



## COMMEMORATIVE AIR FORCE HOUSTON WING

March 2020

# Slips & Skids

## Wing Leader

“I like nonsense, it wakes up the brain cells. Fantasy is a necessary ingredient in living!”  
~ Dr. Seuss



Hello Everyone!!!

Wow what a busy February! We have accomplished a lot already this year. Day 1 and Day 2 of Ground School was a great success. We had a lot of returning pilots and some new faces too. To the new pilots, welcome to the family, and to the returning pilots, welcome home. It is always fun to get together with friends and colleagues to brush up and prepare for a new flying season. A big THANK YOU to all of our Houston Wing pilots for all it takes to be a CAF sponsor pilot with our Rides Program, Barnstorming, Airshows and Flyovers. I know it's a lot to ask, but please know you are truly appreciated for all your time and efforts. Together with our members who fly their own personal aircraft in flyovers we can make this a very successful flying year for the Houston Wing.

Talking about success, I would like to pay tribute to a truly exceptional person. On February 24, 2020, Katherine Johnson, a NASA mathematician whose calculations helped America's first human spaceflight in 1961, passed away at the age of 101. What a lovely, long life. She was a trailblazer paving roads for not only women during a very tough time in our history but for the space race as well. She has inspired millions and her contributions to the space program will be celebrated forever. If you haven't seen the movie *Hidden Figures*, you need to. It is an exceptional movie based upon a true story. It tells of her life and how she played a significant part in our space history. I love movies like this that include the behind the scenes people that made it all happen. It takes us all! Amazing things can happen when we work together as a team and have the support of our fellow teammates.

Once again, the Hangar Dance was a success. If you haven't been, please plan on attending the next one. It's was fun! Although dancing is encouraged, you don't have to. Fun times could be had by just sitting and watching some of the fabulous dancers and hearing the sounds of the Big Band. What could be better than breaking

bread with friends over a lasagna dinner?

Welcome to March! As the flying season starts up, please consider volunteering a day or two of your time. If we all put in just a small percentage of our time, together it will add up to over 100%, therefore, achieving our goals as a whole.

There was an Eblast that went out last week about the Youth Protection Program. If you have not completed the form, please take a minute and do so. Once you receive your “Verified” badge, please take a snapshot/screenshot of it and send it to [info@houstonwing.org](mailto:info@houstonwing.org).

**VOLUNTEER HOURS TRACKER** - We have a new app to log our volunteer hours. Please download the app Track It Forward. You soon will be receiving an invite to join the group. You can also ask to join CAF HOUSTON WING. Either way it will get you there. It is very easy to use and will allow us to efficiently track all of our hours. Did you know that volunteer hours can help us with grants for several things, such as solar collectors to cut down on our electricity bill. Thank you Ryszard for find this and getting us started.

Thank you again for all you do to Keep ‘em flying and helping the Houston Wing to Educate, Honor, and Inspire!

Denise

## **Eyes On the Horizon!**

### **February 28 – March 1**

Winter Staff Conference, Dallas

### **March 7**

Museum Day/Cadet Ground School

### **March 21**

Museum Day/Cadet Ground School

### **March 28**

Client Appreciation Day

### **April 4**

Barnstorming- with Gulf Coast @ Conroe

### **April 18 – 19**

Warbird Weekend

### **April 25**

Orange, TX Fly-In



## Executive Officer



Well it appears that we once again we had a successful hangar dance due to the efforts of Jim and Suzie. Well done indeed.

As team leader, the PT-19 project is making slow but steady progress with the center section repair thanks to Stan Turner's talents.

We had a great ground school session this past weekend welcoming new pilots to the ranks of eager volunteers in an effort to continue the CAF's mission of commemoration.

Our new staff leadership continues to bring new energy and inspiration to the Wing and the beginning of 2020 shows great promise.

Ed

## Operations Update



Hello Houston Wingers and happy March!

Spring is here and the temps are increasing with the southerly winds soon to follow. Ground school was held in our meeting room on 2/22 and I was thrilled and humbled with the participation and involvement by our current, some returning, and some new prospective pilots. Several of our more experienced aviators were generous and helpful to me in

presenting some of our lessons for the day and I am grateful for that. We have an impressive new group of incoming pilots that want to join our family here and I am excited to see them progress.

Warbird Weekend planning and invitations are in full swing on the aircraft operations side of things. Response so far by other Warbird operators has been very positive and heart-warming. Our success in years past has helped in the interest level of participants. Right now, we may be bumping up against our aircraft parking limits...exciting! Let's all pull together for this years event and hope for awesome weather.

Operations is working with our tour planning team to ensure full support for upcoming missions. There are some Barnstorming and Airshow related activities on the horizon so stay glued to the upcoming newsletters and Hangar Happenings for updates and schedules.

So why do you want to be a Houston Wing CAF pilot?

Last month, my article might have seemed a little negative towards the idea of volunteer Warbird flying. However, that couldn't be further from the truth. I was being a little silly, but those were all issues we deal with. All those things I cited, turn off some to the idea of this endeavor, and end up being the sirens' call to join for others. I guess we are a very different breed than most, strange even.

There is a passion that drives some aviators to fly historical aircraft. Some have the

desire to fly airplanes that were once used by our Nation's military. Others seek out cool airplanes that are higher performance and more demanding than the standard general aviation fleet. Here at the Houston Wing...we get it!

When you display these airplanes at a show or give rides sharing a once in a lifetime experience for most, history lives on. When you tell the stories of these aircraft and those that flew, built, or worked on them, history lives on. There is a pride in experiencing and sharing a chapter of aviation from our history. At the Houston Wing...history is spoken here!

Perhaps the best part of Warbird flying in a Wing such as ours is the camaraderie experienced amongst our aviators. There will not be many times that you will surround yourself with another group of people as like-minded and dedicated to their craft as Warbird pilots. Sure, some can sometimes have egos that make it hard to close the canopy, but by and large, all of them share in the same goals and passions that inspire this kind of flying. When you finish a long weekend of flying rides and displaying these marvelous time machines with your peers there is no better feeling of family pride. At the Houston Wing...camaraderie is lived here!

So, to conclude my point.

If the idea of flying historical, demanding to fly, high performance, and irreplaceable time machines while displaying them through flight displays and rides while relating the

history and stories to the public while surrounding yourself with like-minded and dedicated aviators that become your family and are just as strange as you are with an overwhelming feeling of camaraderie and passion...welcome to the Houston Wing!

Chris

## Adjutant/Membership



I'm proud to announce that you may finally apply and renew your Wing Membership online via our website. You can also pay online using PayPal. To find the online form, simply go to

the website [www.houstonwing.org](http://www.houstonwing.org) and go to the "About" tab, then down to the "Join" section. Many people have been asking for this option for years. I am happy that with the help of Steve Sparks, Kevin McNulty, and Denise Walker, we were able to make it happen.

During this past month, I was also able to complete an updating of the new membership packets. There should always be a few in the bin over the podium at the base of the stairs. If this is ever empty, there are more folders ready to go upstairs in the office. Please have a staff member get them for you if needed and I am not there.

At our next General meeting, I have asked Denise for a few minutes of the agenda time to speak to you about the do's and don'ts of Social Media. As we approach the flying season, I would like to give us a few helpful



tips and reminders as well as some other very important information. I would appreciate your attendance at the meeting.

See you around the hangar,

Brian

## Maintenance



I hope everyone sees things are changing in the hangar. Stand-by, there will be even more change coming! If you weren't at the February monthly meeting you missed the presentation

on the Crew Chief and Plane Captain Program. This is a groundbreaking addition to the way members can get directly involved with our aircraft operations. Crew Chiefs and Plane Captains will be the front line caretakers of each aircraft. It will take dedicated individuals but the position will be rewarding. You can watch a video or the PowerPoint slides here:

[https://youtu.be/LBFS\\_hlgF4w](https://youtu.be/LBFS_hlgF4w)

### Houston Wing Maintenance



*"We keep 'em flying!"*

Changing tires on our aircraft is not fun. It's a labor intensive job. Things that have made tire changing simple and easy in the automotive world don't work on our wheels. We change tires on all our aircraft at least once a year. Right now it's only three aircraft but when three more aircraft get flying we'll be changing even more. We're looking for a way to build a better way to deal with tire changes. We also need a hydraulic power cart. The proper way to check a gear retraction system is to pressurize the system to the rated operating pressure. Without a hydraulic test system the only way to operate the gear during an inspection is to use the standby hydraulics hand pump. This is great for checking the standby system but does nothing to tell you how the gear functions at rated pressure. I know we have some brilliant ENGINEERS in our Wing that can come up with a good way to build or modify something that will us make our work more efficient!

You don't need to be an A&P to help in the Maintenance Department, everyone is welcome. We're reorganizing our workspaces and making the hangar a better showcase and workplace at the same time. We're also still replenishing our tools. If you have anything extra please consider donating. We're in dire need of 1/4" drive socket sets!

If you are directly involved with aircraft maintenance please keep in mind it is a mandatory requirement that anyone doing maintenance on the CAF airplanes complete the CAF 66-1 online training found at the CAF Operations website and

be in the drug testing program.  
<https://www.cafoperations.org/>

If you know an A&P Mechanic that would like to learn about our airplanes and help us maintain them, please bring him to our maintenance briefing at 8am each Saturday, then be ready to roll up your sleeves and make airplanes fly!

Semper Mint Julep  
Ryszard Zadow  
Houston Wing CAF

## Suzie's Safety Corner



Hi there all Colonels and Cadets. I wrote about this last year but I think it bears repeating. I am talking about FOD. What is that you ask? Well it stands for Foreign Object Damage. What does it

include you ask? It is every screw, nut, washer, metal shavings, coins, your phone, your glasses, a rag, anything in your pocket, a bobby pin, wire trimmings, anything that can get into a working moving part of an aircraft and cause damage or bring an aircraft down. That means that when you are walking on the flight line and you see a metal washer, a screw, a rock, bend over and pick it up. If you are doing maintenance or a repair on a plane pick up everything you brought into the plane and take it out. Also as a maintenance precaution cover all open lines with tape. Mud daubers love little holes. Never stuff a rag or anything in a line or vent to keep out bugs etc. always cover

from the outside. I have seen a wing burst from a stuffed up vent line. Someone blocked a vent in the wing and when we fueled it puffed up like a loaf of bread because of that blocked vent. Remember FOD kills. It brought down the Concorde. Never assume it won't happen here with our old girls. As per usual be safe. Pay attention to what you are doing. If you have any doubts or questions don't be afraid to ask. And don't make me have to fill out paperwork.

Suzie

## Cadet Coordinator

Hello Houston Wing!

Our CAF cadets have completed two sessions of classroom preparation for their FAA Private Pilot knowledge examination. Thus far we are using the FAA Pilot's Handbook of Aeronautical Knowledge as an outline and study guide. We are about to step it up with the ASA Private Pilot Exam Prep book and such captivating subjects as regulations, weight and balance and...wait for it...navigation!

When considering all the challenges and distractions of being a young person these days, I am impressed by the participation level of our cadets. That dedication by the cadets really does make those Saturday mornings worthwhile. While the objective of the course is to qualify the cadets to take the Private Pilot knowledge examination, I can

see the increase in understanding in our cadets of just how our airplanes work.

When our classes in the morning are over and the cadets have eaten, Jim Placette takes over and provides the cadets with instruction that complements the classroom. Ailerons, flaps, elevators, flux capacitors, electrical, hydraulic and engine systems all get some hands-on attention on the hangar deck. Speaking of cadets eating lunch, thus far we have had two generous souls sponsor lunch for the cadets following class. If some of you would like to sponsor a cadet lunch, please see Denise, Jim or myself. It is a good cause, and much appreciated by the cadets.

The cadets were polled about a suggested project to build a GI signpost and have it ready for our Warbird Weekend. They liked the idea, so that will be an afternoon project on a Saturday after class. We will get the materials for them and they will design, paint and assemble the signpost. I expect that our Warbird Weekend guests will like the signpost directions and see upon it more than one signature of the Cadet builders!

John Ryan

## Aviator Safety Corner

### Engine Failure on Takeoff

Engine failure on takeoff is one of the most problematic safety conditions that pilots face. Once it happens, you may have very few options, so advance preparation is

required. Let's look at the main types of engine failure that occur.

#### 1. Engine failure on takeoff roll.

Let's say you have started the takeoff roll and at about 50 knots you hear a big bang and the engine starts vibrating. You immediately pull back the power, and start braking. Maintain directional control and make a radio call if possible. If the runway is long enough, turn off when you can and seek maintenance assistance.

What if there isn't sufficient runway ahead to stop? (Note to self; the airplane now belongs to the insurance company.) Obviously, apply full braking and try to slow down as much as possible. Make the radio call if possible. Then canopy open, turn off fuel valve, and mixture, mags, and master. Keep controlling it until there is no control remaining. Try to aim away from heavy objects such as light stanchions, etc. prior to going off the end. After it stops, get your passengers out ASAP, and exit the airplane.

#### 2. Engine failure immediately after takeoff.

Most instructors say that you need 600 to 700 feet altitude to turn back to the airport (unless you are flying a Piper Cub). So, if you are below 600 feet, you land straight ahead. The forced landing checklist should be memorized of course.

- A. Pitch to Best Glide speed.
- B. Select Landing Site.
- C. Call Tower if possible.
- D. Gear up / Flaps Down.
- E. Seat Belts / Lock Harness.

- F. Fuel off.
- G. Mixture, Mags, Master off.
- H. Fly the airplane as far into the crash as possible (as Bob Hoover advises), with a flare at the last moment.

### 3. Engine failure on **Section** Takeoff roll.

The only addition for this special case is that if the lead has the engine problem, he must stay on his side of the runway and maintain directional control. He will drop back very fast and wingman must then add full power and continue his takeoff. We don't need two airplanes going off the end of the runway (that is taking formation flying to the extreme). This is imperative for a wingman – once you are above 50 knots, no sympathetic aborts. Just get airborne and either continue with the flight or return for landing.

Is there anything a pilot can do to prevent takeoff emergencies?

A. Perform a thorough pre-flight inspection: include draining the fuel sumps and checking the oil level. Make sure the oil cap is back on securely. These two simple things have resulted in loss of power.

B. Perform a run up prior to takeoff to be sure the engine gages read in the green and no maladies are detected.

C. Make sure you complete a thorough annual inspection, especially of the engine condition. Perform the recurrent engine maintenance items such as mags overhaul and alternator drive inspections.

Engines have been trashed by these accessories coming apart long before a major overhaul is due.

Safety is a part of our culture.

Dave Guggemos

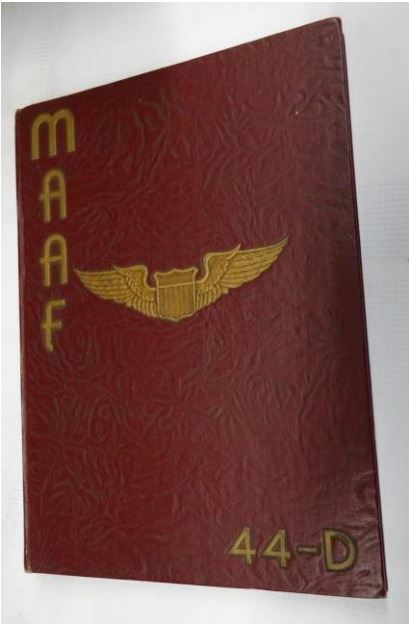
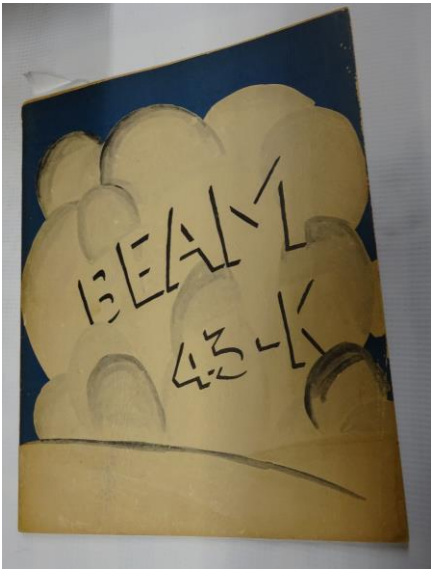
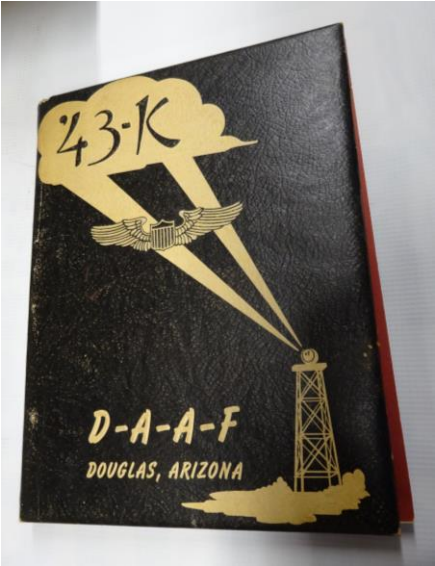
## Museum Moment

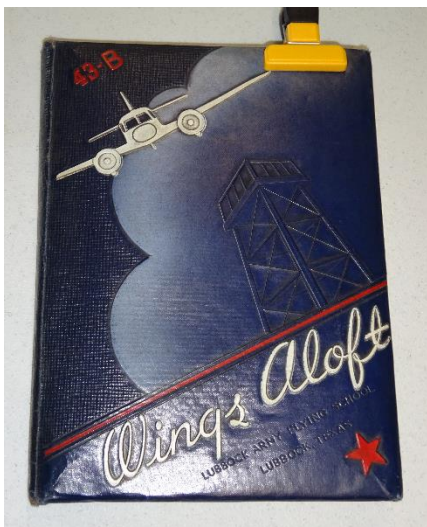
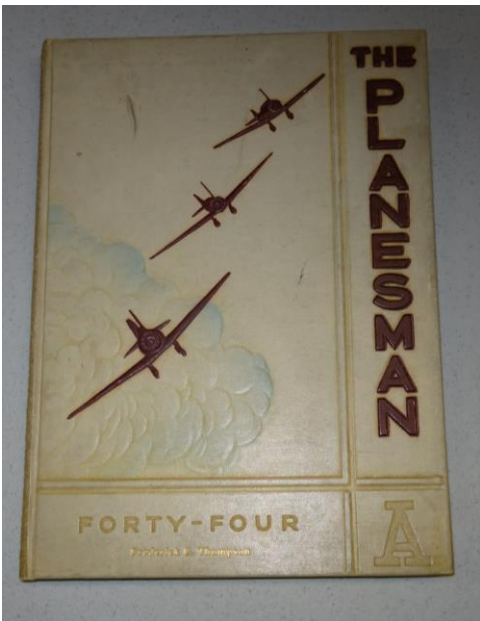
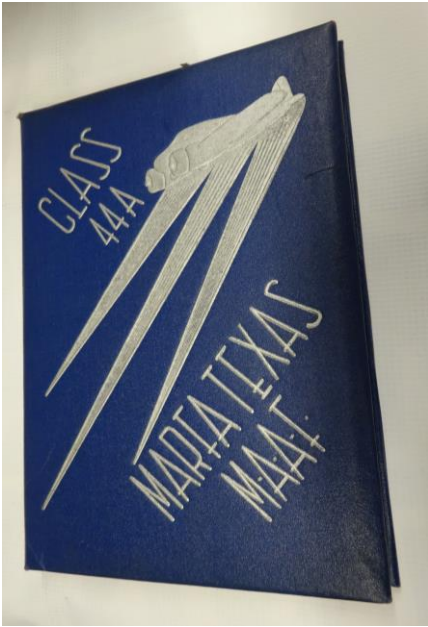
### Museum News WWII Pilot Training Yearbooks

Our museum has a collection of original pilot training yearbooks from WWII and two of them - are currently on display in the museum. The remaining yearbooks in various states of repair are in storage and available for viewing and will probably be used for display in the future.

- **Elijah D. Propps (1945 - C-46 Pilot).** We have no record of how we acquired his five yearbooks. (If you know where they came from, let me know)
- **Fred Thompson was a member of the West Houston Squadron.**
- **Bob Weniger was a B-17 pilot from Houston and his family donated his WWII items.**
- **Ed Watson was a B-17 Pilot from Beaumont, TX and his son donated his father's WWII items.**







- Class 43-J – Pilot Training Yearbook - “King Log” – Primary Training at King City, CA (E.D. Propps)
- Class 43-K – Pilot Training Yearbook - “Beam” – Basic Training at Chico AAF, CA (E.D. Propps)
- Class 43-K – Pilot Training Yearbook – “D-A-A-F” – Advanced Training at Douglas, AZ (E.D. Propps)

**Class 44-D – Pilot Training Yearbook –  
“MAAF” – Twin Transition Training at Marfa,  
TX**

**(E.D. Propps)**

**Class 44-A – Pilot Training Yearbook –  
“MAAF” - Possible Instructor Pilot?**

**(E.D. Propps)**

**Class 44-A – Pilot Training Yearbook on  
display – “Planesman” – Garden City AAF  
Kansas**

**(Fred Thompson)**

**Class 43-A – Pilot Training Yearbook on  
display – “Wings Aloft” – Lubbock, TX**

**(Bob Weniger)**

**Class 44-F – Pilot Training Yearbook –  
“CAVU” – Basic Training at San Angelo, TX**

**(Ed Watson)**

**Class 44-F – Pilot Training Yearbook – “The  
Gig Sheet” – Two engine transition at  
Pampa, TX**

**(Ed Watson)**

**By Sam Hoynes**

## **Potluck Lunch after the Meeting**

For March, let's bring some good old Southern Comfort food. Fried chicken, bbq, and all the fixin's like: mashed potatoes, green beans, pickles and onions and cornbread. Last month we had a really nice spread of food. Let's see if we can keep that going! And don't forget the desserts!

Our roster is currently being updated and we apologize if your birthday is missing. We are currently calling members to update and verify your information. Thank you for your understanding, we hope to have everything fixed soon.

**HAPPY  
BIRTHDAY!**

### **February**

Sylvia Withrow	February 4
Robert Plunkett	February 8
John Cotter	February 16
Steve Sehnert	February 17
Jeremy Wright	February 18
Hugh Alexander III	February 22
Bruce Bevers	February 22
Marty Huvar	February 25
Jeff Brown	February 26

### **March**

Denise Walker	March 6
John Szalkowski	March 9
Mike Steiger	March 10
Fabian Sisso	March 15
Tom Calpouzoz	March 16
Dan Leone	March 17
Pat McGinnis	March 19
Gary Hutra	March 21
Chris Yannessa	March 23
David Yannessa	March 23
Jason Delaney	March 25
Michael White	March 27
Zach Bean	March 31
John Rudd	March 31



# Wing Anniversaries

Volunteering for the Wing takes commitment and we want to celebrate the following members for all of their help over the years. Again, we are editing our updating our files and apologize if you were not on this list and should be. We will have everything up to date soon.



## February

Rich Welsh	2/16/80
John Szalkowski	2/16/87
Jim Miles Jr.	2/12/01
Charlie Lindley	2/22/06
Dewey Lockwood III	2/25/07
Jim Placette	2/21/11
Carole Vesley	2/4/19
Kevin Domingue	2/18/19
Zach Bean	2/20/19
Dante Reimann	2/20/19
Keith Albertson	2/21/19
Samantha McKee	2/27/19

## March

Stan Turner	3/30/04
Sherry Johnson	3/30/06
Jeremy Wright	3/21/07
Chris Dunin	3/10/16
Mike Dunin	3/10/16
Tony Bohert	3/7/17
Chris Walker	3/16/17

# Hangar Dance Pics

Photos by Susan Vaculik

















# Staff Directory

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**Operations Officer**

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**Public Information Officer**

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**PX Officer**

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**Safety Officer**

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**Rides Coordinator**

Col Denise Walker  
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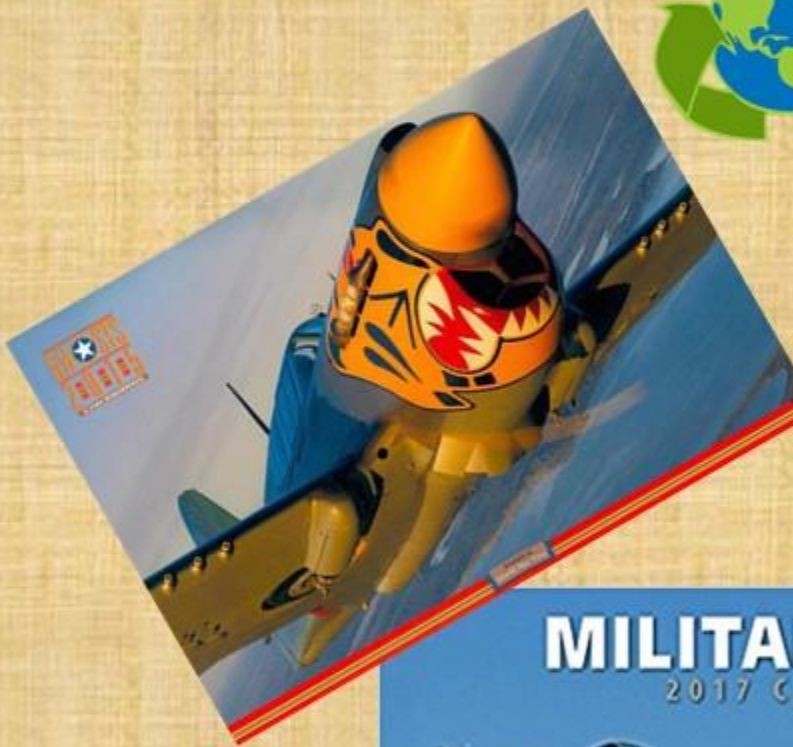
## Mission Statement

The Houston Wing of the Commemorative Air Force is an organization that Educates, Inspires, and Honors our Veterans through the use of our vintage aircraft and our collection of artifacts to tell the story of the brave men and women that have served their country in times of war.

**We ask that you please consider recycling your old aviation calendars so we can hand out the photos at the gate to the children who will be attending Warbird Weekend**



Leave them in the  
"O" club and we'll  
do the rest



\* In reality  
whoever we give  
these too will  
probably throw  
them away in the  
trash.....but  
John, we tried