



March 2021

# Slips & Skids

## Wing Leader



Hello Fellow Colonels!

I hope everyone survived the winter catastrophe without too many issues. Thank you to our weekday crew of Lisa Sanford and Stan Turner, for they were able to turn off the water and drain the pipes as best they could in preparation, but who knew we were due for a 30-year storm with record lows. Unfortunately, this resulted in a copper pipe springing a leak at the main water valve outside the hangar. Stan Turner was able to temporarily fix it. Thank you Stan!

Luckily, when our A/C guy, named The A/C Guy, came out to service our new units, he was able to repair the pipe for us. Kudos to him for helping us out. The day we found out about the leak, I started calling plumbing companies. We were on 6 different plumbing companies lists to see who could get to us first. Still haven't been called. Glad it is all behind us. I'm ready for flying season!

We received an additional \$25,000 check making the total distribution from Wings Over Houston \$50,000. This distribution was truly a blessing to help with lost revenues last year.



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## Wing Leader

February was training the troops! At the beginning of the month we successfully trained all of our pilots for the upcoming year. Then at the end of the month, we held a Houston Wing ground school for crews in Maintenance, PX, Museum, and welcomed new members. It got us back into the swing of things for barnstorming this coming year.

March is Annual month! Currently, all three of our aircraft are in various stages of undergoing their annuals. We anticipate them all to be finished in the middle of the month and ready to go fly!

Our first event is rapidly approaching. We will be going to Burnet, TX on March 20th to kick off the flying season flying in the Highland Lakes Squadron's Bluebonnet Airshow. This is very exciting because we haven't flown in an Airshow since 2019.

As we look forward, on April 17th we will be Barnstorming with Chris Meaux, airport manager for Beaumont Municipal, for a **Spring Fly-in and Drive-in** (planes and cars). Chris is a Navion guru that wants to join our Wing at some point this year.

We are also planning another Ferrari event - **FERRARI'S & FIGHTERS** which we are hoping will become an annual event. Originally, we were planning it for April 10th. We had to

move it to **Saturday, May 15th** because of some conflicts. Please save the date as we will need several volunteers for this event.

There are lots of fun things and exciting things in store for the year! Hope to see you at the hangar soon!

Blue Skies Y'all!

Denise

## Right Seat - These #'s are staggering - How did we even win?

People who were not around during WW2 have no understanding of its magnitude. This gives some insight.

276,000 aircraft manufactured in the US .

43,000 planes lost overseas, including 23,000 in combat.

14,000 lost in the continental U.S.

From Germany's invasion of Poland Sept. 1, 1939 until Japan's surrender on Sept. 2, 1945 = 2,433 days. America lost an average of 170 planes a day. The US lost 14,903 pilots, aircrew and support personnel plus 13,873 airplanes. Inside the continental United States there were 52,651 aircraft accidents (6,039 involving fatalities) in 45 months. Average 1,170 aircraft accidents per month---- nearly 40 a day.

### It gets worse.....

Almost 1,000 planes disappeared en route from the US to foreign climes. But 43,581 aircraft were lost overseas including 22,948 on combat missions (18,418 in Europe) and 20,633 due to non-combat causes overseas. In a single 376 plane raid in August 1943, 60 B-17s were shot down. That was a 16 percent loss rate and meant 600 empty bunks in England. In 1942-43, it was statistically

impossible for bomber crews to complete the intended 25-mission tour in Europe.

Pacific theatre losses were far less (4,530 in combat) owing to smaller forces committed. The B-29 mission against Tokyo on May 25, 1945, cost 26 Superfortresses, 5.6 percent of the 464 dispatched from the Marianas. Over 40,000 airmen were killed in combat and another 18,000 wounded. Some 12,000 missing men were declared dead, including those "liberated" by the Soviets but never returned. More than 41,000 were captured. Half of the 5,400 held by the Japanese died in captivity, compared with one-tenth in German hands. Total combat casualties were 121,867.

The US forces peak strength was in 1944 with 2,372,000 personnel, nearly twice the previous year's figure. Losses were huge--- but so were production totals. From 1941 through 1945, American industry delivered more than 276,000 military aircraft. That was not only for US Army, Navy and Marine Corps, but also for allies as diverse as Britain, Australia, China and Russia. Our enemies took massive losses. Through much of 1944, the Luftwaffe sustained hemorrhaging of 25% of aircrews and 40 planes a month.

## Right Seat - These #'s are staggering - How did we even win?

### Experience Level:

Uncle Sam sent many men to war with minimum training. Some fighter pilots entered combat in 1942 with less than 1 hour in their assigned aircraft. The 357th Fighter Group (The Yoxford Boys) went to England in late 1943 having trained on P-39s, then flew Mustangs. They never saw a Mustang until the first combat mission. With the arrival of new aircraft, many units transitioned in combat. The attitude was, "They all have a stick and a throttle. Go fly 'em." When the famed 4th Fighter Group converted from P-47s to P-51s in Feb 44, there was no time to stand down for an orderly transition. The Group commander, Col. Donald Blakeslee, said, "You can learn to fly 51s on the way to the target". A future P-47 ace said, "I was sent to England to die." Many bomber crews were still learning their trade. Of Jimmy Doolittle's 15 pilots on the April 1942 Tokyo raid, only five had won their wings before 1941. All but one of the 16 co-pilots were less than a year out of flight school.

In WW2, safety took a back seat to combat. The AAF's worst accident rate was recorded by the A-36 Invader version of the P-51: a staggering 274 accidents per 100,000 flying hours. Next worst were the P-39 at 245, the P-40 at 188, and the P-38 at 139. All were Allison powered.

Bomber wrecks were fewer but more

expensive. The B-17 and B-24 averaged 30 and 35 accidents per 100,000 flight hours respectively-- a horrific figure considering that from 1980 to 2000 the Air Force's major mishap rate was less than 2. The B-29 was even worse at 40 per 100,000 hours; the world's most sophisticated, most capable and most expensive bomber was too urgently needed to be able to stand down for mere safety reasons. (Compare: when a \$2.1 billion B-2 crashed in 2008, the Air Force declared a two-month "safety pause"). The B-29 was no better for maintenance. Although the R3350 was known as a complicated, troublesome power-plant, only half the mechanics had previous experience with it.

### Navigators:

Perhaps the greatest success story concerned Navigators. The Army graduated some 50,000 during WW2. Many had never flown out of sight of land before leaving "Uncle Sugar" for a war zone. Yet they found their way across oceans and continents without getting lost or running out of fuel - a tribute to the AAF's training. At its height in mid-1944, the USAAF had 2.6 million people and nearly 80,000 aircraft of all types. Today the US Air Force employs 327,000 active personnel (plus 170,000 civilians) with 5,500+ manned and perhaps 200 unmanned aircraft. That's about 12% of the manpower and 7% of the airplanes of the WW2 peak..



These #'s are staggering  
How did we even win?

### SUMMATION:

Another war like that of 1939-45 is doubtful, as fighters and bombers have given way to helicopters and remotely-controlled drones, e.g. over Afghanistan and Iraq. But within our living memory, men left the earth in 1,000-plane formations and fought major battles five miles high, leaving a legacy that remains timeless.



### Right Seat/XO



The only wood skin remaining to be applied are the L/R flap wells and leading edge skins. Once completed the wood will be epoxy varnished and fabric applied over

the wood. From there it will be the normal Stits process. Radio, transponder and intercom will be wired into the fuselage prior to the center section remate. With the A team at work I hope to have all this done in the next 60 days.



## Flight Ops



Howdy Houston Wingers,

Well winter sure went out with a fight didn't it? Growing up in Texas, I can't remember it being

below freezing for that long before. One week later and it was approaching 80 degrees. I love it because it makes me feel like flying season is fast approaching and that is a good thing. Winter maintenance is still underway and our airplanes are getting some much deserved spa treatment. Many thanks to all who have been helping to keep our airplanes flying in fine form.

Our annual pilot ground school took place the first week of February. It was well attended and the participation was excellent with discussions and lessons contributed by many of our intrepid aviators. We covered crew resource management subjects including judgement and decision making. Our adherence to established procedures and maintaining proper habit patterns are keys to keeping our safety record strong. We also did recurrent systems discussions and testing for the AT-6, BT-13, N3N, and for the first time, the L-17 Navion was taught and tested. We are optimistic and confident that the

Wing will have ours flying this year. That is exciting stuff as that airplane will fit in beautifully into our mission plans.

Looking ahead to March, I can almost hear the engine and smell the exhaust of airplanes gathering in Burnet on March 20th. Highland Lakes Squadron will be hosting their annual Bluebonnet Airshow and the Houston Wing will be there to support it. They have requested three of our aircraft and we will try to deliver as maintenance is continuing wrapping up annual inspections. PX will be sold and we will sell some rides as well.

April 17th is also on the short range radar for a Barnstorming trip to Beaumont. The airport manager there throws an amazing Flyin event there with food trucks and car shows and airplanes mixing together. We will attend and sell rides and PX and be a part of what will be a beautiful friendship for our Wing.

That's it for this month's article. I'm looking forward to seeing everyone around the airport soon. Y'all take care!

Chris

## Maintenance



HOUSTON WING, WE HAVE A WAKE-UP CALL!

As I type this Houston Wing has NO FLYABLE AIRPLANES !

As many of you know “winter maintenance” was supposed to be three annual inspections in a row. The BT-13 in December, N3N in January and the AT-6 in February. It didn’t quite work out that way. The amount of work it has taken to get the BT-13 through its annual made it impossible to do that in one month. When that happened the domino effect rolled the N3N into out of annual status and now the AT-6. To make things more interesting we have our first flying event of 2021, the Burnett Airshow.

...in just 18 DAYS!

There are two reasons we are delayed in winter maintenance. One is obvious; the amount of preventive maintenance needed on the BT-13 and now the N3N. The past practice of one person trying to

maintain all of our aircraft has come home to roost. Considering that, the second reason ought to also be obvious: man-power. As we’ve discussed for over a year now, we need more A&P’s. We have some dedicated volunteers that can give some time during the week and they have been greatly appreciated but that is not been enough. There has just been way too much to do.

Put all this in perspective. We have struggled to get three aircraft annual inspections and preventive maintenance completed. In the past that was presented as an easy task. We now know why and have a much better feel for what our maintenance task loading will be in the future. Consider what that will be as we add on the L-17 Navion, PT-19 and C-60. There is NO WAY Houston Wing will be able to operate all those aircraft without additional A&P members and Volunteers to assist them.

This is the WAKE UP CALL. We cannot be a six plane wing without growth and growth depends on ALL OF US to help recruit and retain new people. Growth is the key to our success. End of story.

Thank you for all you do. See you in the hangar.

Semper Mint Julep  
Ryszard

## Museum News

### “Savings Bond Stamp Album”

As many of you may know the sale of “Defense Bonds” then after Pearl Harbor renamed “War Bonds” helped finance the purchase of equipment and supplies necessary to conduct military operations in WWII.

The War Bond paid 2.9 percent interest and the American public was asked to loan the Government money through the purchase of Bonds to conduct the war. A \$25 dollar bond was purchased for \$18.75 and could be redeemed after 10 years for \$25. Even though the bonds offered a rate of return below the market value, it represented a moral and financial stake in the war effort.

More than a quarter of a billion dollars’ worth of advertising about bonds was donated during the first three years of the National Defense Savings Program. Massive advertising campaigns used any means of media possible, and the campaign was a huge success. Word spread quickly; polls indicated after only one month that 90 percent of those responding were aware of war bonds. Bonds became the ideal channel for those on the home front to contribute to the national defense. Bond rallies were held throughout the country with famous

celebrities, usually Hollywood film stars, to enhance the advertising's effectiveness.

At the end of World War II, January 3, 1946, the last proceeds from the Victory War Bond campaign were deposited into the U.S. Treasury. More than 85 million Americans — half the population — purchased bonds totaling \$185.7 billion to help finance the war effort.

What may surprise you is the introduction during WWII of War Savings Stamps, all featuring a Minuteman statue which were available in five denominations – 10c, 25c, 50c, \$1 and \$5. (10c Stamp shown below.)





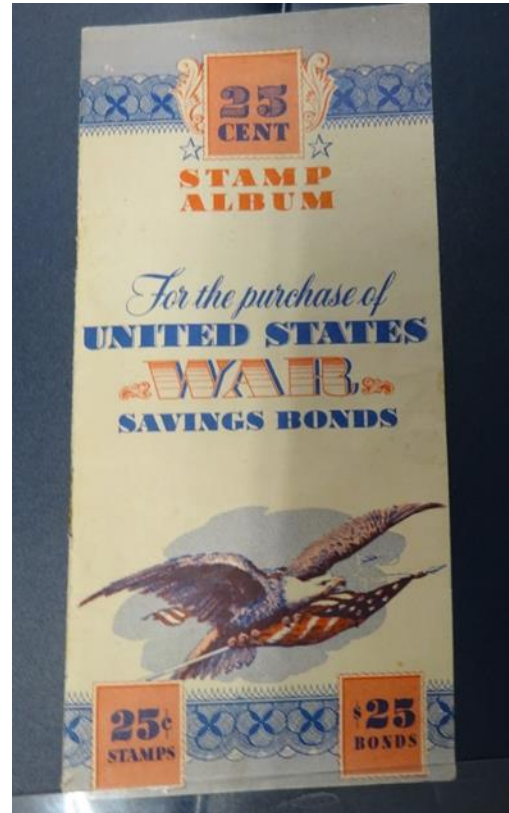
## Museum News

People who could not afford \$18.75 to purchase a War Bond could buy War Savings Stamps which when put into a Stamp Album could be used to purchase a bond when the Album was full.

School children were encouraged to support the war effort by buying Bond Stamps weekly, encouraging them to save and to support the war effort.

The partially full 25c War Savings Stamp Album that we have on display in our Home Front case, belonged to Linda Sayre Holznagle, from Detroit, Michigan.

Sam Hoynes



## Safety Corner



See something, say something

The importance of the phrase "See Something,, Say Something " cannot be emphasized enough. I just went

through another Crew Resource Management (CRM) class and this mantra was again repeated. One point that was brought out was that this does not just pertain to the crew in an aircraft during flight. One simple example was given when someone on the rides desk told the pilot/co-pilot to take time off from working in the heat, so they could be rested for the evening flights they were flying. The comment was made that both pilot and co-pilot retired to the pilot lounge and rested. They said they had not realized it, but that brief rest invigorated them and prepared them for the next flight. This is looking out for your friends and the CAF. The pilots in the Houston Wing work extremely hard at air shows and barnstorming events to make these outages successful. Safety is looking out for one another. Always keep in mind that even the smallest gestures assist and prevent fatigue on a hot day. We all push ourselves as hard as we can, and often do not realize that we

are exceeding our physical limit. Lend a helping hand whenever possible. Even the seemingly small acts can have large implications later.

Ed

## Aviator Safety Corner - Top Ten Insurance Claims (from FAA Safety Team Briefing)

The FAA Safety Team broadcasts Safety Briefs every month, including one earlier this month on the top ten Insurance Claims for General Aviation. This particular seminar was presented by Sarah Rovner, who is an insurance representative for Global Aerospace (Global), a Toronto based insurer for General Aviation (among many other insurance categories).

The following is a list of the top 10 insurance claims from Global Aerospace' perspective. Insurance companies have a financial interest in claims and are likely to have better data than anyone else. This data drives pilot experience requirements more than the FAA and any other factors. If we can't get insurance at a reasonable cost, then we probably won't be flying.

The data is broken down into three categories; Top 5 Insurance Claims, Top 5 Total Loss Claims, and Top 10 Causes of Fatal GA Accidents.

### **TOP 5 Insurance Claims**

1. Propeller Strikes
2. Hangar Rash
3. Loss of Directional Control

4. Gear Up Landings
5. Wild Life Strikes

### **TOP 5 Total Loss Claims**

1. Weather
2. Gear Up Landings
3. Propeller Strikes
4. Loss of Control - Inflight
5. Loss of Control - On Landing

### **TOP 10 Causes of Fatal GA Accidents**

1. Loss of Control – Inflight
2. Controlled Flight into Terrain
3. System Failures – Power Plant
4. Fuel Related
5. Unknown or Undetermined
6. System Failures – Non Power Plant
7. Unintentional Flight into IMC
8. Midair Collisions
9. Low Level Flight
10. Other

## Aviator Safety Corner - Top Ten Insurance Claims (from FAA Safety Team Briefing)

A total Loss is declared by the insurance company if the damage is not repairable for the amount of available proceeds from the insurance policy. The lesson there is “Don’t under insure.”

One might think that tailwheel airplanes are more susceptible to insurance claims than nose wheel airplanes. But, it seems that the claims are pretty much proportional to the ratio of tail wheels to nose wheels.

The following is a brief discussion of the listed cause factors and what we as pilots can do to mitigate them.

**1. Propeller Strikes:** Can be caused by hard landings, porpoise landings, gear up landings, leaving the runway, or off airport landings, etc.

**How to Prevent:** Attention to taxi, preflight, proficiency, recent experience in make and model, attention to surfaces and potential hazards, as well as following regulations. Yes pilots that does matter. Remember, if you have an incident, you may be facing not only the FAA, but the insurance company as well.

**2. Hangar Rash:** Hangar rash has totaled airplanes.

**How to Prevent:** Paint stripes on the ground, get help pushing back, make sure the hangar door is all the way open,

pre-flight for rash, and check airplane when parked outside.

**3. Loss of Directional Control:** Majority of claims are for nose wheels; tail wheels often lead to ground loops. Proficiency is important (current does not mean proficient). Set personal minimums for weather minima, x-wind, fuel on board, etc. Fly often and get recurrent training.

**4. Gear up landings:** 90% Pilot error/10% mechanical; Set your own checklist and adhere to it. When you say “gear down” to yourself, place your hand on the gear handle and exert a downward force. Avoid distractions.

**How to Prevent:** Proficiency is the key item; that means currency as well. Go around if the approach doesn’t look right. Make sure the approach is stable; set personal minimums. A hard landing can also total an airplane.

**5. Wild life strikes:** Especially high in the PA and NJ area. Many airports have a lot of deer in their grounds.

**How to prevent:** Awareness; make sure runway is clear prior to take off and landing. If possible, adjust departure/arrival times to avoid high incidents of wild life.

**6. Loss of Control – Inflight:** Poor judgement, Failure to recognize stall/spin, failure to maintain speed, failure to follow procedures, pilot inexperience, use of drugs.

**How to Prevent:** Currency, Proficiency and Training.



## Aviator Safety Corner - Top Ten Insurance Claims (from FAA Safety Team Briefing)

**7. Loss of Control – Landing:** Similar to “Inflight”, Pilots often say “a gust of wind” came up.

**How to Prevent:** Proper tire inflation, proper preflight, setting personal minimums (x-wind, etc.), proficiency, and training.

Some additional factors to be mindful of to avoid claims:

**1. Accidents often happen during training for emergencies;** the ACS call out minimum altitudes, but is unclear as to how far a simulated engine out emergency should be taken. Some accidents happen when practicing an engine out emergency, and the power could not be restored. During a simulated engine out landing, the exercise should be for proficiency, not to create an actual emergency.

**2. Mitigation Strategies:** There is a large difference in you flying the plane and the plane flying you. Actual skill is the goal, not rote memorization.

**3. How to Avoid Claims:**

Fly Often; currency, proficiency, and training.

Avoid distractions; keep the cockpit sterile during high workloads.

Build experience in your airplane, fly it often. Risk is reduced with higher

experience.

Obtain transition training for new types of airplanes.

Set personal minimums for a broad range of flight conditions, not just x-wind.

Use the Go Around when ever needed.

Always preflight the airplane.

Study and restudy the regulations. Reread pertinent FAR sections until you have gone through all of them. Then start over from the beginning. Do this every 2-3 months.

Happy Flying!

Safety is a part of our culture.

Dave Guggemos

## Annual Inspections



## Eyes on the Horizon

### March

6th - Museum Day  
20th - Museum Day  
20th - Barnstorming Burnet- Confirmed  
21st - Membership Meeting - 2pm

### April

3rd - Museum Day  
17th - Museum Day  
17th - Barnstorming Beaumont – Confirmed  
18th - Membership Meeting - 2pm

### May

1st - Museum Day  
15th - Museum Day  
15th - Ferrari's & Fighters - Confirmed  
16th - Membership Meeting - 2pm  
22nd - Barnstorming - Lake Jackson

### June

4th-6th - Barnstorming Lake Charles  
5th - Museum Day  
19th - Museum Day  
21st - Membership Meeting 2pm  
26th - Barnstorming College Station

### July

3rd - Museum Day  
4th - Flyover  
17th - Museum Day  
18th - Membership Meeting - 2pm  
26-1st - Oshkosh

### August

7th - Museum Day  
15th - Membership Meeting - 2pm  
21st - Museum Day

### September

4th-5th - Warbird Weekend  
4th - Museum Day  
18th - Museum Day  
19th - Membership Meeting - 2pm

### October

2nd - Museum Day  
8th-10th - Wings Over Houston  
16th - Museum Day  
17th - Membership Meeting - 2pm

### November

6th - Barnstorming Fredericksburg  
6th - Museum Day  
13th - Veteran's Day Dance  
20th - Museum Day  
21st - Membership Meeting 2pm

### December

4th - Museum Day  
18th - Museum Day  
19th - Membership Meeting - 2pm

## Staff Directory

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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.

The Commemorative Air Force® (CAF) was founded to preserve history by restoring historic World War II aircraft back to flying condition and to educate new generations of Americans on the value of military aviation in assuring our nation's freedom. These airplanes, and the men and women who built, flew and maintained them – changed the world forever! We can never let them be forgotten.

More than just a collection of airworthy warplanes, our fleet of more than 165 aircraft, known as the CAF Ghost Squadron®, recreate, remind and reinforce the lessons learned from a defining moment in American history.

*This history is worth saving... and worth passing on.*

