



# The Flyer

August 2004  
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High Sky Wing of the Commemorative Air Force  
Midland, Texas - Hangar: 432-563-5112

On the Web at  
[HighSkyWing.org](http://HighSkyWing.org)

## Fairchilds to Monahans

by Col Randy Wilson

The Wing's Fairchild PT-19 and J2K (the infamous *Tar-Baby*) launched early Saturday morning, Aug. 14<sup>th</sup>, to represent the CAF and High Sky Wing at Monahans' fly-in breakfast.

Intrepid *Tar-Baby* pilot Col Bill Coombes, assisted by his navigator, Col Ted Claussen, lead the flight, while I flew my usual wingman position in the PT-19, with the famous Col Jim "Scramble" Moore in the back cockpit. Joining us we Cols Charlotte Larson and Mary Alice Tidwell in Carlotte's Cessna 172.



With Bill in the lead, we turn West to follow the concrete compass of IH-20 towards Monahans.

While we used the tried and true system of IFR — I Follow Roads — Charlotte turned the flying over to Mary Alice and shot these couple of pictures of the Fairchilds. Check six Bill!



Sending Charlotte ahead in her faster plane — remember, most anything is faster than a PT-19 — she reported that there seemed to be a good turn out at the Monahans airport for the fly-in, so naturally we did a fly-by before landing.

Col Tom McKown and Col Myles Magness and his wife Deb were already on the ground and Deb shot this image of us as we flew by.

After a great breakfast we found that following IH-20 back East brought us safe and sound back to Midland. Another mission accomplished!



## Your Wing Membership Card

We spent some time this month cleaning up and checking the Wing membership roster and if your High Sky Wing dues and CAF dues are current for 2004, you will find your Wing membership card enclosed in the envelope with this newsletter.

We are mailing all active, dues-paid members this newsletter, even if they normally request that it not be mailed and read it at our website. A few of you will get the newsletter but no membership card, as a gentle reminder that your Wing dues are not paid.

If you don't get either the newsletter or membership card and feel you have paid your dues this year, please check with Col Bob Stine, Jim Moore or Randy Wilson and we will sort out any errors in our records.

We are also working on an updated printed Wing roster, which should be available soon.

## From the Back Office

by Col Ralph Gillette

When you read this, I will be someplace in Utah or Oregon. Carol and I are starting a month long tour of the near North country which will include Denver, Salt Lake City, Monroe, Oregon and Simi Valley in California. Unfortunately it will all be on the ground via automobile and not in the air.

For those of you that missed the July Wing meeting, we had a great turnout. For the first time this year, we offered rides in the two Fairchilds and we didn't get rained out. Bill and Randy did yeoman work in getting up and down with eight rides over the two hours before dinner. I believe everybody had a great time that got to go up.

Dave Crowder made it in from Big Lake (where they actually have water now) to join us in what has turned out to be a once or twice a year visit. Really good to see him and he said he will be back for Airsho. He brought two friends from Big Lake and they got a chance to ride.

High Sky Wing had about 10% of the registration at this years Summer Advisory Board meeting in July. Very poor turnout. Winter Staff should be much more interesting. That will be especially true if Bill Coombes gets elected to the General Staff. He is one of five nominees for four places. We need to back him with our votes.

Jim Archer was very moving in his presentation at the Wing meeting. Jim has been a very regular attendee at the meetings and has taken over the position of asking the Lords blessing on our group at the meeting. He made a very important point during his talk. Our country needs our prayers. There is a lot of bashing going on that we don't deserve and Jim is right in saying that we have a great country and that we are all very blessed to be living here. When you get a chance, add a little extra for the USA.

Our next Wing meeting is Thursday night, August 26<sup>th</sup>, dinner is at 7 p.m but we encourage you to come out a bit earlier to visit and help greet guests and new members. Check the Exec's column for info on the program. In the mean time, remember we are stressing safety this year like never before. Please be careful out there and wear something CAF.

*Lest We Forget*

## Executive Views

by Col Ted Claussen

Attendance at our monthly meeting seems to be improving and this month's numbers should be even better. Since Airsho is rapidly approaching, we will not have a speaker but instead we will be discussing many things of importance to the success of the show. Bring your covered dish and be prepared to volunteer and sign up to help out. There are many areas where you can help and make this year's event one to remember with pride.

Don't forget that we are helping Airsho out in a couple of other events. Wednesday evening, Sept. 15<sup>th</sup>, we will be cooking for the Airsho 2004 Volunteers BBQ — please check with Carol if you can help then. Also, don't forget we are putting on a mixer, Friday night, Oct. 1<sup>st</sup>, in the O-Club tent. More details on all of this at the Wing meeting.

## As the Props Turn

by Col Randy Wilson

As noted on the front page of this issue, we flew to Monahans to show the CAF flag at their fly-in breakfast a couple of weeks ago. Both the PT-19 and J2K operated well.

Col Bill Coombes is busy with not only Airsho 2004 but also a busy school work schedule, so I'll take a crack at a short maintenance report. We did notice a small oil leak on the PT-19 after the flight to Monahans, but a little tightening of hose clamps and a few nuts seemed to resolve that issue. The SNJ is still in Breckenridge and when I last checked, they said we should have it back before the Reno air races, i.e. by mid-September, in plenty of time for it to fly at Airsho, we hope!

Not a lot of other news for now, so I hope to see you next Thursday at the Wing meeting. Fly safe!

## Newsletter & Web Reminders

by Col Randy Wilson

Just a quick reminder that any Wing member can submit an article or photos for inclusion in our newsletter. Sometimes we have space to fill, as we do this month and other times we don't, so I can't always guarantee when or if something will be included.

Don't forget that we post a color version of the newsletter in Adobe Acrobat (PDF) format on our web at <http://HighSkyWing.org> every month. Why not get it in color and help us save some postage!

## Aviation in the 1930s

The photo below dates from the late 1930s and shows a well known airport in Texas. Can you identify it from this old photo?



This month's brainteaser - name the airport in the 1930s

If you were a professional pilot back in the 1930s, you might order your flight gear and clothing from the Karl Ort catalog, which included these two flying suits, designed for open-cockpit planes in the summer and winter. Ort was located in York, Penn. and this is from the 1937 catalog, price of which was 25 cents.

The R-8 Super Flying Suit (top right) was for summer use, made of "the finest type of very light tan cotton fabric made." Postage paid, this would set you back \$9.45 unless you lived "West of the Mississippi" where it was \$9.95.

For winter flying, the 12-S Leather Winter suit was "a first-grade Winter Flying Suit with outer shell of Water Repellent soft Chocolate Brown Leather, and lined with first quality chestnut brown mohair heavy pile fabric." Price for this snappy outfit was a whopping \$47.50 but just imagine what such a fine leather flight suit would cost today!



Mighty snappy dressers, these fellows from the 1937 Karl Ort aviation supply catalog.



In 1937, this might have been your instructor as you readied to climb aboard your training plane for a lesson in the cooler states or months.



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



## Fokker D.23 Fighter

Last month's *What Is It?* was a cutaway drawing from *Aviation's Sketch Book of Aircraft Design Detail* of a Fokker D.23, showing its tandem engines and retractable tricycle landing gear, both unusual features for 1939.

Designed by Fokker of the Netherlands as a fighter, the engines were two Walter Sagitta I-SR 12-cylinder, air-cooled V-12s of 540 hp each, giving the plane a maximum speed of 326 mph and ceiling of over 29,000 ft. Armament was four machine guns.

Color drawing from *The Rand McNally Encyclopedia of Military Aircraft 1914-1980*.

## High Sky Wing Elected Officers

Wing Leader: Ralph Gillette  
 Executive Officer: Ted Claussen  
 Adjutant: Mary Alice Tidwell  
 Finance: Bob Stine  
 Operations: Randy Wilson - 352-4258 cell  
 Maintenance: Bill Coombes - 689-8359 home  
 Safety - Don McCracken

Hangar Phone: (432) 563-5112

all numbers are Area Code 432 unless indicated

## What's Happening & When

Aug 26 - Wing meeting (7pm)  
 Sept 2 - Staff meeting (7pm)  
 Sept 11 - Seminar Series (2pm)  
*What are they like to fly?*  
 Sept 23 - Wing meeting (7pm)  
 Oct 2-3 - AIRSHO 2004  
 Oct 7 - Staff meeting (7pm)  
 Oct 16-17 - Wings Over Houston

**Next Wing Meeting is Thursday, August 26th at 7:00pm in the Hangar**