



Vought Retiree Club News

Vol. 29

October – December 2024

No. 4

President's Message

Larry Skinner



Happy 2025, everybody! At this writing, we just got over freezing temps in Grand Prairie, the inauguration had to go inside because of the cold, and it's snowing in Houston and New Orleans (for the first time in over a hundred years) – still trying to understand where global warming fits into all this, but then I am pretty slow. Maybe Mother Nature does whatever she decides to do? 😊

On a sad note, our friend and fellow VRC board member, Pat Patterson, passed away recently following a long battle with a serious disease. Pat was always in a good mood, loved to socialize with his fellow retirees, and I never, ever heard him complain about his health issues (in fact, you wouldn't know it if he didn't tell you). He will be missed.

Our longtime Secretary/Office Manager, Vynita Hutson, just announced that she'll be moving out of state to be near her grandkids later this year. Vynita has been an absolute blessing to all of us, and we've simply never had to worry about things getting done in a timely and efficient manner; plus, she honestly cares about each and every member and regularly goes out of her way to help them. She'll be very hard to replace, but that's what we'll need to do sometime in the coming months. If you're interested, please let us know. OK, pretty please. We'll gladly pay you double what any of the rest of us make! Triple! OK, four times what I make! Don't forget to mark your calendar for our Annual Meeting and BBQ, sponsored by Texas Trust Credit Union, on Wednesday, June 11th, 2025, at the Ruthe Jackson Center in Grand Prairie. We hope to come up with an additional, more informal, type of get-together sometime in the Fall -- provided that we can do something convenient that our members would want to attend. We'll see.

Boeing hasn't been in the news lately, and I think

that's probably good news. America needs them to continue their efforts to return to their engineering roots and delivering quality products – can't afford for them to fail. And another thing, am I the only person in the VRC that wasn't consciously aware that Triumph Aerostructures had become Qarbon Aerospace? How did I completely miss that?

(Editor's Note: Qarbon Aerospace is a portfolio company of Arlington Capital Partners, a Washington D.C.-area private equity firm. Qarbon was formed in 2021, when Arlington Capital acquired the composites business of Triumph Group, Inc.)

Until next time,

Larry

Volunteer Opportunity ! Secretary of Vought Retiree Club

Vynita Hutson, our Secretary, is moving to Colorado to be with family, by the end of this year. Anyone interested in this position please contact the Club at (817) 478-1885 or Email: retireeclub@vought.org
membership@vought.org

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.

Victor R. Jury – 5-29-2013

Bonnie Flowers Armstrong Jury – 4-7-2024

Patsy Koepp – 11-27-2024

C. W. (Pat) Langwith – 11-30-2024

Roger Dale Hancock – 12-15-2024

Johnny Earl Hastings – 12-16-2024

Pat Bailey Patterson – 12-17-2024

Elmo R. Reeves, Jr. – 1-13-2025

Jerry D. Kennemer – 1-21-2025

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

Volunteer Events

by Johnnie Johnson

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.

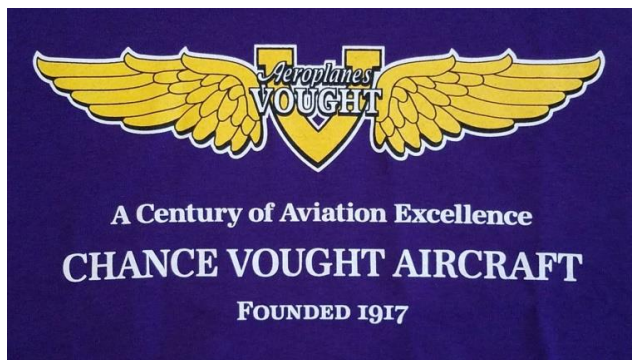
The blue *O3U-3 Corsair I* T-shirt –



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, March 5, 2025, at the VHF Restoration Facility in Grand Prairie.*

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](mailto: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 July 2, 2024 to November 5, 2024.)

(This issue covers Nov. 15 to January 23, 2025.)

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

It will be sent to the Flying Leatherneck Aviation Museum in Ivine, California !



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.

Restoration Activities on Stearman –

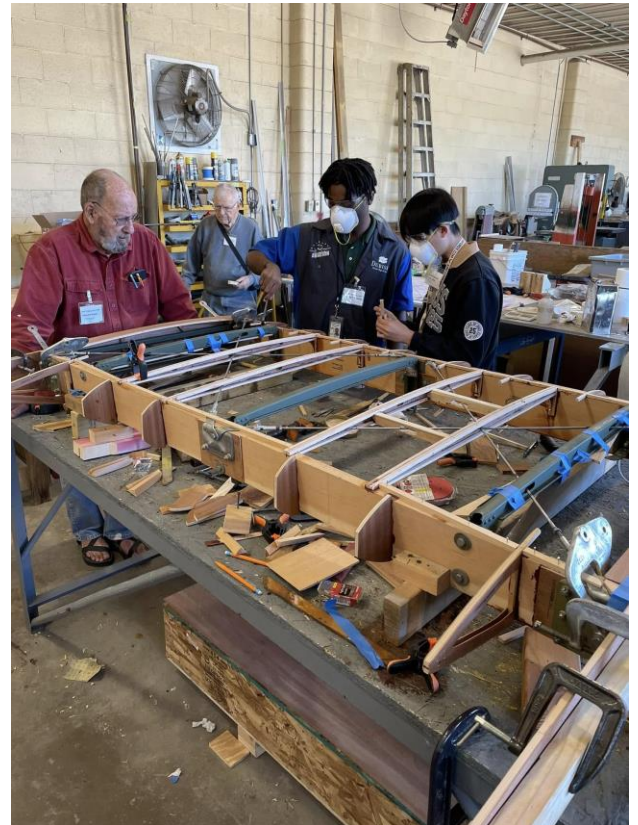
November 15, 2024

Rusty Branum worked on mounting the oil tank, and sorting out all the brackets, bolts, and turn buckles.





We had two aviation students from Grand Prairie ISD's John A. Dubiski Career High School, and their teacher. Both students got some on-the-job experience working on the center section. We let them cut, sand, and fit rib gussets, applied the glue and small nails.



Two Dubiski High School aviation students getting on-the-job experience working on the center section of the Stearman, working under Ted Donaghy. (Bob Szabados is in the background)

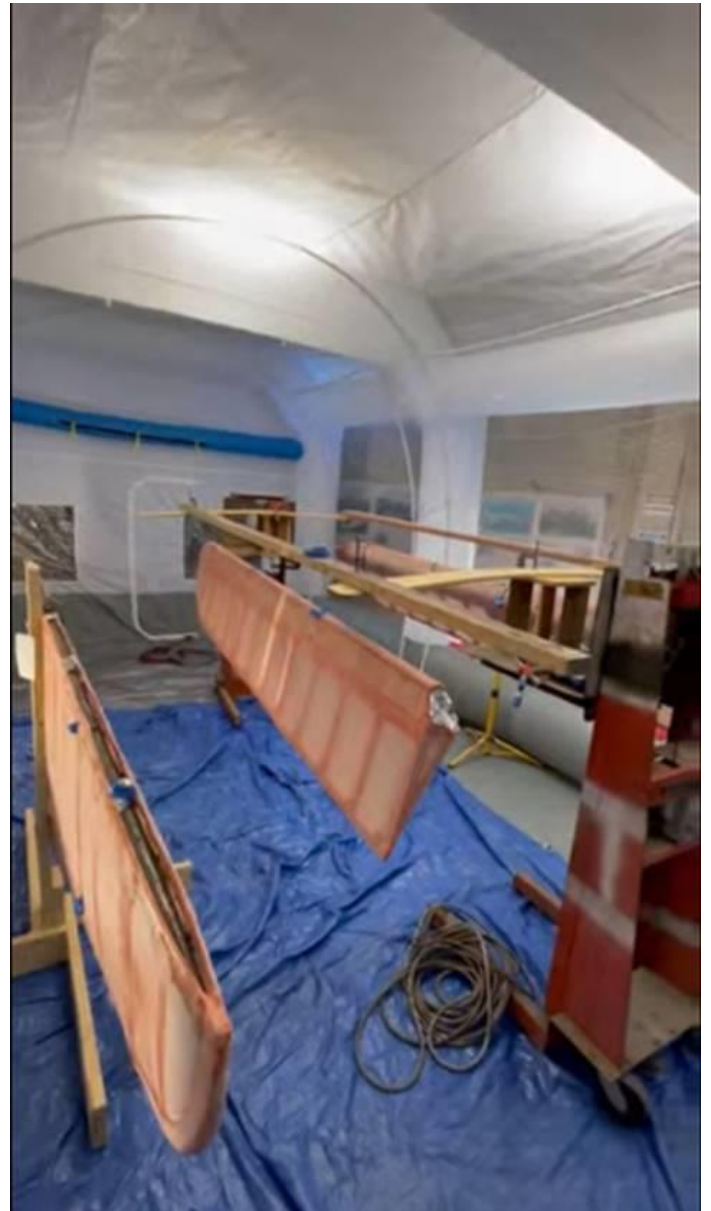


*Dubiski HS teacher talking with Dick Guthrie
(Jay Johnson is in the background)*

November 26, 2024



Portable Paint booth, outside view



Portable Paint booth, inside view

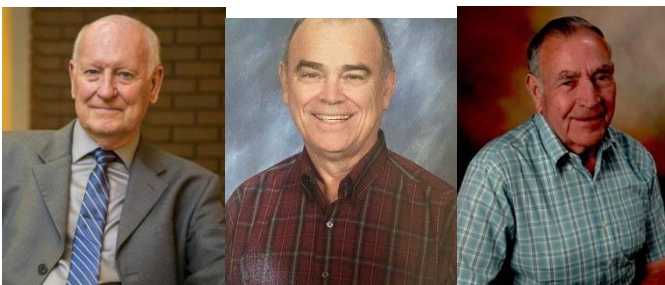
December 20, 2024

Another year has come and gone. We gathered at the local BBQ joint (Spring Creek BBQ, at 4108 S. Carrier Parkway, in Grand Prairie, Texas) for our annual end-of-year get together before we head off to the Christmas holiday. As usual, when food is involved, we have a great time.



Year-end VHF Volunteers Christmas BBQ Luncheon at Spring Creek BBQ

On a sad note, we lost three long time volunteers this year – Dillon Smith, Pat Patterson, and Earl Hastings. We will miss them! We will go on; our work force gets smaller each year.



Dillon Smith, Pat Patterson, and Earl Hastings

On a positive note, we have negotiated the sale of our O3U-3 Corsair, it will be leaving for its new home early next year – the Flying Leatherneck Aviation Museum in Irvine, California. It was located in San Diego, but a new museum building is being built in Irvine, California, and the Corsair will be the centerpiece inside at the front of the entrance.



We are also well into our next project with the Commemorative Air Force, rebuilding their Stearman.



Hug your loved ones, and have a Merry Christmas and a Happy New Year.

January 16, 2025



Richard Sheaner checking the quality of the wing fabric ironing



Ted Donaghy ironing the wing fabric

January 21, 2025



Jay Johnson, Jerry Fischer, and Oscar Murphy working on the wing



Howard Webb, Wat Watkins, Bob Szabados, working on Wing building -- cut, sand, fit, glue... repeat.

January 23, 2025



*Working on the Stearman wing
(Jerry Fischer, Howard Webb, Wat Watkins, Oscar
Murphy, Bob Szabados, Rusty Branum)*



Ted Donaghy ironing the wing fabric

F4U Corsair Production Line in Dallas



The Corsair was such an effective fighter bomber that it was one of the last World War II piston engine fighter aircraft to still be in production in the 1950s. Vought had moved production facilities from Connecticut to Texas after the war. Here are some of the last Corsairs built rolling down the production line in Grand Prairie, Texas. The last model was the F4U-7 built for the French. (courtesy of Rince Pokol, December 2, 2024)



Dick Guthrie and Richard Sheaner

MAPS Air Museum is restoring another F7U Cutlass



An F7U Cutlass is being restored by the MAPS Air Museum.

The Military Aviation Preservation Society (located in North Canton, Ohio) is an internationally known museum of aviation, and serves as a center of aviation and military history in Northeast Ohio. Progress has been made on her wings and now the fuselage has been moved into our restoration building.

She is only one of 7 known to exist.

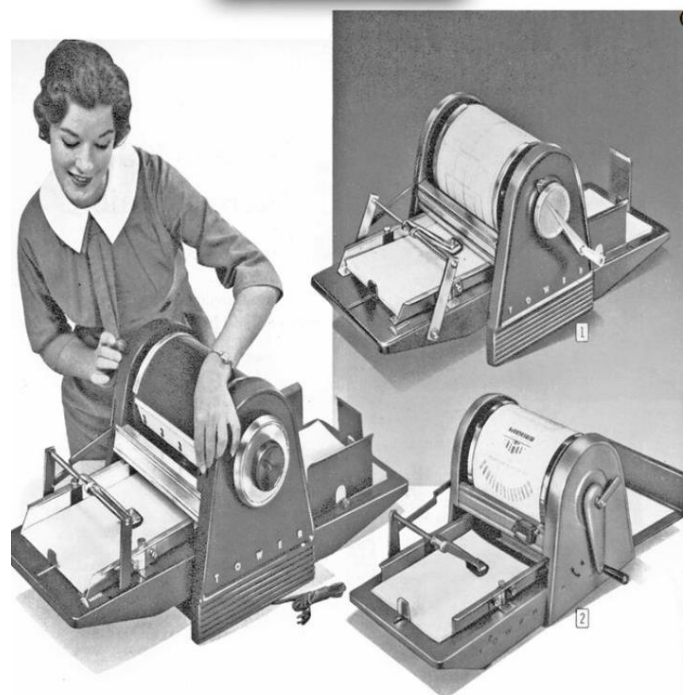
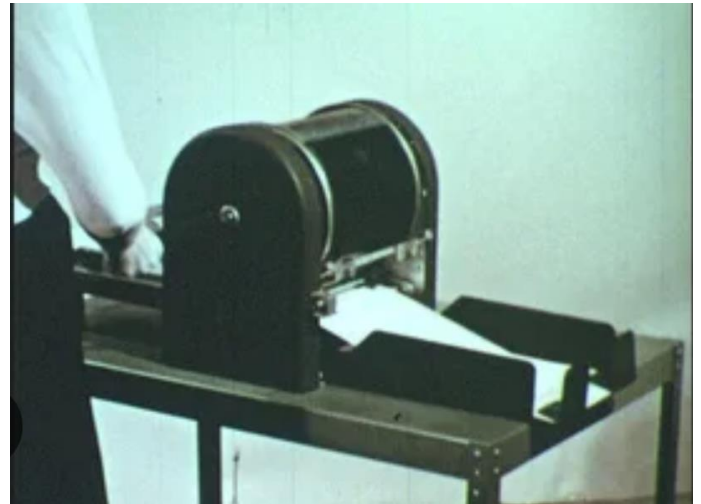
Do not look for her out on display for some time to come. All of that is not just going to "rub out".
(courtesy of Eric K. Renth, November 19, 2024)

F7U-3 Cutlass on USS Midway



Adam Estes took this photo in December 2024, with Christmas lights strung on our restored F7U-3 (BuNo 129565) displayed on the flight deck of the USS Midway (CV-41) in San Diego, California.

Mimeograph machines – remember?



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Stearman aircraft – Army and Navy



(photos courtesy of Joy Brenckman)

A-7B Production Line in Building 6 -- 1967



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-1/YFSU-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 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

The O3U-3 Corsair entry needs to be updated to show that it was completed in April 2024, and will go to the Flying Leatherneck Aviation Museum in Irvine, California.

The F7U-3 Cutlass entry needs to be updated to show that it is now being displayed on the USS Midway aircraft carrier in San Diego, California.

An item to be added to the above restored Vought artifacts is a Regulus I cruise missile that our Vought Heritage Foundation volunteers restored.

Earl Hastings (Vought Restoration Volunteer), passed on December 16, 2024

Johnny Earl Hastings (February 14, 1932 - December 16, 2024)



March 19, 2024

Johnny Earl Hastings, age 92, of Grand Prairie, Texas, passed away on Monday, December 16, 2024.

Earl was born on Sunday, February 14, 1932, to Earnest Frank Hastings and Ella Mae *Lacour* Hastings.

Earl worked for LTV Aerospace. After he retired, Earl volunteered for the Vought Heritage Foundation (VHF) and restored historical Vought airplanes and missiles for display in museums all over the nation. He was a true gentleman, and one of the stalwarts of the restoration volunteers. Earl worked on every restoration project undertaken by the VHF -- the A-7B Corsair II fighter (2002), the RF-8G Crusader photo reconnaissance aircraft (2004), the Regulus II supersonic cruise missile (2004), the VE-7 Bluebird replica (2006), the F8U-1 Crusader fighter (2008), the F4U Corsair fighter (2009), the F6U-1 Pirate fighter (2011), the V-173 Flying Pancake (2012), the F7U-3 Cutlass fighter (2018), the Regulus I cruise missile (2020), and the O3U-3 replica biplane scout, observation, and rescue aircraft (2024). Earl did a lot of

sanding on the Regulus II cruise missile -- he would have a blue face around his paint mask from all the blue paint dust. Earl was also a lifetime member of the Vought Retiree Club. Earl was predeceased by his parents Ella Mae *Lacour* Hastings (1910-1975) and Earnest Frank Hastings (1901-1988); and by his siblings Earnest Ted Hastings (1927-2011), Eugene Frank Hastings (1928 -1974), Murrel Elwood Hastings, Sr. (1930-2009), Vera Mae *Hastings* Camburn (1934-2009), and Peggy Ann *Hastings* Gafford (1941-2023). Survivors: loving wife, Paula Hastings; daughter Sandra Denise *Hastings* Roeling.

Visitation: Thursday, January 16, 2025, from 5:00 to 8:00 p.m. at Bean-Massey-Burge Funeral Home Beltline Road, 2951 S. Belt Line Road, Grand Prairie, Texas 75052.

Funeral service: Friday, January 17, 2025, from 11:30 a.m. to 12:30 p.m., 2951 S. Belt Line Road, Grand Prairie, Texas 75052.

Committal service: Friday, January 17, 2025, from 1:00 to 1:30 p.m. at the Dallas-Fort Worth National Cemetery, 2000 Mountain Creek Parkway, Dallas, Texas 75211.

In lieu of flowers, donations can be made to the Vought Heritage Foundation: 5840 W. I-20, Suite 280, Arlington Texas 76017-1098; www.vought.org.

Arrangements by Bean-Massey-Burge Funeral Home Beltline Road, 2951 S. Belt Line Road, Grand Prairie, Texas 75052.

- based on obituary posted on the website of the Bean-Massey-Burge Funeral Home Beltline Road, articles from *The Town Talk* of Alexandria, Louisiana, and on information from familysearch.org, and information from Cathie Barrington, President of the VHF.



Earl Hastings putting a coat of paint on the oscillating sander stand underside



Earl Hastings working on the A-7B Corsair II restoration



*The F7U-3 Loading Crew that got the plane ready to ship to San Diego came in on their day off. Front – Bob Brown, Joyce Ross, John Huffman, Adam Galan, Rusty Branum, Richard Roberson, Howard Widmann, Jim Hill
Back – Jim Ross, Bob Brown's friend, Earl Hastings, Jerry Fischer, Bill Privett, Stan Bullard, Martin Galaviz*



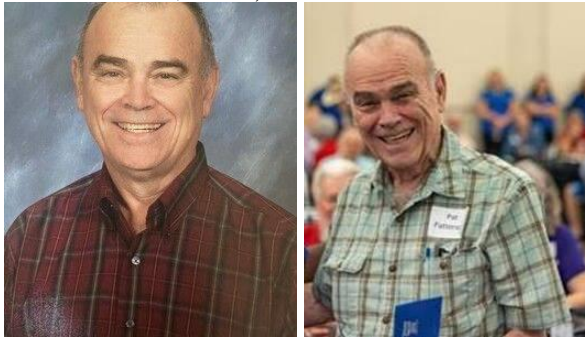
The F7U-3 was completed and shipped at the end of May 2018 to the USS Midway in San Diego, California, where it was primed and painted. Then it was displayed on the flight deck of the aircraft carrier.



Earl Hastings grinding paint off the Regulus I cruise missile, March 14, 2019. Earl did a lot of sanding on the Regulus I cruise missile -- he would have a blue face around his paint mask from all the blue paint dust.

Pat Patterson (Vought Restoration Volunteer), passed on December 17, 2024

Pat Bailey Patterson (February 2, 1939 - December 17, 2024)



(2) Pat Patterson wins prize at June 8, 2022 Vought Retiree Club Annual Meeting & BBQ



(3) Pat Patterson with Don Branton, working on Regulus cruise missile restoration, July 2018

(4) Pat Patterson & Marilyn Patterson at June 19, 2019 Vought Retiree Club Annual Meeting & BBQ

Pat Bailey Patterson, 85, was born in Trenton, Texas, on Thursday, February 2, 1939, to Eddie Inez Bailey and Roscoe Oran Patterson, Jr. He entered the arms of Jesus on Tuesday, December 17, 2024, in Midlothian, Texas.

As a child, Pat moved with his family to Dallas, where his father worked in an aerospace plant -- North American Aviation (NAA) and TEMCO. They eventually settled on Dutton Drive, where Pat formed lifelong bonds with friends he lovingly called "The Dutton Street Gang." He graduated from Sunset High School in 1956, and joined the Corps of Cadets at Texas A&M University, majoring in Electrical Engineering.

After graduation, Pat worked for Lockheed Martin in California for two years, before being commissioned as a lieutenant in the U.S. Army. He was stationed in Germany, before returning to civilian life to begin **a long career at LTV**

Aerospace in Grand Prairie, Texas.

In 1966, Pat met Marilyn Kay Brummett through mutual friends. They began dating on New Year's 1967, were engaged by July 4, and married on Saturday, August 12, 1967, in Heath, Texas.

The couple made their home in Oak Cliff, where they welcomed their three daughters, before moving to Midlothian in 1980.

Pat and Marilyn joined First Methodist Church in Midlothian, where he became deeply involved in ministry. He participated in men's breakfasts, taught youth Sunday School, mentored confirmation classes, served on committees and boards, and sang in the choir alongside Marilyn for many years. He was active in the Emmaus Community, helping lead retreats that brought others closer to Christ, including bringing the Emmaus Community to Ireland. Pat also participated in accountability groups and Bible studies, always focused on building relationships that nurtured faith. Outside of church, he was a member of the Dallas Masonic Lodge, and actively supported his daughters in Girl Scouts.

At LTV Aerospace, Pat spent almost 40 years working on significant projects in the missiles division -- including the Scout satellite launch vehicle, ERINT (forerunner to PAC-3), and the PAC-3 Patriot Missile Program (anti-missile missile). He retired on June 30, 2002 with over 38 years of service, from what had become Lockheed Martin Missiles and Fire Control. Pat was a big-time Texas A&M Aggie graduate and fan, and his great sense of humor and stories made working with him a joy.

Retirement marked the beginning of a new chapter. Pat started a business teaching concealed carry handgun courses, selling firearms, and offering gunsmith services. He cherished the connections he built with customers and local businesses, teaching classes at Busy B's and Doolee's bakeries.

Pat also joined the Vought Retiree Club, and contributed to restoring Vought products (including the Regulus cruise missile and the O3U-3 seaplane) for museums. He served on the Board of Directors of the Vought Retiree Club for over 10 years, as Director of Activities, planning events like theater outings and bus trips to places like Branson, Missouri.

Throughout his retirement, he maintained weekly breakfasts with "The Dutton Street Gang" and church accountability groups.

Pat and Marilyn traveled extensively, fulfilling

bucket-list dreams that took them to the Panama Canal, Alaska, Hawaii, the Holy Land, Normandy, Ireland, the Mediterranean, Germany, England, and Scotland. They also explored the U.S., enjoying trips to the fall foliage of New England, Utah, Savannah, the Texas coast, and Branson, Missouri. For 16 years, they celebrated family trips to South Padre Island, creating cherished memories with their children and grandchildren.

Pat was preceded in death by his parents, R.O. Patterson, Jr. (in 1999) and Eddie Inez *Bailey* Patterson (in 2008), and by his infant son, Philip Len Patterson (in 1973).

Pat is survived by his beloved wife of 57 years, Marilyn Kay *Brummett* Patterson; daughters -- Evelyn Marie and husband Mark Patton of College Station, Stephanie Kay and husband Jason Frankiewicz of Midlothian, and Jennifer Lyn and husband Matt Bailey of Blooming Grove; seven grandchildren -- Jesse Bailey and wife Megan, Hannah and husband Kevin Etheridge, Claire Patton, Nathan Frankiewicz, Natalie Frankiewicz, Emma Bailey, and James Bailey; three great-grandchildren -- Presley and Waylon Bailey, and Trevor Etheridge; as well as numerous nieces, nephews, cousins, and friends.

Services for Pat Patterson will be held at First Methodist Church at 800 S. 9th Street, Midlothian, Texas 76065, with visitation on Friday, December 20, 2024, from 6:00 to 8:00 p.m. in the Sanctuary, and a service on Saturday, December 21, 2024, at 10:00 a.m. in the Family Life Center.

Interment will follow at 3:00 p.m. at Heath Cemetery in Heath, Texas.

- based on information provided by Pat's family, co-workers, and the obituary posted on the website of the Midlothian Funeral Home.



Earl Hastings and Pat Patterson -- VHF Birthday celebration, on February 22, 2022

Vought Employees Virtual Cemetery

Vought Retiree Club Newsletter Editor, Bob Bardo, has entered (so far) a total of ~~1112~~ now **1137** 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.

The screenshot shows a web browser window with the URL <https://www.findagrave.com/virtual-cemetery/952963>. The page title is "Vought employees" and it lists "Former employees of Chance Vought Aircraft, Vought-Sikorsky, LTV Aerospace & Defense, Loral Vought Systems, Vought Aircraft, Triumph Vought, and Lockheed Martin Missiles & Fire Control." There are 884 memorials listed. The visible entries are:

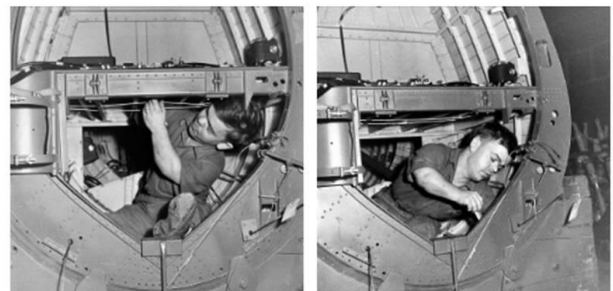
- Grady Franklin Aaron**: 27 Nov 1918 – 29 Dec 2009, Chinn Chapel Cemetery, Copper Canyon, Denton County, Texas, USA. 46235626. Remove.
- Erby Elam Abbott**: 7 Jan 1922 – 24 Oct 2005, Haven of Memories Cemetery, Canton, Van Zandt County, Texas, USA. 39402199. Remove.
- Clayton Neal "Buddy" Adams**: 4 Mar 1943 – 11 Oct 2013, Dallas-Fort Worth National Cemetery, Dallas, Dallas County, Texas, USA. 118530295. Plot info: Section 89, Site 878. Remove.
- Margaret Mary "Marge" Spezia Adams**: 7 Dec 1941 – 9 Feb 2022, Calvary Cemetery, Mansfield, Tarrant County, Texas, USA. 236768497. Remove.

Worker at Chance Vought Aircraft factory in Stratford, Connecticut -- 1944



Worker at the Chance Vought aircraft factory in Stratford, Connecticut - 1944

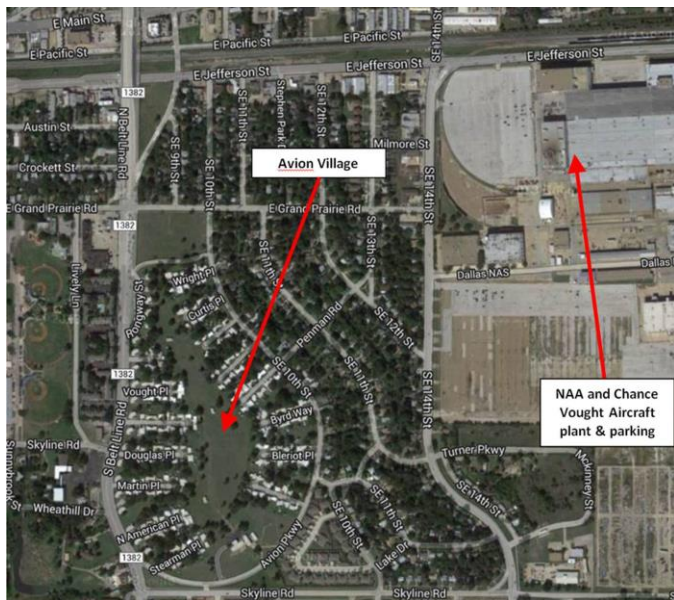
LIFE Magazine Archives - Dmitri Kessel Photographer WWP-PD



Avion Village – built in 1941, and still in demand

In 1928, in order to relieve overcrowding at Dallas's Love Field Airport, the City of Dallas built Hensley Field just east of Grand Prairie's city limits for repair and refueling operations for U.S. Army use.

After the North American Aviation Company transferred production of its model T-6 "Texan" aircraft from California to Hensley Field in 1941, the Dallas - Fort Worth area (as well as in other centers of defense production and military activity throughout the nation) faced a major shortage of housing for the plant workers and pilot trainees. At the time, Grand Prairie was a town of only 1,595. In the decade of the 1940s, the town grew from about 1,000 to over 15,000 residents. The private housing industry was unable to keep up with the demand for shelter in these areas.



This provided the opportunity for the Federal Works Agency under Col. Lawrence Westbrook to experiment with a pilot program aimed at lowering the cost of quality housing -- through prefabricated housing, mass production, architecture, "park living" residential planning, and mutual home ownership. Defense housing officials also wanted to introduce industrial workers to mutual home ownership as an alternative to traditional suburban home ownership.



Col. Lawrence Westbrook

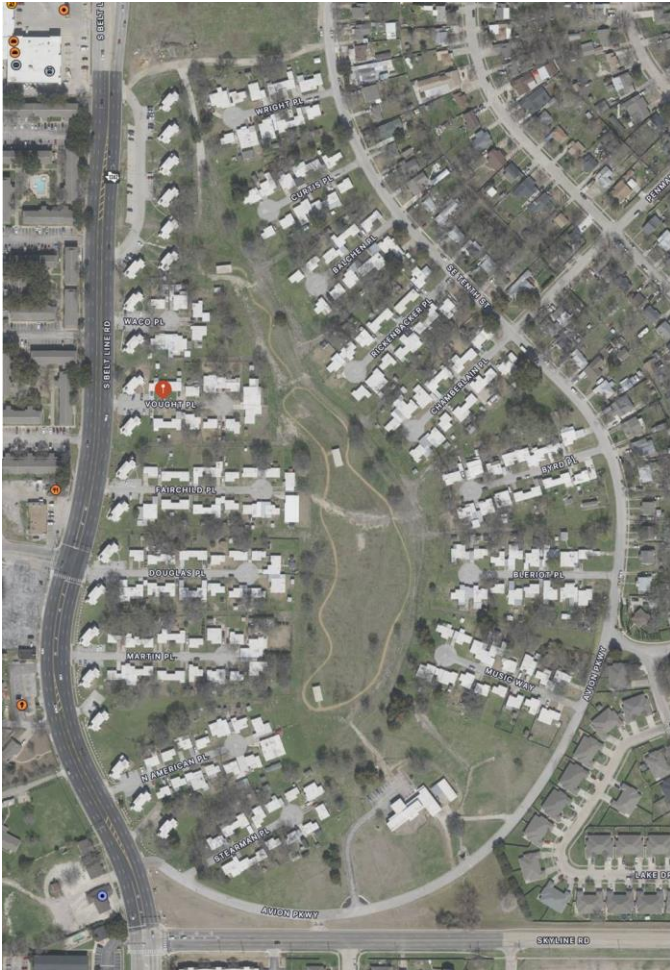
Don't let the black 'stage set' window shutters and aluminum siding fool you: Avion Village in Grand Prairie is one of the most important landmarks of modern architecture and planning in Texas. Built according to landscape principles developed by the Regional Planning Association of America (RPAA), Avion Village was designed by the architects Roscoe P. DeWitt, David Williams, and Richard Neutra in 1941.

Westbrook assigned David R. Williams to lead the project in early 1941, and Williams called on several Dallas architects as well as Richard Neutra for assistance. Many basic ideas from Neutra's Florida development were brought into the design for Avion Village. They quickly drew up a site plan of radiating rows of houses around a large central park with diversified playgrounds and with open space between the rows of houses. All residents including children, can safely access the central park and community center building without crossing any roads. The community center building with assembly rooms and crafts rooms also contains the management office, a day nursery, and a kindergarten. Automobile traffic was restricted to the outer ring roads South Belt Line Road on the west, Avion Parkway on the south, and SE 10th Street on the east side of Avion Village).



Community Center building in Avion Village -- with assembly rooms and crafts rooms, also contains the management office, a day nursery, and a kindergarten

Streets in Avion Village were named mostly after aviation heroes and companies – Rong Way, Waco Place, Vought Place, Fairchild Place, Douglas Place, Martin Place, North American Place, Stearman Place, Music Way, Bleriot Place, Byrd Way, Chamberlain Place, Rickenbacker Place, Balchen Place, Curtis Place, and Wright Place.



Avion Village was one of several early developments intended to be permanent additions to community housing stock. The facility's layout promoted both privacy and resident interaction. Built under the auspices of the Federal Works Agency and its assistant administrator, Texas native Lawrence Westbrook, the facilities were designed by Roscoe DeWitt and David R. Williams, in cooperation with Richard J. Neutra.

Avion Village was launched amid high media attention in May 1941 -- as two teams of workers raced to complete the first house on a pre-laid foundation in the planned 300-unit development. In a publicized building competition between two teams of contractors to see how fast a house could

be constructed, the winning team erected one in fifty-seven minutes and fifty-eight seconds. The completed house included a dinner cooking on the stove, a young lady in a bubble bath, and a Fuller Brush man in the living room making a sale.

The issue of *Life* magazine of May 1941 carries a picture account of the erection of the first of these houses at Avion Village. The construction crew was divided into two teams, and there was a race to see which would be the first to erect a house and have it ready for occupancy. The winning crew erected their house and had it ready for occupancy in 58 minutes. Of course, this means the slab foundation was in place, and all of the walls and the roof had been sectionalized and was ready with cranes to put the walls and roof in place. The *Life* magazine shows a picture of the house being erected in 58 minutes, together of course, with the usual cheesecake of a young woman in the bathtub (wearing a bathing suit, of course) and Col. Westbrook, broadly smiling, looking in the bathroom window. (It is understood that this picture has been considerably enlarged and framed, and is now hanging on the living room wall of Col. Westbrook's Washington home.)

The entire 300-unit \$1 million housing development was finished in 100 days, with the help of an on-site makeshift prefabrication plant. Civilian employees of the North American Aviation Company (NAA) were the first to live in the complex. The Avion Village Mutual Housing Corporation purchased the development from the Federal Government in 1948. Avion Village continues to be mutually owned by residents. No one was allowed to buy their home. Residents mutually owned them, each person buying one share of stock in the private company that later operated it. Harold H. Freeman and his wife Jo Nita Freeman bought the first share when it went on sale in the 1940s, and in October 2009, when Harold was 97, still had the receipt to prove it.

"All the houses are white siding, black shutters, all the same height, flat roofs," said shareholder Rick Walton. Avion Village's by-laws don't allow any changes to the outside of the home, and the village's board -- similar to today's homeowners' associations -- has the final say on who can live there. Though it is physically located in Grand Prairie, Avion Village buys its own electricity and water and maintains its own streets and fire hydrants. It is a community within a community, at a cost that's also

a blast from the past. "The price is unbelievable," said Rick Walton in October 2009. Unbelievable, because for about \$350, you not only live in your home, but that amount also takes care of your electricity, your water, taxes, your maintenance on the home and your streets -- just about everything you need to live. It's also one of the main reasons the village has a waiting list hundreds deep of those wanting to live there.



Original aerial view of completed project (view looking north)



Avion Village during World War II (photo by Judy Johnson)

In a 1988 *Texas Architect Magazine* article by Willis Winters on Avion Village, Neutra is quoted saying that it was developed so that "workers who are engaged in the most advanced branch of modern technological production should be housed in modern homes." He also claimed the Grand Prairie community was intended to "create an expression of communal coherence and conscience of its citizenry."

The principal rooms in the Avion cottages all faced the common community garden (which today is partially defined by chain link fence), which was accessible by footpath. The kitchen bathroom was at the "back" or service core side of the houses, but, as at Radburn, the back became the front, since most people arrived home via automobile. In the original plan, residents walked to their homes through a small private garden to the large common garden and beyond to a community center, school, and shops. Planned tennis courts and a swimming pool were never built at Avion Village. Neutra staggered the views from the houses so they did not look into neighbor's units. Continuous roof overhangs provided solar control. All of the homes had natural cross ventilation, large glass windows, porches, and beamed ceilings meant to keep residents cool in the summer heat. Even more innovative for social housing, the larger three-bedroom units had sliding doors that could be pushed back to increase the size of the living room if a 3rd bedroom was not needed.

The 300 houses that were completed each contained a living/dining room, a kitchen, two bedrooms, and a bath. Avion Village architecture is what is known as "modified California" -- by this is meant that the roofs are flat and that there is sufficient overhang to remove the direct rays of the sun in the summertime from the interior of the houses, and the houses are so placed that the last and most beneficial rays of the winter sun is directed into the houses to help with the heating problem, and to make the houses more habitable. It was found that a flat-decked roof with the overhang heretofore described having a wood deck, a thirty-pound tarpaper on top of that deck, and then a two-and-one-half inch Celotex insulation covered by a thirty-pound paper and asphalt and gravel poured on top, would be the most likely roof to succeed in this particular climate. The rectangular, flat-roofed houses designed by Neutra have windows grouped into continuous horizontal bands. All of the windows in the bedrooms and sitting rooms are sliding windows -- half of the window space can be opened to the breezes that blow in Texas in spring and summer, and that there is always a cross-draft available in every room of these houses. The kitchen and bathroom windows are casement windows, and screens were placed on all windows. David Williams adapted the concept of Japanese interior space to the small homes. Having an absolute minimum of space with which to work, Dave conceived the idea of turning two rooms into one, or one into two, by means of sliding panels. The panels are made of plywood and run on brass rails, and permit the enlargement of the living room by rolling back the panels. Occupants of these houses admire them very much, and the fact that they were so carefully thought out and designed has made for a happy occupancy throughout the history of these homes. The Avion Village houses are eagerly sought after, and regardless of the price they

cost, they will be occupied long after other housing is vacated by reason of no takers. Not an inch of space is wasted in these houses (the average floor space is 700 sq. ft.), and yet with the economy of space that was imposed by reason of the small total available, the houses do not seem stuffy or crowded, but they are homey and very livable.

Two-story buildings by Williams have masonry walls and open-framed balconies, according to his “indigenous” concepts.

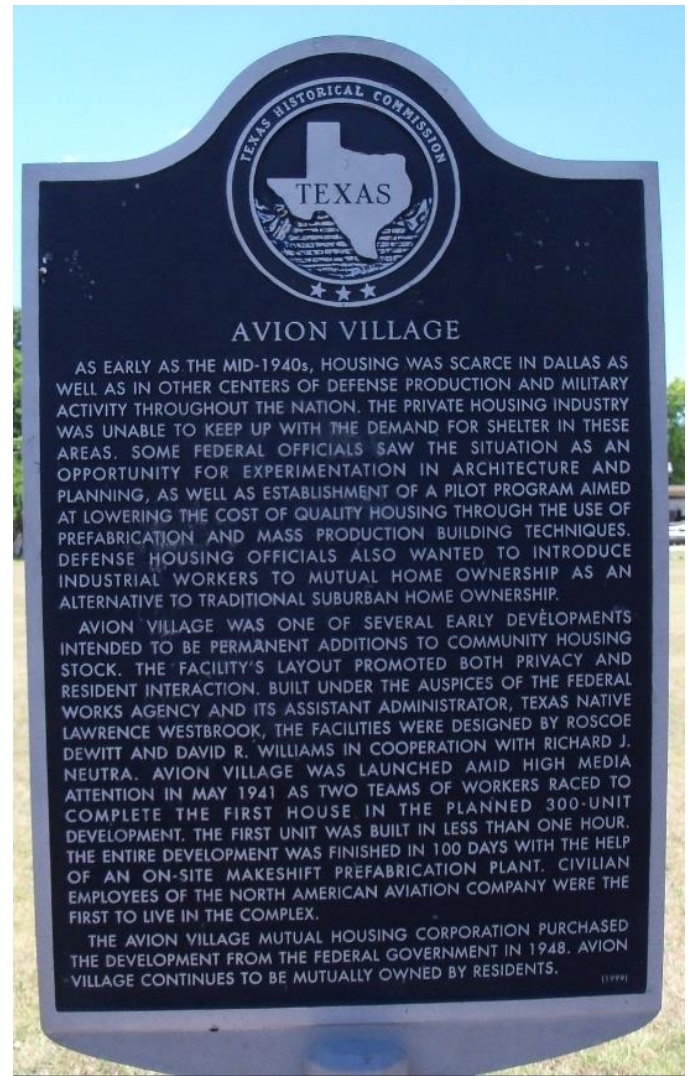


Two-story building in Avion Village

Initially, the houses in Avion Village were rented. The Avion Village Mutual Housing Corporation was formed in 1948 to purchase the property from the government, and the village remains a mutual home-ownership community.

None of the concepts successfully employed at Avion Village were emulated by the commercial home building industry. In 1949, Hensley Field became Dallas Naval Air Station and functioned until 1998; it is now used by the armed forces reserves.

Avion Village has a rich history and long relationship with the City of Grand Prairie and the aviation industry. Founded as a housing development for industrial aerospace workers during World War II, Avion Village has since become a unique example of shared-partnership home-ownership.



Avion Village is a Certified Texas Historical Landmark.

Always still in demand, there are currently (January 2025) no houses available for rent. Houses in Avion Village have a general floor plan of two bedrooms, one bathroom, and hookups for washer, dryer, and stove. However, the floor plans can vary -- because many houses have additions and special features incorporated over the years by different tenants.



“Avion Village is a unique community in the heart of the Dallas-Fort Worth Metroplex, a shared housing cooperative with roots going back to World War II. We offer low-cost housing in a well-maintained, safe, family-friendly atmosphere.

Being a mutual ownership corporation means that each member is actually a 1/300th owner. Our non-profit status ensures that monthly payments can remain incredibly low, compared to other housing options.

Our homes include single-family houses, duplexes, and apartments, with most of them centered around a common green area that has recently been improved with a half-mile walking track and three pavilions available for residents' use.

Our cooperative organization is led by an elected Board of Directors and a manager, with annual open elections from among the residents. Open quarterly meetings and posted 'minutes' from all Board meetings help keep all our members up-to-date on Avion Village business and projects."

Application process

All prospective tenants must fill out a Lease Application, and agree to a credit and background check.

There is an Application Fee that must be paid upon submission of the Lease Application. The fee is \$75 per person, and \$75 for a *married* couple. This is to be paid in the form of a money order made payable to Avion Village Mutual Ownership Corporation. A deposit of \$850 is required upon acceptance and approval of the prospective tenant's application. Leases are currently (January 2025) running \$700-\$800 per month, according to their Facebook page.





**AVION VILLAGE
GRAND PRAIRIE SIGNIFICANT LANDMARK
Site Medallion No. 41
800 Skyline Road**

In 1994, the City of Grand Prairie, Texas, designated Avion Village as Grand Prairie Significant Landmark # 41.

At the September 28, 1994 meeting of the Grand Prairie Historical Commission it was unanimously recommended that Avion Village, located at 800 Skyline Road, be approved for Significant Landmark status and be assigned marker number 41. Avion Village was one of eight experimental housing developments built nationwide by the U.S. Federal Works Agency. Built in 1941, it was designed by a team of architects, including Richard Neutra and David Williams, both of whom were well-known internationally and nationally as modern architects. Avion Village broke new ground in federal housing policy in three ways: (A) unique architecture and design; (2) experimental prefabricated building techniques; and (3) mutual home ownership concept.

List of the original members of the corporation:

<u>Member</u>	<u>Address</u>
Mrs. Irma Byrd	114 Stearman
Mr. & Mrs. G.W. Chambers	109 Fairchild
Mr. & Mrs. Haskell Dodd	106 Vought
Mr. & Mrs. W.R. Gibbs	103 Vought
Mr. & Mrs. H.H. Freeman	116 Byrd
Mrs. Iris Lucia	118 Fairchild
Mr. & Mrs. Ralph McSpadden	101 Stearman
Mr. & Mrs. J.R. Peach	110 Wright
Mrs. Mary Porterfield	105 Music
Mrs. Mildred Stewart	107 Bleriot
Mrs. Frankie Taylor	116 Rickenbacker

Past Board members:

<u>Member</u>	<u>Address</u>
Mr. H.H. Freeman	116 Byrd
Mr. Gene Mobley	112 Byrd
Mr. Ralph McSpadden	101 Stearman
Mr. W.D. Hester	103 Balchen
Mr. Joe Stewart	111 Music
Mr. Roy McClain	114 Martin
Mr. Robert Parker	107 Vought
Mr. Charles Hughes	112 Martin
Mr. O.E. Reed	104 Wright
Mr. Jack Tucker	102 Rickenbacker



*Avion Village in Grand Prairie, Texas
(from Avion Village Housing Corporation, via
Artist in the Sky, LLC, accessed at
<https://www.aiadallas.org/v/columns-detail/Lost-Found-Avion-Village/pb/>)*

Other Mutual Ownership Housing Developments in the U.S.

Along with John Green's Marine and Shipbuilding Workers and other unions, Col. Lawrence Westbrook began the Mutual Ownership Defense Housing Division pilot program. The MODHD program built eight developments in 1941 and 1942

for defense workers in five states -- Texas, Indiana, Ohio, Pennsylvania, and New Jersey. The agency sought to push the boundaries compared to contemporaneous housing programs through the creation of an alternative homeownership model. The Mutual Home Ownership Plan designated the developments to be sold to non-profit mutual housing associations after the war. During the war, the MODHD developments were managed by the Federal Public Housing Authority (FPHA), which became the Public Housing Administration (PHA) in 1947. The smallest development was Walnut Grove in South Bend, Indiana with a reported 250 units, and the largest was Pennypack Woods in Philadelphia, Pennsylvania with 1,000 units. **Two sites located in the Dallas metropolitan area, Avion Village and Dallas Park, each had 300 units.** Greenmont Village in Dayton, Ohio, Audubon Park in Audubon, New Jersey, and Bellmawr Park in Bellmawr, New Jersey each had 500 units. Winfield Park in Linden, New Jersey was slightly larger with 700 units.


The eight MODHD projects were sold to mutual housing associations starting in 1947 under the Mutual Home Ownership Plan. Among the eight MODHD developments, Greenmont Village, Walnut Grove, Avion Village, Dallas Park, and Winfield Park had completed purchase contracts with their respective mutual housing associations by January 1951. Bellmawr Park and Pennypack Woods were sold to their respective mutual associations in 1952, and Audubon Park in 1954. Although Dallas Park was sold to its mutual association, residents voted to end the association and convert to a private ownership model in 1954. Residents at Dallas Park ultimately chose the opposite fate for their community. In 1954, six residents – all shareholders in the mutual association – brought a lawsuit against management claiming that the president of the board of directors and the manager were profiting off of the mutual association by illegally selling homes to individual buyers. The case quickly ended, however, as the lawsuit revealed that the six plaintiffs were the only members still interested in mutual ownership. The other 294 resident-shareholders voted to end the mutual association and privately own their homes.

- this article is based on information from the Avion Village website (avionvillage.net); the Society of Architectural Historians; Google maps; the Historical Marker Data Base (hmdb.org); the City


of Grand Prairie, Texas website (gptx.org); the Avion Village Mutual Ownership Corporation website (http://www.neighborhoodlink.com/Avion_Village_Mutual_Ownership_Corporation); WFAA news story broadcast on October 19, 2009; “Lone Star Community” article by William Menking in *The Architect’s Newspaper*, on May 8, 2015; “Long After the War is Over: Mutual Housing in the United States”, by Shawn Watson (<https://ushistoryscene.com/article/mutual-housing/>).

In the next issue of the Vought Retiree Club Newsletter, another historical article will detail the FIRST restoration of a Vought airplane – the O2SU Kingfisher that was completed in 1971 by 12 volunteer members of the Quarter Century Club of Vought Aeronautics.

These 12 men were forerunners of our fabulously skilled and dedicated past and present volunteers who have worked tirelessly on restoring eleven Vought aircraft and missiles under the auspices of the Vought Heritage Foundation.



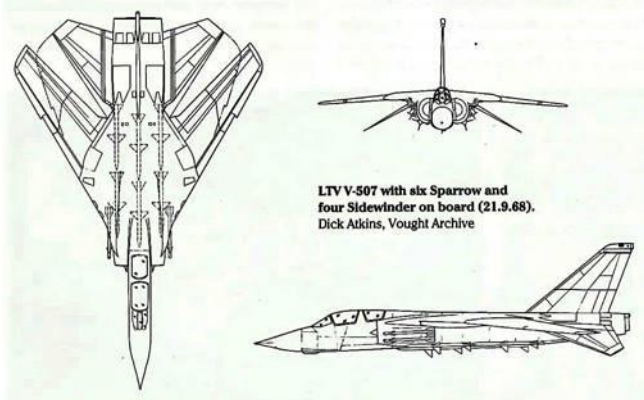
History from Don Wooldridge – 1962 check from Chance Vought

PERIOD ENDING Feb. 4, 1962		RETAIN THIS STATEMENT OF EARNINGS AND DEDUCTIONS.									
NAME	SOCIAL SECURITY NO.	EXEMPT	S	UNIT	CLOCK NO.	PAY PERIOD	CS				
D. W. WOOLDRIDGE		1	1	2-42350	V59776	742	2				
TOOL SALES	SAFETY SUPPLIES	WAGE LEVY	TRAVEL ADVANCE	UNCLAIMED WAGES	ACCIDENTS RECEIVABLE	IDENTIFICATION BADGE					
OVERTIME	GROSS	COMBINED FED. TAXES	RETIREMENT INCOME	SAVINGS BONDS	CHARITY FUND	CREDIT UNION	MISC.	GROUP INSURANCE	NET PAY		
	71.00	10.40							60.60		
Part Time Emp.											
 CHANCE VOUCHT CORPORATION DALLAS, TEXAS											
										S175867	

V-507 Vagabond – competitor to the F-14, late 1970s



Vought V-507 Vagabond, with missiles attached



Vought V-507 Vagabond, with 6 Sparrows and 4 Sidewinders



Vought V-507 Vagabond, with missiles attached, in hangar



Vought V-507 Vagabond, with A-7 and F-8 in background



Vought V-507 Vagabond, with canopies open

Bagdad Building

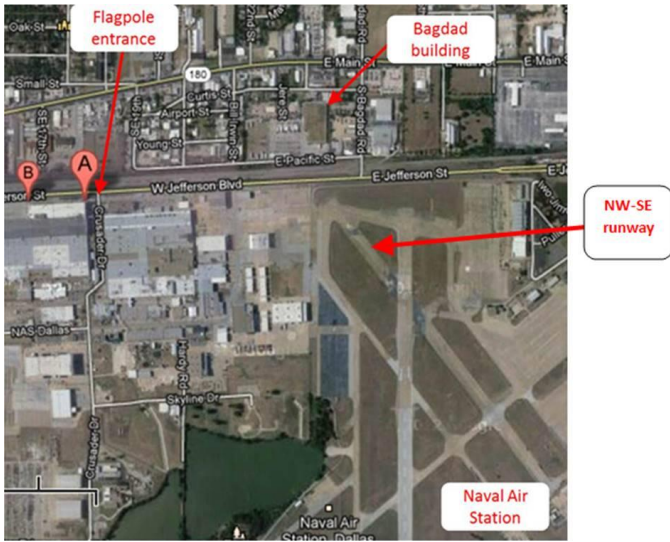


Why was the building across the street and railroad tracks from LTV Aerospace Corporation's Jefferson Street Facility called the Bagdad building?

Well, for one thing, it was just off Bagdad Road. Also, it was very near the site of the old Bagdad Supper Club dating from the days of Prohibition (at the intersection of U.S. 80 –now 180- and Bagdad Street in Grand Prairie).

A pedestrian bridge used to exist, going from a parking lot across the street from the flagpole at the main plant over the railroad tracks and Jefferson Street, to the flagpole entrance.

Location of LTV Aerospace Corporation's Bagdad building –



Pedestrian bridge over railroad tracks, from parking lots to flagpole entrance to JSF

An F-8 Crusader from the Navy Reserve Squadron based at the Naval Air Station Dallas crashed into the parking lot of the Bagdad LTV building on Wednesday, June 18, 1969. Take-off of the F8 was from the NW-SE runway (closed following this accident; this runway points directly at the Bagdad building) at Hensley Field at NAS Dallas. The F8 had a flameout on takeoff, the plane rolled left, the pilot ejected, and landed at the base of the Vought Control Tower. The pilot was fatally injured. The F8 continued on into the Bagdad building parking lot -- where it destroyed and damaged dozens of employee vehicles. From what the Editor remembers, a lot of LTV employees who worked in the Bagdad building and whose cars were destroyed got new cars after payouts by LTV's insurance.

12A CORPUS CHRISTI CALLER, Thurs., June 19, 1969

Jet Pilot Dies In Fiery Crash

GRAND PRAIRIE — In a fiery crash that missed the factory that made it by 100 feet, an F8 Crusader jet plowed into a parking lot Wednesday, killing its Marine Reserve officer pilot.

An hour later, the LTV Aerospace Corp. lot would have been swarming with employees at the change of shift. As it was, only parked cars, about 50 of them, were caught in the flames.

Authorities at Dallas Naval Air Station said the jet apparently had engine trouble on taking off, and that the pilot ejected but his parachute did not open. He died in a Navy ambulance en route to Parkland Hospital in Dallas.

Scorched Path

The red-and-white parachute was left about 400 yards from the runway. The plane left a scorched path from the runway, through the base fence, across a highway and a railroad track and through a 6-foot fence around the parking lot.

Dave Rowell Jr., who works at Bass Hays Foundry near the lot, was watching when the roaring wreckage approached the plant.

"It was smoking and made a noise like a small cannon — maybe the canopy ejecting — and then a streak of black smoke and fire. I was 150 yards away and it got hotter than working in the foundry," Rowell said.

Jack Reynolds of Euless, an LTV employee, said "The fuselage and engine were on fire after it plowed into a row of cars. The gas tanks of the cars started to blow up. You couldn't get close to it because of the heat."

Another LTV worker, J. L. Helvey, said the plane made a loud thud when it stopped in an open area. "If it had landed 100 feet to the right, it would have plowed into the corner of the building. There were people, lots of people, in there," Helvey said.

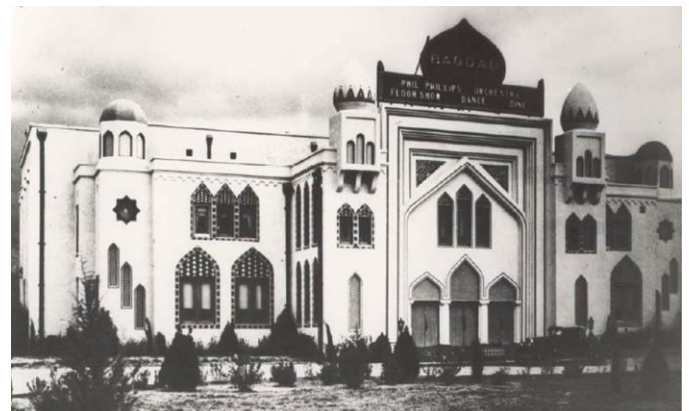
'Dead Cigar Butt'

The flames were extinguished, leaving the smoldering fuselage looking like a dead cigar butt surrounded by wreckage of the plane and damaged automobiles. Curiosity seekers jammed the highways for nearly two miles on approaches to the plant.

Firemen foamed parts of the area as a precaution against grass fires, and the Navy loaded the wreckage of the aircraft onto a flatbed truck and took it to the base. A military board was appointed at once to investigate. The plane was with Marine Reserve Fighter Squadron VMF112.

LTV Aerospace once manufactured Crusaders, but the model is now out of production. No portion of the plant was evacuated because of the crash and fire Wednesday.

Bagdad Supper Club



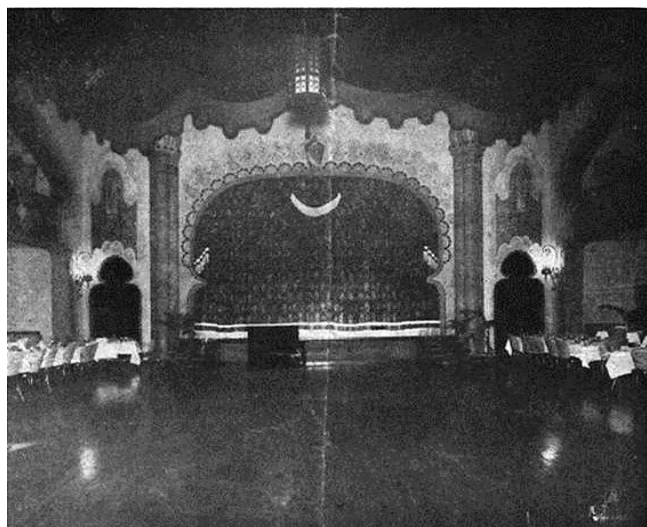
The Bagdad Supper Club was Dallas' ultra-

fashionable nightclub during its sporadic existence. Built in 1928, reputedly with Chicago money, the lavish Middle Eastern motif of the Bagdad Supper club was highlighted by a \$10,000 silk ceiling canopy imported from Istanbul.

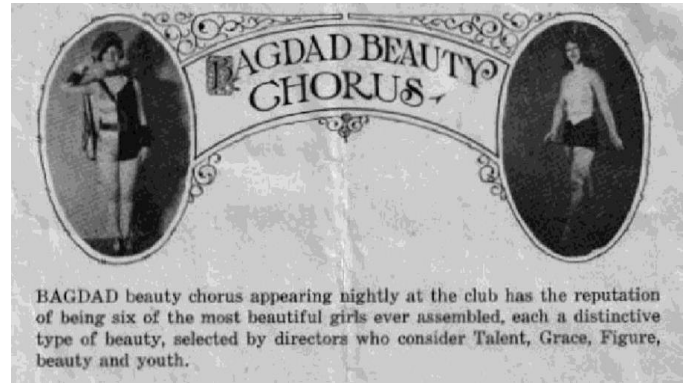
It opened on Thanksgiving Day 1928 -- eleven months before the Great Crash of 1929. It was an opulent palatial facility that offered dining, dancing, and music. The venue was featured in the 1947 comedy *Juke Joint*, starring Spencer Williams. J. Wiley Day was the inaugural managing director. The project was financed by Eastern capital. The Architect was William Scott Dunne (1886–1937), a well-known designer of theaters in Texas. It was a Moorish style, two-story building, clad in pinkish gray stucco.

Between 1929 and 1945, the club was open only intermittently, as it passed through several bankruptcies and sales.

Frank H. Newton, MD (1887-1977), and wife, Cosette Faust Newton, PhD (1889-1975), who at one time was Dean of Women at Southern Methodist University, acquired the club in 1945; they closed it in 1950. In September 1950, All American News (Emanuel M. Glucksman, manager), a commercial film concern based in Chicago, leased the building as its southwest headquarters and used it for film and TV -- commercial short subjects and trailers. They billed it as the largest sound stage east of Los Angeles. In 1953, the Newtons began renovating the facility as an art center, "bringing in a lifetime of art treasures from around the world." The Newtons designed rooms devoted to the countries from whence their art objects were acquired.



Interior of the Bagdad Supper Club



BAGDAD beauty chorus appearing nightly at the club has the reputation of being six of the most beautiful girls ever assembled, each a distinctive type of beauty, selected by directors who consider Talent, Grace, Figure, beauty and youth.

Located ten miles west of Dallas, at the Intersection of U.S. 80 and Bagdad Street in Grand Prairie, the nightspot's glory days ended in 1952 when the building burned to the ground.

From the 2009 Centennial brochure of the City of Grand Prairie, Chapter 4 (1940-1960), page 9 – On Sunday, April 19, 1953, according to the history of the Grand Prairie Fire Department, "...the fabulous Bagdad Club burned. It was known as the most spectacular fire in western Dallas County. The estimated loss of this fire was more than a million dollars on building and contents. The contents were furniture, Oriental furnishings, especially Japanese and Chinese, 45 paintings of the late Hungarian Artist Armand Grotz. Other paintings included a Gainsborough, and a Van Dyck, and many tapestries, drapes, and scores of rugs termed priceless as they were made by hand. The total insurance loss was \$50,000."

According to Wikipedia, "Artwork valued at about \$1 million (at that time) was lost in the fire."



Bagdad Supper Club on fire -- April 19, 1953

**VOUGHT RETIREE CLUB
29th ANNUAL MEETING AND BBQ
WEDNESDAY, 6/11/2025
AT THE RUTHE JACKSON CENTER**

You are cordially invited to attend our 29th Annual Meeting and BBQ on Wednesday, June 11, 2025, at the Ruthe Jackson Center in Grand Prairie.

The Ruthe Jackson Center is located at 3113 South Carrier Parkway in Grand Prairie, Texas. It is on the southeast corner of Carrier and Warrior Trail.

This is a MEMBERS ONLY event.

Doors will open at 9:00 a.m.

The Annual Meeting will start at 10:00 a.m.

The barbecue lunch will be served starting at about 11:30 a.m.

Door prizes will be awarded after lunch.

PLEASE RSVP BY TUESDAY, MAY 27, 2025!!

Cost is \$5.00 per member. Mail your check and completed registration form to:

**Vought Retiree Club
5840 W. Interstate 20, Suite 280
Arlington, TX 76017**

If you are not a current member, you are invited to renew your membership by sending an extra \$5.00 per person for annual dues (or \$50.00 for a lifetime membership), even if you cannot attend the meeting.

QUESTIONS? Call Vynita Hutson at 817-478-1885 at the Vought Retiree Club office, or email retireeclub@vought.org. Please complete the registration form below and send it in with your check, so we are sure we have your current data.

**Please check all that apply: Are you a Vought Retiree Club Member? _____
Chance Vought Survivors Club Member? _____ Restoration Volunteer? _____**

Member Name:		Spouse Name:	
DOB member:		DOB spouse:	
Address (Street, City, State, ZIP):			
Home phone:		Cell phone:	
Email address:			
Amount enclosed:	Meeting	Dues	TOTAL
	\$	\$	\$



Events Calendar 2025

Vought Retiree Club



JANUARY

FEBRUARY

MARCH

APRIL

MAY

JUNE

JULY

AUGUST

SEPTEMBER

OCTOBER

NOVEMBER

DECEMBER

11 – 2025 Annual Meeting / BBQ

(Wednesday)

Ruthe Jackson Center

3113 South Carrier Pkwy.

Grand Prairie, TX

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
Historian – Don Wooldridge

Call the Club at (817) 478-1885

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

Directors:

Activities – TBD
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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