



Slips & Skids



WING LEADER

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Hello Fellow Colonels!

United We Fly, 4th of July was a great success! The Houston Wing's AT-6 flown by Chris Walker with myself in the back and our BT-13 flown by Chris Dowell with Mike Steiger in the back, participated with the Central Texas Wing in flying over both Austin and San Antonio. What started out as about an hour long flyover finished just under three hours. WOW! It was a truly amazing experience and wonderful opportunity to get to fly with a sister Wing to complete a Mission of flying over our Great State's Capital on the 4th of July. Thank you to our guys who made the Mission possible.



"Liberty", When it begins to take root, it's the plant of new beginnings and rapid growth. ~ unknown

W I N G L E A D E R

Well it's not much fun sitting here twiddling our thumbs in hopes of going to flying events. In these very trying and difficult times there are no events to go to. As you can imagine, most events have canceled - even Wings Over Dallas. Sad, I know. Well, except **WINGS OVER HOUSTON!** Yay! We have had to switch to Plan B. You always have to have a Plan B! With that being said, **we are still a go!** Planning is in full swing to create a drive-in / bring your own food & drinks style event to promote social distancing and no congregating. We are still waiting on the City's approval and what we can and cannot do. At this time, we are planning on no PX, as well as, no food vendors. This also means less people will be able to attend. So make sure you and your friends are on the Airshow Insiders list when tickets go on sale because they will all be gone fast! However, volunteers will still be needed. It is amazing how many people it takes behind the scenes to make all of this work. Please let me know if you would like to volunteer to help at Wings Over Houston.

Thank You to all who come out to the hangar on our Museum Days! Special Thanks to Bob Linguiti, Jason Delaney, and Ruth Tucker who are committed to making sure the Museum stays up and running during covid. People still want to get out and do things. On our last Museum day we had 27 people come through.

Thank You to Lisa Sanford and Greg Young who have stepped up to be apart of our Team! Lisa is our new Newsletter Editor and Greg Young is our new Project Manager for the new hangar and also the C-60. Thank you very much for helping the Wing move forward to achieve our goals.

Until next time, I wish y'all Blue Sky!
Denise

SECOND SEAT / XO REPORT



**Greetings from
the Right Seat.**

The PT-19 fuselage fabric process continues with the second application of the silver (Poly-Spray). The Poly-Spray aluminized coating is critical to the process for two reasons. The first is reflective protection from U.V. Without it, the underlying Dacron fabric would rapidly deteriorate. Secondly, it provides a filler of the fabric weave. The second coat will be wet sanded to smooth the surface and pinked edge tapes. Once sanded one final coat of silver is sprayed on. Thereafter the "AN Blue" will be sprayed on as the final color coating.

Stan Turner and Lisa Sanford are making fantastic progress on the center section refurbishment. Rebuilt L/R trailing edges have been fabricated and are ready for attachment. The sub-floor structure of the center section is currently being repaired as well as the supporting members of the fuel tank close-out /access panels. We estimate (guess) that by September the re-assembly and plywood skin lamination will begin..

Ed



Tom lending a hand on the centre section



ADJUTANT REPORT



Greetings fellow Colonels,

I hope that you and your family continue to stay safe during these trying times. At this point I'm sure all of us know of someone that has been affected by the virus whether they are

in the CAF, are a friend, or are a family member. With opinions on the this topic as contentious as they are, I simply want you to know that we at the Houston Wing are thinking about you and can't wait to see those again who have been riding the storm out at home.

We have had more members and public coming out the hangar in recent weeks. We have even had a few new members join our ranks. Please give a strong welcome to Jordan King, Nitzel (cadet), Jeff Heuer, Richard Brownlee, and Steven Kuehn when you see them around the hangar. We would also like to welcome back Chris Scoggins. Thanks for coming out to join in the fun everyone, we are happy to have you on board.

For those that feel comfortable enough to come out to the hangar, there is still lots of work to be accomplished. We may not be flying as much as we usually do, but our mission continues. I know that Ryszard Zadow is always looking for more help, espe-

cially if you know any A&P's. That being said, we are in need of those (like myself) that can be helpful in other ways besides maintenance on the aircraft. We need help fixing up our hangar too! Last week we were able to replace the refrigerator in the O Club. That took brute force, but there's more!!

Just a quick glance around the hangar and you can see that cleaning up oil spots and sweeping the floor is a never ending job, but it's important for the safety of our guests. It also helps us make a better impression on the public. The siding on the south west corner of the hangar needs re-attached, the B-5 on the hangar needs re-painting, our windows need re-caulked, signs need wiping off, half used water bottles need thrown away, trash taken out, water restocked, bathrooms and O' Club kitchen need cleaned and wiped down, planes cleaned of oil and bugs, windows washed, cob webs removed, ceiling tiles replaced, vents repaired, painting, PX opened for sales, guests shown around the hangar....and so much more.

This list is just a short list of the non-aircraft related things to be done around the hangar. No pilot's license or A&P certification needed. The point that I am trying to make is, if you are willing and able to come out to the hangar, YOUR help is needed. Even if you come out to say hello and be a friendly face, we would love to see you.

Brian

FLIGHT OPS



Hello Houston
Wingers from the
Operations front!!

Summer is in full
swing and the
temperatures and
humidity are flying

higher than the Airshow season for sure. It sure will be a pleasure someday looking back on this year as a hopeful anomaly. Not to be squashed though is the positive attitude and desire to be aviating by your Operations team! July has seen some revenue rides being flown. It sure has been nice for the Rides Program of the Wing to be getting some needed exercise for our pilots and airplanes.

The Fourth of July gave the Houston Wing aircraft an opportunity to fly a CAF mission with our friends at the Central Texas Wing. The two units teamed up for the CAF's United We Fly Flyovers over Austin and the State Capital, San Antonio, Travis and Canyon Lakes, and many points in between. We provided our AT-6 flown by me with our fearless Wing Leader as support, and the BT-13 flown

by Chris Dowell and Mike Steiger to the mix and flew a six ship formation with a chase photo plane for two sorties that day. While it was challenging battling the heat and rough air, a good exhausting time was had by all. It is rewarding to support fellow Wings and memberships to meet our mission to honor, educate, and inspire on a state-wide and national level.

The flyovers are in short supply this year so far due to restrictions on gatherings. Hopefully, that tide will turn someday soon. Onward and upward remember?

See y'all on the flight line!

Chris Walker

FLIGHT OPS



Ace stretching her legs over West Texas during the July 4th United We Fly event with Central Texas Wing



FLIGHT OPS



Our fearless leader riding shotgun in Ace



So nice to see our beautiful BT-13 flying

MAINTENANCE



Airplanes need to run or they break just sitting there.

I'm not sure if they do that because they can be cantankerous machines, old machines as in the case of our beloved Warbirds, or maybe they do that out of spite for not being flown. It's a mystery but very true. Park an airplane that was running just fine and next time we pull it from the hangar it has an issue. The bright side of that is it gives the Maintenance Department something to do and lately we've had lots to do. On occasion all three of our flying aircraft do run at the same time! That's a moment the Maintenance Department can take pride from seeing our hard work paying off.

If all the airplanes were running well all the time, could you guess how much free time the Maintenance Department would have? Yes the unbelievable answer is: None. We have so much to do besides fix airplanes that

Houston Wing Maintenance



"We keep 'em flying!"

it's mind boggling. But there is hope. We now have a committee that's sole focus is getting all our parts inventoried. They could use some help so if this interests you please contact Lisa Sanford.

Greg Young has stepped up to be the C-60 Project Manager. His job description is to develop a plan to get the airplane back to flying status when the bureaucratic mess that grounded it in the first place gets settled.

Like to work on round engines?
We have them!
And ours are really cool!
 Contact Ryszard Zadow – CAF Houston Wing Maintenance Officer
 (832) 428-5864 or ryszardzadow@att.net

COMMEMORATIVE AIR FORCE

MAINTENANCE

We need more A&P's! Houston is the fourth largest city in the U.S. with two major airline's based here so where are all the A&P's? The Minnesota Wing has 18 A&P's in their maintenance department. We have three but two weekends ago Alex Perez responded to one of our advertisements and has been out to help and get to know the Houston Wing Maintenance Department. Alex is an A&P working for an airline. We are fortunate to have his help and hope to continue recruiting talented aircraft technicians like Alex. This is an ALL HANDS EFFORT. If you know anyone that has an A&P Certificate and you think would like to get involved please do your best to get them to come visit.

Even though it's been unseasonably hot we're sticking to our schedule. Each Saturday morning at 8 am we've have volunteers present for our maintenance briefing. If you are interested in any of the projects the Maintenance Department has please come join us!

Semper Mint Julep

Ryszard Zadow

Houston Wing CAF



Lisa and Manuel doing some routine maintenance for Ace's 25 hour inspection



Lisa giving the N3N a little TLC

AVIATOR SAFETY CORNER

Fire Prevention and Extinguishers

Today's Aviation Safety Corner is dedicated to Fire Prevention and Extinguishers. These are important and often overlooked items which all of us need to be aware of. The CAF "Unit Ground and Industrial Safety Guide" is a valuable general source of important safety information which we apply to our activities while working in the Hangar. Anytime there is a group working in the Hangar or showing our public visitors around the Hangar, there is a risk of something occurring that would require a fast response by our members.

Classifications of Fires

Class A – Fires from ordinary combustible materials such as wood, cloth, paper, rubber, and plastic.

Class B – Fires from flammable liquids, oils, greases, oil based paints, lacquers, solvents, alcohols, and flammable gases.

Class C – Fires from energized electrical equipment where use of an electrically nonconductive extinguishing media is important.

Class D – Fires from combustible metals such as magnesium, titanium, zirconium, lithium, and potassium.

Types of Fire Extinguishers

Water - Class A type fires are best controlled with water by cooling the material below its ignition point and soaking the material to prevent re-ignition.

Carbon Dioxide – Class B and C fires are best controlled by Carbon Dioxide as a blanketing agent.

(Note: Carbon Dioxide is **not recommended** for hand held fire extinguishers for internal aircraft use.)

ABC Dry Chemical Extinguisher – Class A, B, or C fires are best controlled by dry chemicals. The only "All Purpose" (A, B, and C rating) dry chemical powder extinguishers contain mono-ammonium phosphate.

(Note: In general, dry chemicals are **not recommended** for internal aircraft use, due to the potential for corrosion damage to electrical/electronic equipment and the possibility of visual obscuration if the agent is discharged into the flight deck area. Concern for cleanup difficulty after use is also an issue.)

Halon Extinguisher – Class A, B, or C fires are appropriately controlled with Halogens. However, do not use Halogens on a Class D fire. Halon agents may react vigorously with a burning metal.

(Note: While Halons are still in service and appropriate agents for these classes of fires, the production of these ozone depleting agents has been restricted. Although not required, consider replacing Halon extinguishers with Halon replacement extinguishers when discharged.)

AVIATOR SAFETY CORNER

Fire Prevention and Extinguishers

Halon Replacement Agents approved by the FDA for use in aircraft include the following: See FAA Advisory Circular No. 20-47D, for details on Halon replacement chemicals.

**Halon 1211 Halon 1301 HCFC Blend
BHFC – 227ea HFC – 236fa**

Fire Extinguisher Agent Toxicity

The FAA AC 20-47D recognizes that toxicity of Halocarbon agents and their decomposition products is a concern and should be a consideration for fire extinguisher equipment selection. The toxicity hazard is a secondary concern to an un-extinguished in-flight fire.

CAF Unit Fire Exposures and Extinguishing Agents In Flight Aircraft Cockpit and Cargo Compartment

Fires: Halon or Halon replacement extinguishers should be placed within easy reach of the pilot when seated in smaller one or two place aircraft. Larger Transport or bomber aircraft will have a cockpit fire extinguisher and in addition larger extinguishers may be available to crew members.

Engine Starting (Fire Guard) Fires:
Carbon Dioxide

Hazardous Material Storage Fires:
ABC Dry Chemical, Carbon Dioxide, or Halon

The Facility, Building, or Trash Can
Fires: ABC Dry Chemical

Extinguisher Inspection and Service

All extinguishers must be inspected and serviced annually by a licensed outside agency.

All extinguishers should be inspected monthly to ensure they are in place, have not been discharged and do not have obstructed access.

Pilots should check that the aircraft extinguisher is charged during their pre-flight inspection.

Extinguisher Use and Recharge

If an extinguisher is used it should be set aside and the Safety or Operations Officer should be notified. (Do not return the discharged extinguisher to its mount.)

The Safety Officer must be notified so an investigation can be conducted.

The discharged extinguisher should be brought to the extinguisher servicing company so it can be serviced and returned to service as soon as possible.

Do you know where the Extinguishers are?

Safety is a part of our culture.

Dave Guggemos

MUSEUM BINDERS ON THE MUSEUM'S TABLE

Our museum has a collection of magazines, newspapers, and other documents and photos on display in several large museum quality binders, with acid free sleeves and boards, on the table in the middle of the museum. We have several chairs available for people to sit and browse through these historic magazines and documents.

The large red binder has a collection of WWII era Life, Look, Newsweek and Time magazines which have covers highlighting all of the major political and military figures of WWII. (Roosevelt, Eisenhower, Stalin, Emperor Hirohito, Mussolini, Hitler, Churchill, DeGaulle, General Patton, Audie Murphy and others.)

One of the two large black binders contains a collection of information about Rationing in WWII along with letters, photos, gun camera photos and other documents pertaining to areas of life during WWII

The other black binder has a collection of WWII publications including issues of "Stars and Stripe" newspapers from WWII along with copies of "My Weekly Reader" and "Scholastic" Magazines, and patriotic wartime magazines from

Britain, Germany and Japan along with letters, documents, photos, and magazine ads.

The large blue binder contains a collection of Yank Magazine, a WWII magazine written by and for GI's during the war. Each issue contained articles, military humor cartoons and a pin-up photo of a Hollywood star. When WWII ended Yank Magazine was given an "Honorable Discharge" which appeared on the cover of the final issue (December 28, 1945) and "Yank" was never printed again.

The August 24, 1945 Yank Magazine issue (Volume 4, No. 10) has the cover "August 14, 1945" celebrating the day that the people in the U.S. were told that the Japanese had announced their surrender and thereby ending WWII. The Japanese formal surrender took place on the USS Missouri in Tokyo Bay on September 2, 1945.

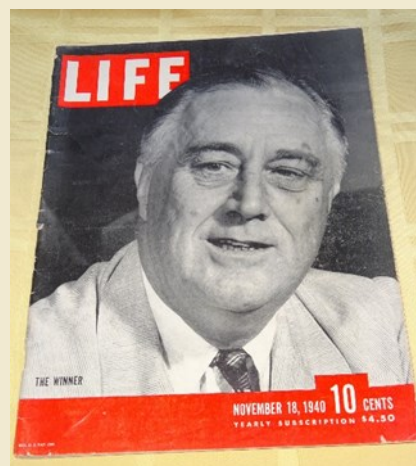
By Sam Hoynes

BINDERS ON THE MUSEUM'S TABLE



I highlighted this important issue of Yank magazine in this “Slips and Skids” as this August 14th will be the 75th anniversary of the end of WWII and even more importantly it will celebrate my 80th Birthday.

BINDERS ON THE MUSEUM'S TABLE



Marketing

Welcome back friends to the latest installment of “As the Wing turns.” Read on as we enlighten you with the past month’s activities in the not so busy marketing and graphics department.

Well there really isn’t anything new to say. Just about everything on the books has cancelled or probably will. Ready for 2021? The big event for US Vets Inc, has cancelled due to the pandemic.

Sooo, instead of talking about marketing and whatever else we have going on let’s talk about photography instead. Where to start? Well, since most people always ask when they see my pictures, “what camera do you use?” I’m fortunate I have more photographic toys than any sane person needs or even can use.

But.....guess what, it doesn’t make a hill of beans difference. If you can’t see the image that you wish to create to share with others, it matters not what equipment you’re using. The camera does not make a difference! I’ve taken amazing photos (that have won awards) with a simple point and shoot and I’ve taken great photos with professional equipment all the same. I personally have not taken great photos with my iPhone. Why? Because I always carry a camera with me! I know a lot of talented photographers that shoot with their phones and get incredible images. It’s the photogra-

phers’ vision that makes a difference, not the equipment.

OK, if you’re still reading, I’ll share what I think makes a nice affordable aviation equipment package. If you go the interchangeable lens camera route you can get great images with a 18-55mm kit lens and a 70-300mm telephoto lens and a camera body of around 18 megapixels or more. More megapixels don’t always equal great images. For static aircraft photography a ultrawide angle lens between 8mm to 12mm can add some interesting perspectives.

Susan’s photo is a more natural and pleasing photo (and it was the centerfold in the CAF Dispatch photo contest issue the following year, and is regularly used in the gone west section) but that is the difference in what 2 different people see on the same subject. Notice also that both photos loosely use the rule of thirds photo technique. The best camera you have is the one in your hands.....even if you can make phone calls on it too. Show me what do you see?

Next month we’ll talk more about airshow action photography leading up to Wings Over Houston, because well, there isn’t much to talk about marketing wise and really marketing stuff isn’t that exciting anyway.

Till next time y’all be safe and we’ll see you safely around the ramp at some point.

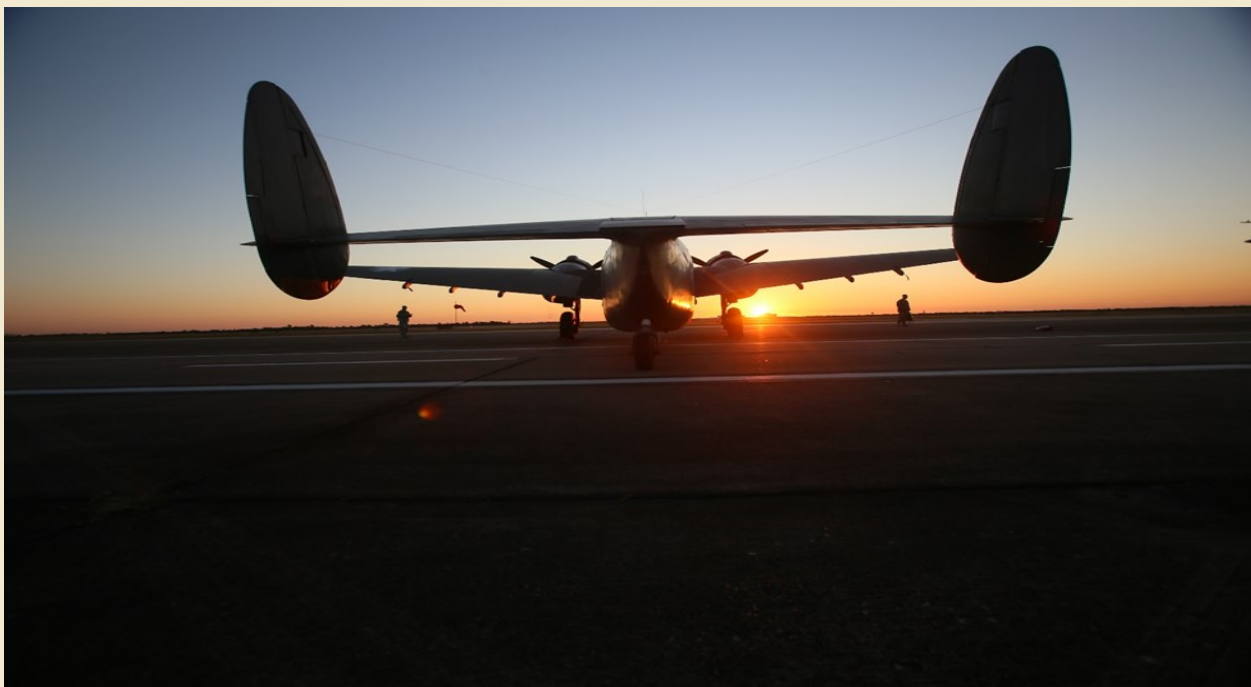
Sam Bulger

Marketing

For example, this image was taken by wing member Susan Vaculik, with a normal lens at Wings Over Houston sunrise in 2015 of her favorite airplane



Here is the what I saw with a ultra wide angle lens, same place, same subject but a different vision.



Eyes on the Horizon

August

Museum Days: August 1st and 15th from 10am-3pm

Monthly Member Meeting: August 16th @2pm– Potluck lunch afterwards

September

Museum Days: August 5th and 19th from 10am-3pm

Monthly Member Meeting: August 20th @2pm– Potluck lunch afterwards

October

Museum Days: Oct 3rd from 10am-3pm

Wings Over Houston: Oct 10-11 @ Ellington Field

November

Member Appreciation: November 7th

Hangar Dance : November 14th

Member Birthdays and Anniversaries

Birthday's

Bob Linguiti	8/7
Keith Albertson	8/11
Gonzalo Morales	8/11
Howard Quoyeser	8/13
Sam Hoynes	8/14
Richard Brownlee	8/15
David Bush	8/16
Adrian Sisso	8/16
Barbra Britt	8/24
Dick Harper	8/26
Carole Vesely	8/28
Chris Scoggins	8/29
Kathy Mizell	8/31

Anniversaries

Charles Szalkowski	8/21/1989
Kathy Mizell	8/19/1999
Nathan Harnagel	8/3/2005
John Cotter	8/23/2006
Carlos Sisso	8/25/2015
Philippe Heer	8/29/2019

If we have missed your Birthday it is because we don't have your information. Please send it along to Brian so we don't miss it next year!!



Nathan and Peyton doing the ritual 'Pull Thru Dance' before taking the N3N out for a spin.



It appears Ryszard and Greg are familiar with this Dance as well!!

Staff Directory

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Rides Coordinator

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Wing Leader

Col Denise Walker

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