



May 2021

Slips & Skids

Wing Leader



Consumed with Fighters and Ferrari's. See you next month!!



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Adjutant Report



Happy May Colonels!

Summer is almost here. The school year is rapidly ending for me and the flying season is quickly taking over. Just like many of you, I work hard during the day so that I

can come out to the Hangar and have fun there on my “off” time. I’m just fortunate to have a little more “off” time in the summer than most.

By joining the CAF and the Houston Wing, you have a vested interest in aviation and keeping history alive through our aircraft and museum. Now more than ever it is important that we all start to come out and help whenever we can. Month after month, after month..... after month in the staff meeting the number one comment that is shared during each staff member report is “We need more HELP.” We cannot continue to sustain all of our projects around the hangar unless we get more help. With more and more of the public wanting to come out and do outdoor activities, we simply cannot meet the demand. Our rides program is super busy, our attendance for museum days is way up, and our local barnstorming events have been very successful, not to even mention how swamped the maintenance team has been.

How do we fix this? We are relying on

YOU our members. We are in need of your help around the hangar as soon as you feel that you are able, but you can also help in another way, RECRUIT! If you are like me, I tell everyone I know about the Houston Wing and what it is that we do. I always have the Wing’s business card or our Tri-fold pamphlet to hand to people that I meet. Share your passion about our aircraft with them. Bring people out to the hangar with you and let them see what it is we do, then ask them if this is something that they would be interested in being a part of. It’s often that personal connection with a friend that brings in new members. I bet many of you were introduced to the Wing in the same way. It’s time to spread the word and get some more involvement. Quite simply without your involvement, all of what we work for to educate and inspire the youth of our nation will dissolve and be forgotten .

I’m going to make one more plea before I wrap this article up. Remember that our hangar is not just a working hangar, but an extension of our museum as well. Headquarters expects our hangar to remain as tidy as we can manage. It’s the simple things like taking out the trash (and then putting a new bag in the can), sweeping the floors, putting tools/spray bottles/rags away and cleaning up oil puddles.

Adjutant Report

Not only do these things make the hangar look more presentable, but they are also an important safety factor. I am not mechanically inclined, so I normally sweep and take out the trash when I am around the hangar and I don't mind doing it. Sometimes we all need realize that these are jobs that must be done and we are all capable of doing so. Thanks in advance for your help in this.

I truly hope to see you around the hangar;
we need you now more than ever!
Brian Kosior



Brian passed his check ride! To the left is Clayton his instructor, and to the right is Tom Gregory his DPE



New Cadets Duncan on the left and Max on the right help Lisa diagnose a sticky canopy on Ace

From The Right Seat/XO



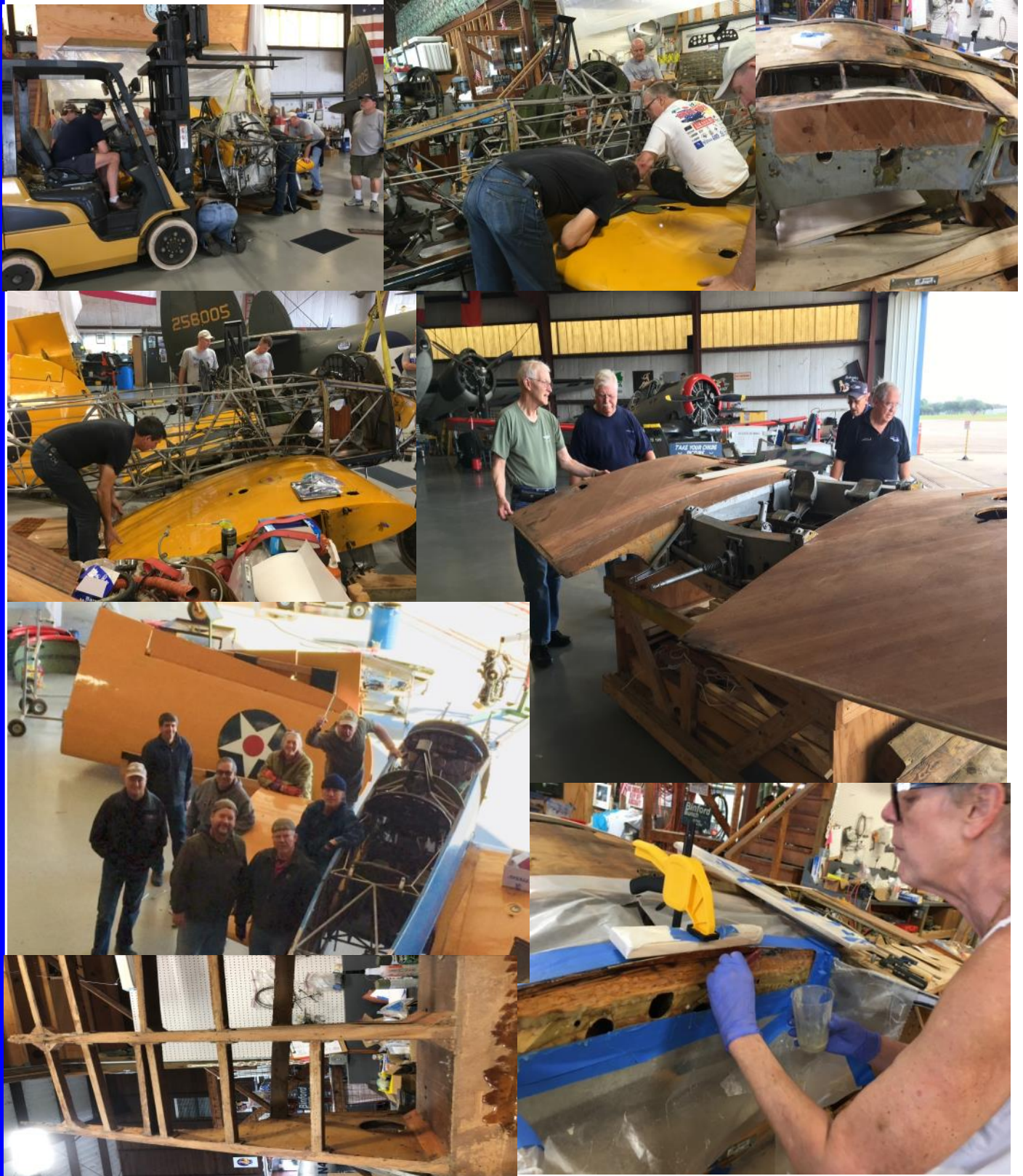
Well folks the day has come: the PT-19 center section is now whole again with freshly varnished wood. Please come out to see it soon:.

From here we will apply fabric and paint and hide the beautiful mahogany skin for the next 80 years. The core PT-19 team, Stan, Lisa, Tom, Frank and I (countless others also) have worked very hard in getting our premier "gateway aircraft" closer to airworthy.



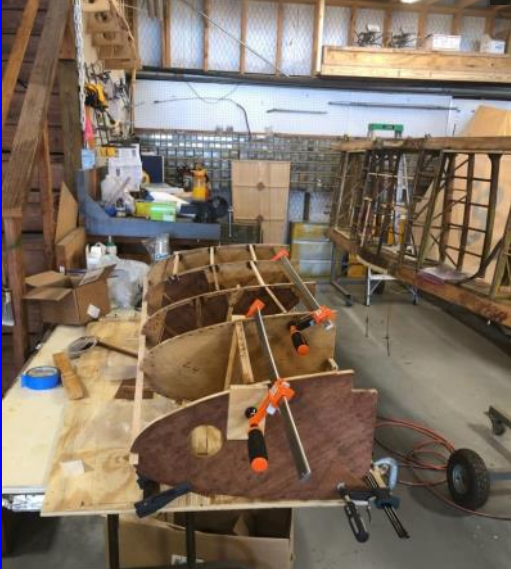
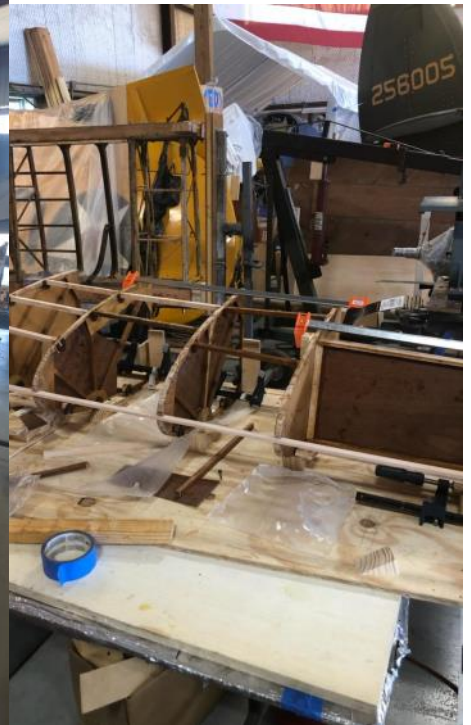
Deconstruction

Anyone Know How To Put This Thing Back Together...

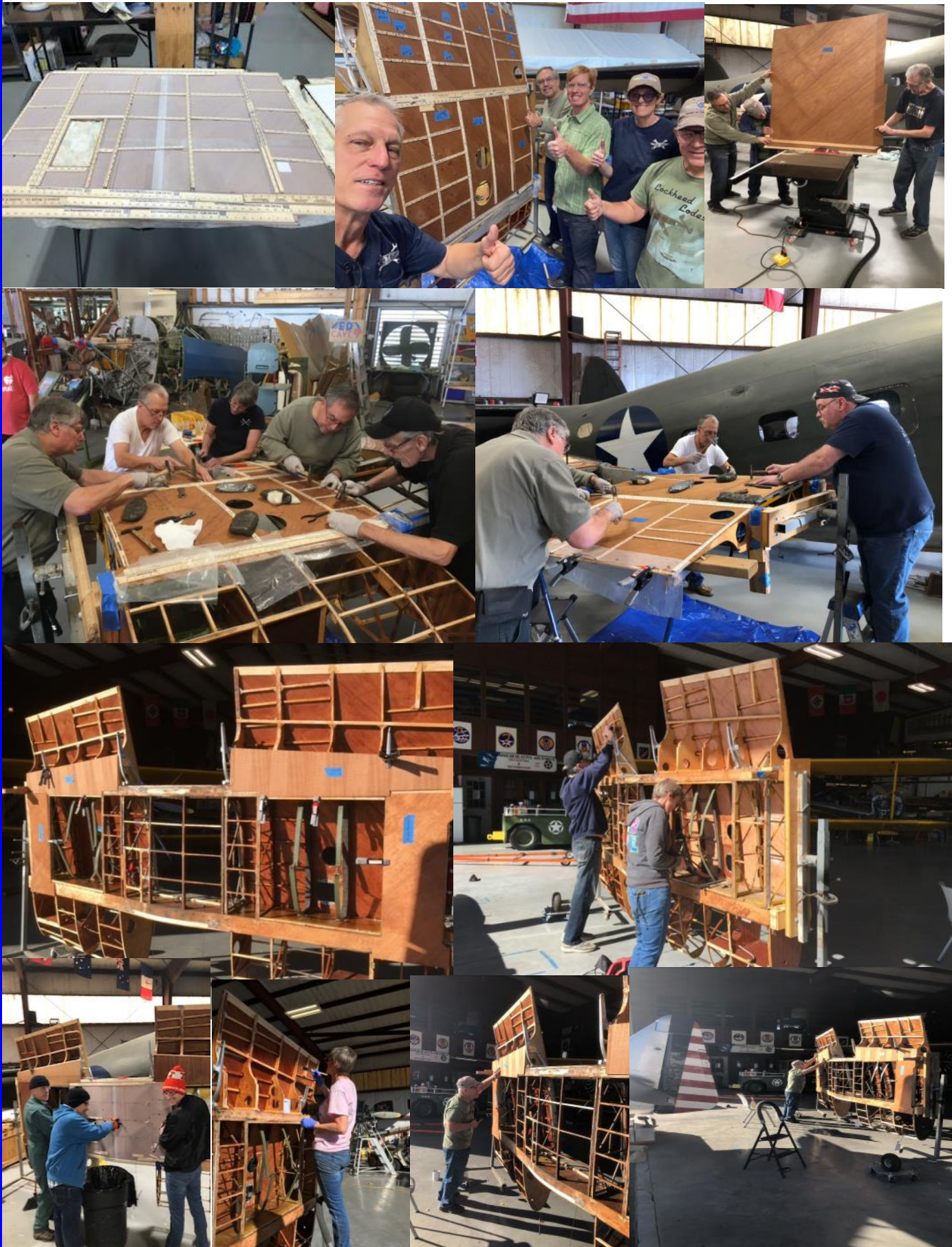


And So It Begins.....











Hmmm....







To Be Continued.....

Flight Ops



Hello Houston Wing,

Well the May flowers are blooming already everywhere across our great state and the Spring weather is doing what it does. I know there was a huge hole

in my heart without our annual Warbird Weekend in April, but fear not! Plans are on the horizon to hold our event later this year and details are being schemed as we speak...er, type.

We held a formation ground school this month that was very well attended. Formation knowledge guide changes and updates to procedures were hammered out along with a lot of rust knocking. We are fortunate to have a well run and respected flyover presence here in Houston. The Houston Wing looks to continue being a leader in that discipline.

Our plans for an eagerly anticipated Barnstorming getaway in Beaumont were thwarted unfortunately by weather as low ceilings trapped us at home for that weekend. Hopefully we will reschedule that event soon and are working with the airport manger out there to get this done possibly in June.

Operations continues to support our fabulous Maintenance Department in getting our rides airplanes in fine condition. The challenges lately have shifted from an

awesome BT-13 to the N3N. It has presented us with some landing gear and brake issues that must be sorted completely before the yellow bird takes to the air once more. Those two systems are the most important in terms of safe operation. Once completed, she will be engaged in rides flying and training our new Wing pilots. I am especially looking forward to that.

For May, we are full speed ahead for our first annual Ferraris and Fighters event. The excitement is building as there is so much potential for our future. I will let our Wing Leader and Marketing guru shed their light on those plans. Operations will be supporting the event by static displaying non-flying airplanes as well as staffing and flying revenue rides in our flying aircraft.

That's all for this months Operations update. See you around the field!



Museum News - Item of the Month

The wooden chest on display contains a model M-1, Anti-Tank Mine Detector (SCR-625-C) that was designed in 1943 and built in 1945 for use during WWII.



Our Displayed Mine Detector's Chest

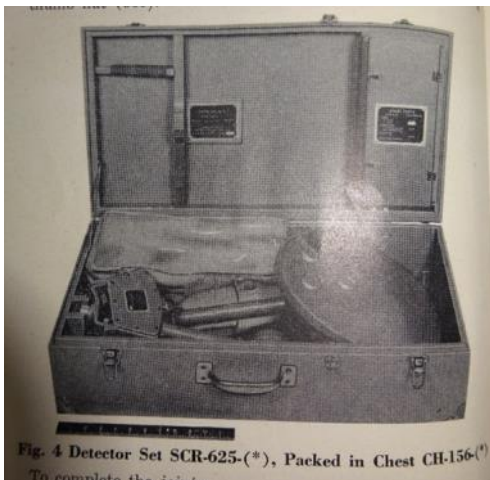


Photo of M-1 Mine Detector chest from 1943 Technical Manual (TM 11-1122)

The detector's Amplifier Box was worn over the shoulder and the detector's Exploring Rod Assembly was held in front of the soldier at a height of 10 inches off the ground. This unit would typically detect a mine at a distance of 24 inches.

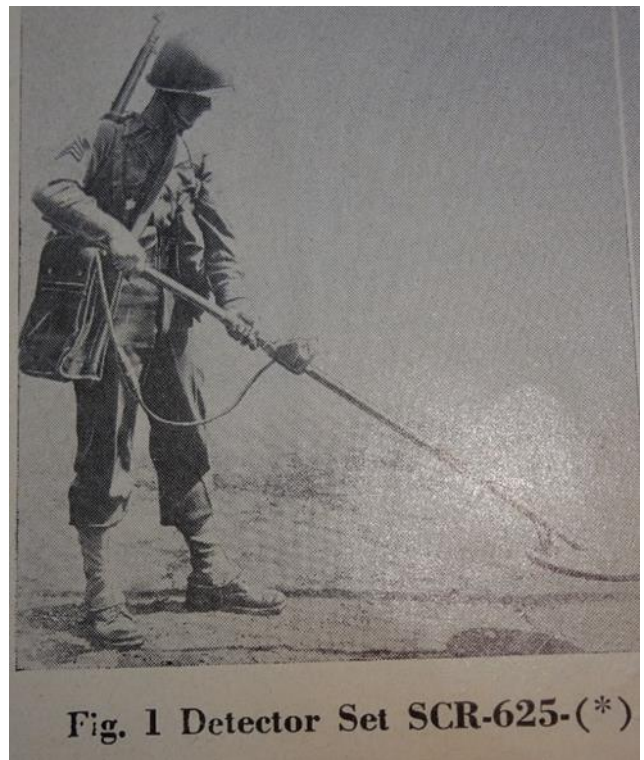


Fig. 1 Detector Set SCR-625-(*)

Photo from TM-11-1122

A positive metal detection signal was Indicated by a visible indication on the Exploring Rod's Control Box indicating meter and by a noise from the Resonator worn on the shoulder.

Museum News - Mine Detector Parts

Exploring Rod Assembly – (Search Coil, Control Box with Visual Indicating Meter and Assembly Handle .

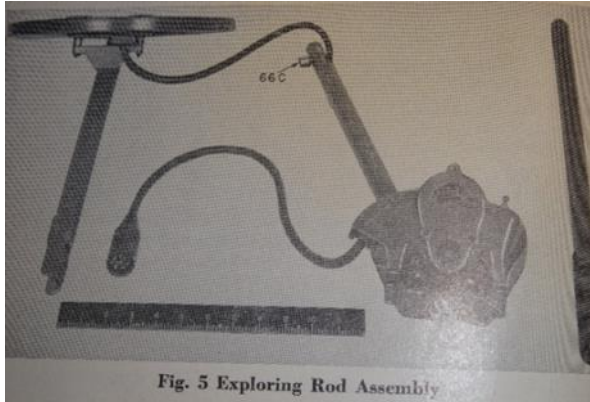


Photo from TM-11-1122



Assembled Exploring Rod Assembly



Exploring Rod's Control Box (Indicating Meter)

Amplifier and shoulder Carrying Bag – This Amplifier is powered by two 1.5 volt Batteries and one 103.5 volt (11.5" X 1.25" X 1.25" Battery.)



Amplifier and Carry Bag

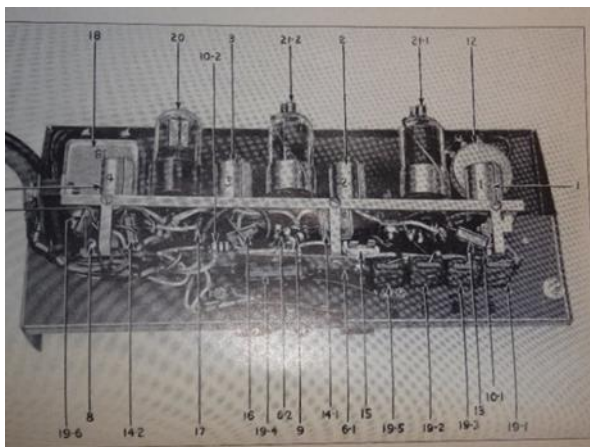
Museum News - Mine Detector Parts



Interior of Amplifier Box



Fig. 10 Amplifier BC-1141-(*), Open, Showing Panel Without Meter



Interior of Amplifier from TM-11-1122

Resonator - (The resonator produces an amplified 1,000 cycle note when metal is detected.)

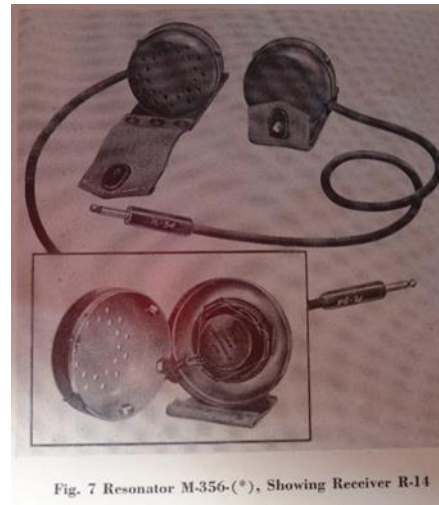


Fig. 7 Resonator M-356-(*), Showing Receiver R-14

Photo from TM-11-1122



Resonator

Sam Hoynes

Safety Corner



Hello Houston Wing Members:
I can't believe it's already May. As we go into the Spring and Summer, I have noticed that we are getting more people coming to

the museum and hanger tours. Everybody I have talked to has been impressed with what they see, with the people guiding them through the museum and hangar and will recommend the experience to their friends. I would like to thank everyone that makes the Hangar and Museum days a success.

With the increased traffic through the hanger, we also have increased chances of minor incidents in the Hangar. I would like to therefore go over the location of some of the safety supplies we have on-hand. We have first aid kits in the lunch room of the hanger and on the main floor, near the stairs to the lunch room. (see attached pictures) If an emergency occurs, let others know, Col. Sam Hoynes or Bob Linguiti are often there during Museum days as are several of the staff members.

Also, don't forget mom this month, Mother's Day is May 9th.



Have a safe May

Ed B

Marketing

Welcome back friends to another installment of “As the Wing Turns.....” I hope everyone is enjoying this late spring cool weather that we are having, too soon it will be hot, humid and time to hibernate to the air conditioning like the people in the northern climates do in the winter. So what’s on tap for the exciting summer? Stay tuned and lets see where we’re wanting to go.

As you’ve read in columns above we are excited about hosting the inaugural Ferraris and Fighters. This event came together very quickly and has been a challenging, but where there’s challenges there are opportunities to succeed and the victory is all the sweeter. If you’re available, come on out and help out with this exciting event.. After that is Memorial Day and it is shaping up to be one of the biggest Memorial Day weekends ever for flyovers. We have 3 flyovers on the books and our operations is working feverishly to schedule the most efficient timing and flight planning we can. June will find us going back to Beaumont for their wings and wheels event, that one is going to be fun and we need everyone that can help. In the next few weeks our Warbird Weekend planning team will begin meeting to get everything sorted out for our biggest event of the year. Would you like to help?

If you haven’t seen, we have 2 new boxes of wing tri-fold handouts in the hangar. I ask everyone that comes to the hangar to please take a dozen or so tri-folds with you so that whenever someone asks you about your exciting Houston Wing T-shirt you can give them information about the wing to take with them; if you can’t make it to the hangar send me an email and I will snail mail you any promotional material we have.

NEWS FLASH - - - - STOP THE PRESSES - - - - THIS JUST IN!

In a magnificent joint venture the Houston Wing and Gulf Coast wing performed a flyover for the Houston Sports Authority’ 2021 Hall of Fame induction ceremony. What made this flyover impressive is the flyover team created a flyover from proposal to flight in 36 hours. I cannot thank enough the pilots for their participation on such a short notice. The flight was led by John Cotter and Aric Aldrich in the B-17, with John Bixby in the GCW SNJ, Nathan Harnagel in his AT-6, Greg Young and Chris Walker in their personal L-17 Navions and Dave Guggemos in his T-34 as a photo video platform with Kevin Hong doing the honors.

Marketing

Denise Walker assisted with the radio communications. A lot of the events we do flyovers for have metal stages for their ceremonies. The metal stages create a tremendous radio interference for our hand held radios. To communicate with the airplanes the ground control radio person must be free of any significant metallic obstructions; at this event a person working in conjunction with the event producer relaying the timing messages to another radio person elsewhere on site is mandatory. The flyover was an Immense success. Congratulations to all involved!

Till next time, see ya around the hangar,



Sam B



Aviator Safety Corner - Formation Emergency Procedures (From formation Knowledge Guide and an Article Written a Few Years Ago by Billy Smith)

Philosophy

- Emergencies are handled at the Two Ship Section level.
 - ◊ Two is enough to handle almost all emergencies. Two Ships allow more maneuverability than four, etc.
 - ◊ More than two airplanes is probably too many.
 - ◊ Two allows mutual support if necessary.
- It's good to have two sets of eyes; wingman can check for fuel leaks, fire, gear position, etc.

Who has the lead?

- Normally the emergency aircraft has the lead.
 - ◊ Lead should transfer the Lead to emergency airplane.
 - ◊ Emergency airplane doesn't need the distraction of flying wing, if at all possible.
 - ◊ If emergency airplane is looking for a place to land, he needs to be at the front; wingman can support the effort.

Element mate then flies Chase position

- Chase position is aft of the 45 degree bearing line and stay out of emergency aircraft's way. Don't get under or too close to emergency aircraft. Do not become a distraction to Emergency aircraft.
- Chase aircraft can provide support with checklists, radio calls, and look for other traffic.
- If emergency aircraft has to land at another field, Chase can follow him down and land after emergency aircraft. It will be good to have a second pilot help with sorting out what went wrong, with a clear head.
- If emergency aircraft has to land off-airport, the Chase becomes the SAR coordinator, and can help direct rescue personnel to the stricken plane.

Example scenario; If #4 has an emergency, then Lead will clear #3 and #4 off to deal with the emergency. #3 will transfer Lead to #4, and then fly the Chase position.

- Chase can assist with the checklist, comment as needed on his observations of stricken airplane, look for off-airport landing spots, and discuss what the recovery will look like.

Aviator Safety Corner - Formation Emergency Procedures (From formation Knowledge Guide and an Article Written a Few Years Ago by Billy Smith)

- Chase will then follow emergency airplane back to base, and land.

Simple NORDO without Other Issues

What if someone loses their radio? If someone in the flight loses their radio then this becomes a no radio (NORDO) emergency.

- The NORDO airplane has to alert the lead that he has lost his radio.
 - ◊ This is accomplished by moving out and forward if necessary and rocking his wings so lead can see him.
 - ◊ He needs to be cognizant of his position in the flight, and not create a hazard for the others.
- If the airplane experiencing the NORDO is #4, then he is still on #3's wing while moving out and forward so Lead can see him. Then he rocks his wings. Lead will clear #3 (and #4) to detach and deal with the emergency.
- #4 will then give #3 the can't transmit/can't hear signal. Please see the Formation Knowledge Guide (FKG) for details of that signal. If he

has only a simple radio failure, many will then give the can't transmit/can't hear signal and follow it with a thumbs up, to indicate that the airplane is otherwise OK.

- #3 will then advise #1 (Lead), and will RTB with #4 and recover.
- For a NORDO situation, #3 will likely keep the lead.

NORDO with Other Issues

- So, after the section has detached from the flight and #4 has given the can't transmit/can't hear signal, #4 will give the HEFOE (Hydraulic, Electrical, Fuel, Oxygen, and engine) signal. Please see the FKG for the details of that signal. Let's assume that the emergency for this discussion is an electrical failure.
- Lead then leads the emergency airplane to a landing field appropriate to the nature of the emergency.
- Lead would then bring #4 into a long straight in or an extended pattern for a landing. He would then give #4 the signal for landing gear down with plenty of time for #4 to crank it down (assuming it is a T-34). Flaps won't be available.

Aviator Safety Corner - Formation Emergency Procedures (From formation Knowledge Guide and an Article Written a Few Years Ago by Billy Smith)

- #3 will pass the Lead to #4 at about a half mile, on slope, and on speed (this is after having received landing clearance). If #4 shakes his head, then bring him on down to the flare and drop him off. Three then goes around and lands separately.
- If the tower cancels landing clearance, then #3 will pass ahead of #4 and rock his wings. This is the signal to the NORDO airplane that they will make a go-around. If #4 had to crank the gear down, then we will just leave them down for the next pass.
- The above pretty much applies if the recovery has to be made in bad weather conditions.



Of course there could be variations depending on the nature of the emergency.

Happy Flying!

Safety is a part of our culture.

Dave Guggemos

Eyes on the Horizon

May

1st - Museum Day
15th - Museum Day
15th - Ferrari's & Fighters - Confirmed
16th - Membership Meeting - 2pm

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

May Birthdays

Cory Baldwin	5/2
Bob Henry	5/5
Jane Copeland	5/6
Joe Hyatt	5/9
Ricky Baker	5/19
Miles Turner	5/24
Thomas Maunder	5/27
Ken English	5/29
Steve Sparks	5/30
Danny Schnautz	5/31

May Anniversaries

Ryszard Zadow	5/21/98
Don Johnson	5/10/99
Dan Leone	5/19/99
Bill Stone	5/09/08
Jim Buser	5/18/11
Jim Bixby	5/18/18
John Rudd	5/29/18

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.

