



Vought Retiree Club News

Vol. 29

July – September 2024

No. 3

President's Message

Larry Skinner

Thank goodness! The elections are finally over, and the hundred or so texts & emails I was receiving per day have stopped!

This is a non-political organization, but I think it's OK to say that the \$16 Billion dollars spent on the elections across the country is kind of outrageous – but then, I'm probably the only one who feels that way.

I know, I know, I wasn't going to mention JSF again, but when I drove down Jefferson last week I couldn't help but think about "the bridge", the Flagpole Gate, and the wonderful guards (Harley, Joe, and Tommy are the ones I remember) who manned that gate during my time – which I guess was also "womaned" on occasion by Sandie. They were all friendly and funny while maintaining total control over who came and went -- and especially who parked where. I remember trying to leave the plant one day after parking in a Visitor space, and Joe telling me that that traffic cone wasn't "spring loaded" and to "turn my a __ around" and put it back in its place! I meekly apologized and did as I was told, laughing all the way back to move the cone. I'll always have fond memories of them, and of course of "the bridge". (see photo, page 21) In case it hasn't been mentioned before, the Vought Heritage Foundation (VHF) restoration volunteers have spent well over 50,000 hours building the Vought O3U-3 Corsair, which hopefully will be on display in a credible museum this time next year. Over 50,000 man-hours! Wow!

Johnnie Johnson led several of us to Mission Arlington this week to do some "senior friendly" volunteer work. What an operation! I'm always impressed with Miss Tillie and her staff, and the way they manage the volunteers and move the donations to the needy in such an efficient manner. BTW, Jim Minge and the wonderful employees at Texas Trust Credit Union spent their recent holiday volunteering at Mission Arlington and made a huge impact. Just one of the many, many, ways that they give back to the community every single day.



Thank goodness! Some semi-good news for Boeing with the end of the Machinists' Union strike. For a company that's bleeding money right now, they need to get back to the business of restoring their Engineering and Quality, and delivering some planes. Why do I keep mentioning Boeing in our newsletter? Because their planes fed and clothed most of us for many years, and because a healthy Boeing is so vital to the U.S. economy. About time to buy some Boeing stock you say? Um, that's totally your business. Our next VRC event is the musical play **Holiday Inn** on Sunday, December 15, 2024 @ 2:00 p.m. at **Theatre Arlington**, which is a great place to see a play or a musical (a flyer is included in this newsletter; **make reservations by December 2nd !**). As always, we want to wish all of you a Happy Thanksgiving, a Merry Christmas, and a very Happy New Year!

Larry

Save the Date !
Theatre Arlington
Sunday, December 15, 2024 @ 2:00 p.m.
(see flyer at end of Newsletter)

In Memoriam

by Ann Christmas

The Retiree Club has been notified since our last newsletter of the following deceased **members**. Our sincere sympathy goes out to the families of those listed. Each will be missed.

James Richard (Dick) Hanking – 2016
George Perkins – 7-28-2019
Peggy Davidson Whisenant – 4-30-2022
Franklin Delano Jones – 9-24-2023
Mortimer (Mort) McSherry Sullivan – 12-26-2023
David Holland Seals – 3-19-2024
Bobby Ray "Red" Whisenant – 9-4-2024
Dillon Francis Smith – 9-15-2024
Danny Ray Hammontree – 9-15-2024
Eddie Browning Collins – 9-17-2024
Sue Yant-McGee – 10-8-2024

2025 Dues !

by Gaye Kortegast

It's time to send in your 2025 membership dues!
(If you're not sure whether or not you've renewed,
you may check the mailing label on this newsletter
for status of your membership.)

If you would like to **renew for 2025, please send
your dues as soon as you can !**

The cost is still only \$5.00 per person per year.
You may renew for as many years as you desire.
Or, Lifetime memberships are only \$50 per person.

We hope to hear from you soon !

Thank you !

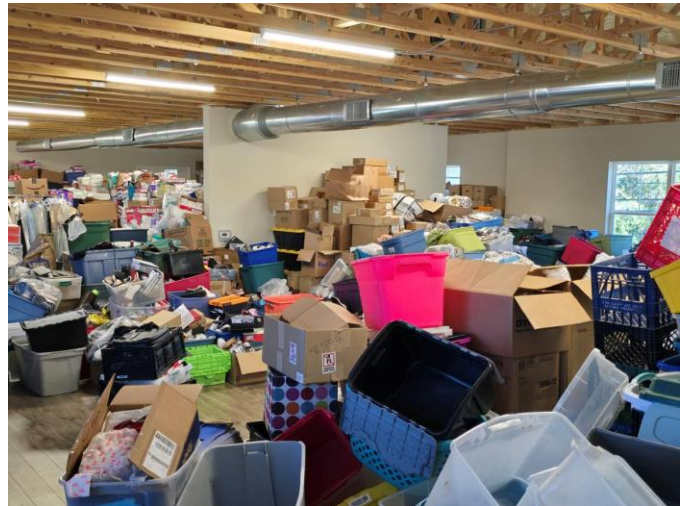
**Renew your membership for 2025,
and continue to get your
Vought Retiree Club News!**

Call the Club at (817) 478-1885

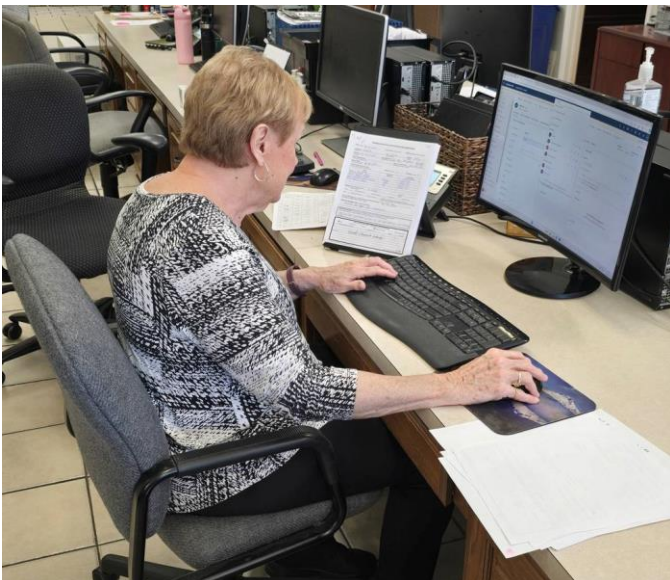
or Email: retireeclub@vought.org
membershiprc@vought.org



*Karen Sauls (foreground) and
Sarah Bardo and Johnnie Johnson (background)*



*Piles of clothes to be sorted !
The entire 2nd floor of a building!*



*Karen Sauls busy inputting client information into
the Mission Arlington computer system*



*Larry Skinner, Johnnie Johnson, and
Bob Bardo and Sarah Bardo*

Before the VRC volunteers started their work, they met with Tillie Burgin, the Director of Mission Arlington, and her son Jim Burgin, Mission Arlington's communications person and pastor.



Tillie, at 89, continues to work full days at the charity organization that she started 38 years ago. After spending 10 years in South Korea doing missionary work, Tillie returned to her hometown, Arlington, when her other son, Rick Burgin, needed medical treatment for a parasite in his brain. She started Mission Arlington in 1986, to visit people's apartments and help them spiritually, physically, and emotionally through Bible studies and counseling. "If you do missions in Korea, why can't you do missions in Arlington? So we went back," she said.

Volunteering gives us in the Vought Retiree Club the opportunity to make a positive impact in our communities by helping those who are in need. Retirees, families, and friends are always invited to participate. Please join us at our next volunteer event.

For more information, call Johnnie Johnson at 817-845-7576, or the Retiree Club at 817-478-1885. Thanks for your help!

Johnnie Johnson

Chance Vought Survivors



Dick Guthrie (richardguth56@msn.com) is the contact for the Chance Vought Survivors.

T-shirt – O3U-3 Corsair I

The blue T-shirts featuring the O3U-3 Corsair I are available for a donation of \$15.

Shipping charges (if mailed, instead of being picked up at the Vought Retiree Club office) are \$9 for one shirt, \$12 for two shirts, or actual shipping cost for over 2 shirts.

Pick one up at, or order one from, the Retiree Club office (retireeclub@vought.org or 817-478-1885).

If you want to come to pick up T-shirts at the Vought Retiree Club office, please call first to make an appointment.

The blue *O3U-3 Corsair I* T-shirt –



The **100th Anniversary of Chance Vought** T-shirt is available for \$15 for the restocked 2XL and 3XL sizes, and \$12 for sizes M through XL.

Shipping charges (if mailed, instead of being picked up at the Vought Retiree Club office) are \$9 for one shirt, \$12 for two shirts, or actual shipping cost for over 2 shirts.

The **100th Anniversary of Chance Vought** T-shirt --



Executive Committee meets the first Wednesday of each month



TTCU Business Park

5840 W. I-20
Arlington



VHF Restoration Facility

4224 S. Carrier
Parkway
Grand Prairie

The **Executive Committee** of the Vought Retiree Club meets at 9:30 a.m. on the first Wednesday of each month. We meet in alternating months either in the offices of the Vought Heritage Foundation Restoration facility in Grand Prairie, or in the office suite generously provided by **Texas Trust Credit Union** in the Texas Trust Business Park at 5840 W. I-20 in southwest Arlington.

Next meeting: *Wednesday, January 8, 2025, at the Vought Retiree Club offices in Arlington.*

Correspondence



We thoroughly enjoy reading the ***Vought Retiree Club Newsletter***. Appreciate all everyone does to make that happen. Hopefully we can make one of the events in Texas next year.

Still loving life in Hot Springs Village, Arkansas!

Mike & Teri Jackson

I recently officially joined the Vought Retiree Club and am enjoying being a member! I love my 2 Vought Retiree Club T-Shirts! I'll see if I can find some who haven't joined yet!

I worked at LTV / Loral / Lockheed Martin MFC in Electrical Engineering from 1968 through 2003. I retired at the end of December 2003, with 35 years of service.

Worked my way up through the ranks in the department over the years, and Becky Wallace chose me to manage the Electrical Engineering Laboratories for her when Greg Wallace moved over to GMLRS in 1998.

I appreciate it! Many thanks for what you do!!

Steve Bennett

Louise Gilbreath (Vought/LTV – Public Relations) has recently relocated to Autumn Wind Assisted Living Center in Mineola -- from Holly Lake Ranch where she had lived since retiring.

note from Roy Hester

Restoration News

The **Vought Heritage Foundation** Restoration volunteer crew works in a facility rented from the Grand Prairie Independent School District. They currently meet every Tuesday and Thursday -- from 8:30 a.m. until 2:00 p.m.

Anyone who wants to help restore the company's old aircraft, come join the Restoration Volunteers ! every Tuesday and Thursday --

8:30 a.m. - 2:00 p.m.

Donuts, snacks, coffee, and soft drinks provided. Join the Fun !

Contact voughtheritage@vought.org, with your questions.

The Vought Restoration facility is located at 4224 S. Carrier Parkway, Grand Prairie, Texas 75052, south of I-20 behind the State Farm Insurance office (Charles England and Kirk England). As you go south on Carrier from I-20, turn right immediately before the State Farm office. It is suggested that you call 214-702-6406, or email voughtheritage@vought.org, beforehand for exact directions, or to make sure we haven't taken a holiday.



You can support the efforts of our Retiree Volunteers ! Even if you can't work on the aircraft, you can help by donating to support their restoration work! (Donations are tax-deductible.)



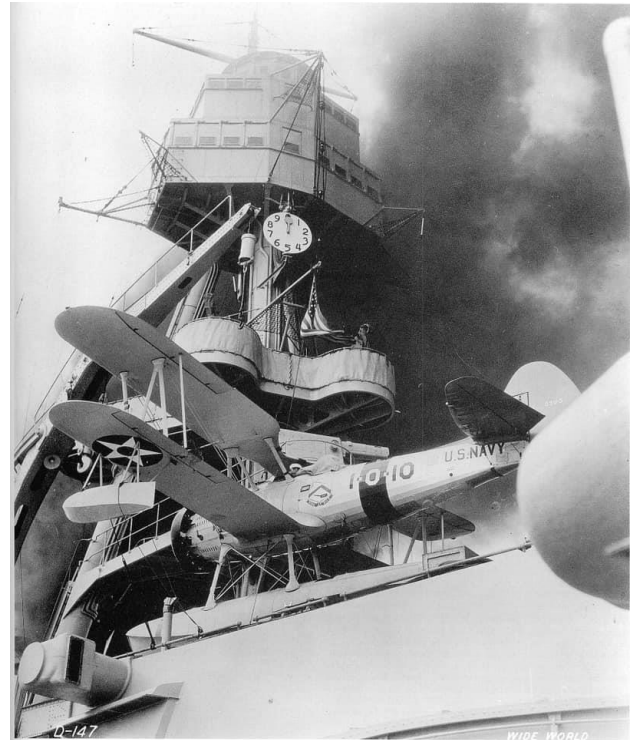
Vought Heritage Foundation, Inc.
a 501(c)(3) non-profit Corporation
P.O. Box 532794
Grand Prairie, Texas 75053-2794
Voughtheritage@vought.org

Restoration Updates from Rusty Branum

Activities of the Restoration Group are shown here for July 2, 2024 through November 5, 2024.

(The last issue showed activities for the period February 1, 2024 through April 7, 2024.)

Nathan Clay told Rusty Branum that he found an old photo of the O3U-3 #10 that our volunteers have built from scratch ! He found the photo of #10 on <https://www.navsource.org/archives/01/38a.htm> "Vought O3U-1 # 1-0-10 running up its engine on turret catapult of the Pennsylvania (BB-38) in 1936."



- photo courtesy of Pieter Bakels

As of April 11, 2024, the O3U-3 build-from-scratch replica is officially done !!!





The 60 volunteers that built this flying machine have spent well over 50,000 hours, start to finish. These excellent craftsmen and craftswomen make up the Vought Heritage Foundation! I hope that many others get a chance to feast their eyes on this cool warbird, as I have. I am honored to share this with everyone. I am told they are looking for a home for this awesome flying machine. It will likely be snatched up by an aviation organization or museum -- as all of their other projects have."

Stearman Airplane Project

The Vought Heritage Foundation volunteers have taken on a new project – the rebuilding of a Stearman aircraft. We are rebuilding it for the Commemorative Air Force (CAF). It will be a flyable airplane; a Federal Aviation Administration (FAA) inspector is often on site checking our work.



The Stearman (Boeing) Model 75 is a biplane used as a military trainer aircraft, of which at least 10,626 were built in the U.S. during the 1930s and 1940s. Stearman Aircraft became a subsidiary of Boeing in 1934. Widely known as the Stearman, Boeing Stearman or Kaydet, it served as a primary trainer for the U.S. Army Air Forces, the U.S. Navy (as the NS & N2S), and with the Royal Canadian Air Force as the Kaydet throughout World War II. After the conflict was over, thousands of surplus aircraft were sold on the civilian market. In the immediate postwar years, they became popular as crop dusters, sports planes, and for aerobatic and wing walking use in air shows.

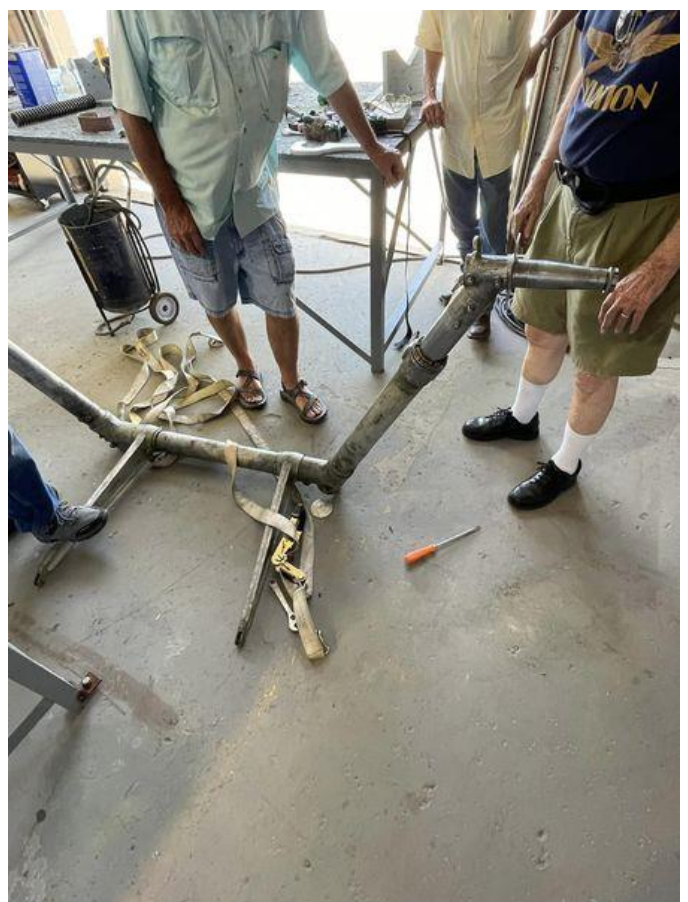
July 2, 2024

Time for a progress update on the Stearman project -- tail wheel and some fairing being mocked up; landing gear struts were magnetic particle inspected this morning; and new seal kits installed and put back into the housings. Lots of gears, pulleys, and springs were installed for the flight controls.



Mike Roberts wrote the following –

“Check out this awesome O3U-3 Corsair. It was built (*from scratch*) by retirees of the Vought Aircraft Company, from original drawings. Their research has found that there are only three of them remaining in the world, and those are all land versions. This one, built on floats, is likely one of a kind! This is a replica of a famous WWII era biplane scout and observation aircraft. The very cool thing about this plane was that it was launched from a ship with a catapult !! After its mission, it would be plucked out of the water and hoisted back onto the ship. It has three lifting lugs built into the plane.



July 11, 2024

Stearman update -- Fit checking the landing gear on the Stearman this morning, it all looks good. A few more pieces of controls installed.





July 30, 2024

Stearman update -- hanging some sheet metal, forward bulkhead, oil filter mount, bell crank stiffeners... lots of small fasteners and dzus buttons.





August 8, 2024

Stearman update -- horizontal stabilizer covering is nearing completion; still need stitching and doublers, and application of the sealer and ultraviolet (UV) protection. A new side console is being fabricated to house new radio and GPS equipment. A change to our work scope -- the current wings are in such poor shape, a decision was made to buy all new wings and center section. Budget being tight, we will buy unassembled wing kits and build them ourselves; it should be a fun experience.



August 15, 2024

We have rudder control. And it was rigged correctly the first time !

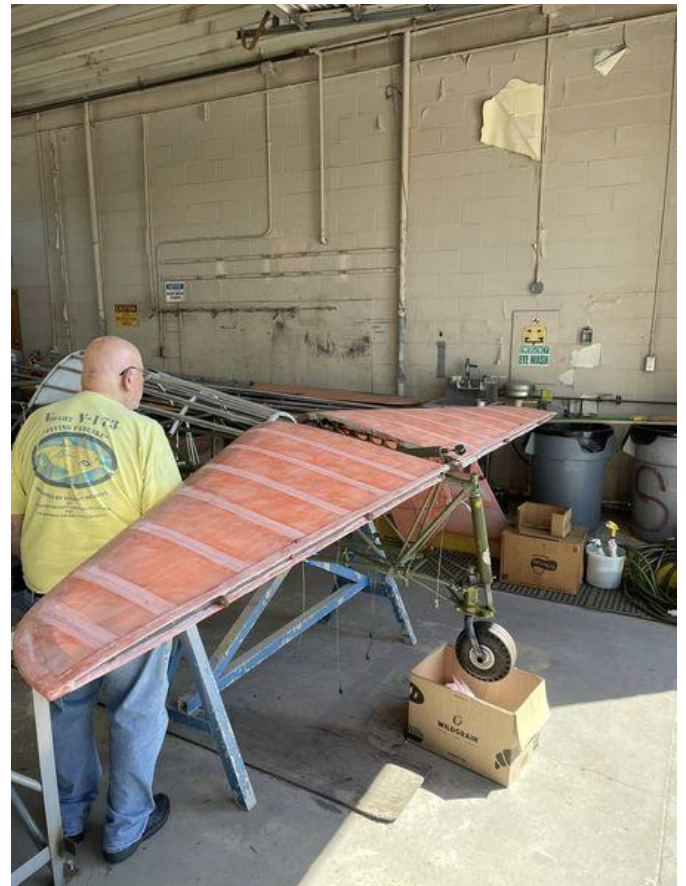


September 19, 2024

One of our hangars is full – both the O3U-3 and the F4U Corsair half-scale airplanes are in the hangar!



Some more progress on the Stearman -- horizontal stabilizer fitted, new radio box, and starting on some wiring.





September 24, 2024

Unboxing of Stearman parts –

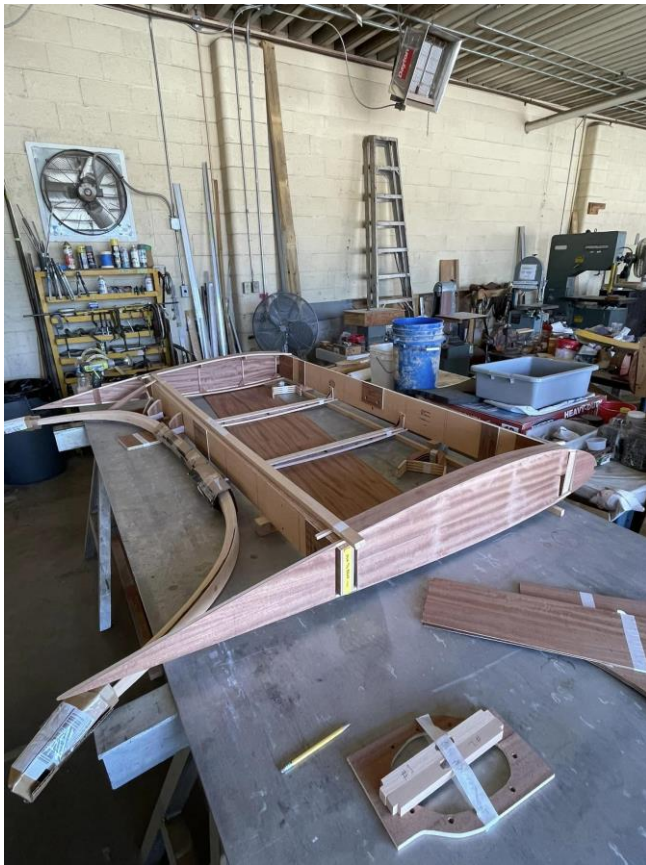




September 26, 2024

Another Stearman update -- old center section coming apart, so we can salvage all the metal pieces and start layout of the new wooden pieces.





October 10, 2024
Stearman controls.



Little walk around on the Stearman project



October 24, 2024
Stearman sitting on the hangar floor.





November 5, 2024

Happy Birthday to all our Vought Heritage Foundation Restoration volunteers !

A birthday celebration was held on November 5, 2024, for the July through December birthdays.



Jerry Fischer, Charles Foreman, and Bruce White (all 3 are July); Cathie Barrington, Rusty Branum, and Howard Webb (all 3 are August)

October 31, 2024

Stearman on the move.



Richard Sheaner, Don Wooldridge, Stu Reichert, and Dick Guthrie (all 4 are September), and Mickey Branum (October)



December -- Wat Watkins and Paula Hastings



November 5, 2024

The Stearman is back on sawhorses, just can't keep her legs under her. Finished mock-up of the real wheel hardware.

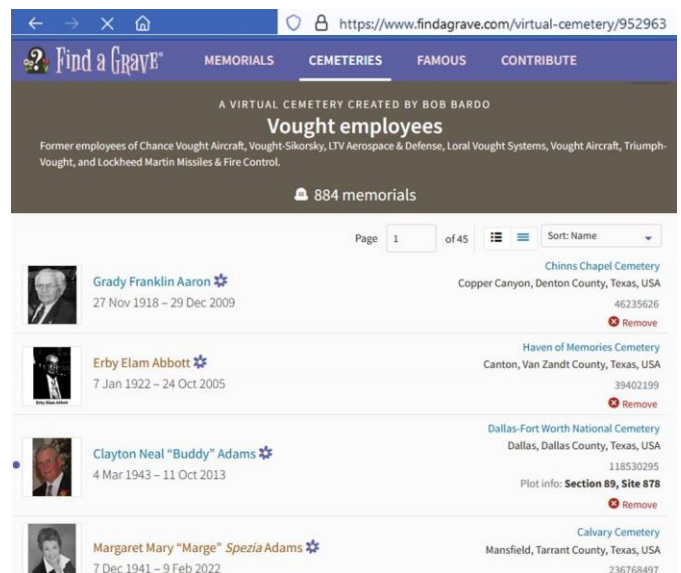


Vought Employees Virtual Cemetery

Vought Retiree Club Newsletter Editor, Bob Bardo, has entered (so far) a total of ~~930~~ now **1112** former Chance Vought and LTV Aerospace and Vought Aircraft employees into a virtual cemetery on the website [findagrave.com](https://www.findagrave.com) –

<https://www.findagrave.com/virtual-cemetery/952963>.

This is a “work in progress” and more of our deceased fellow employees will continue to be added.



Dillon Smith (Vought Restoration Volunteer), passed on September 15, 2024

Cathie Barrington, President of the Vought Heritage Foundation, announced that “Our dear friend and faithful volunteer, Dillon Smith, passed.”

Dillon Francis Smith, Jr. (May 14, 1935 - September 15, 2024)



Dillon Smith, 89, passed away peacefully in his sleep in the evening of Sunday, September 15, 2024.

Dillon was born on Tuesday, May 14, 1935 in Denton, Texas, to Dillon Francis Smith, Sr. and lone *Bailey* Smith. He grew up in Denton, Texas. He married Earla Joyce “Joyce” Landers on Friday, June 3, 1955, in a ceremony in the Denton home of the bride’s parents, Mr. & Mrs. H.E. Landers, officiated by Pastor W.B. Barton, Jr., pastor of the Pearl Street Church of Christ.

He graduated with a Bachelor of Science degree in Industrial Engineering with a minor in Business from University of North Texas in 1957.

Dillon started with Chance Vought in 1957. Dillon worked at Chance Vought Aircraft and its successors LTV Aerospace and Vought Aircraft for 37 years, before his retirement in 1994. His career experience included – training equipment design for the XC-142 VSTOL aircraft, Regulus I & II cruise missiles, the F-8 U.S. Navy fighter aircraft; engineering planning for the A-7 attack aircraft and the B-2 Spirit bomber aircraft; and engineering planning management for the A-7 attack aircraft, the C-17 cargo aircraft, and the B-2 Spirit bomber aircraft.

In retirement, beginning in 1996, Dillon joined with other Vought retirees under the Vought Heritage Foundation to work on restoring

Vought aircraft for display in museums around the U.S. His contributions include cockpit restoration for the A-7B, F-8U-2, RF-8G, V-173 Flying Pancake, and the F-4U-4 Corsair; data gathering for Vought's internet website -- vought.org; and review of microfilm for inclusion in the Vought archives at the University of Texas at Dallas.

After his retirement, Dillon also volunteered at Webb Elementary School, helping children with reading at their grade level.

He loved to travel, play golf, photography, and watch the Dallas Cowboys.

He was a Christian who loved his family and the Lord.

He was preceded in death by his parents, Dillon Francis Smith, Sr. (in 1973) and lone *Bailey* Smith (in 1973); and son, Larry Wayne Smith (in 1978). Those left to cherish his memory: wife, Earla Joyce “Joyce” *Landers* Smith; daughter, Lisa Clark; granddaughter Ryann Vanoven and husband Chad Vanoven; grandsons -- Shelby Clark and Casey Clark; great-grandchildren -- Paxton Vanoven and Annabelle Vanoven; one brother, John Smith and wife Dorothy Smith; bonus great-grandchildren -- Trinita Vanoven and Xander Vanoven; and many nieces and nephews.

Visitation: will be held immediately before Dillon’s Celebration of Life, at 10:00 a.m. on Wednesday, September 25, 2024, at Wade Family Funeral Home, 4140 W. Pioneer Parkway, Arlington, Texas 76013.

Celebration of Life: will be held at 11:00 a.m. on Wednesday, September 25, 2024, at Wade Family Funeral Home, 4140 W. Pioneer Parkway, Arlington, Texas 76013.

Interment: Moore Memorial Gardens, 1219 North Davis Drive, Arlington, Texas 76012.

In lieu of flowers, donations may be made to Hearts and Hands, 1601 North Davis, Arlington, Texas 76012, or to the ~~Vought Heritage Foundation, PO Box 532794, Grand Prairie, Texas 75053~~ Vought Heritage Foundation, 5840 W I-20, Suite #280, Arlington, Texas 76017-1098. *(address corrected from outdated address in Dillon’s obituary)*

- based on obituary posted on the website of the Wade Family Funeral Home.



Dillon Smith with wife Joyce Smith – at the Vought Retiree Club Annual Meeting and BBQ, on June 19, 2019

Dillon Smith

Dillon grew up in Denton, Texas. He earned a degree in industrial technology. Dillon came to Vought in 1957. Career experience included the following:

- Training equipment design for XC-142, Regulus I & II, F8
- Engineering Planning for A7 & B-2 Spirit
- Engineering planning management for A7, C-17, B-2

Dillon retired in 1994. His hobbies include:

- Golf
- Photography

Dillon and his wife Joyce had one child.

Dillon's contributions to the Vought Heritage Foundation restoration effort include:

- Cockpit restoration for A-7B, F8U-2, RF-8G, V-173, F4U-4
- Data gathering for Vought' Internet site
- Review of microfilm



Restorations by Vought Heritage Foundation Volunteers

The Vought Heritage Foundation is a not-for-profit IRS 501(c)(3) corporation which secures donations for restoration of historic Vought aircraft.

Vought Aircraft Industries Inc. and Triumph Aerostructures-Vought Aircraft Division have been extremely generous in providing the Vought Retiree Club and the Vought Heritage Foundation with hangar space, offices and equipment necessary to conduct a first class operation in terms of this web site, historical archives and aircraft restoration projects.

RESTORATIONS

Internet Addresses for Museums at Bottom of this Page

| Project | ID Number | Completed | Present Location |
|--|---------------------|--------------|---|
| A-7B Corsair II | 154502 | 2002 | Frontiers of Flight Museum Dallas, Texas |
| RF-8G Photo Crusader | 146882 | 2004 | Frontiers of Flight Museum Dallas, Texas |
| REGULUS II Supersonic Cruise Missile | GM-3048 | 2004 | Frontiers of Flight Museum Dallas, Texas |
| VE-7 Bluebird | 000000 | Dec 2006 | National Naval Aviation Museum Pensacola, Florida |
| FSU-1A/FSU-2 Crusader Fighter | 140448 | 2008 | McAuliffe - Shepard Discovery Center Concord, New Hampshire |
| F4U-X Corsair Fighter | 000000 | Jan 2009 | National Museum WWII New Orleans, Louisiana |
| F6U-1 Pirate Fighter | 122479 | Aug 2011 | National Naval Aviation Museum Pensacola, Florida |
| V-173 Pancake | 02978 | Jan 2012 | Frontiers of Flight Museum Dallas, Texas |
| O3U-3 Corsair Observation | 0000 Build to Print | Started 2009 | TBD |
| F7U-3 Cutlass | 129565 | Started 2012 | Will go to USS Midway Museum San Diego, California |

Other Vought Artifacts

| | |
|--|--|
| 1/2 Scale F4U Corsair | Vought Heritage Foundation Displayed at Special Events |
| Air Trans People Mover DFW Airport | Railroad Museum Frisco, Texas |
| FSU Flight Simulator | Frontiers of Flight Museum Dallas, Texas |

Chance Vought F4U-1D Corsair

Chance Vought F4U-1D Corsair 5622, built in 1940. On display at the National Air and Space Museum in Chantilly, Virginia -- outside of Washington, D.C.



F4U Corsair Accident – Feb. 1950

Vought F4U Corsair 81473 accidentally takes off with a wing not locked. The aircraft crashed during air carrier training on Thursday, February 16, 1950. Port wing folded during take-off from USS Saipan (CVL 48). The aircraft hit the sea inverted. Marine Corps pilot Lt. Loren Grover of Marine Fighter Squadron VMF 212 was lost at sea. The accident board determined there was a failure to check the left wing for positive lock before final turn-up and launch.



Ray Delava -- Field Service Rep for Chance Vought Aircraft and LTV Aerospace

Rusty Branum was in the archive room on August 27, 2024 looking for something when he found this set of photographs. Ray Delava was a field service representative for United Aircraft, Chance Vought Aircraft, and later LTV Aerospace. The bottom picture shows him standing on the wing of an F4-U Corsair talking with MAJ Pappy Boyington !



Robert Conrad with MAJ Gregory Pappy Boyington -- F4U Corsair in the background



F4U Corsair Assembly Line in Dallas (1948 to 1953 at Dallas, Building 6)



Note from Mark Friend –

The famous F4U Corsair on the Vought assembly line in Dallas, Texas. Corsairs were built 1948 to 1953 at Dallas, Building 6. The first -5 Corsairs rolled off the Dallas assembly line in April 1949. If you see a photo of 3-blade propeller Corsair was built in Connecticut, only 4-blade Corsairs were built at the Dallas, Texas plant.

The Vought F4U Corsair was a significant aircraft in US aviation history, with its production and assembly taking place at various locations in the United States. The aircraft was produced by Vought, Goodyear, and Brewster, with Vought being the primary manufacturer. Over 12,500 Corsairs were manufactured between 1940 and 1952, making it the longest-producing piston-engine fighter in U.S. history. The XF4U-1 made its first flight in 1940, and saw service in World War II and the Korean War, earning a reputation for speed, ruggedness, and firepower. The Corsair was known for its distinctive inverted gull wings and was nicknamed "whistling death" due to its distinctive sound when attacking at low altitudes.

The U.S. Navy still used them for night fighters and photo planes, as they had some advantages over jets. The Korean War needed them too, so they were the last of the WWII designed fighters used, but not as fighters -- F4U-5 as night fighter photo version, AU-1 (-6) for the Marines ground attack, and -7 for the French Navy.

LTV Aerospace -- Jefferson Street Facility



LTV Aerospace and Dallas Naval Air Station



*Buildings 220 and 194 (both Engineering) and
south parking lot*



Pedestrian bridge to Flagpole entrance

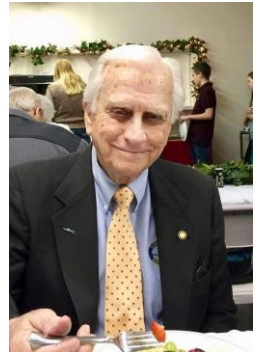
Dick Atkins' Historical Records of his Book "8th Air Force Scouting Forces" Delivered to the USAF Academy

The historical records of Dick Atkins, which Dick used to write his book on the ***"8th Air Force Scouting Forces"*** were delivered to the U.S. Air Force Academy in Colorado Springs, Colorado, on Tuesday, October 11, 2024, by Dick's granddaughter Tammy Craddock and her friend Mindy Yates. Dick's daughters Terry Atkins Craddock and Carol Atkins Wampler were so happy to have completed one of the final wishes of their Dad, Dick Atkins.

(Tammy Craddock is the daughter of Terry and Phil Craddock; Mindy is a trainer, co-worker, and friend of Tammy's at *Sit Means Sit* dog training.)

Dick Atkins was Director of Archives for the Vought Heritage Foundation, overseeing and working side-by-side with a dedicated and hard-working team who gathered and catalogued historical documents, photographs, films, and other memorabilia of the Chance Vought Aircraft company and its successor LTV Aerospace & Defense Corporation.

The collection was donated to the University of Dallas, where it resides today.



Dick Atkins
1926-2020



High Speed Wind Tunnel



Lockheed Martin Missiles and Fire Control's High Speed Wind Tunnel (HSWT) is a testing facility that characterizes the behaviors of aerospace products. It is a 4x4 foot tri-sonic blow down wind tunnel with a Mach number range of 0.3 to 5.0. The HSWT has completed over 1650 tests for customers in the aviation, defense and space industries since opening in 1958. Located in Dallas, Texas, the HSWT administers a wide variety of critical testing to advance new aerospace developments, including:

- Aerodynamic force and moment testing
- Jet interaction testing of maneuvering thrusters
- Flutter analysis including digital high speed video
- Store separation testing to include free separation and captive trajectory
- Pressure measurements (up to 240 locations)
- Surface flow visualization
- Inlet performance evaluation
- Jet engine base-flow simulation using high pressure gas
- Propulsion (wind tunnel and bench testing)
- Spin/roll damping and Magnus testing
- Dynamic stability testing

To protect our customers, wind tunnel data is handled with the utmost security. As a government contractor, government-approved policies are in place for protecting proprietary and classified information. Tunnel access during a test is controlled in accordance with the customer's instructions.



Staff

Our experienced staff is capable of executing all testing requirements - from instrumentation and model design to final data reduction. Designers use state-of-the-art solid modeling tools and finite element analysis to develop

complete, detailed model designs for use in the HSWT and other facilities. Designs include force and moment models, pressure models, inlet models, drop stores, powered models, and pyrotechnics. Our model design engineers use custom design aids to ensure sufficient design margins for all customer-furnished model assemblies and can support model design reviews and acceptance checks.

Our dedicated test engineers aid in developing an efficient test arrangement that takes full advantage of the tunnel's operating capabilities. Skilled machinists provide basic model fabrication and repair services in the on-site machine shop. A variety of mounting stings and struts are available for customer use, and custom mounting hardware can be designed and fabricated in-house to ensure proper fit and function with existing HSWT equipment. Our staff can support every stage of the test process to help customers achieve the best results.



Instrumentation

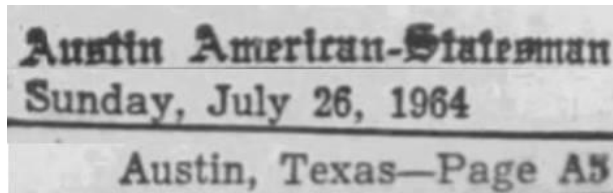
The HSWT has a wide range of instrumentation capabilities available for testing various types of models. Our test instrumentation includes a large selection of six-component force and moment balances, five-component flow-through balances, and low-loads rolling moment balances for aerodynamic force and moment testing. We design, build, and calibrate custom strain gage balances for instrumented control surfaces in-house to offer the highest quality of service to our customers. Thrust and test stands are available to support propulsion testing. Pressure transducers and pressure scanning modules are available to support inlet and propulsion testing. High pressure, regulated nitrogen supply is offered to support jet reaction testing. For a full description of available balances, see [Balance Loads and Dimensions](#).

Digital photography and video recording is included for all test setups and test runs, with shadowgraph imaging available for supersonic test runs. High speed digital video can be provided for recording high-frequency model dynamics.

In 2018, a new 3-stage parallel compressor system was installed and it provides 500 psi air at a 50% faster pump rate to the 40,000 ft³ of storage tanks, allowing typical run times from 15 to 110 seconds. A typical test run consists of 4-5 pitch or roll sweeps. The remotely controlled model motion cart can provide continuous pitch sweeps from -12 to +22 degrees on the Straight

Roll Sting, or -4 to +30 degrees on the Offset Roll Sting, with roll capability from 0 to +360, or 0 +270 degrees, respectively. The High Angle Remote Roll Sting provides selectable pitch ranges of 0 to +30, +30 to +60, or +60 to +90 degrees, and has a full 360 degree roll capability.

Astronauts Learn Emergency Procedures at LTV Aerospace



DALLAS (AP) — Twenty-nine astronauts are learning emergency procedure designed to offset any malfunction of the Gemini space vehicle while it is being launched.

Along with several scientists and engineers, they are being trained at the Dallas plant of Ling-Temco-Vought, Inc., under a \$110,000 contract from the Manned Spacecraft Center at Houston.

The trainees perform missions in LTV's manned space flight simulator. This is a computer-directed, Gemini-like device credited for reproducing launch conditions realistically.

Astronauts Virgil I. Grissom and John W. Young, who have been selected for the first Gemini flight, are among those taking part.

Each training session consists of 75 to 100 launches. These require pilot action ranging from immediate abort to continued flight of the Gemini and its launch vehicle, a modified Titan II.

Later phases of astronaut preparation will include extensive practice in Gemini mission simulators at the Manned Spacecraft Center and Cape Kennedy, Fla., with support from the mission control center and remote network stations.

The Ling-Temco-Vought astronautics division's simulator consists of a moving base system driven from a hybrid analog-digital computer and a part of the Gemini spacecraft interior mounted inside the pilot's enclosure or gondola.

Spacecraft instrument panel displays, engine noise, launch vehicle vibrations and launch dynamics are reproduced as faithfully as possible from pre-programmed events stored in the computer.

A mixture of normal and emergency situations is presented to each astronaut in random order.

In a simulated launch the sequence of events is as planned

in actual flight up to the time of the malfunction. As a malfunction progresses, the astronauts are trained to make proper decisions and to take the correct action.

The astronaut not only must assess the situation but decide when an abort threshold is approached and then select the proper abort mode to minimize the hazards of abnormal mission termination and subsequent recovery.

Training here takes the astronaut to the point where he reacts to the emergency but does not simulate events beyond separation of the spacecraft from the launch vehicle second stage.

"The chances of many of these malfunctions ever occurring is quite remote," said R. K. Engel, technical project engineer for LTV's astronautics division. "But no matter how remote the possibility NASA wants the astronauts prepared for anything, and the LTV simulator affords an excellent means of training them for a launch phase emergency."

He pointed out that the Gemini launch vehicle is a modified and man-rated Titan II which has a malfunction detection system to warn the astronaut of improper performance, a redundant first stage flight control system, two electrical systems and other safeguards.

Other astronauts participating are L. Gordon Cooper, Walter M. Schirra, Alan B. Shepard, Donal K. Slayton, M. Scott Carpenter, Neil A. Armstrong, Frank Borman, Charles Conrad, James A. Lovell, James A. McDivitt, Elliot M. See, Edward H. White, Thomas P. Stafford, Alan L. Bean, Clifton C. Williams, Edwin E. Aldrin, William A. Anders, Donn F. Eisele, Charles A. Bassett, Theodore C. Freeman, David R. Scott, Michael Collins, Richard F. Gordon, Eugene A. Cernan, Roger B. Chaffee, R. Walter Cunningham and Russell L. Schweickart.

XC-142 Crash -- May 10, 1967

THURSDAY MORNING MAY 11, 1967 Fort Worth STAR-TELEGRAM 3-A

LTV Plane Crashes; 3-Man Crew Killed

GRAND PRAIRIE — Ling-Temco - Vought's experimental tilt-wing transport plane crashed in a marshy area of Mountain Creek Lake near here Wednesday killing its three-man crew.

Dead are John D. Omvig, 43, of 1715 Larkspur in Arlington; Stuart G. Madison, 39, of 1309 Wentwood Drive in Irving and Charles E. Jester, 34, of 2513 Custer Court in Irving.

All were veteran test pilots for Ling-Temco-Vought's Aerospace Corp., which built five of the XC142s for evaluation by the Air Force, Navy and Marines.

The crash occurred during a simulated aviator rescue mission. Jester was operating a winch in the rear of the hovering airplane when it went into the marshy area.

An LTV spokesman said the crash occurred at 2:18 p.m. after the airplane had been in the air for 29 minutes.

Rescue workers were hampered by flames and the marshy land, which made the crash site almost impossible to reach by boat or on foot. Helicopters hovered overhead.

Cause of the crash was not known, the LTV spokesman said, but a team of company and Federal Aviation Administration officials have launched an investigation.

Witnesses said the airplane, which can take off straight up by tilting its wings up or can fly level by rotating its wings forward, was hovering when it

suddenly seemed to nose over.

They said the airplane exploded on contact.

This is the first incident involving an XC142, the LTV spokesman said. The box-like transport plane was designed to carry up to 32 battle-equipped troops and has four engines mounted on its tilt-wings.

Omvig, a veteran test pilot with LTV, moved to Arlington and joined the firm about 10 years ago, neighbors said. He is a native of Montana.

Survivors include his wife, a son and a daughter, who were in Montana when the crash occurred and are expected to arrive home Thursday.

Moore's in Arlington will announce funeral arrangements.

Engineering change Orders (EOs) – note from Jerry Burk

Blueprints do NOT rub off on your hands... they just didn't.

What did rub off, and with a vengeance, was the "spirit" reproduced EOs that we used at that time. You wrote on the face of the EO, against a backing of a transferable "coated" sheet. The coated sheet transferred to the back side of the EO, and then to reproduce the EO for distribution, it was run off on a "spirit duplicator" that coated the blank page (I think!) with a solvent that transferred the "lines" to the (multiple) sheets you wished to print and distribute to the blueprint cribs, where they were attached with staples to the corner of the affected drawing.

The engineer usually had an aluminum sheet to place behind the EO you were working on, so the pencil you were using didn't make an impression on more than the one EO you were writing, thus not harming the others in the "stack" of EOs in the book you were issued.

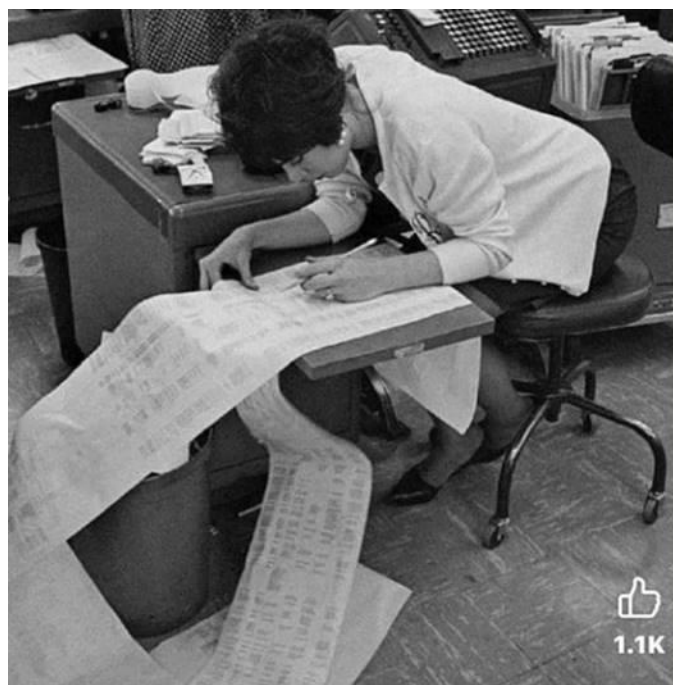
It was not unusual to get an F4-U drawing with even as many as 15 or 20 EOs attached!! This made for a mighty unwieldy drawing! It was the job on the "Change Group"... to which every rookie engineer got drafted!... to "incorporate" these EOs into the drawing field and release it as the next change letter on the drawing.

This backing REALLY did make your hands blue -- plus your face if you scratched your chin -- and you didn't dare go to the bathroom without washing your hands carefully before the trip! And, yes, you could go home at night with blue hands from this...

Computer Printouts – Remember These ?

Janell Fields said, "We (Accounts Payable) had a shopping buggy to go pick up and haul all of the DAILY computer print outs from the Computer Dept."

Eurith Crook Jones said, "One pretty day, I rode the 3 wheel bike with big basket on back to bldg 194 to pick up my reports. On the way back (not paying attention) I finally realized the biggest report was just unfolding behind me like a kite tail."



F6U Pirate, F9F Panther, F2H Banshee, and F7U Cutlass – 1950



Top to bottom – Vought F6U Pirate, Grumman F9F Panther, McDonnell F2H Banshee, and Vought F7U Cutlass – 1950; all based at the Naval Air Test Center (NATC) at Naval Air Station (NAS) Patuxent River, Maryland.

Retiree Club Event

Show time: Sunday, December 15, 2024 @ 2:00 p.m.
Theatre Arlington – 305 W. Main Street, Arlington TX 76010



Music & Lyrics by Irving Berlin
Book by Gordon Greenberg and Chad Hodge
Based on the Film from Universal Pictures

Directed by Steven D. Morris

Music Direction by Vonda K. Bowling

Choreographed by Becca Brown

The beloved film classic comes to the stage in a charming crowd-pleaser -- featuring one glorious Irving Berlin number after another, each celebrating a different festivity. A perfect holiday treat!

The regular ticket price at the box office is \$40.

The Vought Retiree Club negotiated a discounted Group Rate of \$35 (\$37.60 with tax). In addition, the Retiree Club will subsidize an additional \$17.60 per member and up to one guest -- for a total cost to the member of \$20 per seat, or \$40 for two.

Any additional guests would be eligible for the discounted Group rate of \$35 + tax.

| | | |
|---------|----------------------|------------|
| # _____ | @ \$20 per person | = \$ _____ |
| # _____ | @ \$37.60 per person | = \$ _____ |

Please return your payment on or before December 2 to ensure availability.

Please make your check payable to: Vought Retiree Club

And mail to: Vought Retiree Club
5840 W. Interstate 20, Suite 280
Arlington, TX 76017

If you have any questions, please call the Retiree Club Office @ (817) 478-1885.



Events Calendar 2024

Vought Retiree Club



JANUARY

FEBRUARY

MARCH

APRIL

MAY

JUNE

12 – 2024 Annual Meeting / BBQ

(Wednesday)

Ruthe Jackson Center
3113 South Carrier Pkwy.
Grand Prairie, TX

JULY

AUGUST

SEPTEMBER

OCTOBER

NOVEMBER

DECEMBER

15 – *Holiday Inn* musical play

(Sunday, 2:00 p.m.)

Theatre Arlington
305 W. Main Street
Arlington TX 76010

All Dates subject to change, Events without date are TO BE DETERMINED

*Information about specific times and costs will follow in flyers in future Newsletters

December 15, 2022 -- Vought Heritage Foundation Restoration Volunteers





Vought Retiree Club
5840 W I-20, Suite #280
Arlington, TX 76017-1098

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Officers:

President – Larry Skinner
1st Vice President – Karen Sauls
2nd Vice President – Gaye Kortegast
Treasurer – Madie Vernon
Secretary – Vynita Hutson
Sergeant-at-Arms – Wat Watkins

Call the Club at (817) 478-1885

Email: retireeclub@vought.org
membership@vought.org

Directors:

Activities – Pat Patterson
Annual Meeting – Karen Sauls
Support Assistant – Sue Nutt
Mailing – Bob Snegon
Newsletter and Publicity – Bob Bardo
Newsletter Editor Emeritus – Connie Singleton
Veterans' Advocate – Gene Cates
Volunteer Programs – Johnnie Johnson
Technical Support and Website* – Roger Stites
V.P. - Membership Assistant – Ann Christmas
President, Vought Heritage Foundation – Cathie
Barrington

***Vought Heritage Website: www.vought.org**

Join us on Facebook -- search "Vought Heritage Foundation" and be sure to answer the new member questions.

For questions on retiree benefits:

Triumph/Vought Retirees, call the "Benefits Center" toll free 844-368-1917
Lockheed Martin Missiles & Fire Control Retirees call 866-562-2363, M-F, 8 am-8 pm ET

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