



Vought Retiree Club News

Vol. 28

October – December 2023

No. 4

President's Message

Larry Skinner



Happy New Year Everybody! Been cold enough for ya? I was going to open with “How ‘bout them Cowboys!”, but really, how about the Cowboys? Blew their best chance since 1996, and got whipped on both sides of the ball. I would have said they sucked, but I’m trying to be nice.

I promised you last year that I wouldn’t report on the state of the JSF demolition again. Sorry, but I kinda lied about that. Everything is now gone except for some of the Building 6 foundation and the south dock (Receiving, Paint and Processing, Print Shop, etc.). There’s still a huge mountain of “something” near 14th Street – looks like sand to me, but Bob Snegon says that it is ground-up concrete from the foundation. Anyhow, I believe they’ll start on a new distribution center for somebody (more Home Depot?) sometime this year. This will be my last report on this subject. Scout’s honor. 🙌

Congratulations go out to Jim Minge, CEO of Texas Trust Credit Union, on being re-appointed by Gov. Abbott to the Texas Credit Union Commission for another six-year term! Jim is currently the Chair of that commission, which oversees the credit union industry in the state of Texas. Great choice, Gov! The O3U-3 Corsair is really taking shape at the VHF Restoration Facility and I want to offer my thanks to all the volunteers who have contributed time and love to saving an important piece of our company’s history.

And thanks to Johnnie Johnson for arranging a volunteer session at Mission Arlington where it always warms my heart to see the many ways they are helping those in need (they’re the real deal!) That’s it for me. Keep your plants covered, and your water faucets dripping, and I hope to see you at the BBQ on June 12, 2024 !

Larry

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.

Bobby Williams – 3-27-2010

William E. Baumann – 3-12-2023

Winnie Faye Williams – 10-9-2023

Bobby Fincher – 10-16-2023

Ralph Villarreal – 10-21-2023

Jesse Woodrow Scott – 11-25-2023

Marvin Walter Werneke – 12-4-2023

Henry “Hank” Wendall Smetak – 12-8-2023

Mary Ann Weaver – 1-13-2024

Marjorie Edna Collins – 1-30-2024

**Save the Date !
Annual Meeting and BBQ
Wednesday, June 12, 2024**

History – Story of Employee Coming to Texas



In post-World War II 1948, the entire Chance Vought Aircraft Company moved to Texas at the direction of the federal Government, to disperse the defense industry which was at that time vulnerable to enemies due to being concentrated in the northeastern states.

One employee who moved down to Texas was Bill Lehman, a Design Engineer. The following story was told to me recently by Larry Johnson, a retired Scout employee.

William (Bill) Lehman was born in New York City on October 12, 1922. He graduated from the Academy of Aeronautics in New York City, and he began his career with Chance Vought in Connecticut in 1944.

Bill wasn't sure at first if he wanted to move to Texas, because he didn't own a car and had never driven a car. All his career, he had lived in New York City and had taken the train from New York City to Stratford, Connecticut to go to work at Chance Vought.

Bill finally decided that he would accept the offer to go to Texas. Bill realized that he needed to learn to drive, and that he needed to buy a car.

A friend of Bill's took him out in the countryside to practice driving the friend's car.

Bill went to a car dealer in New York City and ordered a car. It was going to be six weeks or more before the car came in. However, one day the dealer called Bill and told him that they had a car come in that was very close what he had ordered, and that Bill could have that one if he wanted it.

Bill took that car.

When Bill went to pick up his car at the dealer in New York City, he took one look at the garage opening that he had to drive through to get to the street, and it made him feel uncomfortable, even though the opening was about 25 feet wide. Bill asked the salesman to drive it out the exit and line it up in the street in the right direction for him. The salesman said, "Have you ever driven a car?" Bill answered yes, but not much.

On the day Bill headed out of New York City on his way to Texas, he got to realize how much he enjoyed driving and seeing the sights of the country. He decided that he would just drive through Florida on his way to Texas, to see more of the U.S.

After days on the road doing his sightseeing, Bill didn't realize what was going on at Chance Vought in Texas. Vought company officials had not seen Bill, and they were worried when he didn't show up for work in Texas on time. They contacted the Highway Patrol and hospitals in the states that should have been on Bill's route from New York City to Texas. No one could find Bill.

Bill finally arrived in Texas and went to work.

Everyone was relieved and glad to see him.

Bill had a great career as a Design Engineer. He

worked on designing the supersonic single-engine carrier-based F-8 Crusader, and later on the Scout space launch vehicle program (the first all-solid fuel rocket launch vehicle) designing hydraulics.

After he got to Texas, Bill met Janice Robbins and married her on August 31, 1951. They were married for over 54 years until she passed on February 24, 2006.

Bill invited his mother to come visit him in Texas, but she never came, even though he always offered to pay all of her expenses. She told him that she preferred to stay in a civilized part of the country. Bill worked for Chance Vought and its successor company LTV Aerospace for 40 years until he retired in 1984.

**Renew your membership for 2023,
and continue to get your
Vought Retiree Club News!**

Call the Club at (817) 478-1885

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

2023 Dues !

by Gaye Kortegast

It's time to send in your 2023 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 2023, 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 !

Volunteer Events

by Johnnie Johnson

Volunteering gives us the opportunity to make a positive impact in our communities by helping those who are in need.

I want to take this opportunity to thank everyone who joined us on November 29, 2023, to volunteer our service at Mission Arlington (210 W. South Street, Arlington, Texas 76010). Mission Arlington is a place where people can get their Physical, Social, Emotional, and Spiritual needs met.

We can volunteer our help individually, or as a group -- by picking up donations, making deliveries, transferring data from paper to computer, working the food pantry, helping in or managing the clothing room, and many more opportunities. There is no end to the many ways our group can contribute to the day-to-day activities required to keep Mission Arlington running. Ms. Tillie Burgin, Founder and Executive Director, always welcomes us with open arms and a prayer before we start. 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.

Annual Vought Retiree Club Meeting and BBQ (6-14-2023)

Photos from the 27th Annual Vought Retiree Club Meeting and BBQ (held on June 14, 2023, at the Ruthe Jackson Center in Grand Prairie) did not include as many photos of people signing in and at their tables as in previous newsletters.

If anyone has photos that they would like to be included in the next newsletter, please email them to your Editor, Bob Bardo, at bobbardo2@cs.com.

One photo included in the April-June newsletter that did not have people identified is shown below, with Ken Cox's name provided by Larry Johnson.



Ken Cox and _____

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).

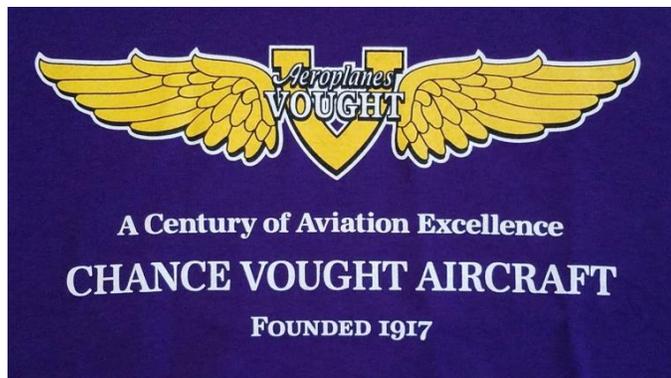
If you want to come to pick up T-shirts at the Vought Retiree Club office, please call first to make an appointment.

The blue **O3U-3 Corsair I** T-shirt (the actual blue color is shown in the 2nd photo below) –



The *100th Anniversary of Chance Vought* T-shirt is available for \$12 for the restocked 2XL and 3XL sizes, still \$10 for the other sizes.

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



The back of the T-shirt is shown here --



The close-up of the graphic on the back of the T-shirt is shown here --



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 6, 2024, at the Restoration Facility in Grand Prairie.

Vought Heritage Foundation Awarded a “2024 Wings Award” by Fort Worth Aviation Museum



Cathie Barrington, President of the Vought Heritage Foundation (VHF), accepted a “2024 Wings Award” that was awarded by the Fort Worth Aviation Museum to the VHF in January 2024. The occasion was the Museum’s 10th Annual First Flight Day and Wings Awards.



The Fort Worth Aviation Museum (FWAM) is dedicated to preserving and promoting the history of aviation in Fort Worth, the North Texas region, and around the world. The museum displays aviation artifacts and provides historical interpretation on a variety of civil and military topics.

F4U Corsair and A7 Corsair II



F7U Cutlass restored by Vought volunteers -- on display on USS Midway in San Diego



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 the period September 14, 2023 through January 4, 2024.

(The last issue showed activities for the period December 11, 2022 through September 19, 2023.)

September 14, 2023

O3U-3 fuselage covering is underway; Wat Watkins is shown here.



October 5, 2023

Assembly line applying base coat and UV protection; color will be applied in a few weeks.



October 12, 2023

Both bottom wings have completed paint.

October 10, 2023

Major milestone this morning – the final piece of airplane, wing center section moving into the covering department.

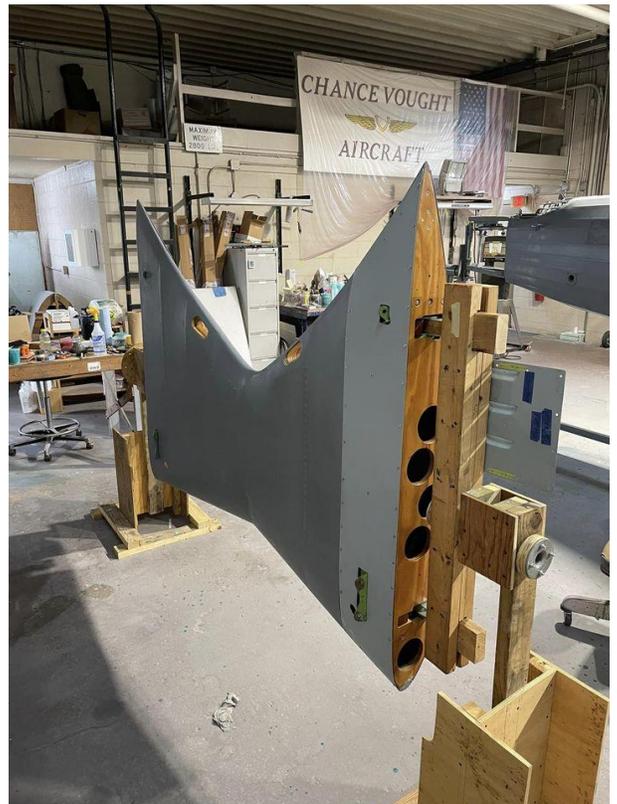


October 24, 2023

Center section almost ready for paint. We finished installing all the close out panels today. Struts and javelin hardware all tagged and staged for painting, still have to mask the clevis threads. Finished some touch-up painting inside the front and rear cockpit.



Moving on with covering the midsection –





October 26, 2023

Center section and ailerons in the paint booth this morning.





November 2, 2023

Paint effort this morning applying some primer to the fuselage and top cowling, and modifying some storage/shipping boxes for wing pontoons.





November 9, 2023

More painting this morning, top coat of color on the fuselage, and working on some shipping boxes for prop and float struts. Also, a photo of the pilot assist steps.





November 16, 2023

Mike Roberts visited the Vought Restoration facility in Grand Prairie; here are his observations --

“Airplanes and Coffee baby!!

Recently I was fortunate enough to be able to visit some great people who are all part of the Vought Retiree Club. This group of awesome people have built many planes and parts over the years. They have taken upon themselves to find and restore many of the planes that the company they worked for produced over the years. The company was originally started by Chance Vought sometime around 1917. I'm sure many of you recognize the flying pancake!! This plane and two other projects of theirs are displayed at the Frontiers of Flight Museum at Love Field Airport in Dallas, Texas. They also have a plane at the Smithsonian National Air and Space Museum, as well as a couple in a museum in Florida. The Smithsonian as I was told was very demanding on their displays. It had to be built to exact specifications from the materials used. Also, it had to actually be airworthy although it would likely never be flown. I met one of these guys many years ago, and we became friends. He is Jerry Fischer. We had something in common as we were both pilots. He was older than I and didn't fly anymore but shared many stories about flying around in his Cessna 150 in north Texas -- well, all over Texas and some adjoining states. He told me about the club he was part of...and well I finally went to see what they were doing! It was no less than incredible!! I was fortunate to meet Rusty Branum there to show me around their facility. Super guy, who has another hobby drag racing. I don't know how he finds the time to do it all, great wife I'm thinking! This group works tirelessly out of a passion for aviation. Entirely volunteer work!



They are currently working on yet another scratch build that I intend to follow. It is a Vought O3U-3 that may very well be their last as the Grand Prairie School District that owns the buildings only agreed to let them use it until February of next year.”



Rusty Branum. November 16, 2023



November 21, 2023

O3U-3 airplane getting some stripping before markings go on; strut covers being prepared for paint.



November 28, 2023

O3U-3 airplane getting some markings today, and finished painting the 2 wing wire javelins.



November 30, 2023

Grand Prairie ISD students getting some OJT, driving a forklift –

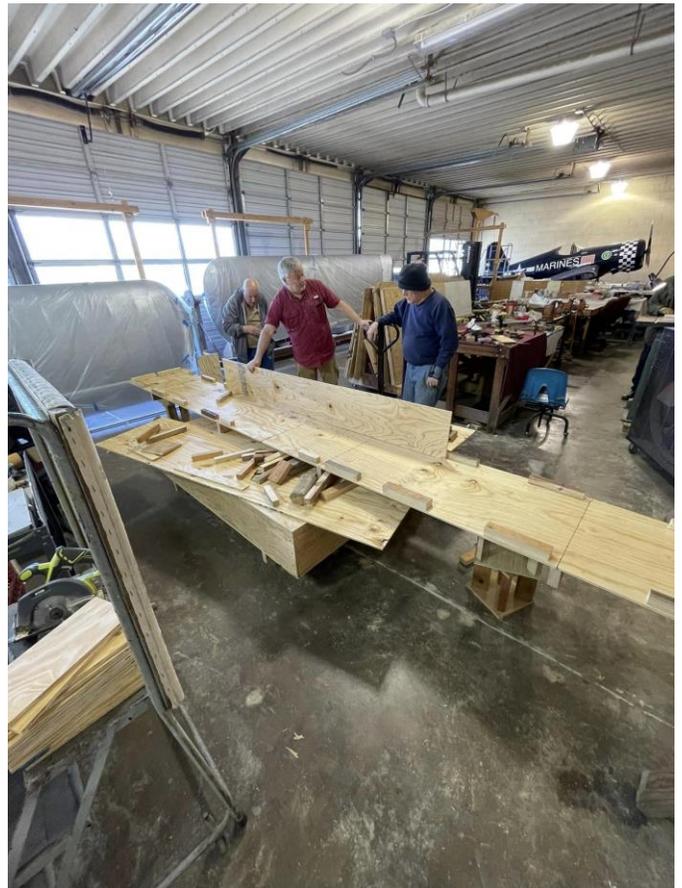




December 7, 2023

Two more wings and center section painted, top coat finished on one side. Next week, we will flip them over and paint the top sides.

Shipping boxes are being fabricated for the horizontal stabilizer and elevator and vertical stabilizer.





December 11, 2023

Wat Watkins, premier Vought aircraft restoration leader and lead sheet metal man, celebrated his 81st Birthday today!



December 14, 2023

Lots of painting going on this week -- shiny yellow wings, ailerons, and center section. Some people thought it looked like a banana, others a school bus, and one opinion thought baby poop yellow...I don't know, but I like it.

The shipping box for the tail parts is nearing completion.





Birthdays -- Mickey Branum (October) and Jim Hill (93) and Bob Szabados (November)



Birthdays -- Wat Watkins and Paula Hastings (December)

December 19, 2023

After all of the Christmas snacks & treats, we still had time to celebrate the birthday of these fine volunteers.



*Wat Watkins doing a little touch-up painting,
December 19, 2023.*



Photos from the annual Christmas lunch for the
restoration volunteers, December 19, 2023 –





December 20, 2023

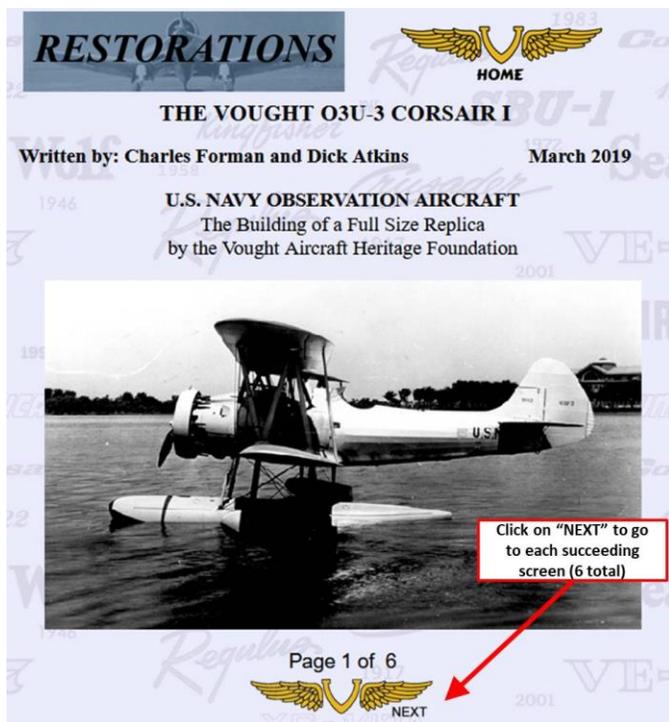
The link below is a presentation (compiled by Charles Foreman and Dick Atkins) of the amazing story of the building of the O3U-3 replica -- from conception to nearing completion.

The Vought O3U-3 was a U.S. Navy observation aircraft.

Thousands of volunteer hours have been expended, bringing the vision to nearing the finish line. Many of those that started the journey are no longer with us; those that remain are focused on completing the task, Chance Vought would be proud. As the year comes to an end, spend a few minutes and enjoy the many years of dedicated work from the Vought volunteers, Merry Christmas and a Happy New Year !

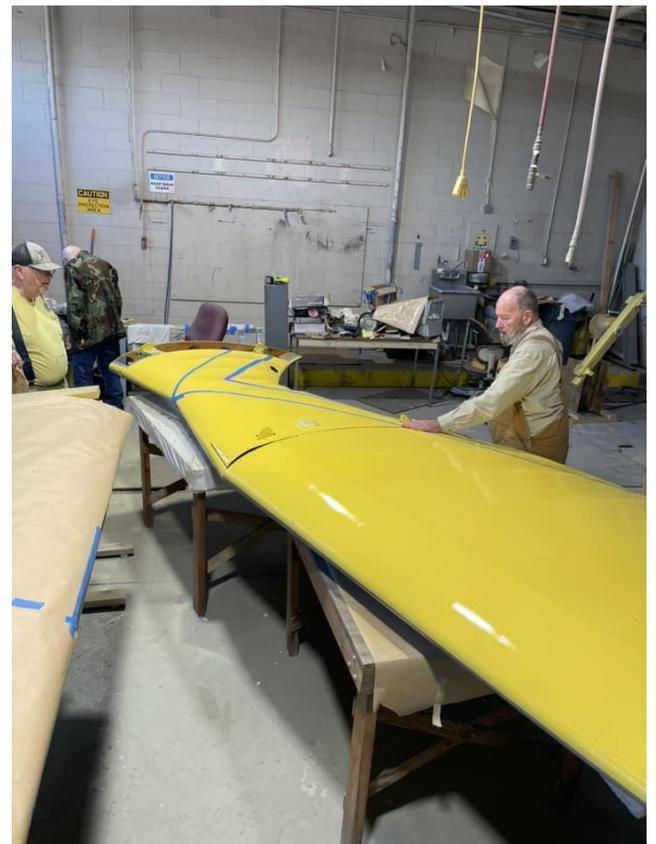
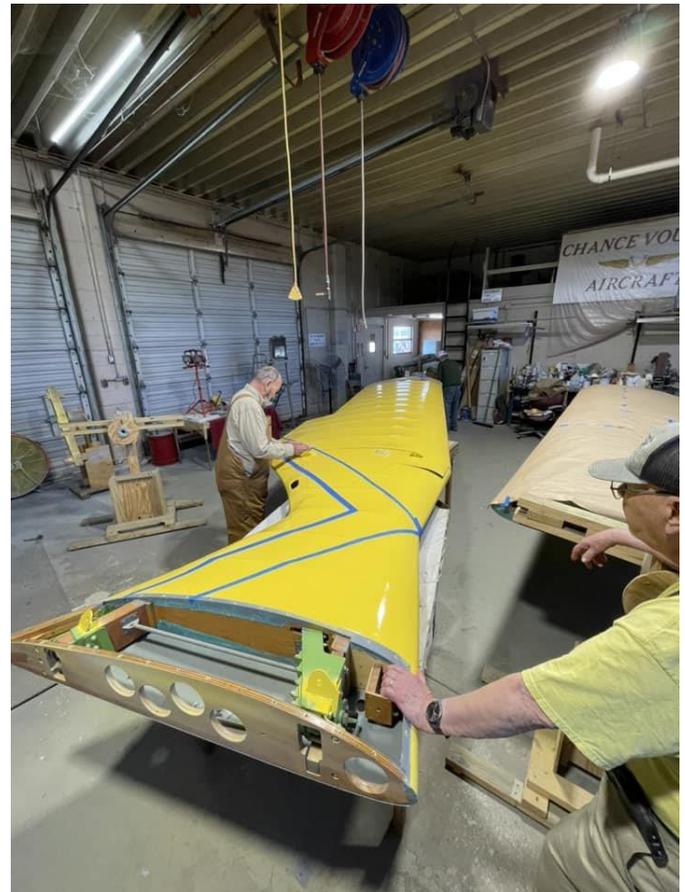
<https://vought.org/rest/html/ro3u1.html>

Here is the first screen of the presentation; click on "NEXT" under the Vought wing to go to each succeeding screen (there are 6 total screens) --

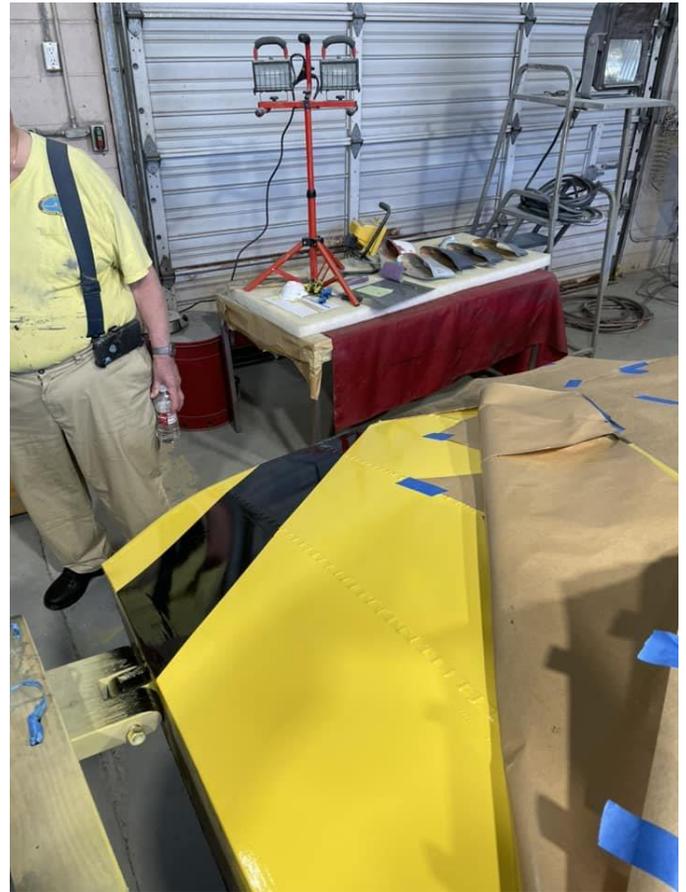


January 4, 2024

Doing some top wing paint layout work on the O3U-3 --



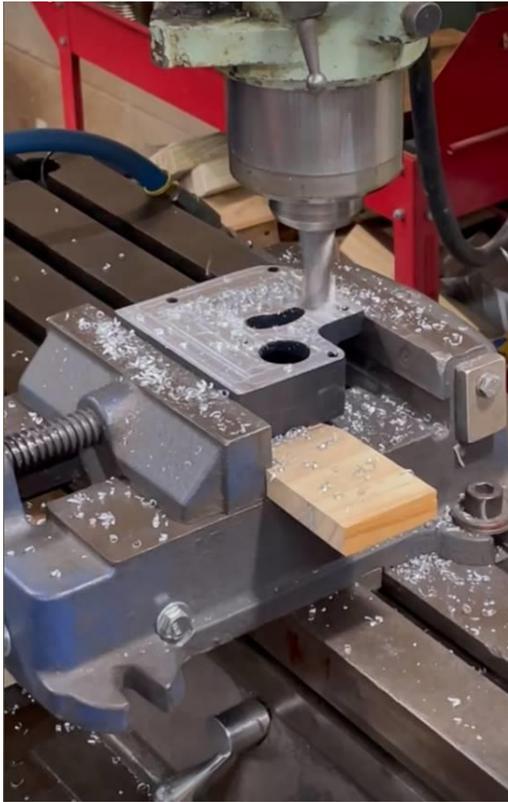
Adding some markings to the center section and top wings –



Working on the mill this morning --



Doing a little RCP (race car part) work on the mill this morning



Vought F4U Corsair with the Black Sheep Squadron



Taken around the beginning of October 1943, this photo shows a very tired and war weary Black Sheep squadron in the Russell Island group. They have just lost one fellow pilot, while four others are MIA or recovering from wounds in hospital.

Back Row, from left: John Begert, Bob Bragdon, Don Fisher, Bruce Matheson, Jim Hill, and George Ashmun. Third Row, from left: Chris Magee, Don Moore, Hank Bourgeois, Burney Tucker, Warren Emrich, and John Bolt.

Second Row, from left: Paul Mullen, Bill Heier, Virgil Ray, Ed Harper, Bob McClurg, and Sandy Sims.

Front row, from left: Bill Case, Frank Walton, Stan Bailey, Greg Boyington, Jim Reames (the flight surgeon), and Ed Olander.

- photo from the Frank Walton Collection; colorization by We, the People Restoration and Colorization.

OS2U-3 Kingfisher



OS2U-3 Kingfisher built by Vought, was delivered to the U.S. Navy (USN) as bureau number 5909.

During the 1980s, displayed aboard the [USS Massachusetts \(BB-59\)](#) at [Battleship Cove](#), but over the years was damaged from years of exposure outdoors. In 1998, it was moved to the [NASM Garber Facility](#) and restored with fuselage number 13. Since December 2003, it has been displayed suspended from the ceiling at [NASM Udvar-Hazy Center](#).

- from [pacificwrecks.com](#)

Vought F4U Corsair

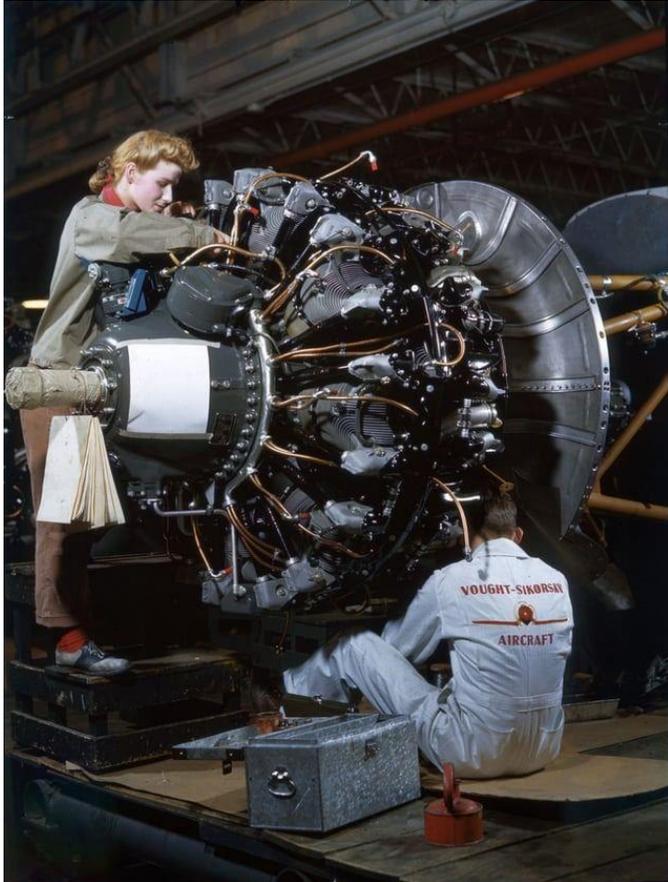


Vought F4U Corsair... every stud flush-mounted, transitions, aerodynamically perfect, footstep and handle blends, undercarriage and tail wheel retract and disappear! All at a time when computers did not even exist in science fiction films.

See more: <https://tinyurl.com/4pubu976>

- photo: Jerome Matula

F4U Corsair R-2800 Engine



Workers attach the mighty R-2800 Double Wasp engine to an F4U Corsair at the Vought factory in Stratford Connecticut, 1943.

The XF4U-1 prototype was the very first aircraft to be designed around the Pratt and Whitney R-2800 Double Wasp engine. This beast of an engine was the heart of the F4U.

With 2,800 cubic inches (46 litres) of displacement and 18 cylinders, this mammoth put down over 1,800 hp. The engine spun a large 13 feet 4 inches (4.06 m) propeller.

On October 1, 1940, the XF4U was the first single-engine US fighter to exceed 400 mph. Not only was she fast in a straight line but also in a dive too, attaining speeds of up to 550 mph.

- see: <https://planehistoria.com/wwii/f4u/>

LTV Tilt-wing XC-142A V/STOL



On July 9, 1965: The LTV tilt-wing XC-142A vertical/short takeoff and landing aircraft arrived at Edwards Air Force Base, California, for Category II testing following a two-day flight from the Ling-Temco-Vought plant in Dallas, Texas. The flight was the first long-distance hop of a V/STOL aircraft. The XC-142A was an experimental four-engine propeller transport in which the engines and wings tilted in flight to transition between vertical and horizontal flight.

LTV A-7 Corsair II on CVN-72

Catapult crew members prepare to launch an LTV A-7 "Corsair II" from the #2 catapult aboard the USS Abraham Lincoln (CVN-72).



F7U-3 Production Line – 1953



F7U-3 production line at Chance Vought's Grand Prairie, Texas plant in 1953. My aircraft (BuNo 129554, F7U-3 #38) is in the center, the fourth F7U back, with the radome closed.

Al Casby said, "What is interesting about this photo, was that my late pal Art Schoeni, who snapped this picture and later sold it to the Associated Press desired to show only the aircraft and factory - there is not a single human being to be seen in this shot. Art told me that Detweiler approved a half hour paid picnic for every plant employee and the Guard corps ensured everyone was outside when the series of photos were taken. This was almost unheard of in a three-shift factory operation."

- from Al Casby



Vought SB2U Vindicator



January 4, 1936: The Vought SB2U Vindicator made its first flight. The Vindicator was an American carrier-based dive bomber developed for the U.S. Navy, the first monoplane in this role. Vindicators still remained in service at the time of the Battle of Midway, but by 1943, all had been withdrawn to training units. It was known as the Chesapeake in Royal Navy service. In 1934, the United States Navy issued a requirement for a new Scout Bomber for carrier use and received proposals from six manufacturers. The specification was issued in two parts, one for a monoplane, and one for a biplane. Vought submitted designs in both categories, which would become the XSB2U-1 and XSB3U-1 respectively. The biplane was considered alongside the monoplane design as a "hedge"



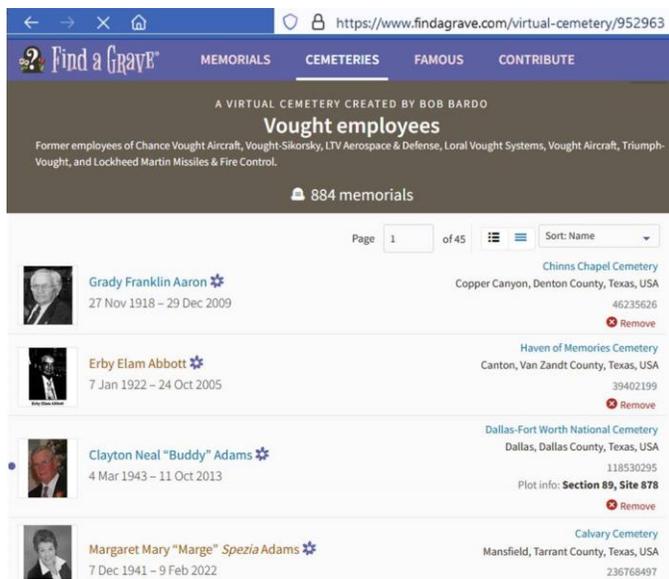
against the Navy's reluctance to pursue the modern configuration.

The SB2U was evaluated against the Brewster XSBA-1, Curtiss XSBC-3, Great Lakes XB2G-1, Grumman XSBF-1 and Northrop XBT-1. All but the Great Lakes and Grumman submissions were ordered into production. Accepted for operational evaluation on July 2, 1936, the prototype XSB2U-1, BuNo 9725, crashed on August 20, 1936. Its successful completion of trials led to further orders, with 56 SB2U-1s ordered on October 26, 1936, and a further 58 of a slightly modified version, the SB2U-2, on October 6, 1938. The SB2U is prominently featured in the 1941 film Dive Bomber. The Vindicator served aboard the aircraft carriers USS Saratoga, USS Lexington, USS Ranger, and the USS Wasp. The Vindicator also saw service with the U.S. Marine Corps, the French Navy and the United Kingdom's Royal Navy.

Vought Employees Virtual Cemetery

Vought Retiree Club Newsletter Editor, Bob Bardo, has entered (so far) a total of over 930 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 displaying the "Vought employees" virtual cemetery page on Find a Grave. The page title is "Vought employees" and it is described as "A VIRTUAL CEMETERY CREATED BY BOB BARDO". Below the title, 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 page shows a list of four memorials:

Name	Birth - Death	Cemetery	Location	Plot Info
Grady Franklin Aaron	27 Nov 1918 - 29 Dec 2009	Chinns Chapel Cemetery	Copper Canyon, Denton County, Texas, USA	46235626
Erby Elam Abbott	7 Jan 1922 - 24 Oct 2005	Haven of Memories Cemetery	Canton, Van Zandt County, Texas, USA	39402199
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
Margaret Mary "Marge" Spezia Adams	7 Dec 1941 - 9 Feb 2022	Calvary Cemetery	Mansfield, Tarrant County, Texas, USA	236768497

Claudia Foreman, wife of Charles Foreman (Vought Restoration Volunteer), passed on Sept. 5, 2023

Claudia Foreman passed on Tuesday, September 5, 2023.

Claudia was the wife of Charles Foreman, one of the dedicated Vought retiree volunteers who work tirelessly on restoring Vought aircraft for display in museums throughout the U.S.

Our deepest sympathies and condolences to Charles and their family.

Claudia Ann Foreman (June 9, 1935 - September 5, 2023)



Claudia Ann Foreman passed peacefully in Kindred Hospital in Arlington, Texas, on Tuesday, September 5, 2023, with her husband Charles at her side. She died at age eighty-eight, from complications of pneumonia.

Claudia was born on Sunday, June 9, 1935 in Pittsburgh, Pennsylvania, to Edward Earl Scatterday and Helen Elizabeth Weiler Scatterday. Claudia's parents divorced when she was very young, and Helen later married John Edward Carichner.

Claudia went to school in Pittsburgh through the ninth grade. In 1950, the Carichner family moved to Fort Worth, where Claudia's stepfather, John, became one of the early employees at the new Bell Helicopter plant. Claudia attended Amon Carter Riverside High School in Fort Worth, and graduated in 1953. She immediately went to work as a secretary for Mid-Continent Oil Company in downtown Fort Worth, and later was a secretary in an accounting firm.

Claudia married shortly after high school, and was divorced several years later. She had no children.

In her late twenties, she decided to go to college, and earned her BA degree in English from the University of Texas at Arlington (UTA). She became a high school English teacher, and taught for about fifteen years at Grand Prairie High School and South Grand Prairie High School. Claudia liked teaching and enjoyed working with her students. In her thirties, Claudia decided to go back to college, and she earned her Master's Degree in English from UTA.

Claudia and Charles met on a ski club trip to Winter Park, Colorado, in 1980. They had a couple of dates after that trip, but Claudia wasn't too interested.

About three months later, Claudia's car was vandalized; all of the windows were broken out. Claudia was distraught and needed help, so she called Charles, and "the rest is history." They started dating and got married on Saturday, June 27, 1981. Claudia and Charles had no children.

They continued to ski each winter, and in about 1998 they bought a townhouse in Silverthorne, Colorado, near four ski areas. They drove to Colorado each winter and summer, and continued to ski into their seventies. Claudia really enjoyed and was proud of her Colorado townhouse. Claudia also started playing tennis shortly after her marriage to Charles. She played ladies doubles tennis with a group of friends until she was about eighty. Claudia and Charles liked to travel, and made several trips to points of interest in the U.S. They made only two international trips -- one to England and one great trip to Florence, Rome, and Pisa in Italy.

Claudia was a life-long Methodist, and she and Charles joined New World United Methodist Church in about 1997. They both became choir members and Claudia sang in the choir for about ten years.

Claudia was an active member of the American Association of University Women (AAUW). This year was her 49th year of membership. She had hoped to make it fifty. She valued her many long-time friends in AAUW.

Claudia had a thirty-five year association with the Cliburn Foundation in Fort Worth, starting in 1985. The Foundation sponsors and organizes the Van Cliburn International Piano Competitions. Claudia was volunteer usher, Assistant Usher Chairman, and then Usher Chairman for the competitions. She was Usher Chairman for the International Competition for Outstanding Amateurs held from 1997 through 2011 in Landreth Hall at TCU. She had responsibility for recruiting, training, scheduling,

and supervising 60 ushers for the week-long events held in May every four years. Of all of her volunteer work and positions over the years, Claudia was most proud of her work and association with the Cliburn Foundation.

Claudia had excellent organizational and leadership skills, which she demonstrated in the organizations to which she belonged. In the neighborhood that Charles and Claudia live, there was an active neighborhood association and a "Transplants" women's club. Claudia was very active in both for over thirty years.

Claudia is survived by her husband Charles; her sister Laurie Meacham and husband Randy and their two sons Sean and Cameron; and her cousin Don Weiler and his wife Jana.

She was preceded in death by her mother, father, and step-father.

She will be buried in a family plot in Allegheny Cemetery in Pittsburgh, Pennsylvania.

A memorial service for Claudia will be held on Tuesday, September 19, 2023, at 2:00 p.m. at New World United Methodist Church (2201 N. Davis Drive, Arlington, Texas 76012).

Arrangements are by Moore Funeral Home (1219 N. Davis Drive, Arlington, Texas 76012).

- based on obituary posted on the website of the Moore Funeral Home.



Events Calendar 2024

Vought Retiree Club



JANUARY

FEBRUARY

MARCH

APRIL

MAY

JUNE

12 – 2024 Annual Meeting / BBQ
Ruthe Jackson Center
3113 South Carrier Pkwy.
Grand Prairie, TX
(Wednesday)

JULY

AUGUST

SEPTEMBER

OCTOBER

NOVEMBER

DECEMBER

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

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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