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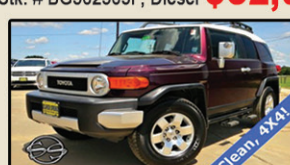
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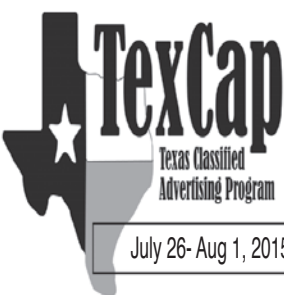


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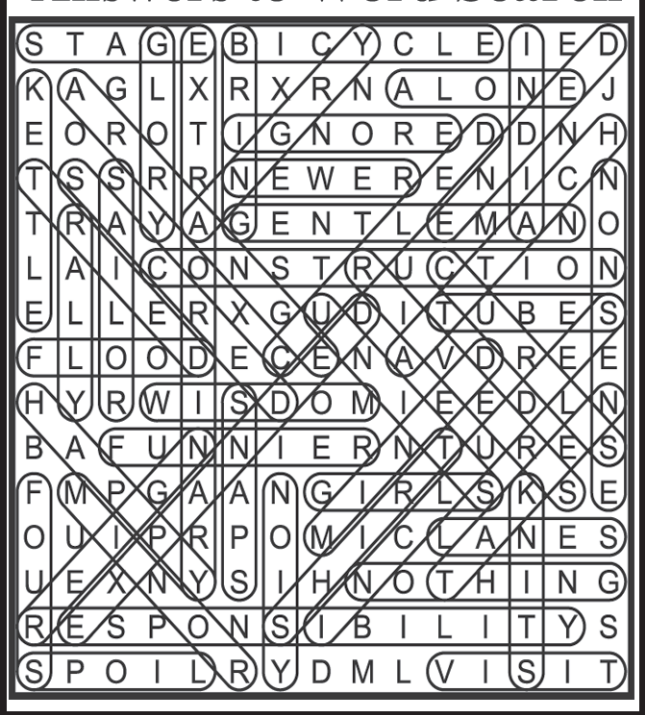
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Tumbleweed Smith



Tumbleweed Smith

On one of our overseas trips we bought a small luggage sale to make sure our luggage wasn't overweight. We hadn't used it in awhile and when we were getting ready to take our grandsons to Alaska we got it out. Dead battery. A tiny screw secured the battery compartment case. No tool we had was small enough to turn that screw. After working with it an hour I went to Radio Shack with the scale in hand. The girl behind the counter had a battery but no tool to open the battery compartment. I went to our local hardware store and told a woman clerk my dilemma. She went after it with a vengeance and ended up getting a drill and opening the compartment that way. She wouldn't let me pay for her labor. So I bought a \$2 screwdriver.

The baggage weighed okay so we got ready to leave. After I locked the front door the key broke inside the lock. Just broke into two pieces. My wife had left her keys in the house. I went to my office to get a pocked knife and when I got back to the front door it was open. I asked her how she did it. She said she just took the end of the key that separated, pushed it against the key with the teeth on it and pushed hard. It worked. She is a true fighter and will try anything to solve a problem. The key was still in the lock, however and we worked with that for a while. Finally I punched my knife against the top of the part of the key that was still in the lock and made a half turn with it. The key loosened and I pulled it out.

We were elated. Shaken up, but elated. Our place was to leave in three hours and the airport was an hour away. Plenty of time. Thirty minutes into the trip I asked her if she had put the carry-on bag in the car. I knew I hadn't. I pulled over and sure enough, no carry-on bag. I turned around, hightailed it back home and there was the bag sitting in the driveway.

We made the flight fine, had airport changes in Las Vegas and Orange County en route to Oakland where were to retrieve our grandsons, They and our son BZ greeted us at the airport just before 6 PM. We waited at the baggage claim. And waited. And waited. No luggage. I recalled a travel expert saying there are two kinds of luggage: carry on and lost. I went to the baggage claim office and explained that we were leaving from that airport early the next morning taking our grandsons to Alaska. The Southwest clerk was sympathetic and I filled out a form while she put a tracer on the bags. She said they were to arrive on a flight in a couple of hours. We all went to eat. When we got back to BZ's house I called Southwest Baggage Claim and was put on hold for about 20 minutes. Finally they came on the line, and said, "the bags are right here." BZ and I went back to the airport, got the bags and we're on a ship now headed for Alaska.

My wife left her makeup bag at BZ's house. We'll see what happens next. A friend of mine says the world travel comes from the word travail.

When Tumbleweed Smith is not on the road looking for characters or having adventures in some far away place, he lives in Big Spring with his wife Susan. Contact him at ts@tumbleweedsmith.com

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Claire Lee Chennault



Commander Of The 1st American Volunteer Group "Flying Tigers" WWII



Claire Lee Chennault (September 6, 1893 – July 27, 1958) was an American military aviator best known for his mercenary leadership of the "Flying Tigers" and the Republic of China Air Force in World War II. Chennault was a fierce advocate of "pursuit" or fighter-interceptor aircraft during the 1930s when the U.S. Army Air Corps was focused primarily on high-altitude bombardment. Chennault retired from the United States Army in 1937, and went to work as an aviation adviser and trainer in China. Starting in early 1941, Chennault commanded the 1st American Volunteer Group (nicknamed Flying Tigers). One mission which never came to fruition was the bombing of Japanese cities; the bombers did not arrive before Pearl Harbor. (B-29's started bombing from China in 1944, but they were not under Chennault's command.) He headed both the volunteer group and the uniformed U.S. Air Force units that replaced it in 1942. He feuded constantly with General Joseph Stillwell, the U.S. Army commander in China, and helped China's leader Chiang Kai-shek to convince President Roosevelt to remove him in 1944. By that time, however, Washington saw China as a backwater in the war.

Chennault was born in Commerce, Texas, to John Stonewall Jackson Chennault and Jessie (née Lee) Chennault. He grew up in the Louisiana towns of Gilbert and Waterproof. He began misrepresenting his year of birth as either 1883 or 1890, possibly because he was too young to attend college after he graduated from high school, so his father added three years to his age.

Chennault attended Louisiana State University between 1909 and 1910 and underwent ROTC training. At the onset of World War I, he graduated from Officers' School at Fort Benjamin Harrison, and was transferred to the Aviation Division of the Army Signal Corps. He learned to fly in the Army Air Service during World War I. Following the war he graduated from pursuit pilot training at Ellington Field, Texas, on April 23, 1922, and remained in the service after it became the Air Corps in 1926. Chennault became the Chief of Pursuit Section at Air Corps Tactical School in the 1930s.

Into the mid-1930s Chennault led and represented the 1st Pursuit Group of the Montgomery, Alabama-based Army Air Corps aerobatic team the "Three Musketeers". The group performed at the 1928 National Air Races. In 1932, as a pursuit aviation instructor at Maxwell Field, Chennault re-organized the team as "Three Men on the Flying Trapeze".

Poor health (deafness and chronic bronchitis) and disputes with superiors and the fact that he was passed over as unqualified for promotion, led Chennault to resign from the military on April 30, 1937; he separated from the service at the rank of captain. As a civilian, He then went to China and joined a small group of American civilians training Chinese airmen.

Chennault arrived in China in June 1937. He had a three-month contract at a salary of \$1,000 per month, charged with making a survey of the Chinese Air Force. Soong May-ling, or "Madame Chiang" as she was known to Americans, was in charge of the Aeronautical Commission and thus became Chennault's immediate supervisor. Upon the outbreak of the Second Sino-Japanese War that August, Chennault became Chiang Kai-shek's chief air adviser, training Chinese Air Force pilots as well as sometimes flying scouting missions in an export Curtiss H-75 fighter. His duties also included organizing the "International Squadron" of mercenary pilots.

However, Soviet bomber and fighter squadrons increasingly took over from China's battered units, and in the summer of 1938 Chennault went to Kunming, the capital of Yunnan Province in western China, to train and organize a new Chinese Air Force along the American model.

On October 21, 1939, Chennault, accompanied by four Chinese officials, boarded the Pan American Airways Boeing B-314 California Clipper in Hong Kong, arriving at San Francisco on October 26, on a special mission for Chiang Kai-shek. By 1940, seeing that the Chinese Air Force had collapsed because of ill-trained Chinese pilots and shortage of equipment, Chiang again sent Chennault, accompanied by Chinese Air Force General Pang-Tsu Mow, to the United States to meet with banker Dr. T. V. Soong in Washington, D.C., with the following directed purpose: "to get as many fighter planes, bombers, and transports as possible, plus all the supplies needed to maintain them and the pilots to fly the aircraft." Together, they departed on October 15, 1940, from Chungking, China, transited at Hong Kong where they boarded Pan Am Boeing B-314 American Clipper on November 1, arriving at San Francisco on November 14. They reported to the Chinese Ambassador to the United States, Hu Shih.

Chennault's mission to Washington ultimately brought up the idea of creating an American Volunteer Group of pilots and mechanics to serve in China. By then Dr. Soong had already begun negotiations for an increase in financial aid with U.S. Secretary of Commerce and Federal Loan Administrator Jesse H. Jones on October 17.

Washington provided the money. How to obtain the shopping list of aircraft, aviation supplies, volunteers and funds for the Bank of China were further discussed in a meeting held at the home of Secretary of the Treasury Henry Morgenthau, Jr. with Captain Chennault, Dr. Soong, and General Mow on December 21. On April 25, 1941, the United States and China formally signed a \$50 million stabilization agreement to support the Chinese currency. By December 23, 1940, upon approval by the War Department, State Department and the President of the United States, an agreement was reached to provide China the 100 P-40B Tomahawk aircraft which had originally been built for Britain, but which the British were persuaded to give up in preference for newer models rapidly being built. With an agreement reached, General Mow returned to China aboard the SS Lurline, departing from Los Angeles, California on January 24, 1941. Chennault followed shortly after with a promise from the War Department and President Roosevelt to be delivered to Chiang Kai-shek that several shipments of P-40C fighters were forthcoming along with pilots, mechanics, and aviation supplies.

The 100 planes were crated and sent to Burma on third country freighters during spring 1941. At Rangoon, they were unloaded, assembled and test flown by personnel of Central Aircraft Manufacturing Company (CAMCO) before being delivered to the AVG training unit at Toungoo. Their first battle occurred on December 20, 1941 with aircraft flying out of Kunming.

CAMCO was able to deliver 99 Tomahawks before war broke out. (Many of those were later destroyed in training accidents.) The 100th fuselage was trucked to a CAMCO plant in Loiwing, China, and later made whole with parts from damaged aircraft. Shortages in equipment with spare parts almost impossible to obtain in Burma along with the slow introduction of replacement fighter aircraft were continual impediments, although the AVG did receive 50 replacement P-40E fighters from USAAF stocks that were originally scheduled for shipment to Great Britain but cancelled due to the Tomahawk's inferior flight performance against German fighters.

Chennault was able to recruit some 300 American pilots and ground crew, posing as tourists, who were adventurers or mercenaries, not necessarily idealists out to save China. But under Chennault they developed into a crack fighting unit, always going against superior Japanese forces. They became the symbol of America's military might in Asia. They became the Flying Tigers.

Chennault was promoted to lieutenant general in the U.S. Air Force, several days before his death on July 27, 1958, at the Ochsner Foundation Hospital in New Orleans. He died of lung cancer. He is interred at Arlington National Cemetery.

Chennault was twice married and had a total of ten children, eight by his first wife, the former Nell Thompson (1893–1977), an American of British ancestry, whom he met at a high school graduation ceremony and subsequently wed in Winnsboro, Louisiana, on December 24, 1911. The marriage ended in divorce in 1946, long after his service in China started. He had two daughters by his second wife, Chen Xiangmei (Anna Chennault), a young reporter for the Central News Agency whom he married on December 2, 1947. She became one of the Republic of China's chief lobbyists in Washington, D.C.

His children from the first marriage were John Stephen Chennault (1913–1977), Max Thompson Chennault (1914–2001), Charles Lee Chennault (1918–1967), Peggy Sue Chennault Lee (1919 - 2004), Claire Patterson Chennault (November 24, 1920 – October 3, 2011), David Wallace Chennault (1923–1980), Robert Kenneth Chennault (1925–2006), and Rosemary Louise Chennault Simrall (September 27, 1928 – August 25, 2013).

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Obits

Dane Oren Petty

Memorial services for Dane Oren Petty, age 84, of Cumby, were conducted at 10:00 a.m. Saturday, July 25, 2015 at West Oaks Funeral Home Chapel with Rev. Howard Strickland officiating. There was no formal visitation. Honorary pallbearers were Ricky Petty, James Petty, David Petty, Matt Petty, Arsenio Ugalde and Manuel Granados.

Mr. Petty passed away Monday, July 20, 2015 in Cumby.

Mr. Petty was born on April 10, 1931 in Hopkins County, the son of W. V. Petty and Ruby Plunkett Petty. He married Catherine Swann on July 13, 1962 in Cumby. She survives. Mr. Petty was a graduate of Campbell High School and went on to East Texas State University in Commerce where he got his Bachelors and Master's degree. He received his DVM at Texas A&M in College Station. Mr. Petty was a veterinarian for many years. He owned and operated a dairy farm, he was a former school board president at Cumby ISD and served on the Cumby Telephone Board. Mr. Petty was of the Baptist faith.

In addition to his wife, Mr. Petty is survived by his son, Greg Petty, daughter, Stefanie Petty, sister, Janelle Dean all of Cumby, niece and nephews, Janice Petty, Ronny Petty and Jeff Petty.

He was preceded in death by his parents and son, Brett Petty.

In lieu of flowers the family request donation be made to Cumby Cemetery Association, P. O. Box 734, Cumby, TX 75433 or No Kill Hunt County, 1303 CR 4208, Campbell, TX 75422.

Ray Smith

Funeral arrangements for Ray Smith of Sulphur Springs are pending with Murray-Orwosky Funeral Home.

Mr. Smith passed away Tuesday, July 28, 2015, at his residence.

Raymond Delane Pierce

Raymond Delane Pierce, 75, of Cumby passed away on Friday, July 24, 2015, in Dallas.

Raymond was born in Cumby, Texas on February 22, 1940, to Ollie Seymore and Joe Pierce. He was married to Linda Pierce. Raymond was an Auto Salvage owner.

Visitation will be held on Tuesday, July 28, 2015, from 6:00 pm. until 8:00 p.m. at Jones-Walker & Son Funeral Home in Commerce.

Funeral service will be conducted on Wednesday, July 29, 2015, at 10:00 a.m. at Jones-Walker & Son Chapel.

Burial will follow in Cumby Cemetery.

Arrangements are under the direction of Jones-Walker & Son Funeral Home of Commerce.

Geneva Boggs

Funeral arrangements for Geneva Boggs, age 87 of Sulphur Springs are pending with Murray-Orwosky Funeral Home.

Mrs. Boggs passed away Monday, July 27, 2015, at Sulphur Springs Health & Rehab.



Laura Ann Sewell

Funeral service for Laura Ann Sewell, age 88, of Sulphur Springs will be conducted at 2:30 p.m., Thursday, July 30, 2015, at West Oaks Funeral Home Chapel. Interment will follow at Martin Springs Cemetery. Visitation will be from 6:00 p.m. to 8:00 p.m., Wednesday, July 29, at West Oaks Funeral Home.

Mrs. Sewell passed away on Saturday, July 25, 2015, at Hospice of East Texas in Tyler.

Arrangements are under the direction of West Oaks Funeral Home.

Claude Wilhite

Military graveside services for Claude Wilhite, age 89 of Sulphur Springs will be conducted at 10:00 a.m. on Thursday, July 30, 2015 at Restlawn Memorial Park with Bro. Shane Carrington officiating.

Visitation was held from 6:00 to 8:00 p.m., Wednesday, July 29, 2015 at Murray-Orwosky Funeral Home.

Denice Bridges

Born: February 10, 1961 - Died: July 26, 2015

Memorial services for Denice Bridges, age 54 of Yantis will be held at 10:00 a.m., Thursday, July 30, 2015 at Murray-Orwosky Funeral Home with Rev. John Nesbitt and Rev. Gary Thompson officiating. Visitation will be held one hour, prior to the service.

Denice passed away on Sunday, July 26, 2015 at her residence. She was born on February 10, 1961 in Cordell, OK the daughter of Ronald Norman and Sue Weldean (Teague) Skutley. She married Darren Bridges on April 20, 1983 in Sulphur Springs.

Survivors include her husband, Darren; uncle and aunt, Richard McBrayer and wife, Sylvia of Sulphur Springs; cousins, Gordon McBrayer of California and Craig McBrayer of Sulphur Springs.

She was preceded in death by her parents and one son, Joshua Kellen Bridges.

Michael Norton

Funeral services for Michael Norton, age 67 of Sulphur Springs were conducted at 10:00 a.m. on Monday, July 27, 2015 at Murray-Orwosky Funeral Home with Rev. C. J. Duffey and Rev. Tommy Hall officiating. Interment followed at the North Hopkins Cemetery with Dylon Weatherhead, Brandon Baker, John Moore, Charlie Wilburn, Travis Patridge and Robert Flewelling serving as pallbearers. Honorary pallbearers were the Sulphur Springs Lowe's employees.

Visitation was held from 5:00 to 7:00 p.m., Sunday, July 26, 2015 at Murray-Orwosky Funeral Home.

Mr. Norton passed away on Thursday, July 23, 2015 at his residence.

He was born in Mandan, ND on January 11, 1948, the son of Jarvis "Red" and Norma Jean (Baudien) Norton. He married Sandra Smith on June 4, 2011 in Cumby. He was a web designer for KSST radio, department manager at Lowe's, American Legion Hall of Fame baseball player and was of the Baptist faith.

Survivors include his wife, Sandy; daughters, Brandi Bailey, Brittni Weatherhead and husband, Dylon, all of Sulphur Springs; sons, Palden Renner and wife, Dorothy of Denver, CO, Michael Renner of Seattle, WA; grandchildren, Brandon Baker and Kennon Fudge; brother, Kenny Norton of Salt Lake City, UT; sister, Janice Miles of MN and former wife, Sue Blanton.

He was preceded in death by his parents and brother, Rick Norton.

Memorials can be made to the Heritage Counseling Center, 212 Connally St., Sulphur Springs, TX 75482.

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| Curls | Includes | Reign | Tubes |
| Ended | India | Responsibility | Units |
| Expanded | Kettle | Rivers | Visit |
| Extraordinary | Knits | | Wisdom |

Answers On pg. 4

At The Corral Gate



By
Enola Gay



One of my most keepsake thrills of 2015 was donning my flower lei and microphone, and being followed by a spotlight onto the stage during my very own "intro" music! That thrill was mine as Emcee (Mistress of Ceremonies!) for the evening at Josh Davis' "Aloha from Hawaii" concert in Sulphur Springs on July 25. It was a thrill to treasure, partly because it brought back wonderful memories of the islands when I lived there in the early 1970's. For a 19-year-old, seeing Elvis in Honolulu in person for the first-ever worldwide satellite concert by a solo artist, it was the height of cool-ness. Thank you to the Gary Davis family for bringing me onto your over-the-top show! And best of luck to Josh in his bid for the "Ultimate Elvis" title in Memphis next month!



Enola



Dawn Doyle - Jones with Josh



Aloha belt winner Gale Harris of Hubbard, Tx.

We've been "going through stages" this summer with more stage shows and plays than you can shake a stick at! Here's a glimpse of the adult drama "A Streetcar Named Desire" directed by Tristan Pullen and staged at Reed's Gospel Opry stage in the VF Mall complex. Jenny Johnson, Sarah Dicus and Michael Dicus are the two sisters and one boyfriend steaming up their tiny upstairs space with personal problems. Did I say dysfunctional family? But yet, amidst the tears, yelling and violence, there's a sense of kindness that conquers in the concluding scene. Remember Blanche's famous admission "I've always depended on the kindness of strangers"? The play wraps up it's run on Friday July 31.



Tristan Pullen, Director



Blanche, Stella and Stanley in "Streetcar"



Was it vandalism or a sad mistake? Here's a photo of the World War One bench situated near the Veteran's Memorial on the plaza in downtown Sulphur Springs. The photo below shows damage that occurred this week. A report was filed and Crimestoppers asked for the public's help. Thankfully, the next day, two youth and their parents came forward. The youngsters stated that they tried to straighten the bench's legs, the bench fell over, and they ran. No charges are to be filed, according to the report. A quote on repairs is being sought.



Retirement Party? Here's two faces you may soon be missing....Janice Dial Johnson has been at Brookshires for the past 14 years, and Dr. Bill Bryant has been serving as an optometrist for 35 years. Happy retirement to you both!



Janice Dial Johnson



Dr. Bill Bryant

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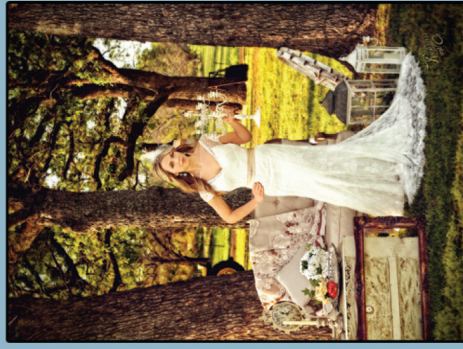
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