



The difficult we do immediately, the impossible takes a while...

Re-birth of the SB2C *Helldiver*

By Doris Richeson, WTW Historian

It was the pride of the CAF fleet — a venerable bird already near 30 years old, and the only warbird of its kind in flying condition.

The year was 1982, and test pilot/mechanic Vince Carruth was still not convinced that his labor of love was ready for flight.

He'd changed out the engine and sent the carburetor away to be flowed, yet in the 9½ hours he flew the Beast emergency mode, he was unable to remedy fuel flow problems. Then he changed the spark plugs, the left magneto and the ignition switch. Every time the SB2C spent some 30 minutes in the air, the left magneto began running rough.

Still trying to fix the problem, Carruth reluctantly deferred to the wishes of a couple of CAF members who insisted upon flying the plane. The resulting crash of the world's only flying SB2C changed forever the CAF's requirements for taking precious old birds into the blue yonders.

As the Helldiver lumbered off the runway and failed to gain altitude, the spectator colonels stared in awe and horror as the pilot attempted to bring the bird around for an emergency landing, but entered a full stall on downwind leg of the approach.

Wreckage was everywhere, and the shocked colonels shook their heads in dismay, surveyed the situation and noted that the fuselage had broken into three pieces. They declared the SB2C had "broke its back." Fortunately there were no serious injuries.

"That old bird will never fly again." The death sentence was pronounced — but resignation did not reign supreme.

Col Robert E. "Bob" Richeson, West Texas Wing Leader 1983, could not accept the demise of the rare bird. After all, he'd been a U.S. Marine sergeant infantryman in the South Pacific during WWII, and was known to declare fondly that U.S. airpower "saved my butt many a time." Thus a bird of this type was worthy of intense respect, an opinion Richeson shared with other WTW-ers.

The West Texas Wing was an especially logical choice for the SB2C project, considering that one of the foremost warbird restorers in the world was Nelson Ezell, a Florida native proselytized by Howard Pardue to open an aircraft shop, Ezell Aviation, at the Breckenridge, Texas airport.

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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

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

Flughafen

Dezember 3 und 4
Amarillo, TX (sehen sie Page 15)

Re-birth of the SB2C *Helldiver* - *continued*

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Breckenridge was home to Col Howard Pardue's Breckenridge Air Museum, and the SB2C project became the personal challenge of Nelson Ezell, fulfilling his dream of working on vintage military aircraft. This was a work which would truly test Ezell's abilities.

But the broken behemoth SB2C was in Harlingen, and Ezell Aviation was in Breckenridge, some 500 miles away!

Trucks! Trucks! Where are the trucks? The colonels scratched their heads and looked around the oil patch. They found Robert Dearing and Jim Burkett, who were accompanied on the mission to Harlingen by Rix Richardson, Frank Hodges, W.G. "Dub" Reed and Robbie Dearing, and joined by Sam Short and Jack Morgan of San Angelo's Fort Concho Squadron.

The group had a deadline: They wanted the SB2C to be on static display for the Breckenridge Air Show on 29 May. So they departed for Harlingen on the morning of 25 May. With a later start due to the loading time, the group decided to spend the night in Marble Falls, where the unusual sight of a crashed warbird became a sightseers' attraction. Next day, the trucks pulled up in Breckenridge to a hail of cheers, "She made it!" And so it was; the SB2C made its very first fundraising appearance at Breckenridge Air Show 1983.

With a great fuselage in three jagged pieces, something's gotta hold things together while pieces and parts are being fitted. Charles Hutchens of Galveston, who gained fame by flying a Japanese Zero replica in the CAF's Tora Tora Tora act, volunteered to make a jig in his Houston machine shop. It arrived in Breckenridge, and became the base upon which the SB2C was to be reconstructed.

The laborious job went in stages. By fall '85, Ezell advised that structural repair was 90% complete: The cockpit floor and firewall had been replaced, repair had been done on the wing center section housing the gear, and the tail cone was being skinned to receive all new ribs and stringers. On 5 December 1985, the fuselage was joined to the wing center section and set up on the gear. Wow!

Slowly the work progressed. Cactus Squadron members were joined by other WTW-ers for volunteer work. With the Cactus Squadron based in Graham, just 32 miles away from Breckenridge Airport, the Cacti engaged in many fundraising projects and many hours of "grunt work," as Ezell worked on the more technical aspects of the restoration. Cactus Colonel Rix Richardson donated hundreds of hours to cleaning parts and removing paint, for which he received several official recognitions.

During the summer of 1988, in anticipation of the Beast's return to service, CAF-designated pilots Nelson Ezell, Howard Pardue, Robb Satterfield and Mike Collier were qualified and at the ready.

The only flying SB2C in the world has controls only in the front seat; hence the rear seat is for a passenger only. This means that when a new pilot is deemed ready for solo flight, it is indeed solo, for neither instructor nor co-pilot can wield the controls. "You got it, buddy!"

Guts sought no glory as WTW Leader Sam Poss gave the go-ahead to finish the SB2C project, which meant dipping into WTW funds for some \$30,000. On the date of its maiden flight, the project had cost over \$165,000.

Flying home to Graham from a business trip westward, I knew The Beast was getting close to being restored to flying condition, and thus picked up the mike and contacted Pete Minnick, Breckenridge FBO, about whether the SB2C was going to "fly today."

"She's flying now!" This called for a detour of plans — a landing — and sure enough, there was the big-tailed bird flying the welcoming skies, on its second trip around the patch, with Pardue at the controls, just after Ezell had guaranteed his work with a buzz around the patch for proof.

The "impossible" took over five years, but it became a reality on 27 September, 1988.

In the 16 years since the restoration of "the big-tailed Beast," thousands of spectators have enjoyed its flights over air shows throughout the nation, hundreds of school children have seen and admired this aircraft, some thrilled at the joy of being able to sit for a moment in the cockpit; static displays have preened this bird before those who flew it, and those who might have wished to do so.

Yet The Beast still hungers for funding, which it receives from air show appearances, sponsorships and donations. These fund maintenance, insurance and fuel.

Ask a WTW member, "How do you spell Helldiver?" and he'll say, "M-O-N-E-Y!"

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Re-birth of the SB2C *Helldiver* - *continued*

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Housed and home-based in the Cactus Squadron hangar in Graham, the SB2C is a special joy to the squadron, which takes responsibility for make-ready and some ground handling. This means pulling the prop through on a regular basis, checking tire pressure, oil and hydraulic fluid levels and battery readiness. It includes testing the brakes by pumping the pedals and turning the master switch on to check gauges for fuel level and battery voltage.

The Cactus Squadron also works with the arrivals and departures of pilots who fly the SB2C off to its sorties.

West Texas Wing Leader Ted Short attended many air shows as crew chief on the SB2C during his several terms as wing operations officer and currently is "co-pilot"/passenger on many a trip. He takes such pride in the SB2C that he chose helldivr@charter.net as his e-mail address.

One of these prized recent SB2C sorties was a mission to Oshkosh Experimental Aircraft Association Fly-In in Wisconsin, where the precious bird's appearance earned it the Judges' Choice Award for Navy Attack Aircraft.

The SB2C, successor to the SBD Dauntless, was very effective in its performance as a carrier-based dive bomber, but was not always as popular with its pilots and crews, who referred to it as the Helldiver, and the Big-Tailed Beast.

Indeed, Admiral Paul Ramsey, who served aboard the U.S.S. Enterprise in 1944, was still angry about the removal of the SBD Dauntless bombers from his ship, and thus had this to say about the SB2C: "The Helldiver was an outstanding example of a Navy dive bomber, which was unstable around all three axes, with a center of gravity located somewhere aft of the empennage."

When the U.S. Navy began planning for the SB2C back in 1938, one of its requirements was that it was to be a dive bomber superior to the SBD Dauntless — with the ability to carry increased fuel, and a 1000-lb. bomb. Since this was to be a carrier-based bomber with classic folding wings, size was very important, and the specification was that the plane had to be compact enough for two of these birds to be hoisted on deck and back below decks again by a 40' x 48' elevator.

Six companies submitted their designs, and Curtiss won, with their model having the ability to carry two 20mm cannons, two machine guns and 2,000 pounds of bombs. Powered by a 1700 hp, 14-cylinder air-cooled Wright R-2600 radial engine, the SB2C had a range of 1100 miles and a top speed of 280 mph.

Several models of the SB2C were built, with continuing improvements in design. The SB2C-5 project plane of the West Texas Wing first saw service in 1944, and then flew post-WWII, sometimes for other nations' conflicts, until 1959.

The WTW PX Returns to AIRSHO

Dear Colonels and Colonel's Ladies;

This year at AIRSHO 2004 we are going to utilize our privilege to set up a booth for the West Texas Wing PX. We will be on the PX row with all the other CAF PX. The Colonel's Ladies of the Dew Line Squadron have items they are going to be selling along with our Wing SB2C T-Shirts, hats and anything else we can sale. If you have things to sell bring them to our booth and make sure your items are marked. You will be responsible for selling or helping in the booth.

We need VOLUNTEERS to help in this booth during the day. If you are interested please contact me before AIRSHO or when you get there. This is something we NEED to support.

Thanks..

Sharon Short - sharonshort@mfpoer.com
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Airsho 2001

photo by Steve Sehnert

SB2C



Fundraising during reconstruction (photo by Rix Richardson/Cactus Sqdn Archives)



Oshkosh 2004 – from left, Ed Vesely, Ted Short, Bob Halford, Theresa Halford and John Hess



Lunchtime at an SB2C Ground School



The Beast ready for flight at Cactus Squadron (photo by Rix Richardson/Cactus Sqdn Archives)

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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**

The Beast went to Oshkosh and came home with an award – see Page 4. Other WTW members that showed up and helped in Oshkosh but were not available for the picture were Mark Allen, Jim Hornung, David Duncan and Jack and Dell Cannon. The extra help was more than welcome and a special thanks to all who assisted. We did not do as well as anticipated due to rain a couple of days and ramp closures each day, but did make around \$5000.00 for the “BEAST”. Also had some good times cooking and dining at the house we rented.

Steve has requested and I strongly concur that all who have PC's should opt to receive the Log Book by E Mail. Sure will save the Wing a lot of money and labor. Our Nimitz Squadron utilizes this procedure and the results are a lot better than a black and white copy of the log. The pictures are very attractive. Kathy Mizell has volunteered to assist Steve with the Logbook for the next couple of months and possibly accept the position of PIO. They are communicating and working out the logistics.

For those who have not heard, the Nimitz Squadron has been awarded the L-2 by Headquarters for their squadron, and the Desert Squadron is finalizing the purchase of a PT-19/26. This will make a total of 11 aircraft in the Wing, not real sure but I think this is greater than any other wing.

Now for the great announcement; I have accepted the nomination to run for General Staff and represent our Wing and other units in the CAF. I am soliciting your votes and support to make this a reality. My main objectives will be to increase membership through having sign-up booths at various air shows, i.e., Oshkosh, Sun N Fun, ICAS, etc. and working on a plan to retain membership. Other organizations do this and are successful. Also I want to pursue promoting the CAF as a venue for offering the Biggest and Best Warbird Air Shows on a “one price covers all”. We have more to offer than any other promoter in the business and we can offer a turn key air show any where in the North American Continent. Our rare and one of a kind aircraft and the Tora Tora Tora act should make this an easy sell.

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*

The roster stands at 294 Colonels and 64 Colonel's Ladies.

Kathy Mizell has volunteered to help out and handle the distribution of this issue of the Logbook – thanks! The distribution is a major chore, and the more people who elect to get the Logbook by email the easier it will be for everyone involved (and it will save the Wing some much needed cash as well).

Colonel's Ladies President - *Kathy Mizell*

The Colonel's Ladies met during the Summer Advisory meetings in Odessa. We discussed the need for volunteers in the O'Club during Airsho 2004. We also discussed the PX that the Wing will have at Airsho 2004. This will be the first time in many years that the West Texas Wing has had a PX at Airsho. We need to make this a big success. Each unit is welcome to bring items to sell in the PX tent; however, any unit that does wish to sell items must also provide personnel to work in the PX.

Within the next few weeks, Ladies will receive information about the annual award nominations. I encourage all Ladies to review the award descriptions and nominate anyone who exemplifies that description. Since the Colonel's Ladies are strictly a volunteer group, awards are the only way to honor and recognize the Ladies who make a positive impact.

Also, in the next month or so, all Ladies will receive ballots for the 2005 Colonel's Ladies election. Please follow ballot instructions and vote – make your opinion known!

Officer's Reports (continued)

The next Colonel's Ladies meeting will be held on Saturday, December 4 during Flughafen in Amarillo, TX. A reminder of the date and time will be sent to all Ladies after Airsho. Colonel's Ladies election results will be announced at this meeting. Wing and Colonel's Ladies Awards will be presented at the Saturday evening dinner. The Dew Line Colonel's Ladies are going all out to make this a memorable Flughafen. From what I've heard, this will be a terrific weekend. Please plan to attend if at all possible.

TED SHORT CANDIDATE FOR CAF GENERAL STAFF

I am one of **five** Colonels who have been asked by the Nominating Committee to compete for **four** available General Staff positions. My background: I joined the CAF in 1977, and soon thereafter became active in the Marshalling & Maintenance Detachment in the Fort Concho Squadron. I have marshalled at airshows from California to Maryland since that time, including the Freedom Flight Across America in 1995. During my time in the Ft. Concho Squadron, I held all squadron positions and also served as Finance Officer for three airshows in San Angelo. I have also served as West Texas Wing Operations Officer and Aircraft Coordinator for nine years, scheduling tours and air shows to showcase the CAF's one-of-a-kind SB2C Helldiver, keeping the necessary funding required to maintain this rare aircraft. I also served as WTW Executive Officer for two years and am currently in my second year as West Texas Wing Leader. This wide range of experience and association with other units in the CAF should emphasize that I am not just a regional candidate.

Since 1995, my wife Sharon and I have been responsible for operation of the O'Club at AIRSHO in Midland, making a profit for the CAF every year. Our current O'Club balance is in excess of \$130,000. I am currently Chairman of the O'Club Committee, and one of eight representatives on the TXDOT Committee responsible for planning, designing, setting operational procedures and overseeing construction of the CAF's new Commemorative Center. This building/hangar will house ACAHOF, B-24/B-29 Squadron, High Sky Wing, CAF Museum and the O'Club.

Our Commemorative Air Force faces some serious challenges in the coming years including recruitment and **RETENTION** of new Colonels. We need to promote the CAF's ability to stage the greatest and largest airshows, throughout the USA, Canada and Mexico. No one else can offer the quantity, quality, uniqueness, and expertise available in our organization. We need to offer sign-up booths to recruit new Colonels at airshows and fly-ins whenever possible, i.e., ICAS, Oshkosh, Sun N Fun, etc.

Our current recruiting drive, "Code Name Bravo", is a great idea which we should all support, but I sincerely doubt if it alone will make up for our loss of membership as members "Go West". This is a sad but inevitable fact of life. We must do more to market ourselves to a new audience. We must appeal to Korean, Vietnam, Persian Gulf, and peacetime veterans and let them know we honor their service, too.

While our emphasis should always remain faithful to our 1939-1945 era roots, we should seek out other like-minded patriotic organizations and form mutually beneficial alliances. This might open up a whole new demographic group for us to recruit as members, and give us new financial opportunities as well. Our dues have changed very little since I joined 27 years ago, but our expenses have risen dramatically. We need to explore new sources of income including reviewing our dues structure.

Squadron News

NIMITZ MEMORIAL SQUADRON

Squadron PX Trailer Serves as Goodwill Ambassador

The Squadron's PX trailer continues to draw interest and activity at CAF events. At the Unit Meeting held July 11, Leader Chuck Beasley thanked Cols Betty and Larry Scheck for their hard work painting and decorating the trailer for the 4th of July parade.

Squadron Continues to Grow

Unit Leader Chuck Beasley announced on 11 July that since the beginning of 2004, the Nimitz Memorial Squadron has welcomed 13 new members. Col Beasley acknowledged the positive effect on membership growth brought about by events such as the May Fly-in. "There is no question in my mind that the visibility of the Arizona Wing's B-17 Sentimental Journey went a long way towards increasing the Squadron's membership base. We are indebted to all who devoted countless hours to the event."

Leader's Corner

The best news that I have to report is that we have been assigned the L-3, N36687, which has been in the CAF for some time, based in Arizona with a unit that has disbanded. We are working on the particulars of making arrangements for bringing the aircraft to Fredericksburg. After much searching for hangar space, with room for our PX trailer, Col Frank Nelson and I have been given an assurance from Mr. Keith Keller of hangar space when the aircraft arrives.

WEST HOUSTON SQUADRON

PIO - Linda Fountain

Whs Pilots And Members Salute July 4th With "Fly-Overs"

Ravensway.....by Col Ray Jones

WHS aircraft performed a fly-over for the Ravensway subdivision's parade on Saturday, July 3. The flight was composed of Dick Harper and Bob Linguini in the BT-13, Robert Irwin and Ravensway's representative Joan Gaither in Robert's T-34 and Ray Jones and Wes Fellows in Ray's T-34.

Woodlands.....by Col Rich Welsh

The squadron owes a big thank you to those who shared their personal aircraft on July 4th. for a flyover for the Woodlands. The squadron provided four aircraft including our BT-13 piloted by Rich Welsh, SNJ "Oh Baby" flown by Ed Vesely, T-6 Mark Allen, and T-34 Ray Jones. We made four passes with the final pass being the "Missing Man" formation. Without the private aircraft we would have to miss flybys that generate income for the squadron. So, once again, THANK YOU!!!

2004 Red, Hot & Blue Festival.....Jeff Bilyeu, Airport Director Lone Star Executive Airport, Conroe, Texas

Thanks again for the great fly-over. The extra pass was appreciated since the event was running a bit ahead of schedule. Your passes looked great, and the missing man was absolutely on the money both in timing and position!!! The crowd seemed to love it! A few of my friends that I spoke to specifically mentioned that they did!

"Archer" Work Party Held July 3rd

On Saturday, July 3, the Archer donated by the estate of Col Bill Stuessy received some long-overdue TLC. A crew led by Roger Minson and Steve Sehnert braved the heat and humidity and converged on Weiser Airport. The little plane was washed, polished and waxed, and now GLEAMS. Work also started on refurbishing the interior and some of the more weather-worn exterior pieces. Manning the hoses, buffers, towels and the occasional screwdriver and wrench were Rich Welsh, Bill Roach, Bob Linguini, Mike White, and Matt Saladino. Al Feltis also came by to lend a hand with the mechanical repairs, and Wes and Gale Fellows pitched in late in the day.

Museum Speaker Series Continues

In July, our Speaker Series continued with L. W. SMITH. From a farm in Coleman, Texas, to escorting heavies to bomb the Nazi menace, he related the virtual indestructibility of the "Jug" experienced during his 78 combat missions, flying his P-47 from the "Country Club of the Eighth Air Force", Duxford.

At the August meeting, PETE KONDUROS told of his adventures as a B-24 bombardier with The Jungle Air Force (13th) in Pacific climes with trips to Rabaul, Samar, Corregidor and Zamboanga, where his tour ended...spectacularly.

Squadron News (continued)

BIG COUNTRY SQUADRON

PIO - Jim Dobbs

Spaghetti Dinner June 12 2004

Both my wife Dee and I wish to thank everyone for their hard work and efforts to make this event a success. All of you did your assigned jobs and went beyond the call of duty without being asked to do so. You are a great bunch of people and we will be ever grateful for your help and contributions toward this event. To the people who could not make it that day for reasons beyond their control, you were there in our thoughts and hearts. Y'all made it happen.

Many thanks again, Col Russ Dunham Big Country Squadron Project Officer

Happy Birthday, Bob!

July 17, 2004 was the day for a surprise birthday party for Col Bob Sterling. Col Bob thought it was just a fish fry, SURPRISE! Suzie Sterling added the surprise party part to the invitations without Bob knowing it.

It was quite a treat watching Bob open his gifts because Suzie had requested gag gifts only.

Some 60 people attended Col Russ and Dee Dunham's 50th Anniversary luncheon on June 27th, at the Homeplace restaurant in Tuscola, TX.

Among the honored guests were a large contingent of members of the Big Country Squadron.

Chaplain's Corner

Things are looking up! We've had our share of folks down for maintenance this summer, but the good news is that most are about to be signed off and returned to service!

First, let me thank all of the Big Country family for the incredible show of love and support since we learned (quite by accident) that Col Bill Masters had an abdominal aortic aneurysm the size of a baseball! Leave it to Bill to do it big time! Not only did he have "the big one" in his main aorta, but he also had three "annies" in his right leg and two in the left leg. Aneurysms are the "silent immediate killer" unless they are detected before they rupture. His only symptom was a numbness in the top of his left foot and an occasional sharp leg pain in his sleep. Thanks to a preventative maintenance check-up with Dr. Conald Cox and the superb skills of surgeon Dr. David Carlson, Bill came through surgery to repair the abdominal annie on June 9 without complication, and was back in the left seat flying a week before a second surgery on July 12 to repair the right leg. Again, no complications and he's been released to fly until the left leg goes in for repairs. We've all suspected Bill was made out of boot leather, and now we know it for sure!

Bill is the fifth Big Country Squadron member to experience the brilliant vascular restoration of Dr. Carlson, joining Col Buddy Clark, Col Allen Bennett, Col Russ Dunham, and Col Stan Kisner as the Squadron's official "A&P" (Airways and Powerplant) doctor. We'll bestow this honor on him on August 21 with the hope we do not have any new members join this elite circle of surgery success stories.

And speaking of Col Kisner, CONGRATULATIONS! The FAA has issued him a brand new 3rd class medical--less than two years after quadruple bypass.

Another reason to rejoice comes from Big Country Lady Dovie White, who has spent the past six months in a "battle with the bug" that has taken her all the way to the doctors at Walter Reed Army hospital. Last winter Dovie was bitten by an ant. Sounds minor. However, the ant inserted little critters under her skin similar to what our troops in the Middle East have encountered. Thanks to the perseverance of Col Dr. John Gullett and Dovie's determination to endure the horrible doses of medication required, she has won the battle and the war! Another example of the strength and tenacity of Big Country family members.

"Please tell everyone how much I appreciate all of you for suffering through this with me. I can't tell you how many times I was ready to give up, but you would not let me do it." Now that Dovie is back on line, Col Charles White has had day surgery to get the "blow out" in his fuselage repaired. A little recovery time and he'll be winging it again.

Continue to pray for Wanda Clark. Her back problems refuse to go away. Summer colds and minor illnesses have hit, but have not stopped us from celebrating anniversaries, pulling off a successful spaghetti supper, acquiring a new (old) member Jerri Jensen, and sharing the fun of our fellow members vacations and family reunions. Let's continue to give God the glory and keep 'em flying!

Col Nancy Masters, Big Country Squadron Chaplain

Squadron News (continued)**CACTUS SQUADRON***PIO – Dell Cannon***Scholarship Program Makes its First Award**

We are also pleased to announce that Col Jack Cannon presented the 1st Annual Col Frank Hodges Academic Scholarship to graduating Graham High School senior Travis Denny during the Academic Achievement Awards of Excellence evening. Travis will be enrolling at Texas A & M with a major in Astronautical Engineering. Also attending the awards was Shirley Hodges, spouse of Col Hodges.

Students Tour the Hangar

The squadron opened its hangar doors to the 5th grade students of Woodland Elementary School as they made their annual field trip to tour the SB2C and the Robert E. Richeson Museum. Col Greg Melton, principal of the school has mandated that this tour be an annual event for the past five years. Col John Hess's T-6 was the "understudy" for this field trip since it was housed in our hangar while the bomber was on tour. Col Doris Richeson, being very knowledgeable about the T-6 lead the students around the aircraft explaining its features. Upstairs, in the museum Col Jack Cannon directed the students through the various areas of displays assisted by Cols Pattie Cernosek, Russ Carey, Martha and Wallace Dillard and Dell Cannon.

July 4

July 4 was an exciting day for the squadron. We entered a float pulled by our WWII jeep in the Graham "Red, White and You" Parade. Col Ted Short and Col Tiny Malm joined us as well by doing a fly-over at the beginning of the parade. We thank them for so freely giving of their time. Seems that it is becoming a tradition for them to do this; they did a fly-over for us at the 2003 Fourth of July parade, too! And they said they would be back next year!

Oshkosh

Jack and Dell Cannon made the trek to the Oshkosh EAA Fly-In to help with the SB2C's first display appearance up there. They joined Helldiver pilot John Hess, Ted and Sharon Short, Theresa and Bob Halford and David Duncan. We will tell you in one word about the experience, "awesome". There were long hours, but so gratifying to see the interest shown by the public by having the Helldiver on display.

Cactus Cookers at the O'Club

The squadron is now in the planning stages for another cooking endeavor in the O'Club at Airsho. We will have the hamburger cooker fired up and ready to go on Thursday at noon, September 29 so be sure to stop by!

DESERT SQUADRON*PIO – Joyce Tapley***From The Leader**

I am happy to report that our hangar is going to become a little more crowded soon. After gaining approval from the Executive Committee of the CAF I made an offer to the owners of the PT 19, which was declined. During the staff meeting Tuesday night, it was decided that we match the \$64,500.00 asking price for the plane. Kermit informed the owners that we wished to purchase the plane for the asking price. Pending a title search and an airworthiness certificate, the deal should be finalized soon.

Members of the headquarters staff have suggested that we might find a qualified pilot coming to Airsho from the New York area to deliver the plane for us. I am currently working toward this.

Col Ronnie Barnett – Desert Squadron Leader

Bingo

Our Bingo has been slow all summer. Hopefully it will be better soon. One of our callers, Murray, is going to leave us for a while. He is in the National Guard here and he will be leaving about the 16th of August. He has been with the VFW ever since the Bingo hail has been here. All of the people who play with us think the world of him and we will miss him.

Buildings and Grounds

Bob Whaley mowed out front and it surely does look good. Ray Pierson has been spraying the mesquites also. Little by little, it is looking better and better.

Squadron News (continued)

DEW LINE SQUADRON

PIO – Rod Banister

There's a new bird in town!!

Colonels Nick Nelson and Dennis Plunk brought their new toy to Tradewind Airport on August 12, 2004. The S2 Tracker took flight for the first time in about three decades to head to her new home here in Amarillo, a trip that took approximately three hours to make the bird was free once again to roam the skies.

A little weathered, the Tracker is looking forward to restoration and showing everyone what she is made of.

Welcome New Members

Col David Alan Bell & Col Thomas Paige Brittain

ATTA BOY!

This Month's ATTA BOY! Award goes to Colonel Glenn Larson for his donation of a "Penguin Trainer" for a squadron project that was used during WWII to train young pilots and to Colonel Richard Brakey for his donation of a footlocker full of electrical supplies and outlets. Thank you both for your hard work and dedication to the CAF.

C-45 Plans

Preparations are being made to form work parties to go to Abilene and prepare the C-45 for a ferry permit to fly the bird to Amarillo. Anyone who is interested is invited to join the work parties and should contact any staff member to show your desire to help.

Batteries

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

They come in all sizes and shapes but they all do the same thing.....store electricity; DC (direct current) electricity, to use on things to make our lives easier. With a few exceptions, most DC circuits in aircraft and cars run from a positive pole to a negative pole ("negative ground"). All these charged up electrons inside a battery are just waiting for a path to allow them to rush out of one side of the battery, through a wire, through a light bulb filament, the windings of a motor, or some other device, then back into the other side of the battery. The rapidity with which they do this, and the efficiency with which they perform their task, is directly proportional to two things; voltage - the impetus that pushes the electrons along their path, and resistance - wire size, length of a coil, length of the wire they travel through, etc., trying to slow them down. With these two things working against each other, the resultant flow of current is called current or amperage. A long time ago, a German scientist named Ohm decided to label the mysterious forces in a DC circuit, and to calculate how they work, and came up with a theorem named, of all things, "Ohm's Law". Basically it states; It takes one volt to push one amp through one ohm of resistance (or for my fellow formula geeks out there, $V=IR$ [ed.]).

The point of all of this is the typical lead/acid aircraft battery. The acid in a battery is called "the electrolyte." This solution allows the ions to have a conductor through the plates inside of the battery. This acid is hydrochloric acid, a very caustic and corrosive solution. It will burn the skin, eat the paint off your car, and if gotten in the eye and not treated quickly, blind you. A by-product, when the battery is doing its thing, is hydrogen. The same stuff that was in the Hindenburg and prompted all dirigible operators to switch to helium. Both are lighter than air, but hydrogen burns with a vengeance, while helium just floats. If you watch a battery while it's charging (each cell cap should be off during this process to allow the hydrogen to vent), the little bubbles you see are hydrogen. Not a problem in an open place, but in the confines of a closed engine compartment, or aircraft cabin, in a relatively short time a lot of hydrogen can accumulate.

So think about this when you stick your face in something that contains a charging battery with a cigarette in your mouth. If a battery explodes, and they can, it sprays hydrochloric acid all over the place. The arc from a master relay could do the same thing. So could the sparks when you re-connect the battery cables. (Disconnect the ground side first, then the positive. When re-attaching the cables, attach the positive first, then the ground. That will reduce the chance of sparks). That little twelve volt battery pushes current through the filament of a light bulb, and makes it glow white hot. If you let a wrench, or any other conductor, lay across the poles of a battery, or from the positive side to a ground, it will glow white hot as well, while broiling the hand that is holding it. If the hand is wearing a ring, it will literally broil the flesh under the ring in a split second. Safety wire makes a great filament, I know! One last thing, when "Jump starting" an airplane with cables, make the first connection to the dead battery, and then hook the cables up to the good battery or cart. "Dead" batteries can blow up as well.

The Colonel's Ladies Nominating Committee requests that WTW Colonels and Colonel's Ladies members submit names of Colonel's Ladies who they feel meet the requisites for any of the Year End Awards we may present. The deadline is October 15, 2004.

2004 West Texas Wing Colonel's Ladies Awards Nomination

Please Check the Award for which this Nomination is submitted

	Colonel's Lady of the Year
	Glenda Campbell Leadership Award

	Sharon Short Achievement Award
	Martha Dillard Distinguished Service Award

Name of Nominee _____
(only current, dues-paid Ladies, with current, dues-paid sponsors, are eligible for awards)

Nominee's Sponsor's Name & Col. ID _____

Nominated by Unit (name) _____

Signature of Unit President _____

State reasons for recommendation (i.e., achievement, accomplishments or actions for which she is to be recognized):

Carefully complete **ALL AREAS** of this nomination form and mail it to the address below. All nominations must be **RECEIVED** no later than **OCTOBER 15, 2004**. Incomplete forms will be considered invalid.

Mail to: **Dell Cannon, Awards Committee Chairman**
1501 Normandy Drive
Graham, TX 76450

O'Club Volunteer Packets Have Been Sent Out!

All O'Club Volunteers – if you have not yet received your packets, contact Ted or Sharon Short (West Houston volunteers, contact Linda Fountain). All packets were sent out in late August.

CALENDAR

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

FLUGHAFEN 2004
HOSTED BY THE DEW LINE SQUADRON, AMARILLO, TX
DECEMBER 3 & 4, 2004



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!

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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 Sunday of each month @ 2:00 PM Hangar Hotel Conf Center Gillespie County Airport Fredericksburg, TX
Contact: Chuck Beasley 830-990-0100

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 or ssehnert@bigfoot.com. 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 or ssehnert@bigfoot.com)

DAYS INN - ODESSA (432) 335-8000

8/12/2004

SAT-TUE 9/25-9/28	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
	Jack Cannon	Jack Cannon	Joe DeCosta Sr.	Joe DeCosta Sr.	Joe DeCosta Sr.	K/NS
		Daniel Gerth	Jack Cannon	Jack Cannon	Jack Cannon	K/NS
		Dick Harper	Daniel Gerth	Daniel Gerth	Daniel Gerth	K/NS
		Linda Fountain	Dick Harper	Dick Harper	Dick Harper	D/NS
		Sue Rumel	Linda Fountain	Linda Fountain	Linda Fountain	D/SM
		Amber Fountain	Sue Rumel	Sue Rumel	Sue Rumel	D/SM
		Mike White	Amber Fountain	Amber Fountain	Mike White	D/NS
			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		K/NS
		Ted Sanchez	Ted Sanchez	Ted Sanchez	Ted Sanchez	K/NS
		Pat Cernosek	Pat Cernosek	Pat Cernosek	Pat Cernosek	K/NS RF
			Brian Wilson	Brian Wilson	Brian Wilson	K/NS
		J.Duff Pitcock	J. Duff Pitcock	J. Duff Pitcock	J. Duff Pitcock	S/NS
			Edward Bishop	Edward Bishop	Edward Bishop	D/NS
			John Bish	John Bish	John Bish	K/NS

PARKWAY INN - ODESSA (432) 332-4224

SAT-TUE 9/25-9/28	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	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
			Carol Selfridge	Carol Selfridge		S/NS DS, RF
			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
			Ricky Frazer	Ricky Frazer	Ricky Frazer	D/NS

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

O'Club Volunteer Motel Room Reservations



ACHTUNG!

Flughafen 2004!



It is time for the West Texas Wing to celebrate and honor the brave young men who defended Pearl Harbor on December 7, 1941.

Come and join us in Amarillo on December 3rd at Hangar Four, Tradewind Airport for snacks and beverages. Lunch will be provided on December 4th again at Hangar Four. Then celebrate the night away at the beautiful Holiday Inn with steak and all the trimmings dinner, silent and live auction, great friends, music and dancing.

A special accommodation rate of \$55.00 per night is guaranteed by the Holiday Inn at 1911 I-40 East, Amarillo, Texas 79102. Call **806-372-8741** for reservations by November 3, 2004 to guarantee the special rate.

Registration is \$40.00 per person. This includes all meals, beverages, and spirits "for the season" and of course great camaraderie of friends.

For more information or if you have special needs please call or email

Col. Ted Sanchez at: (806) 670-9146, (806) 381-0453, [copr @ cox.net](mailto:copr@cox.net)

Note re: Holiday Inn Phone # - the paper copy of the Logbook had an incorrect number. The number shown here is correct. Mention West Texas Wing for the special rate.

Dress for Friday and Saturday is casual. Saturday night is coat and tie, or Class A Uniform. (Ladies this is your chance to buy that new fancy outfit!)

Please use the form below. Deadline for registration is November 15, 2004. Courtesy pick up is available if you plan to fly commercial or private.

Make checks payable to: CAF DewLine Squadron
Send to: Col. Ted Sanchez
106 Ramada Trail
Amarillo, TX 79108-1126

Name(s) _____

Address: _____

I will or will not need transportation from Tradewind Airport. My ETA is: _____

I will or will not need transportation from International Airport. My ETA and Flight number is _____

Amount enclosed \$ _____



SB2C 2004 Schedule

Event	Location	Date	Status
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