



The Flyer

High Sky Wing of the Confederate Air Force
Midland, Texas - Hangar: 915-563-5112

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On the Web at
HighSkyWing.org

Wing Aircraft Cleared to Fly

High Sky Wing staff members met with the CAF Flight Safety Board on Friday, July 13th, as part of the Summer Advisory Board and General Staff meetings, to review the circumstances of the crashes of the Wing's Fairchild PT-19 and Vultee BT-13 in April and May of this year. The result of the investigation was that the board found no fault with the High Sky Wing's maintenance or operation of the aircraft and lifted the administrative grounding of the other Wing planes.

CAF HQ held a press conference on July 17th to inform the local community of the board's actions.



Hangar Improvements

Over the last few weeks, a number of members have pitched in to do some long-needed clean up and other housekeeping in the hangar.

The new stairs to the second-floor storage area have been finished and painted and the new storage closet under the stairs has some shelves. We also have new vinyl moulding along the wall. Even the Operations/Maintenance Office has been cleaned and straightened up!

The artwork and other wall-hangings in the lounge have been rearranged and added to. A real tail-hook and some naval aviation pictures have been combined to create a Navy wall.

One of the chief slave drivers behind all this was Col Bill Coombes but he had help from lots of other Colonels who you will find listed in Bill's column on Page 3. A special thanks to all who have braved the hot weather and pitched in to clean up and improve our hangar. Come out and be part of the fun on Saturdays!



HighSkyWing.org - Check it out!

The High Sky Wing now has its own Internet domain and web site at <http://HighSkyWing.org>. The Wing staff voted to register the domain name and the web hosting account has been donated by Dallas-based 2CoolWeb.com.

Having our own domain should make the Wing much more visible on the web and make it easier for others to find out about us. A special thanks to Col Charlotte Larson for having provided our previous web pages as part of her personal web site.

What can we do with the new web site? We hope to use it to help recruit new members for the Wing and the CAF, plus it should let us all keep better informed about Wing events and functions. We also plan on providing information on interesting events happening at CAF HQ and the Museum — our neighbors, so to speak. A members-only section will allow High Sky Wing members to update their own membership information such as phone numbers and e-mail addresses.

If you have any questions about or suggestions for the web site, please contact Col Randy Wilson, who has agreed to server as our webmaster — at least until he can find a likely volunteer!





We Need You!

Airsho 2001 Wing Mixer
6:00pm Friday, October 5th
Donate Today!

From the Back Office

by Col Blake Cowart

I wish to take this opportunity to mention a couple of events that will occur over the next two months. We, as a unit, need to focus on them to keep our operating revenue at a level to fund our ongoing projects.

The annual golf tournament is scheduled for September 14th. Sponsors are what generate the vast portion of revenue that is realized by the Wing. If you have any ideas or suggestions concerning possible sponsors, please contact me at 528-1344, or Dan Linebarger at 685-5066.

Ernie's Open House (High Sky Mixer) is scheduled for Friday, October 5th. The Wing mailed a letter on August 6th to all members inviting them and asking for monetary donations. There are several levels of participation listed and the Staff asks for your generous help once again. Ernie has noted that this year has been devastating to the Wing and groups with lesser fortitude might opt to give up. Please give Ernie a "helping hand." The mixer will be a good opportunity to recruit some needed new members for the Wing.



CAF Name Change News

Earlier this month, the four new names for the CAF were released to the public. The names members will vote on October 5th are the following:

Ghost Squadron
Commemorative Air Force
Heritage Air Force
Heritage Flying Museum

We suggest that all Wing members request an absentee ballot from HQ to ensure you have a chance to vote on this and the other important issues on the ballot this year.

As the Props Turn

by Col Randy Wilson

New Wing Aircraft?

Insurance on the Wing's two destroyed aircraft was the subject of a meeting with the CAF Finance Committee on July 13th. Insurance payments for the PT-19 will total \$35,000 and for the BT-13 another \$55,800 after payment of some related costs.

The Wing has until the March 2002 Finance Committee meeting to present a plan to acquire a new aircraft with the insurance from the PT-19. However, there were some questions about the insurance payment for the BT-13, since it was part of the CPTP program. The matter has been scheduled for further discussion at the Finance Committee's November 2001 meeting and the Wing staff will present the views and desires of the membership at that time.

For now, we should look at what could be acquired for the lesser amount of \$35,000. Note that this can only be spent to purchase an aircraft and can not be used to maintain, repair or sponsor an existing CAF aircraft. Also, if we don't acquire an aircraft in the time specified, the funds will be available to any CAF unit that requests funds to purchase an aircraft. So, let's think about what type of aircraft we might acquire.

First, some Wing members have said that they would rather not see another PT-19 or BT-13 in the hangar right now, for emotional reasons. I think many of us may feel this way but the Wing staff needs to hear from the membership on this question.

If we were to look for other types of WWII aircraft that might be acquired for \$35,000 or less, what type should we look for? Another primary trainer, observation or liaison aircraft would be the most likely to be available for this price. If any Wing members know of such an aircraft for sale, please contact the Wing staff and we will check it out.



Personally, an open-cockpit, two-place biplane would be high on my list of aircraft to acquire, however their fabric-covering and partially wooden struc-

tures can require more maintenance than all-metal designs - not to mention that most did not have electrical systems, radios, etc. An all-metal aircraft would be simpler to maintain and perhaps an open-cockpit one could be found.

OK, so I'm kind of hooked on open-cockpits and the joy of flying without a roof over your head — just call me strange!

From the Flannel Wrench Locker

by Col Bill Coombes

This is the first of what should be a monthly column from the maintenance side of the Wing's operation. It has taken much time to begin to get back in the swing of things at the hangar, and, for me personally, it has been hard to get back in the airplanes again, but we do have some good things to report and to build on.

First of all, the SNJ was officially ungrounded during the Summer Advisory Board meeting, and Executive Director Bob Rice called a press conference to announce that all of the maintenance and operations procedures followed by the HSW were fine, and were not a factor in either accident. The ghoulish media was probably disappointed, but the Midland paper (thanks to Ed Todd and Charlie Spence) did carry an article about the ungrounding.

Both new Ops Officer Col Randy Wilson and I ran and taxied the SNJ and, outside of needing the usual summer attention, it is in A-1 condition. Long-range plans for the SNJ include installation of a steerable tailwheel, replacement of the canopy glass, and a look at the radio antennas. Col Wilson should be



flying the airplane again this month.

There has been much progress on the UC-61 although it is hard to see. Harold Davis, the new lead mechanic on the project, dropped off a new custom instrument panel which we hope to install when Col

Ted Claussen finishes the rewiring project. Col Ken Sass has volunteered to inspect, clean and repair as necessary the tailwheel, and Col Don Luttrell, who completely redid the interior, should have all the seats ready for installation soon. Our goal is to be able to fly it before AIRSHO.

Many of you have spoken to me about the lack of a "hands-on project" as a contributing factor in the sparse turn-outs on Saturdays. The HSW staff has been discussing this and I think we will have something soon that will fit our requirements. The FAA is pretty strict about non-certificated people working on airplanes (see FAR 91 for what operator/pilots can legally do: it is a short list), but we CAN do some things. Watch this space for more on this subject.

Finally, a big thank-you goes to all those HSW members who have worked so hard to finish the staircase and to clean up the hangar and lounge areas. Cols Don McCracken, Tom Kingon, Henry Anderle, Blake Cowart, Tom McKown, David Linebarger, Gena Linebarger, Bruce Wallace, Bobby Meroney, Mary Alice Tidwell, Ted Claussen, Charlotte Larson, and others have really improved our domain.

'Til next time, remember righty-tighty, lefty-loosey.



Help! The Tar-Baby has got hold of Col Ted Claussen!
Visit our web site for more Tar-Baby info.

Safety is No Accident

by Col David Linebarger

The UC-61 is on jacks while the tail-wheel is being worked on, so I remind all Colonels and their guests in the hangar to not climb in or on the plane. There may also be oil or other fluids on the floor while work is going on, so please be careful where you step.

Please make sure your guests understand the dangers of smoking in the hangar - cigarettes and 100 octane fuel make a big bang that we don't want to hear! Thanks and be safe.



What Exactly is a UC-61/Argus?

by Col Randy Wilson

The Fairchild Model 24 was an enclosed-cabin version of the earlier open-cockpit Model 22. The first Model 24 flew in 1932, and early versions were powered by inverted inline four-cylinder engines of 95-125 hp and were followed by versions fitted with a Warner 7-cylinder radial of 145 hp.



The Warner-powered models were later designated as the Model 24W, the W indicating the Warner engine. A civilian 24W is pictured above. The cockpit was fitted with dual control sticks and rudders.

Since Fairchild also built the Ranger six-cylinder inline engine, this engine was fitted to what became known as the Model 24R. First user of the Ranger-powered model was the U. S. Coast Guard, which designated it the J2K-2.

When World War II began, both 24W and 24R models were purchased or impressed into service by the U. S. Army as UC-61s and the Royal Air Force, which designated them as the Argus. A few Ranger-powered Model 24s were designated UC-86. The planes were used as general utility transports for both personnel and light cargo.

After the war, Fairchild contracted with the new

Texas Engineering & Manufacturing Co. (TEMCO) in Dallas, to produce civilian Model 24s. Again, both the Warner and Ranger engines were offered but postwar sales amounted to less than 300 planes and production was discontinued in 1949.



Even photos like the above, showing a family loading their obviously new Model 24R from a 1946 Cadillac for a vacation or flight to visit friends, failed to boost postwar sales.

Executive Views

by Col Ralph Gillette

Having only recently learned that as Exec, I'm supposed to be in charge of lining up guest speakers for our monthly Wing meeting programs, I'm looking for suggestions and help from our members.

Our speaker for the August meeting will be Mr. Purcey O'Quinn who flew P-51 Mustangs in WWII. If you have an idea for an interesting program or speaker for future meetings, please contact me.

It's a What?

Despite the civilian surroundings, this aircraft was a World War II design. Can you identify it? The answer and a short history will be published in next month's newsletter and posted on the Wing's website.





The Greatest (AIR) Show on Earth?

by Col Bill Coombes

In a bit less than two months the airport will be filling up with more than one hundred vintage warbirds, from the Polikarpov to Diamond Lil, and modern military hardware including the B-1 and the F-117 Stealth fighter-bomber. It is almost a half-million dollar show and it runs very smoothly, thanks to the efforts of hundreds of volunteers. I have said many times that the core support for the show comes from many of you in the High Sky Wing: I can't see how we could do the show without our Wing. The General Staff even gave us a special award, that hangs in the hallway, for our support.

Now, however, comes the challenge of "doing this one more time" for the good of the CAF and for the personal satisfaction we get from all of this. I must confess that the loss of our three friends, the health problems suffered by others, and job requirements for still others, have made it increasingly difficult to fill some very important slots on the airshow team. Therefore, PLEASE consider stepping forward to fill one of the following positions:



800-number ticket and Airsho information committee

I need someone to organize and arrange for the staffing of the Airsho 800 number over at HQ. The line is active during the week beginning after Labor Day. Tina Corbett is the person to turn to when things go

haywire. You will need to recruit 6-8 folks to help you. My Dad, Jim Moore, Dean Leyerly, Bob Hansen, among others, are veterans and might be willing to help.

Ground transportation chief

This person needs to organize both a pilot shuttle using one or two jeeps, and a pickup with a trailer (from Bob Walker??) that will accommodate those bench seats that currently rest in front of the wing parking area. This is a big job of organization: Bob Hansen has done this, and so has Bob Walker. We really want to provide some kind of "mass transit" for our senior citizens so we need ideas as well as the organizational skills and the begging/scrounging skills to get the vehicles. Drivers are not usually the problem...



Assistant Ice and Water Guy

This position is to provide help to Bill Moler, who has done this for two years as well as helping Tom McKown with the Special Show. Bill can fill you in with what is needed.

Special Acts Coordinator

I need someone to oversee all of the "special acts," to backstop HQ staff to see that all our paid acts have what they require. Linda Gisolo will be the Golden Knights liaison, and has handled the bigger job before, so she can help out with advice, etc.

Let me know at the Wing meeting if you can step forward.



Cols Sue Becraft and Bobby Meroney have made great improvements in the Wing library. Stop in and take a look.

Golf Tourney Info Online

The Wing's Roy D. Green Memorial Golf Tournament will kick off at **1:30pm** on **Friday, September 14th**. For more information and to sign up online please browse to the following URL:
<http://HighSkyWing.org/golf.htm>

High Sky Wing Elected Officers

Wing Leader: Blake Cowart - 528-1344 cell
 Executive Officer: Ralph Gillette
 Adjutant: Mary Alice Tidwell
 Finance: Bob Stine
 Operations: Randy Wilson - 352-4258 cell
 Maintenance: Bill Coombes - 689-8359 home
 Safety - David Linebarger

Hangar Phone: (915) 563-5112

all numbers are Area Code 915 unless indicated

What's Happening & When

Aug 2 - Staff meeting
 Aug 16 - Wing meeting
 Sep 6 - Staff meeting
 Sep 14 - Golf tournament
 Sep 20 - Wing meeting
 Oct 5 - CAF general membership meeting, election, ACAHOF dinner and Wing mixer
 Oct 6 & 7 - Airsho 2001

Next Wing Meeting is Thursday, August 16th at 7:00pm in the Hangar

HIGH SKY WING - CAF
 Post Office Box 61064
 Midland, Texas 79711-1064