



April 2021

Slips & Skids

Wing Leader



Hello Fellow Colonels!

Our flying season has begun! We were able to finish up the annuals on the BT-13 and the T-6 in time to make the Bluebonnet Airshow in Burnet, TX on March 20th. Thank you to everyone who came out to help with both of the annuals. It is always a time consuming event that becomes much more manageable when we have several people working together towards the same goal at the same time. I believe it was Tuesday or Wednesday night before going to the event, Ryszard Zadow, Chris Walker, Brian Kosior, and myself stayed there until 11:30 pm putting Ace back together. Yes, we worked late, but we had a blast working together. At the end of the evening, we all left tired but with a sense of accomplishment of not only getting her put back together but a night spent with great friends meeting our timeline to make the event. This is one account. There are several groups of people who work together continuously to make everything come together.

The Bluebonnet Airshow weekend had fantastic weather! They couldn't have picked a better day. I was told they had the biggest turnout ever with over 4100+ people attending. I'm starting to see more people out and about so I think we are in for a big year. We had a prime spot just inside the gate and sold out of most all



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Wing Leader

the toys we brought except for a few peg hung airplanes. It was phenomenal! With rides and PX combined we grossed over \$5,200 dollars for a one day event. Fantastic!

Thank you to our amazing crew that made it all happen Chris Walker and Dewey Lockwood were our pilots, Lisa Sanford on ground crew, Brian Kosior for rides coordinator, Gonzalo, Jason, Samantha, and Olivia Morales, Tony Bohnert and Doris for helping in the PX.

So in the meantime as we look forward to our next Barnstorming Event on Saturday, April, 17th in Beaumont, TX, we still need help in finishing up the annual on our N3N. Ryszard would also like to do a little clean-up maintenance work on both our T-6 and our BT-13. These are want-to-do items that will bring the maintenance work up to what he thinks it should be. His name is on the bottom line and he should feel good about it. Now, don't get me wrong. Our aircraft are Airworthy and safe, but they are also museum pieces which we should be proud of and should take to the next level.

If you are available to come to Beaumont, we would love to have you. Please sign up.

FERRARIS AND FIGHTERS - May 15th, 2021 at the Terminal

This will be a fantastic event! All proceeds will benefit our Wing. We will host 2-P-51's and a P-63 as well as several amazing Ferrari's. We are also hoping for 100 Ferrari entries. There will be awards for the entry cars, food trucks, we will be selling merchandise out of our PX trailer, rides for hire, tours in the C-60, and photo-ops in the Thunder Duck and the L-39 cockpit.

We will need several volunteers to make this happen. The Crew Request is coming out at the beginning of April. The website has launched - ferrarisandfighters.com we will also have information on our website - houstonwing.org. I can't wait!

WARBIRD WEEKEND - will be on Labor Day weekend - September 4th & 5th. We are just in the planning phases now.

NEW PILOTS!

Over the last year, we have had several people start flying to get their private pilot license. When you see **FOX BENTON** around the hangar, please stop and shake his hand. He did it! Congratulations Fox!

Wing Leader

Kate Walker bought her first airplane, a Grumman Yankee, and got to solo in it. Fantastic!

Dante Reimann should be soloing any day now as well.

Brian Kosior is studying to take his check ride later this month.

Congratulations Aviators!

Denise



From The Right Seat/XO



Thanks and congratulations to our maintenance team for completing the BT-13 annual and T-6 annual in time for a very successful Burnett airshow.

PT-19 update: The left leading edge is now installed in the center section. Steaming and bend/forming plywood is a fascinating process. The right leading edge will be applied shortly. Once done the center section will be prepped for fabric application and painting. The avionics installation will be the next big fuselage item. Once completed we will be planning to attach the landing gear castings to the center section prior to reattaching the center section back on to the fuselage.



Adjutant Report



Hello Houston Wing Members!

I would like to thank you all for choosing to renew with the Houston Wing and say welcome to those that just joined us! Our

roster is full of talented individuals that come together to share their love of history, aviation, and friendship. Thanks for making the Houston Wing one of the best units in the CAF!

In case you have not been around the hangar lately, the public is starting to come back in large numbers to see us since more and more people are receiving the vaccine. Our Hangar Hang Out days have grown to 50+ people each Saturday for the month of March. When you are ready, we need help in the museum, giving tours around the hangar, and the PX. If you are new to the Wing and not sure what you want to get involved with, Hangar Hang Out days are the perfect time to come out and “shadow” another member. Learn their stories about our museum and aircraft so that in you can incorporate that into your tours when you are ready. It is also a great opportunity to see what we do in general as well as what we do when we are out on the road!

Adjutant Report

Speaking of out on the road, we sure did have fun at the Bluebonnet Airshow. I want to thank everyone that represented the Wing while there for the show. Thank you Denise for getting our new shirts ready for us just in time. Everyone looked so professional. I honestly felt like we were the best-looking group out there in our uniforms! Well done everyone!

You will soon start receiving emails for Crew Requests for other Barnstorming locations. I am organizing our stop at Texas Gulf Coast Regional Airport (KLBX) on May 22nd. We will take all three of our rides planes, PX trailer and possibly our Dog Tag trailer. This will be a new stop for us and we will need help, so please be ready to volunteer. I am also looking to add some additional warbirds to the ramp. Unfortunately, all of our friends that join us for rides days will be out of town. I was hoping that a few of our members with their own Warbirds might join us on the ramp as a static display. I would be happy to treat you to lunch if you do! Please send me an email if you can.

briankosior@yahoo.com

It is my hope that you are starting to feel the “buzz” around the hangar now that we have entered into our flying season. With more and more people being vaccinated every day, I hope to see more of our amazing membership return to the hangar. We miss seeing you. The maintenance

team has done an amazing job keeping our planes flying, but the work continues. Our skeleton museum crew has been working tirelessly to keep the tours going, but the crowds are increasing in size.

The PX always makes money for the Wing, but we need people to work it! Please consider coming out and getting involved however you see fit!

See you around the hangar,

Brian



Flight Ops



Hello Houston Wing, Greetings and happy spring! The theme for this month's article is once again teamwork and how lucky we all are to share such passions as operating and maintaining these

airborne pieces of history. What a winter of maintenance that we endured. I can't express enough gratitude of all the staff members for the tremendous levels of volunteerism shown by our members. We all worked hard to complete the annuals and winter maintenance of the BT-13 and AT-6. With the results of that effort, the Houston Wing proudly sent a group of Wing faithful and two beautifully operating aircraft to our first Airshow in over a year.

The 2021 Bluebonnet Airshow in Burnet was a tremendous success. The weather was incredible and the aircraft educated, honored, and inspired a tremendous crowd. It seemed like the entire town was in attendance. The announcer talked about the A-10 demo team a lot but, I'm sure they were really there to see our aircraft perform. Ace In The Hole flew two Airshow performances including participating in a Missing Man tribute to the fallen heroes. The BT flew in the trainer demonstration and both aircraft flew six revenue rides including the increasingly

popular "His and Her's" paired flight. The PX team traveled along and did amazingly well from what I heard, so it was a very productive away mission for the entire Houston Wing. Special thanks to Cols Zadow, Sanford, Young, Lockwood, Vesely, Turner, and Heer for helping us bring it all to fruition in the final days leading up to the Airshow.

Looking forward to April, we will still be in maintenance mode working on returning our beloved N3N to flight status. That airplane has four pilots to complete training in the queue and we are excited for the yellow bird to once again be a force to be reckoned with in our rides program. On the horizon and approaching quickly will be our next away mission opportunity. Our next Barnstorming mission is scheduled for April 17th in Beaumont TX. There is a Wings and Wheels Fly-In event there with the majority of the proceeds benefiting the Houston Wing. We want to take all three rides aircraft there to sell rides and I'm sure the PX team will be on deck as well. Look forward to announcements from our marketing team soon for details.

That's it for this month. Thank you for all you continue to do to help the Houston Wing. See you around the airport!

Chris

Flight Ops - Bluebonnet Airshow



Museum News

Museum Item of the Month 1943 Steel Penny

Due to wartime needs of copper for use in ammunition and other military equipment during World War, the United States Mint researched various ways to limit dependence and meet conservation goals on copper usage. After trying out several substitutes (ranging from other metals to plastics) to replace the then standard bronze alloy penny, the one-cent coin was minted in zinc coated steel. This alloy caused the new coins to be magnetic and 13% lighter. They were struck at all three mints: Philadelphia, Denver, and San Francisco. As with the bronze cents, coins from the latter two sites have respectively "D" and "S" mintmarks below the date.

The unique composition of the coin (low-grade steel coated with zinc, instead of the previously 95% copper based bronze composition) has led to various nicknames, such as "Wartime Cent", "Steel War Penny" and just the "Steel Penny".

The use of these Steel Pennies in 1943 saved 10 million pounds of copper for use in wartime production of ammunition, shell casings and wiring.

Our museum's Steel Penny is displayed in the Home Front Display Cabinet.



However, problems quickly began to arise from the new steel mintage. Freshly minted, they were often mistaken for dimes. Magnets in vending machines (which took copper cents) placed to pick up steel slugs also picked up the legitimate steel cents.

Museum News

Because the galvanization process did not cover the edges of the coins, sweat would quickly rust the metal. After public outcry, the Mint developed a process whereby salvaged brass shell casings were augmented with pure copper to produce an alloy close to the 1941–42 composition. This was used for 1944 - 46-dated cents, after which the prewar composition was resumed. Although the Steel Pennies continued to circulate into the 1960s.

The steel penny is the only regular-issue United States coin that can be picked up with a magnet. It is also the only coin issued by the United States for circulation that does not contain any copper.

Sam Hoynes



Safety Corner



Thoughts on the upcoming Airshow Season

The new Air Show Season has begun. We have been providing rides, doing fly-overs

earlier than this, but the Burnet Show was the first opportunity to interact with wings and squadrons outside the Houston Area this year. I participated with the Marshaling Detachment, but I will always be a Houston Wing Member. One item I would like to stress is that our goal is to make every event a safe event for CAF Members and invites and those attending the show. One item I noticed was the enthusiasm of the crowd. Everyone wanted to see the aircraft up close on the ground and in the air. Partially because it was only a one day show, we had several aircraft still landing while we had spectators wanting to see the aircraft. Also, with the LHFE and LOA flights we will have aircraft movement during times that people want to tour and look at our planes. This was true at Galveston and will be the case when we barnstorm. Burnet provided volunteers to help with keeping people away from rotating propellers, but this was still challenging for the Marshalls,

especially when people want to get that perfect photo. As we have shows for the Houston Wing and barnstorming events, we will always need safety ambassadors to help with making sure people are safe distances from moving aircraft. We want everyone to be safe attending our events. I would also like to give a shout out for the Houston Wing Operations Check developed by the staff under the initiative of Denise. If anyone wants a copy of this that was not able to attend the ground school, please let me or any of the staff know. This is a living document we intend to use it for orientation of new members. With that, everyone have a Happy and Safe Easter.

Ed



Marketing

Marketing/Tour Planning February 2021, Welcome back friends to the coldest writing of “As the Wing Turns.” I’m betting y’all won’t mind the fireside chat this time, remember these days in August.

Pack your bags, are y’all ready to go places in 2021? Our tour planning team has been hard at work looking at new places to go this spring. Want to have some fun, come barnstorming with us. Who knows, you might get to fly to the event. We need PX support, aircraft guardians/passenger loader, marshallers and even pilots. It is always fun going new places with our planes and sharing their story to the public. You never know who you will meet at these events. We will be practicing all the most current and stringent COVID 19 protocols as we travel about.

Barnstorming is not the only exciting item on the horizon. Flyovers are coming in steadily with confirmed flyovers for Memorial Day, Houston Motorsports Park and we are steadily sending out proposals. Would you like to join the flyover team? We need ground controllers and video people, come on out. Interesting aside about being the ground controller at the flyovers is you meet with the clients and event producers, but after the planes

perform the flyover you are the rock star. The crowd is always respectful and quiet at all the events we participate in, that is until the planes flyover, then they go nuts. It is a very humbling experience when the crowd recognizes the work put in and execution displayed, many come up to you, shake your hand, pat ya on the back (shhhh, occasionally they buy you a beer) and sometimes hug you while crying on your shoulder because what we do means a lot for patriotism and honor to our country. One of our long time members and lead pilots, Scott Rozzell, introduced us many years ago to the AJGA annual charity golf tournament for Veterans. This would have been our 7th consecutive year but we go weathered out. Our client is so impressed by the fantastic job that our entire flyover team does that they made a very generous donation to the Wing even though we didn’t perform the flyover.

In other news today we are steadily promoting the Wing as best we can in the COVID world. We are actively seeking off site promotion opportunities to help bolster our membership and visibility in the community. Nothing will happen unless we become more visible in our local community, sitting at the hangar hoping people come to us is not a good strategy for growth.

Till next time, stay safe and have fun.

Sam B

Aviator Safety Corner - Formation Takeoff Aborts (From Formation Knowledge Guide and Recent Article in Mentor by Billy Smith)

The topic for this month is Formation Takeoff Aborts. This all starts with the basic considerations that the FAA states in 14 CFR Part 91.103 (a) and (b). For any flight we need to know the runway lengths, and takeoff and landing data for our aircraft.

Runway Considerations

For Element Takeoffs, runway length and width and crosswinds become more important. Other considerations such as altitude must be considered. I recall an element takeoff at Sedona, AZ (4800 ft.) on a 5,000 ft. runway where we used most of the runway and climbed away at 65 kts due to low power setting from lead. For most of the airports around the Houston area 100 ft. width and 4,000 ft. length work pretty well as minimums for element takeoffs. For formation takeoffs at KIWS (4,000 ft. length and 75 ft. width) we use single ship takeoffs and a “**Lift-Off Interval**”, where the next airplane doesn’t start its takeoff run until there is air visible under the wheels of the proceeding airplane.

Lift-Off Interval Takeoffs

Lift-Off Interval Formation Takeoff Aborts can be called either for single ship or element takeoffs. Either the plane ahead of you could abort or someone could wander onto the runway ahead of you and cause an abort. Lead would

call “Honor Flight Abort, Abort, Abort.” Everyone stays on their side of the runway.

If one of the airplanes in an element takeoff has to abort, then he will call “Honor Flight 2 is aborting, or Honor Flight Lead is aborting.” Everyone needs to stay on his side of the runway. Unless the element has just started the takeoff roll, the Lead/Wingman opposite the aborting airplane should probably continue the takeoff. The airplane continuing its takeoff should then go to full power and complete the takeoff. There could be a lot of distraction for an aborting airplane if his wingman is also trying to maintain control in a sympathetic abort right next to him. Also, the sympathetic aborting airplane may have already passed the point at which he can no longer safely stop with the remaining runway.

Single Ship Timed Interval Takeoffs

For Timed Interval Single Ship Takeoffs (Minimum 6 sec. for Single Ships and 15 sec. for Elements), each airplane starts on opposite sides of the runway (We mentioned that 100 ft. runway width is required.) and stays on their side of the runway. That allows 12 sec. between airplanes on the same side to Abort. For the airplane on the opposite side of the runway (6 sec. behind), he may decide to continue his takeoff or Abort.

Aviator Safety Corner - Formation Takeoff Aborts (From Formation Knowledge Guide and Recent Article in Mentor by Billy Smith)

If you just started the takeoff roll, you might want to Abort (Sympathetic Abort) because it is generally considered safer.

Element Timed Interval Takeoffs

For Element Takeoffs the minimum 15 sec. timed interval allows enough time for the succeeding Element to call Abort if the proceeding Element or one of the proceeding Element airplanes Aborts. In this case a sympathetic Abort is probably the safest action. Even if you have started the Takeoff roll, you won't be going fast enough to be a concern.

If one of the airplanes in the affected element has to abort, it is probably safer if the other member of the element continues his takeoff and sorts things out once airborne, as discussed earlier. He may elect to discontinue the flight and return to land once things on the ground get cleared up and the runway becomes clear.

If an airplane has to abort, his radio call is information the other airplanes in the flight need; but if a flight lead calls out "Honor Flight Abort, Abort, Abort", that is a directive for all airplanes in the flight to Abort.

Some of this may be helpful to anyone who sees an abort in front of or behind

you whether or not you are a member of a formation.

Happy Flying!

Safety is a part of our culture.

Dave Guggemos

Eyes on the Horizon

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

Birthdays and Anniversaries

April Birthday's

Johnnie Painter	4/1
Charlie Lindley	4/5
Ed Bergman	4/10
Scott Rozzell	4/12
Charles Szalkowski	4/14
Jolene Meldrum	4/15
Richard Brownlee	4/17
Philippe Heer	4/21
Kristy Maslanka-Shutter	4/21
Chris Dowell	4/22
Stan Russ	4/22
Nathan Harnagel	4/25
Mark Riordan	4/25
David Hornyak	4/27
Aric Aldrich	4/30

April Anniversaries

Charles Hutchins	4/12/75
Gary White	4/22/98
Richard Hamilton	4/23/99
Joe Kudrna	4/05/07
Barbara Britt	4/16/07
Stan Russ	4/21/09
Jason Delaney	4/23/09
Bill Schulz	4/06/11
Thomas Maunder	4/30/12
Jolene Meldrum	4/02/14
Steve Sparks	4/11/16
Denise Walker	4/24/17

Staff Directory

Wing Leader

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**We're on the
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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.

