose of having a newsletter is to communicate through our widespread group. If I don't start getting some more reports soon, I'm going to start making stuff up. ☺

### Colonel's Ladies President - *Kathy Mizell*

The Colonel's Ladies will meet during the Summer Advisory meetings in Odessa. Our meeting is scheduled for Saturday, July 17, at 1 pm at the MCM Grande Hotel Fun Dome (formerly Holiday Inn Hotel and Suites) in Odessa. Our meeting will focus primarily on the volunteer support needed for AIRSHO2004. Please attend this meeting if at all possible.

## Squadron News

### **BIG COUNTRY SQUADRON**

*PIO - Jim Dobbs*

### **BIG COUNTRY SQUADRON RECEIVES CAPITAL CAMPAIGN GRANT FROM COMMUNITY FOUNDATION OF ABILENE!**

On April 15, 2004, the Big Country Squadron was one of 18 non-profit groups whose Grant Application received funds from the Community Foundation of Abilene. The grant application we prepared in February requested funds for "Operation Restoration" new hangar construction. Col Nancy Masters represented the Squadron at the awards ceremony.

## Squadron News (continued)

### BIG COUNTRY SQUADRON *(continued)*

Per the direction of Leigh Black, Director of Grants for the Foundation, the check contains funds from two funds managed by the Foundation: \$3,382.00 came from unrestricted funds and \$2,000.00 came from the Louis & Bobbie L. Gee Donor Advised Fund. This is a tremendous boost to our fund-raising efforts and it is also a vote of confidence from the Foundation that we are going to do the work necessary to raise the rest of the money!

At the presentation Mrs. Gee expressed her regret that she did not have more funds to give us - she was deeply touched by her visit to the museum where she saw her late husband's uniform displayed. We can expect more visits from these supporters as our fundraising efforts continue. Thanks to all of our Squadron members who have already "stepped up to the plate" and we are counting on others will join them!

#### **Memorial Day Observations**

Our Memorial Day activities all went well. Sunday, the Elmdale Baptist Church flyover was on time and on target. Four planes took part in the missing man fly over, and Col Charlie Hanna did a solo flight. Inside, the program was also inspirational; Col Nancy Masters led the service. Former POW's spoke of their service and capture and told about their captivity. Our own Col Buddy Clark made an excellent presentation telling his story.

It was a great way to spend the day before Memorial Day.

On Memorial Day, the squadron again sent up missing man flyovers. Merkel, Moran, and Belle Plain were the locations visited by our flights. Good participation by more than a dozen of our colonels.

### DESERT SQUADRON

*PIO – Joyce Tapley*

#### **New Squadron Project Proposed**

Col Earl Franceil proposed a new program. It is OperationIraqiChildren.org, a program endorsed by First Lady, Laura Bush. Our troops were shocked to see the deplorable conditions of Iraqi schools. Kids swelter in one-room buildings without air conditioning, fans, windows, solid floors, or even toilets. The kids lack books, pencils, paper, and even blackboards. The future of Iraqi kids is being squandered for lack of basic supplies. Our troops want to help end this waste.

We plan to approach major stores for contributions, and we will ask local schools to contribute items from a list of needed supplies. Then we squadron members will have workdays to put these items into kits for individual kids and into kits for the schools. We will then ship the kits to St. Louis, and FedEx will fly them to Iraq free of charge. Our troops will then distribute the kits to schools and students. This project will both help those poor kids and also let local folks know that our Desert Squadron does things!

#### **May 22 Workday**

We had a workday on May 22nd. Thank you to Bob Whaley, Norm Witchers, and Guy Zellars for mowing and chopping weeds. Ray Pierson also did some work before he joined the B-29. Dan Westlund and Charlie Coskrey did some work around the hangar.

A big thanks also goes to Bessie Westlund, Vernell Clyburn, Nita Zellars, Earl Francell Kay Nelson and Vern Sittig who bundled pull-tabs.

### NIMITZ MEMORIAL SQUADRON

#### **Squadron Hosts a Successful Fly-In**

*By Col Chuck Beasley – NMS Squadron Leader*

One of my highlights of this Fly-In was the call I received from a wonderful lady who told me of her wartime job. While her husband was serving his country, she worked in Seattle in one of the plants that made airplanes. Her job was as a riveter on the B-17. These ladies were referred to as "Rosie the Riveter". This fine lady, Mary Schandua, lives here in Fredericksburg and agreed to be my special guest. I also got in touch with my friend, David "Tex" Hill, and asked for his support by visiting during the Fly-In. He agreed as did several folks from the West Texas Wing. They brought in several Warbirds, including the SB2C which really received a lot of visitors. The C-47 from the Highland Lakes Squadron plus several other aircraft made this a fantastic Fly-In. The B-17 "Sentimental Journey" made four local flights and hosted many visitors who walked or crawled through this beautifully maintained specimen of the WWII years. All of the crew of

## Squadron News (continued)

### NIMITZ MEMORIAL SQUADRON *(continued)*

the Sentimental Journey are some of the most dedicated crew members I have ever encountered.

Mr. Richard Estenson and all his staff deserve a big "thank you" for all their support, plus the use of the conference center for the Footlocker Program, our PX, and the B-17's PX. The airport manager, Gregg Snellgrove, gave his advice and time which was very necessary for how smoothly aircraft movement took place.

#### **New Members & Guests at June Meeting**

Guests present were Mary Schandua, Charles Dahlastrom, and Jim Frye – all of them are planning to join in the near future.

New members and wives were: Larry & Becky Tims, Bob & Bonnie Taylor, Kat Walker, T. R. Kunz, and Karl Ritter. New member Greg Wassenich could not attend due to a family function.

### WEST HOUSTON SQUADRON

*PIO - Linda Fountain*

#### **WHS-PX TO NACOGDOCHES AIR SHOW (RAIN-OUT)**

*By Col Gary Hurta – WHS PX Officer*

The old "Rainmaker" (PX Trailer) made the trip to Nacogdoches, Texas to participate in the East Texas Air Show and the rainmaker lived up to its name. The event was a virtual wash-out! The traveling troupe who went to support the PX was Steve Sehnert, who provided the tow vehicle, Steve Holman, Bob Linguiti, Joyce Hurta and I. Bob Dunn and his airshow staff relived our experience of 2002 when the WOH airshow was rained out. This, too, was unfortunate as Bob and his staff generally put on a quality event in a very picturesque East Texas piney woods setting. Our trusty BT-13 made the trip, piloted by Matt Gallien with back seater Mike White, and was able to make a few show laps on Saturday afternoon; but that was about it. Sales from the PX were, to say the least, very light. BUT, we did all have a great time; nice accommodations, good food, a few adult beverages and good camaraderie! (We will give it another try next year!)

#### **WHS PILOTS PAY TRIBUTE TO "D-DAY" VETERANS**

*By Col Rich Welsh – WHS Operations Officer*

Our pilots flew over the Sofitel Hotel on Sunday, June 6th, in honor of those who put their lives on the line sixty (60) years ago at "D-Day". Those who flew were Ed Vesely, Mark Allen, Dick Harper, John Hess and Jim Hornung. Thank you all for your support of our veterans and the West Houston Squadron.

Also, we have once again been invited to do a "Missing Man" flyover for the Woodlands 4th of July Celebration. This is a large event which gives us great "PR" plus a bit of cash for our "kitty".

#### **FROM THE LEADER.....**

*By Col Bob Alford - WHS Squadron Leader*

Our Open House was a huge success! Thanks to all the members that helped with all the work and preparation needed. The first day was a little slow and we found out that several School Districts in the area had graduations, which reduced our traffic. Sunday was busy with people visiting all throughout the day. As your Squadron Leader I was very proud of all the members that participated in the Open House and want to THANK all of them.

The planes flew, the crowd was pleased, and everyone appeared to have a good time. Many of the people while leaving stopped to thank us and said what a wonderful time they had. The sponsors and those that donated items and or time all need to be thanked by everyone in the Squadron. By the time of the Open House, we had received in sponsorships or donations over \$6,000.00.

We have both the BT-13 and the AT-6 down presently with minor mechanical work needed. The 108 is about to fly again. The N3N flew at the open house, but needs some work. These planes all require maintenance which costs money. The success of the Squadron is related to the planes and their ability to fly. The Open House will help with this cause.

I want to thank everyone again for stepping up to the plate!

*No reports were received from the DEW Line or Cactus Squadrons.*

## Summertime hazard – the Dust Devil

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

We all know the hazards present while airplanes are exposed to the likes of thunderstorms, tornadoes, etc., but there is another "bad guy" out there...the "Dust Devil." They are mini-tornadoes, and can have winds in excess of sixty miles per hour in them. Basically, they are formed when the air circulates in a counter clockwise rotation around a low pressure, created as the result of a rising column of hot air, or a thermal, interacting with the Coriolis force, a function of the earth's rotation. In our half of the world, the Northern Hemisphere, the rotation is counter clockwise. South of the equator, it is clockwise. A good example of the effect of the Coriolis force on a fluid (air is a fluid) is; the next time you flush your toilet, if you're not too fascinated by its contents, watch the counter clockwise rotation of the water as it carries its cargo of waste down the sewer. A mini-tornado of water, trying to fill the "low pressure" created by the water falling out of the bottom of the bowl. If you could find a flushing toilet in South America, the Southern Hemisphere, the water would circulate in a clockwise direction.

One warm, sunny, windless day, I flew my Stearman down to West Houston Airport. I over flew the airport from west to east, noted the limply hanging wind sock, pulled back the power and started a 270 degree, overhead approach for runway 15. I was mentally patting myself on the back for my prowess in playing the descending, slipping turn, to set myself up for a "deadstick three pointer," on the numbers, when my airplane shuddered. I decided it might be prudent to make a wheel landing, so I lowered the nose a bit, nudged the power a notch, and rolled it on. As I was allowing the tail wheel to settle on the runway, the airplane shuddered again, tried to veer to the left, I felt a blast of sand and dirt on the left side of my face, and the nose pitched up about forty degrees, and I was, unwillingly, committed to aviation again. I was about twenty feet in the air with NO airspeed. There was no mental back patting now! My airplane shuddered again but, this time it was telling me, "If you don't find me some airspeed or lift, I'm going to drop you like a sack of hammers". The stabbing of the right rudder was reflex. The shoving of the stick forward and left, and fire-walling the throttle, was survival. With the help of ground effect, I averted the impending stall and went around to try it again. The second approach, first landing, was uneventful, although while executing it, I had the mental attitude of a liberal on election day. While I was taxiing, I saw the Dust Devil. Forty feet across at the base, and a hundred feet high, meandering off to the northeast. Since the runway is asphalt the Devil had been invisible while crossing it, and only became apparent when it moved over the dirt and dust. My Stearman weighs right at thirty eight hundred pounds, and the Devil tossed it around like a kid's paper glider. When you have a temperature of 85 degrees or more, less than five knots of wind, and a thermal, you have the makings of a Dust Devil. So, just another thing to think about when you tend our vintage craft. Their wings were designed to fly when their engines dragged them through the air at a sufficient speed to generate the wind required for lift. If they are sitting still on the ramp, and the Good Lord throws a sufficient wind in their face, they will fly too. A Dust Devil can grab hold of an airplane the size of a DC-3 and send it pirouetting across the ramp. Be wary of un-tied down airplanes on hot summer days.



The SB2C at Wings Over Houston 2003

## CALENDAR

CAF SUMMER ADVISORY  
MCM GRANDE HOTEL AND FUN DOME (FORMERLY THE HOLIDAY  
INN HOTEL AND SUITES), ODESSA, TX  
JULY 17 & 18, 2004

AIRSHO 2004  
CAF HQ – MIDLAND, TX  
OCTOBER 2 & 3, 2004

WINGS OVER HOUSTON 2004  
FEATURING THE USAF THUNDERBIRDS  
ELLINGTON FIELD – HOUSTON TX  
OCTOBER 16 & 17, 2004



## ONLINE RESOURCES

CAF MAIN WEBSITE :  
[www.commemorativeairforce.org](http://www.commemorativeairforce.org)

CAF MEMBERS WEBSITE :  
[www.ghostsquadron.org](http://www.ghostsquadron.org)

WEST TEXAS WING WEBSITE :  
[http://mywebpage.netscape.com/westtexaswing/  
Home+Page.htm](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](http://www.wf.net/~jwscott)  
Big Country: [www.bigcountrysquadron.org](http://www.bigcountrysquadron.org)  
West Houston: [www.westhoustonsqdn.org](http://www.westhoustonsqdn.org)

SB2C WEBSITE : [www.sb2chelldiver.org](http://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!*

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## 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](mailto: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](mailto:wtpio@westhoustonsqdn.org))

O'Club Volunteer Hotel Reservations

7/8/2004

**DAYS INN - ODESSA (432) 335-8000**

WEDNESDAY SEPT. 29	THURSDAY SEPT. 30	FRIDAY OCT. 1	SATURDAY OCT. 2	SUNDAY OCT. 3	TYPE OF ROOM
Greg Kinnan	Greg Kinnan	Greg Kinnan	Greg Kinnan		K/SM
Joe DeCosta	Joe DeCosta	Joe DeCosta	Joe DeCosta	Joe DeCosta	K/SM
	Al Lintz	Al Lintz	Al Lintz	Al Lintz	K/SM
		Joe DeCosta Sr.	Joe DeCosta Sr.	Joe DeCosta Sr.	K/NS
Jack Cannon	Jack Cannon	Jack Cannon	Jack Cannon	Jack Cannon	K/NS
	Daniel Gerth	Daniel Gerth	Daniel Gerth	Daniel Gerth	K/NS
	Dick Harper	Dick Harper	Dick Harper	Dick Harper	D/NS
	Linda Fountain	Linda Fountain	Linda Fountain	Linda Fountain	D/SM
	Sue Rumel	Sue Rumel	Sue Rumel	Sue Rumel	D/SM
	Amber Fountain	Amber Fountain	Amber Fountain		D/SM
	Mike White	Mike White	Mike White	Mike White	D/NS
		Ron Fountain	Ron Fountain		K/SM
		Steve Sehnert	Steve Sehnert	Steve Sehnert	D/NS
		Mark Allen	Mark Allen	Mark Allen	K/NS
		Matt Gallien	Matt Gallien		K/NS
		Joe Vaught	Joe Vaught		K/NS
	Jim Hornung	Jim Hornung	Jim Hornung		K/NS
	Thomas Reinert	Thomas Reinert	Thomas Reinert		D/SM
	Frank Stokes	Frank Stokes	Frank Stokes	Frank Stokes	K/SM
		Jim Miles	Jim Miles		K/NS
	Alan Senior	Alan Senior	Alan Senior	Alan Senior	K/NS
		Steve Holman	Steve Holman		D/NS
		Ergun Bilir	Ergun Bilir	Ergun Bilir	K/NS
	John Hess	John Hess	John Hess	John Hess	K/NS
	Ken Hyman	Ken Hyman	Ken Hyman	Ken Hyman	D/NS
	Ole Nygren	Ole Nygren	Ole Nygren	Ole Nygren	D/NS
		Skip Warren	Skip Warren		D/NS
		Rich Welsh	Rich Welsh		K/NS
Frank Mogg	Frank Mogg	Frank Mogg	Frank Mogg	Frank Mogg	D/NS
Susan Wylan	Susan Wylan	Susan Wylan	Susan Wylan	Susan Wylan	K/NS
	Ted Sanchez	Ted Sanchez	Ted Sanchez	Ted Sanchez	K/NS
	Pat Cernosek	Pat Cernosek	Pat Cernosek	Pat Cernosek	K/NS

**PARKWAY INN - ODESSA (432) 332-4224**

WEDNESDAY SEPT. 29	THURSDAY SEPT. 30	FRIDAY OCT. 1	SATURDAY OCT. 2	SUNDAY OCT. 3	TYPE OF ROOM
Ted Short	Ted Short	Ted Short	Ted Short	Ted Short	K/NS
		Bill Masters	Bill Masters		K/NS
		Dee Wooler	Dee Wooler	Dee Wooler	D/SM (DS)
		Wayne Arnold	Wayne Arnold	Wayne Arnold	K/SM
		Anna Monkiewicz	Anna Monkiewicz	Anna Monkiewicz	D/NS (DS)
		Ed Dalrymple	Ed Dalrymple	Ed Dalrymple	K/NS (DS)
		Mildred Dalrymple	Mildred Dalrymple	Mildred Dalrymple	D/NS (DS)
		Eloise Bailey	Eloise Bailey	Eloise Bailey	D/NS (DS)
		Donna Park	Donna Park		K/NS (DS, RF)
		Carol Selfridge	Carol Selfridge		S/NS
		Bud Kayser	Bud Kayser		K/NS (DS)
		Phyllis Paradis	Phyllis Paradis	Phyllis Paradis	D/NS
Wallace Dillard	Wallace Dillard	Wallace Dillard	Wallace Dillard	Wallace Dillard	K/SM (DS)
	Robert Leahy	Robert Leahy	Robert Leahy	Robert Leahy	D/NS
		Bruce Bradford	Bruce Bradford	Bruce Bradford	S/SM
Frank Godek	Frank Godek	Frank Godek	Frank Godek	Frank Godek	K/NS
		Robert Fortenberry	Robert Fortenberry		D/NS
	Tim Ortega	Tim Ortega	Tim Ortega		D/NS
	J. B. Thorn	J. B. Thorn	J. B. Thorn		K/SM
	John Webb	John Webb	John Webb	John Webb	K/SM
	Jeannie Ballard	Jeannie Ballard	Jeannie Ballard	Jeannie Ballard	S/NS
	R. B. Prideaux	R. B. Prideaux	R. B. Prideaux	R. B. Prideaux	K/NS
		Greg Tipp	Greg Tipp	Gregg Tipp	D/NS

K=King	D=Double	S=Single	SM=Smoking	NS=Non-Smoking
DS=Downstairs		RF=Refridgerator		



## SB2C 2004 Schedule

Event	Location	Date	Status
	Columbus, OH	July 7-9	CONFIRMED (static)
Geneseo Air Show	Geneseo, NY	July 9-11	CONFIRMED
	Minneapolis, MN	July 24-25	CONFIRMED (static)
EAA AirVenture	Oshkosh, WI	July 27 - Aug 2	CONFIRMED
Air Michigan Air Show	Detroit, MI	Aug 7-8	CONFIRMED
Lancaster Air Show	Lancaster, OH	Aug 14-15	CONFIRMED
Fina-CAF AIRSHO® 2004	Midland, TX	Oct 2-3	CONFIRMED
Wings Over Houston®	Houston, TX	Oct 16-17	CONFIRMED

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ADDRESS CORRECTION REQUESTED