



Slips & Skids



WING LEADER

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Hello Everyone!

Well in this very interesting year, I can't wait to get to the end and look back to see if hind sight really is 2020. It seems there isn't a definitive answer that stays the same from day to day. Crazy, isn't it? I hope everyone is healthy and doing well! There is lots still going on at the Wing. We miss seeing you!

Wings Over Houston Airshow -

Well, as you know most of this years events have canceled. However Wings Over Houston is, as of right now, still trying to keep moving forward with the Airshow. Our Go-No-Go date is firmly set on September 10th unless we are told "No" by the City before then. The Airshow Staff and Board of Directors are working hard behind the scenes to make this work and get the job done. Regardless, it will be a drive-in style Airshow this year. There will be a very limited amount of parking spots available. So if you are interested in getting tickets or have friends interested in getting tickets, make sure everyone is an "Airshow Insider" because when tickets go on sale, they will be gone fast.

We are hopeful, but also at the mercy of the City. So please keep your fingers crossed that they allow us to continue with our Airshow.

Cancellations

I'm not happy to report - Wings Over Dallas (October 23rd - 25th) and the Guitars and Cars event (that was going to be hosted by a Veterans group at our hangar on October 17th) have both been canceled.



WING LEADER

~ THANK YOU ~

If you came out to help with the warehouse move, we THANK YOU and totally appreciate all the hard work you put in. On Saturday, the 22nd we managed to finish getting all of the warehouse moved over to the new locations. It took us all to do a little bit, but together we all got the job done! There still is a little clean up to do, but not enough for a big crew. Tasha said she would send out an email if they needed more help.

CONGRATULATIONS!!!

Congratulations are in order for Brian Kosior, Lisa Sanford, Greg Young, and Ryszard Zadow, and Ed Bergman!

Greg Young has successfully earned his A&P license by years of hard work and logging hours of practical experience.

Ryszard Zadow has successfully completed his checkout in the BT-13. After he has flown his required hours in the aircraft, he can start flying riders in this aircraft as well.

Lisa Sanford and Brian Kosior have successfully completed their Private Pilot written exams and have started flight training to get their pilots license.

Ed Bergman has stepped up and been appointed to become our new Safety Officer. Thank you Ed!

Tour Planning -

Our team is busy at it trying to put together some barnstorming events.

Right now it looks like we might be going to Galveston on October 3rd & 4th with our friends at the Gulf Coast Wing. More is in the works. Stay tuned, eyes on the horizon!

November Elections -

Yep! This years elections are quickly approaching. Yes, I know it seems like it is far away, but the process of - nominations, an interview, making sure dues are paid, and actually putting together the election takes time. Each position is a 2-year term. Several people on our Team have been here awhile and do a fabulous job! However, to be fair to the membership each position needs to be up voted on regardless, accordingly to the unit manual. Some positions may not have an opposing candidate(s). All positions require a professional appearance and a willingness to be a TEAM player.

For the 2021-2023 Term the following positions will be voted on:

- Executive Officer (XO)
- Finance Officer
- Development Officer
- Education Officer
- Adjutant/Membership Officer

These are the "voting" positions on Staff. So Far, our appointed positions are PX, Newsletter, Cadet Coordinator, and Project Managers (C-60, PT-19, L-17, New Hangar). Appointed positions do not vote.

We have a need for a Cadet Coordinator Now. This position could start now, when the school years starts, the following month, or next year. Regardless, we have several cadets that are very interested in WWII, history, maintenance, and becoming a pilot. This is a very important position as our youth are our future!

What can we do to help them be successful in the aviation world? Please contact me directly (Denise 817-798-7757) if you are interested in this position as a whole or as a part. Would you like to be part of our Staff / TEAM? Do you have an idea of a candidate that would be a great fit for one of the positions?

W I N G L E A D E R

Howard Quoyeser (281-851-7921) has agreed to head up our Nominating Committee. Bob Linguiti (281-770-5628) has agreed to head up our Elections Committee. If anyone would like to be on either one or both committees, please contact them. They could use the help and this is a great way to join in some of the camaraderie as well as doing your part.

Bob will be sending out more information. So please be on the lookout for it.
Thank you gentlemen for once again stepping up to help out our Wing.

The Houston Wing is Still Flying!

Look at what we have been doing! On a positive note, with this crazy year, we have still managed to have a flow of customers wanting to fly in one of our historic warbirds. To date we have flown 23 customer rides and 16 rides on the member appreciation day, for a total of 39 riders. Way to go guys!

Houston Wing Aircraft - 2020 Paid Riders Flown - As of 8/25/2020			
Plane	Total	Pilots with breakdown of riders	
N3N	11	Chris Walker - 6 Customer Ride	Nathan Harnagel - 5 Member Appreciation Day Rides
BT-13	10	Chris Dowell - 5 Customer Rides	Dewey Lockwood - 4 Member Appreciation Day Rides 1 Customer Ride
AT-6	18	Ryszard Zadow - 5 Customers	Chris Walker - 6 Customers 7 Member Appreciation Day Rides

How Are We Doing-

So, with elections just around the corner, this also begs the question - How is the 2020 Staff doing? What can we do better? What do you want to see that you are not? What can you do to make a difference in the Wing? Can you offer a solution(s) to what could be improved? Please send your comments to info@houstonwing.org. We would like to know

I really want everyone who comes out to help in the hangar, goes to events to help support the Houston Wing, flies Houston Wing aircraft or their personal aircraft for flyovers, stepped up to be a part of our Staff TEAM or even comes out to the membership meetings to be apart and support the Houston Wing is VERY MUCH APPRECIATED!!! We are in this together because we have a love for WWII history and aircraft, and without ALL of us, we wouldn't be here. So THANK YOU!

~ We should always strive to be better tomorrow than we are today.

Denise Walker

GUEST ARTICLE—ELECTION DETAILS

November will be the time for our annual Wing elections. The balloting will take place at the hangar, just after we conclude our regular monthly general meeting. This year, we will have a rather large slate of offices to fill. Firstly, we'll be electing our Executive Officer, Adjutant, and Finance Officer. (As always, the Wing Leader and Executive Officer are elected in alternating years, thus having continuity at the head of the unit.) Secondly, for the first time in our Wing's history, we will be electing an Education Officer and a Development Officer. Those positions did not exist until recently and, initially, the first office-holders were appointed. For those uncertain as to the current office-holders, they are: Ed Vesely, Executive Officer.; Steve Sparks, Finance; Brian Kosior, Adjutant; Sam Hoynes, Education; and Sam Bulger, Development.

As of this writing, Howard Quoyeser represents the Nominating Committee, while I, Bob Linguiti, represent the Election Committee. If interested in joining either of these committees, please let us know at the next meeting. Please note that, to be on either committee, one must actually meet with that committee - in person. If one feels trepidations about such a face-to-face meeting, in light of concerns over the Coronavirus, that is understandable, however other options are available.

Bob Linguiti
Chairman, Election Committee,
Houston Wing, C.A.F

SECOND SEAT / XO REPORT



From The Right Seat

As some of you know, the AN Blue PolyTone final color coat has been painted on to the PT-19 fuselage fabric (enter song: Am I Blue....?). Two Saturday's ago a volunteer group showed up (Note to all volunteers mentioned in this update: Please send me your name for future recognition) and as such we were able to upright the fuselage and put her on the wooden horse that now has castoring wheels for mobility. As a result of the temporary landing gear the fuselage was moved back under the attic overhang. This will allow the continuation of assembly of the fuselage and installation of a comm radio and ADS-B compliant transponder. The tent area is now the parts prep spot for tail surfaces, and fuselage sheet metal components.

Stan Turner, Lisa Sanford, Ed Bergmann, Greg Young and Tom Calpouzos continue to make progress on the reconstruction of the center section. Nose ribs will be applied shortly as well as the trailing edge ribs. We anticipate starting the ply wood skin application sometime late September.

Last Saturday another gaggle of volunteers showed up to clean and sand (paint-prep) fuselage sheet metal parts. Many thanks as this was a hot day and grimy oil is difficult and tedious to remove. Greg Young will be taking these parts to his personal paint booth to apply the Urethane (highly toxic) AN Blue coating. Some of the parts will need repairing prior to painting, as always: work begets work.

Sunday 8-23-20 XO flight ops commentary:

Dick Harper Birthday: As planned we had two formations of six aircraft, first flight (PIC's) Dave Guggemos, Gordon Richardson, Nathan Harnagel, second flight Greg Young, Chris Walker, Kevin Domingue flew over Dick Harper's housing complex to commemorate and celebrate his birthday. At the debrief Dick was put on speaker phone and he was extremely happy and emotionally appreciative of the Houston Wing efforts to say happy birthday, salute him and his WWII service as well as his many years of CAF flying and support.

Thereafter there was a second formation training flight flown with Dave Guggemos, Greg Young/Chris Walker, Chris Dowell/Craig Huttain, Kevin Dominique (me right seat). The personal significance for this particular was that the flight call sign was "Paul" flight. Carole got a call in between the flights from her cousin in Florida and that her Uncle Paul had passed away early Sunday morning. Uncle Paul was a German born native who landed at Normandy as a U.S. Army soldier. His fluency in the German language played critical roles as a voluntary "forward observer". With thousands of other Army troops, fought across the Ramagan bridge into his former homeland. He remained in Germany, as an "occupational force" after the end of the war. (heavily bombed/destroyed due to the Krupp's munitions factories), he met his war bride "Anni" and, eventually adopted baby daughter, "Annely". Aunt Anni and Annely received the pictures of the briefing and crew in front of the BT-13 for "Paul" flight and they informed Carole that the pics gave them strength, and a moment of joy, during there still raw grief.

ADJUTANT REPORT



Fellow Colonels,

2020 continues to throw everything she has at us, and if you are anything like me, I have found it easier just to keep rolling with the punches. As many of you know, I am a teacher by trade and teach the middle school grade levels. We thought last spring was the worst year of our careers, but this this fall has proven to make the spring look like child's play. Now more than ever, being a member of the Houston Wing is one of the best parts of my life. I appreciate sharing my time with each and every one of you out at the hangar and look forward to the day when all of our members can gather there once more.

Looking ahead, that time of the year is quickly approaching where we will ask you to begin renewing your Wing membership. As I reminded you a few months back, membership is a two-step process. National dues are to be paid once a year from the date that you joined. Your Wing dues are to be paid by the end of January. In a perfect world I would have your membership renewal form and payment by the end of December. Let's see if we can make 2020 a little bit brighter by accomplishing that goal this year. Please also remember to take part in our November elections you must be in good standing with the Houston Wing and Head Quarters.

I would like to say thank you to all of the members

that have been coming out despite the high temperatures and COVID concerns to help the Wing function through this challenging time. From our Flyover team (pilots, planning, ground radio, maintenance, ground crew, PX crew) to our maintenance team (working on rides planes, L-17, PT-19, inventory), our museum team (museum tours, hangar tours, sign detail), to our never ending hangar maintenance. There are too many names to list and I would hate to leave someone out. Thank you for going above and beyond this past month. What I hope that you can see from that long list is that there is still lots to do, and if you are willing and able please come on out and lend a hand.

I would like to say thank you to all of those that have been helping with the Wings Over Houston Warehouse move. Several of you have put in a tremendous amount of time and sweat into making that monumental feat happen. Thank you! The Houston Wing had a very strong showing this past weekend and was able to complete the move into the new building. Thank you to all of those that came out to make this happen. I know that the airshow staff was extremely grateful. Be on the look-out for more emails to help organize the new facility. If you were there, you saw that it needs a lot of tender loving care.

Last but certainly not least, I would like to welcome our newest members to the Wing: Matt Brzostowski, Jon Disler, Bill Hudgens and Andy Taylor. We are proud to have you on board and hope to see you out at the hangar really soon. If you see them around the hangar, make sure you say hello and introduce yourself. Welcome!

For those of you at home, we miss you and can't wait to see you again. To those of you who just can't stay away.....see you soon.

—Brian Kosior

FLIGHT OPS



Hello and Happy
September!

Huge thanks to Dave, Greg, Ed, and Craig for sharing their knowledge and experience and flight time with us. It is very much appreciated.

See you around the patch

Chris

Flight Ops keeps humming along with a few revenue rides now and then. Training evolutions have been slow as of late. I do anticipate an uptick once these temperatures break for cooler and more reasonable levels. Two new pilot member additions to our pilot group have shown an interest in the N3N. Colonel Harnagel will train and vet them well to the perils and joys of our favorite yellow biplane. That will be exciting to add to the biplanes supporting cast.

The big news for last month was the Wing pilots getting together to honor our own Dick Harper for his birthday with a six aircraft formation. I think our XO is covering the details so I'll just say we were all proud to participate.

Finally, the Wing was able to get a formation training afternoon complete with quite a bit of flying. Much was taught and passed on by some of our more experienced formation pilots to others honing their skills. Formation is a perishable skill for sure. All of us flying that day, in what were challenging conditions, were reminded that you need to practice and fly regularly to keep yourself sharp and safe.



MAINTENANCE



Picture a CAF unit with one T-6.

It has a few Sponsor Pilots but none are A&P's. The airplane flies 50 hours a year. They don't have a big hangar, no projects or even a tug. They're just a small group that loves to fly and one of them is the Maintenance Officer. That MO is an A&P. His job is pretty easy. He has one annual to do, maybe change tires every other year, change oil once a year and an occasional repair or replace of a starter, magneto or alternator. He can fill all his other time tinkering with little things that make the airplane the unit's pride and joy. In a unit like that the Maintenance Officer could probably do most all the work himself.

Now imaging that unit with the same Maintenance Officer but they picked up another airplane. One MO, double the work. Add a third plane.. see where this goes?

The Maintenance Officer becomes task saturated and things start to slip. All those little things the MO used to do to make the airplane the units "pride and joy" get set aside as he tries to keep up with regular maintenance. Eventually, even required maintenance gets short changed.

One person can't maintain three airplanes unless it's their fulltime job.

Houston Wing Maintenance



"We keep 'em flying!"

Fortunately Houston Wing is making progress on increasing the A&P Mechanics in our ranks,



CONGRATULATIONS Col GREG YOUNG FAA CERTIFIED AIRFRAME AND POWERPLANE TECHNICIAN!

MAINTENANCE

Our goal is to have at least one A&P per airplane. With the L17 Navion coming on line soon we still need to be recruiting.

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.

Not having an A&P certificate does not prevent you from being part of Houston Wing Maintenance. We have many positions open that just need someone motivated to do them.

We meet every Saturday at 8am for our Maintenance Briefing. Come join us!



Semper Mint Julep

Ryszard Zadow

Houston Wing CAF

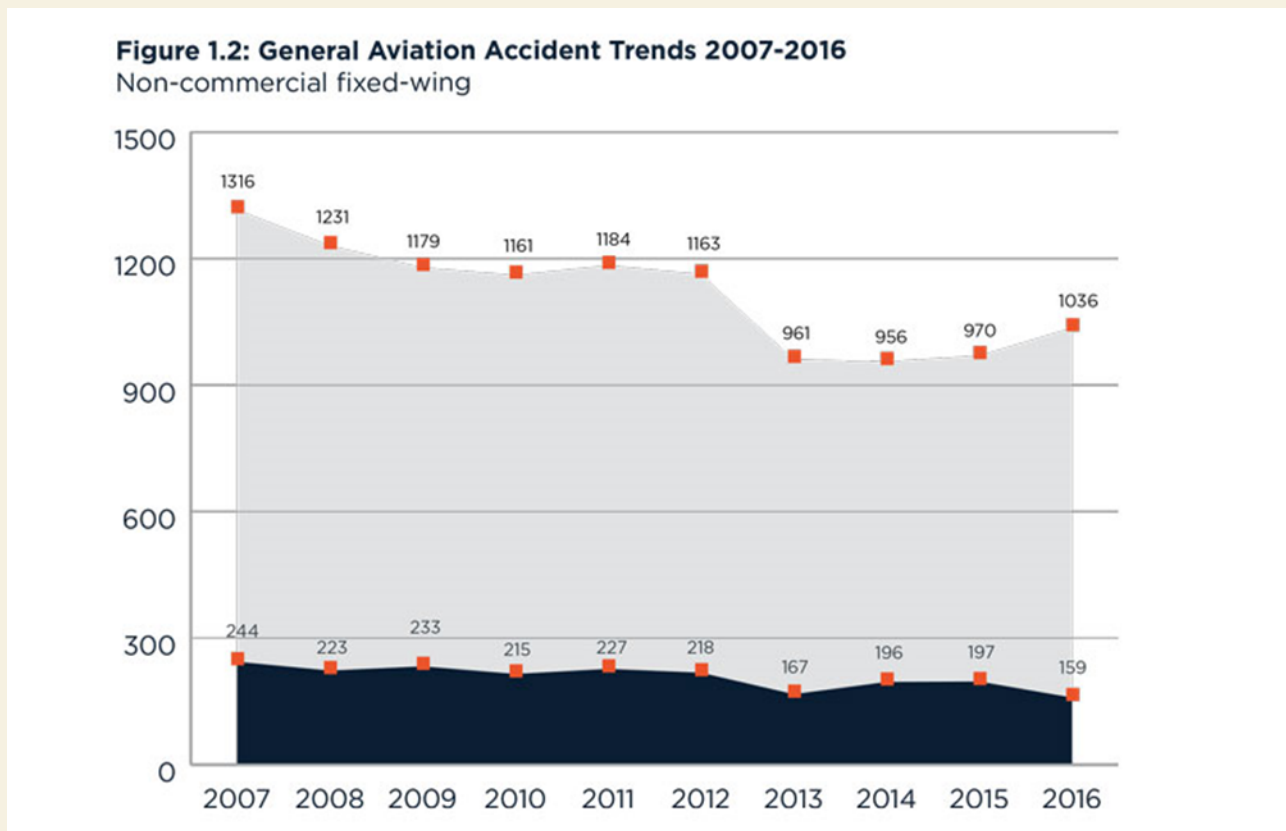
AVIATOR SAFETY CORNER

GA Accident Trends

Information from AOPA Joseph T Nall report 2007-2016; On AOPA Website

Today's Aviation Safety Corner looks at the GA Non-Commercial accident data, as reported by AOPA and located on their website. This data is just a snapshot of a portion of aviation accident reports and data available, but it does give us a look at how we are doing in the GA world. Shown herein is just a partial report of that data.

Figure 1.2: General Aviation Accident Trends 2007-2016, shown below, shows that we are seeing some reductions in both the number of accidents and the number of fatal accidents over the last few years, albeit with a slight rise in number of accidents in the last couple of years.



While there was some increase in flight activity, the rates per 100,000 flight hours still show this trend, and pilot related accidents are still above 70% in both overall and fatal accidents.

AVIATOR SAFETY CORNER

Figure 1.4: General Aviation Accidents in 2016

	Non-Commercial	
	All Accidents	Fatal Accidents
Pilot Related	755 72.9%	121 76.1%
Mechanical	185 17.9%	16 10.1%
Other/Unknown	96 9.3%	22 13.8%

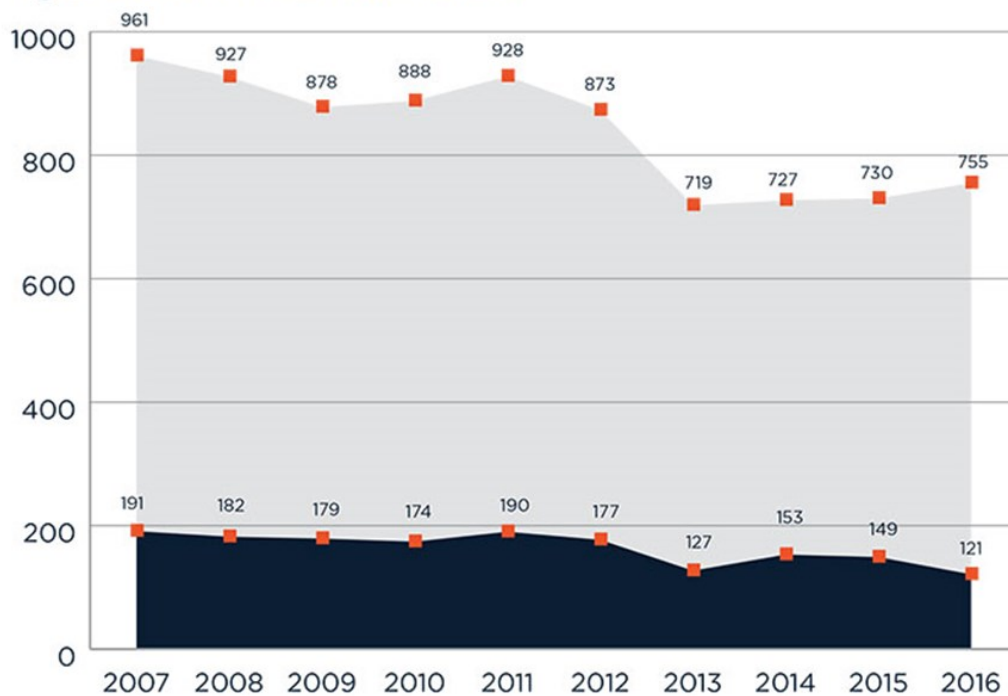
Figure 1.8: Pilots involved
Non-commercial fixed-wing

	Accidents		Fatal Accidents		Lethality
ATP	200	19.0%	35	21.3%	17.5%
Commercial	265	25.2%	48	29.3%	18.1%
Private	479	45.6%	76	46.3%	15.9%
Sport	19	1.8%	2	1.2%	10.5%
Student	80	7.6%	2	1.2%	2.5%
Other or unknown	8	0.8%	1	0.6%	12.5%
Second pilot on board	192	18.3%	46	28.0%	24.0%
CFI on board*	273	26.0%	46	28.0%	16.8%
IFR pilot on board*	570	54.2%	97	59.1%	17.0%

*Includes single-pilot flights.

AVIATOR SAFETY CORNER

Figure 1.9: Pilot-related Accident trend



Private Pilots have the largest share of overall and fatal accidents. The surprising fact from this is that over half the accidents had an IFR rated pilot on board.

There is a lot to be gleaned from reviewing accident data, but the thing that stands out to me is that no one is immune to the risk of accidents, and we need to take that very seriously.

Safety is a part of our culture.

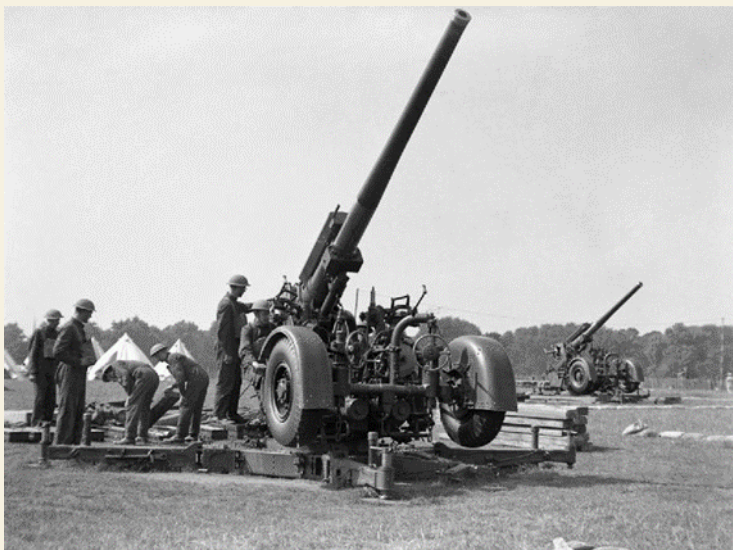
Dave Guggemos

MUSEUM MUSEUM DISPLAYED SHELL CASINGS

QF 3.7- inch AA Gun Shell Casing (1940). This QF (Quick Fire) 3.7 - inch (94 mm) shell was used in Britain's primary heavy anti-aircraft gun during WWII. It was the equivalent of the German 88 mm Flak and the American 90 mm. This Anti-Aircraft Gun was used throughout WWII in all theaters except the Eastern Front.



QF 17 Pounder Shell Casing (1942). This shell was used in the 76.2 mm (3 Inch) gun developed by the British during WWII. It was used as an anti-tank gun on its own carriage and proved to be the most effective anti-tank gun of the war. It was also used to "up-gun" some vehicles in British service, notably the Sherman Firefly variant of the U.S. M4 Sherman tank.



Sam Hoynes

S A F E T Y



For those of you who do not know me, I am Ed Bergmann. I am a member of the Gulf Coast Wing, Devil Dog Squadron and the Marshaling Detachment as well as the Houston Wing. I am an environ-

mental engineer in my work life and have worked at times with safety department at refineries and chemical plants. I am truly honored to have been asked, and voted to be your Safety Officer. With my industrial background, I will sometimes look at things from a perspective that may not be just aviation related. I hope to work with Ryszard and Chris to bring programs to the Wing that will help us all be safe. I would like us all to enjoy the passion that we all have for aviation and return home without any injuries. So, if you see anything that feel impacts safety, please feel free to bring any suggestion to me. Also, if we need equipment let me know. I want to make sure we have the correct personal protective equipment available.

I would like to start with some items that I feel impact Safety that I try to keep in mind

Complacency – Jobs may become very familiar because we have done them repeatedly. Always remember that complacency can lead to injuries. No task is ever just like the previous task.

Fatigue – As the days get hotter, it is easy to become fatigued. Stay hydrated and

pace yourself. I know that when I am fatigued, I do not always make the best decisions.

Distractions – We have many projects going in the hangar. Since project work continues on Museum days, distractions can be from the public who are interested in what we are working on, or from flying. We are have drills, saws, grinders, sanders that need to be secured between uses so that others do not injure themselves on tools that have not been placed in a safe mode.

Being rushed or in a hurry – Tasks cannot be always be finished in a short amount of time. Don't rush to finish as this can lead to being mistakes.

Remember that others are also working projects. If you have to stop a project before it is complete, always remember that there may be another person that works on the project behind you. Also, remember to clean up the area when you leave.

Be aware of your surroundings – There are many items in the hangar. Items such as aircraft may have been moved since the last time you were standing there. Also, be aware of others in the hangar that may be looking at aircraft and not aware of movement around them

Again, thank you for this opportunity. I hope to work with everyone to make the working with Houston Wing as safe as it is enjoyable.

Ed Bergmann

MARKETING

Welcome back friends to another exhilarating installment of "As the Wing turns." What did the marketing department do last month? Read on with bated anticipation;

Frankly as I write this we don't know if there will be an airshow but fear not our tour planning group is planning on our planes going somewhere; we'll let you know as it develops. In the current world we live in everyday is a change of plans.

One thing we do have going on is our partnership with Houston Motorsports Park and our flyovers. The flyovers that we have so far done for HMP have generated a great social media response. We have the opportunity to promote our Wing (and sell PX) to the race fans at the maximum of our ability. Houston Motorsports Park is a lot like us, both undiscovered Houston treasures. Houston Motorsports Park is one of the nicest NASCAR short track racetracks in the country and our museum hangar is still a beautiful undiscovered treasure in Houston. If you can come out to the track, help promote the wing, sell a few T-shirts and enjoy the races also, that will be huge to the success of our promotional mission. And.....oh by the way, we flew our most important mission of the year last weekend. We did a flyover for Dick Harper's birthday; the flyover group performed a magnificent mission as usual and Dick was thrilled with our flyover. However sometimes there is a neat story that happens behind the event. As we were leaving the courtyard with Dick there was a British fellow that came out and watched. He asked what the aircraft were. Dick explained they were WWII aircraft. Suzie said that Dick was a WWII veteran. The British

gentleman said he was a kid living in London during WWII and thanked Dick for his service and thanked the US for saving Great Britain. Dick said we (the United States) were happy to help. I think that man needs a copy of Dicks book. An unexpected moment in time I will never forget; sometimes the things we do have further reaching effects than we realize. Many thanks to Suzie Bredlau for putting together the birthday celebration for Dick in the strange Covid world we live in.

Well as promised last month let's talk photography. Honestly I'm bored as I'm sure you are with marketing blabber. Blah blah blah. Last month I mentioned taking airshow photos. Bad news for all you weak phone camera shooters. A camera on your phone is still not a real camera, sorry. It's just something in your pocket. Yes I know any camera (even a phone) in your hand beats none at all. But as the curmudgeon that I am, if you are going to an airshow and if you own any sort of camera then bloody well bring it! I just received the latest issue of Road and Track automotive magazine. There was an article written about a Bentley convertible automobile, the photography was done by the author of the article, with a phone camera, and in print it showed! Pathetic! Not what print magazines used to (nor should) aspire too; very much a low class effort from the magazine! Now on to the show.

Normally I say that the photographer is more important than the equipment, and that is always true; however when shooting airshows you really need a decent (not expensive) camera body and a decent telephoto (70-300mm or longer) lens. How do people get those great shots of the Blue Angels, Thunderbirds or the exceptional Houston Wing aircraft? Long telephoto lenses.

Eyes on the Horizon

September

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

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

October

Museum Days: Oct 3rd and 17th from 10am-3pm

Barnstorming: Oct 2-4 in Galveston with the Gulf Coast Wing

Wings Over Houston: Oct 10-11 @ Ellington Field

November

Member Appreciation: November 14th

Museum Days: Nov 7th and 21st

Member Birthdays and Anniversaries

September Birthday's

Frank Robertson	9/6
Joe Kudrna	9/9
Wes Fellows	9/16
Anthony Bently	9/22
Linda Bush	9/22
Brian Kosior	9/22
John Ryan	9/28
Ulf Brynjestad	9/29
Sherry Johnson	9/29

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!!

Wing Anniversaries

Wes Fellows	9/11/89
Ed Bergmann	9/28/95
Sam Hoynes	9/27/04
David Bush	9/22/05
Bruce Bevers	9/24/08
John Bixby	9/28/09
Jane Copeland	9/09/13
Chris Hammons	9/19/15
Fox Benton IV	9/24/18

Staff Directory

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