



August 2021

Slips & Skids

Wing Leader



Hello Friends!

I hope all is well with everyone.

Well Oshkosh is over for another year. If you were able to attend then, I hope you had a blast. If you haven't been, then I hope you get to at some point. It is truly and amazing event that an aviation

person shouldn't miss. No where can you get to be immersed in aviation from all aspects of it for at least 7-10 days. This year there were record aircraft attending. We have attended for several years and this year there were aircraft parked all the way out to the fences on all sides. Crazy Amazing! It definitely leaves you yearning for more and looking forward to next year. There were several Houston Wing members that attended and a huge CAF presence in general. In 2019 at the CAF dinner we had maybe 100 people there. This year there was over 300. It is so awesome to get to meet other like-minded CAF people from across the nation. How cool is that!

Warbird Weekend - September 4th & 5th

As usual time is flying by faster than I can keep up with. It's already August and Warbird Weekend is less than a month away. Constant planning is underway. Have you volunteered for a position yet? If we all volunteer whether it is just for a time slot, a day or both days then it will spread the love and make it easier on all of us.



Inside this issue:

Wing Leader	1-3
Adjutant	4
XO	5-6
Flight Ops	7
Museum News	8-9
Safety Corner	10
Aviator Safety Corner	11-12
Warbird Weekend	13
Eyes On The Horizon	14
Birthdays and Anniversaries	15
Staff Directory	16

Wing Leader

Not to mention, it gets all of us involved to show our support for the Houston Wing, our great love of WWII and of course the Greatest Generation. This is our time to shine to complete the CAF mission of Educate, Honor and Inspire. I hope you can join us. Members look for updates to be emailed.

Another way you can help is to bring in a case or two of soda (cans only please), baked goods to sell on both Saturday and Sunday or making a general donation for the needed food and supplies.

Wings Over Houston

Wings Over Houston is also fast approaching. October 9th & 10th is just around the corner and as always we will need help with all of the parts of the Airshow. Please put it on your calendar if you haven't already. The Airshow is shaping up to be pretty grand as usual with our normal static displays as well as a drive-in area. Currently, ticket sales are up in comparison to a normal Airshow year. Do you have friends that would like to volunteer? Bring them too! If you plan on volunteering please let us know so your name is on the list or email Natasha directly at natasha@wingsoverhouston.com.

Elections

Nominations Committee & Elections Committee - Yes, it's that time of year to be thinking about electing new officers for 2022. Yes, elections aren't until later in the year, but it takes time for the seed to be planted and then grow. Will you be

stepping up to be on staff? We need a few members for both the Nominations Committee as well as the Elections Committee.

For the 2022 year the positions up for voting are - Wing Leader, Operations Officer, Maintenance Officer, Education Officer, Development Officer and a Marketing Officer. We alternate electing only half of the nine voting positions so everyone is not new on the Staff at one time.

Nominations Committee - These people would collect the candidate nominations, qualify and interview them.

Elections Committee - These people would send out ballots to those who are not able to vote in person and then be present on Election Day to distribute and collect the ballots. Then once all mailed ballots are collected they would count all the votes.

I hope and pray that everyone stays healthy and well. Thank you for all you do for the Houston Wing. Looking forward to seeing around the hangar!

Denise

Oshkosh 2021



Adjutant Report



Hello again fellow Colonels,

We are another month closer to our largest Fundraiser of the year and we are still in need of your help. The income from our Warbird

Weekend is what we use to "keep the lights on." The money raised pays for our utility bills, HOA fees, and yearly fees to headquarters. We tend to get spoiled by the thought that the Airshow keeps us going and so we don't have to worry. We simply cannot rely on that. Last year, the airshow used money from the "Rainy Day" fund to give the units some money because of the effects of Covid brought smaller crowds and a different kind of airshow. Heaven forbid if we have a rainy weekend this year, we need to be self supporting to pay our own bills and Warbird Weekend is the way we accomplish that. If you have not already, PLEASE contact Denise Walker to sign up for a position or send an email to info@houstonwing.org to ask questions/ sign up.

Speaking of airshow and signing up..... The Wings Over Houston Airshow is in need of new volunteers to help with the show. Many of us work in our PX locations, which is super important, but if you can, the Airshow staff is getting up in years and we need new volunteers to step up and take the torch. They especially need help the week of the airshow to set

up for the event. If you are one of those newly retired people that are looking for something to do with your free time, this just might be the thing for you! We even have dedicated volunteers who use some of the vacation days from work to help the best airshow in the country get ready. If you would like to get more involved, please email the airshow staff to ask how you can help.

Bill Roach, Executive Director
director@wingsoverhouston.com

Natasha Avey, Operations Manager
Natasha@wingsoverhouston.com

As the fall approaches, our schedule begins to pick up it's pace. There will be lot's of events to volunteer for, so please be ready to raise your hand to go have some fun with the Wing.

See you around the hangar,

Brian

From The Right Seat/XO



Update: From the right seat

Team 19 update: The elevators were mated to the recently repaired horizontal stabilizer for a conformity check.

Pleased to note that everything lined up. Next up will be to epoxy the horizontal stabilizer. Once cured we plan to fabric coat the center section and horizontal stabilizer in preparation for final color coats. Once completed the center section will have the gear installed and prepped for reattachment to the fuselage. Hopefully she will be on her feet in the next 60 days.

On another note, Mike Anglin has donated a high quality aluminum wheel chair ramp for our side door entrance. Thank you Mike as this will come in handy not only for ADA compliance but keep our feet dry when it rains!

Ed



Cadets hard at work prepping the horizontal stabilizer

From The Right Seat/XO



Prep, Prep and more Prep



Time for Poly Brush



Poly Brush coat number two.....

Flight Ops



Hello Houston Wing,

I hope you are all well and having a great summer. Beating the heat can be challenging this time of year down here in Texas. Lots of folks escape for a week or two up to Wisconsin

to EAA's AirVenture up in Oshkosh. Many of our members and staff were in attendance this year. In fact, this was a huge year for many CAF units being there. Headquarters sponsored a national level gathering pizza party and evening social to get many Colonels together from across the country. It was a fabulous event with a large turnout. I always appreciate getting to meet and greet with members from near and far. The Houston Wing was well represented on the pilot side with lots of our aviators flying in the daily Warbird air shows during the week. Half of the L-17 flyover team got to fly a 4-ship during Wednesday's show and then honor the passing of a long time Warbird leader in our community with a missing man formation. It's pretty awesome to be asked to do this at AirVenture. No pressure though, there's only 100,000 people watching if you mess up! Greg Young and our Wing Leader also participated in a large scale formation mission over a large Veterans Hospital and Cemetery in Waupaca, WI. Nineteen aircraft in staggered formations flew this year to honor our veterans and their families. This is why we do what we do!

Back in Houston, our maintenance team has been hard at work completing repairs and inspections on our BT-13 and N3N. Test flights will be completed soon and returning those rides airplanes back to mission status will be a huge milestone. Quite a bit of work has going into these birds making them better than ever. I can't thank our MXO and his team enough for their efforts.

On the near horizon is our rescheduled Warbird Weekend on September 4-5th. So far I am getting a pretty good list of visiting aircraft. Hopefully our three rides airplanes are ready and staffed and we can educate, honor, and inspire with our amazing machines and our people. Speaking of people, let's all use this opportunity to attract and sign up as many new members as we can. Volunteerism survives on the attraction of new ideas and energies and passions of new members!

After Warbird Weekend, training will be on the top of the list to add our new pilots to flying status.

Thank you for taking the time to read Slips and Skids!

Chris

Museum News - “German Walther P38 Pistol (1944)

The Walther P38, 9mm pistol on display was captured from an SS Tanker Officer fleeing the Russians in Pilsen, Czechoslovakia in April 1945 by Master Sergeant Clement Retchless from the 19th Armored Division.



The Luger was an aging design as Germany began preparations for war in the 1930s. In 1931 the German army started looking for a replacement for the Luger as a sidearm for the Army. In the mid-1930s, the Wehrmacht requested Carl Walther Waffenfabrik and other companies to develop a new military pistol, a more modern approach that would be cheaper to mass produce for the coming war. In 1938 the Wehrmacht accepted Walther's work and adopted the new design as “pistol 38”. Military production began the next year, and the new P.38 was first issued first to elite Panzer crews.



Our displayed Walther P38, serial number 1543 d ac, was the 51,543rd pistol made at the Walther plant in 1944. Production was very slow at first but by April 1941, Walther was able to achieve its' monthly goal of 10,000 pistols. The “d” in the serial number indicates it was the 5th set of 10,000 pistols made in 1944.

The “ac” in the serial number is the secret code given to Walther during WWII.



Museum News

The Eagle over 359 is the Military Acceptance stamp for the Walther Plant and the Eagle over the swastika is the Military Proof mark.



The P38 was well regarded by those who carried it. It was tough, accurate and simple, an advanced design for its time. The double action feature was used as a model for many post-war designs.



Our pistol's magazine was made in Czechoslovakia and was not original to this pistol. The code "jvd" indicated the magazine's manufacturer, Erste Nordbohmische Metallwarenfabrik, Niedererinsiede, Czechoslovakia.

Loaned for display by Mike Hiner

Sam H

Safety Corner



Note to the membership:

I was in the hangar recently and noticed that we have made great strides in labeling. Thank you. One of the goals we are

striving to improve as a wing is improving communications. This improvement is in all communications from staff to the membership, to leaving tags and notes that let others working projects know where you had to “leave-off” in the limited time available. We do this because handoffs cannot always be accomplished verbally for the next shift. As a volunteer organization, it can one or two days before work can resume. This is a common problem as we are all volunteers and have commitments to jobs, family etc. This protects those that are responsible for maintenance and operation of aircraft. Further, it shows concern for the health and welfare of fellow wing members and visitors to our hangar that have come to share in our passion for history.

I would also like to let everyone to know that we have many projects around the hangar that can enhance the museum experience for all that come to our hangar and museum. We have static engines that are in need of repair,

graphics and signs to make to give people a better understanding of the aircraft and their significance in training pilots and mechanics. We need help in researching aircraft history and the part trainers like the N3N, BT-13, AT-6, PT-19, and C-60 had in training the pilots who eventually flew the B-17, P-51, F4U and the paratroopers that spearheaded Operations during WWII.

There are many projects available to work in the hangar and even at home. I would encourage anyone that is interested in this common passion for aviation history to contact me, or any member of the staff. My e-mail is bergma55@yahoo.com. If I have promised to contact you, and did not send me an e-mail.

In conclusion, this is your Houston Wing, we as a staff want to make it safe and enjoyable.

Ed B

Aviator Safety Corner - Fatal Flight Training Accident Report (2000-2015) From AOPA Safety Institute Website

AOPA has uploaded on its website the 2000 – 2015 Fatal Flight Training Report, prepared by Liberty University School of Aeronautics; authors Andrew Walton and Carl Baumann. They collected data from 240 accidents which met their criteria. Those criteria included single or multi engine aircraft used for flight training, either solo or dual. Excluded aircraft were those single engine airplanes over 500 HP, and twins with more than six seats.

The primary findings were that the fatal accident rate decreased significantly from a high rate in 2000 and a steady decrease of 35% to 2015.

Data Analysis

The data showed that 240 airplanes were involved during flight training accidents resulting in 432 fatalities over the 16 year period. The primary cause factors were:

- Loss of control inflight – 129 fatalities (54%)
- 2. Midair collisions – 24 fatal accidents (10%)
- 3. Controlled flight into terrain – 15 fatal accidents
- 4. System malfunction, engine – 13 fatal accidents
- 5. Fuel related – 12 fatal accidents
- 6. Intentional Low altitude Maneuvering – 10 fatal accidents

- 7. Collision on Takeoff or landing – 9 fatal accidents

These seven categories totaled 89% of fatal instructional accidents. Through the reporting period the top three categories have experienced a significant decrease in accident rate. Of the Loss of control inflight accidents, 81% are stall/spin accidents. Loss of control events are mostly during takeoff/climb and emergency procedures training. *Intentional* stall/spin accidents represented only 5% of the Loss of control accidents.

Leading Risk

Loss of control is the Number One safety item for both flight training as well as General Aviation as a whole. There are a number of categories for Loss of control accidents such as; stall/spins, Vmc rolls in light twins, spatial disorientation, and structural exceedances. Stall/spins are the largest category at 81%. Solo student pilots have a similar distribution of results across the categories but with smaller numbers.

Second Leading Risk

Midair collisions accounted for 24 training flights during the reporting period. 17 occurred outside the airport environment. Of those which occurred within the airport environment, 5 were in Class D and 2 were within non-towered airport areas.

Aviator Safety Corner

Third Leading Risk

Controlled flight into terrain accounted for 15 accidents. The common factor seemed to be low visibility, with 11 of the 15 accidents occurring in IMC or at night.

Others

Other causes included fuel related - 13 accidents

System engine failures – 12 accidents

Intentional low altitude maneuvering – 10 accidents

Collision with known obstacles on takeoff and landing – 9 accidents

Summary

Loss of control and Midair collisions are the two greatest risks in flight training. Most of these are pilot related; thus the FAA is leaning toward continued recurrent training that could enhance the goal of reducing accidents.

Happy Flying!

Safety is a part of our culture.

Dave Guggemos

WARBIRD WEEKEND 2021

🇺🇸 LABOR DAY WEEKEND 🇺🇸
SEPTEMBER 4th & 5th, 2021



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Or on FACEBOOK at CAF HOUSTON WING



Rain or Shine!

The Houston Wing of the Commemorative Air Force (CAF) is a non-profit 501(c)(3) organization. Your donations are tax-deductible, to the extent permitted by law.

Eyes on the Horizon

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

Birthdays

8/7	Bob Linguiti
8/10	Terrance Woodard
8/11	Keith Albertson
8/11	Gonzalo Morales
8/13	Howard Quoyeser
8/13	Chad Sandberg
8/14	Sam Hoynes
8/15	Richard Brownlee
8/18	Mike Anglin
8/24	Barbara Britt
8/24	Bill Hudgens
8/26	Dick Harper
8/28	Carole Vesely
8/31	Kathy Mizell

Anniversaries

8/21/89	Charles Szalkowski
8/19/99	Kathy Mizell
8/03/05	Nathan Harnagel
8/23/06	John Cotter
8/25/15	Carlos Sisso
8/29/19	Philippe Heer

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**We're on the
Web at
HoustonWing.org**

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.

