



July 2021

# Slips & Skids

## Wing Leader



Hello Colonels!!

Happy Summer!

Beaumont was a fantastic event! Low key, great weather and fun! The Airport manager, Chris Meaux did a fabulous job of marketing the event. He brought in food trucks

that served lunch for donations or took a portion of their sales and made a donation to our wing. Everyone that was brought in contributed to the benefit of the Houston Wing. Donations alone were over \$1,200. Special thanks to Chris Meaux and his team for making this happen. Thank You!

We had a fantastic team that made the 2 hour journey there and back. Thank you to Tony Bohnert, Chris Walker, Jeremy Wright, Carlos Sisso, Manuel Cachutt, Ed Bergman, Fatima Shami, Jason Delaney and Cadets Conor and Jaylon. We took the PX trailer, the Dog tag trailer, and had a rides desk.

While we were there Cadets Conor and Jaylon were trained on working the Dog tag machine. After that, they did all the work from taking the orders to stamping out the tags. They were a fantastic team with several happy customers! Great job boys!



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## Wing Leader

A BIG THANK YOU to Chris Walker for flying the T-6. He did a couple of media rides and flew 5 paid riders. Unfortunately, on the last flight, he had an mechanical issue that caused us to have to leave the T-6 in Beaumont for the week. Ace is now home.

### Sam Bulger

Sam Bulger, for personal reasons has decided to step back from his staff position. Therefore, we now have two open positions on the staff. In the past, Sam held both positions. However, we would like to diversify if possible and bring in two people. We need to spread the love, ideas, responsibilities and add to our core group. The more team players we can include on staff will help strengthen our team all around. If you are interested in becoming part of our staff, please contact me directly at 817-798-7757.

Thank you Sam for being there for the last 7 years helping with everything from all aspects of marketing and development of the Wing for many different events, building and facilitating the flyovers - both in the air and on the ground, jumping in to help plan events and then working them, and over all just being there to pick up the pieces when no one else was there to do it. He was a big team player and will be greatly missed. We wish you well with all of your endeavors and look forward to seeing you soon.

### Open Staff Positions

**Marketing Officer** - The Marketing Officer would manage and develop marketing strategies and campaigns. Research and analyzing data to identify and define audiences. Conduct promotional activities and/or coordinate with outside agencies (such as graphic designers) to produce marketing material for the Wing. Write press releases for events as well as communicate with the media. This Officer would work hand-in-hand with the Development Officer. Represent the Houston Wing at the hangar as well as events and be comfortable talking to potential clients to build and maintain crucial working relationships to fulfill the CAF's mission.

**Development Officer** - The Development Officer's responsibilities revolve around building revenue for the Wing through donations and fundraising efforts. This Officer would work hand-in-hand with the Marketing Officer and should be familiar with what a Culture of Philanthropy is, as outlined in Section 9 Fundraising of the Unit Manual, and encourage this Culture of every Unit. They should be familiar with the requirements related to donations (cash and non-cash) as outlined in the CAF Unit Manual and the CAF Unit Finance Guide. Ensuring supporters (donors and members) are recognized and appreciated for their support is vital fulfilling the CAF's mission. Represent the Houston Wing at the hangar as well as events.

## Wing Leader

You will find many useful resources at these departmental websites:

[CAFOperations.org](http://CAFOperations.org)

[CAFEducation.org](http://CAFEducation.org)

[CAFDevelopment.org](http://CAFDevelopment.org)

[CAFMembers.org](http://CAFMembers.org)

### National Individual Awards

Individual awards nominations must be submitted to Headquarters by July 15th each year; and Unit awards nominations not later than December 15th each year. CAF national awards are not to be used to replace local awards programs used at the Unit level.

Awards information is contained in CAFR 900-1. See the members only website, [commemorativeairforce.org](http://commemorativeairforce.org) and use the "Unit Manual, Guides & Resources" button or contact the Director of Administration for details. Deadlines are important.

### Membership Meeting

**Sunday, July 18th is our Membership Meeting, starting at 2pm.** We are pleased to welcome Buddy Cooksey, Vice President of Operations, Jim Lasche, Vice President of Maintenance and Bob Heath, CAF's FAA Liaison. Please come and with ANY questions or concerns you may have to ask them directly.

Looking forward to seeing you there!

Regards,  
Denise Walker

### Up Coming Events

**SAVE THE DATE - September 4th & 5th - Warbird Weekend**

Volunteers are needed.

**SAVE THE DATE - October 8th - 9th & 10th - Wings Over Houston**

Volunteers are needed for several positions.

**SAVE THE DATE - October 29th - 30th & 31st - Wings Over Dallas**

Volunteers are needed for several positions.

**SAVE THE DATE - Saturday, November 20th - Barnstorming in Beaumont**

We will be headed out again for the Fly-In & Drive-In Car show event. It should be perfect weather, you won't want to miss it!

**SAVE THE DATE - Saturday,**

**NOVEMBER 6th, 2021 - Veteran's Day Hangar Dance**

The band is booked! Get ready to come eat, drink and dance the night away.

## Adjutant Report



Hello Fellow Colonels!

Another month has come and gone in the blink of an eye. I must admit that I am doing a lot of traveling this summer, and it appears to be making time go by even faster! I have one more adventure left for the summer before school starts again. I can hardly believe it. I hope that you are enjoying your summer and getting a chance to do things that you may not have been able to do in the past year. I do hope that one of them will be to stop by the hangar and say hello!

Just a few reminders for the hangar...

We have our new Royal Blue polo Wing shirts for sale. Please see Denise, Tony, or myself to purchase one. We would like all of our members to have one for our public events (Warbird Weekend is coming up quickly!). Remember that wearing these shirts with khaki shorts/pants makes us look more professional and identifiable to the public. Visitors can quickly find one of us if they need help. So, if you have not purchased one, please do so before Labor Day Weekend.



I will freely admit that I have not had as much time to visit the hangar myself as I would have liked this summer, or at least when other members are around. I miss seeing everyone for sure, but I have been upset to see the state of our hangar and O'Club when I do visit. Ladies and Gentlemen, we are all adults and we are all volunteers. PLEASE clean up after yourself. We do not have a house cleaning service. If you leave food on the table or drop it on the floor, PLEASE clean it up and do not leave it for someone else to do. If the garbage bag is full, please empty the garbage and then PLACE A NEW BAG IN THE CAN! There is no reason to throw trash in a can that does not have a bag in it. This is simply common sense. Either find a different garbage can that isn't full or get a new bag from the small door under the stairs and put it in the can. I hate to sound so harsh here folks, but this has been a recurring problem for the last two months and I truly believe that we can do better than this. Thank you for your help in this matter.

## Adjutant Report

We all need to pitch in and help where we can. Please be aware that for Warbird Weekend, we need EVERYONE's help. This event is what pays to keep the lights on folks and without your help, we cannot run the event. We truly need all 145 of our members and cadets to sign up to work this event. Since the event is on Labor Day weekend this year, things may be slightly different and we need to be flexible with that. Be willing to sign up for jobs at the next meeting. If you are new to this, here are some of the jobs to be thinking about:

- Working the gate
- Event set up/take down
- PX sales
- Dog tag sales
- Food crew (making burgers and hotdogs)
- Drink crew
- Aircraft Guardian
- MC for the day
- Golf Cart shuttle
- Museum Docent
- L-39 cockpit pictures
- Rides Coordinator
- Membership Sign Up table

If we have enough people sign up, then we could work in shifts. Keep in mind that most of these jobs require 2-3 people minimum and that this is just a small list of the help needed. If you cannot make the next Wing meeting to sign up, then please send an email to [info@houstonwing.org](mailto:info@houstonwing.org) with where/how you would like to help and the staff will help you from there.

It's our time to rise and shine everyone!  
Have a great July and stay cool,

Brian Kosior



## From The Right Seat/XO



Major progress to report on the horizontal stabilizer. The rear spar/ trailing edge work is 90% complete and the modification for access on the horizontal stabilizer hinge brackets has

been accomplished. It seems that an Airworthiness Directive had been overlooked since 1947. Now I am happy to report we will now be in total AD compliance. The hinge bracket bolts need to be checked for security at every "periodic" inspection. Soon both the center section and stabilizer will be fabric coated and painted. More progress to follow. Many thanks to Stan, Lisa, Frank, Ed-2, Tom, Carlos and Mike and others for their dedication to helping our most significant "gate way" aircraft move forward to flying again someday.



Ed V



## Flight Ops



Happy July Houston Wingers!

Summer is in full swing now and the temperatures in Houston are climbing like a homesick T-6. As we approach our nation's Independence Day, please take time

to appreciate the value of our freedoms and the abilities to pursue our passions.

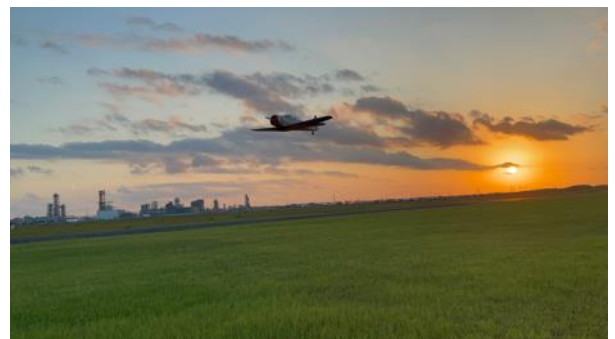
Back in June, the Wing had a very successful Barnstorming day trip to Beaumont. Our team stayed busy giving rides in Ace and selling wares from our PX. Our friends from the city and airport of BMT donated almost all the proceeds from the fly-in and drive-in event to the Houston Wing. We are very lucky to call them friends and appreciate their generosity towards what we do. Special thanks to the Meaux family for facilitating this event.

We have a flyover scheduled for July 3rd. Our abilities to honor our veterans with these flyovers sure has gained a lot of notoriety in Houston. Especially the 4-ship formation with missing man pull is being constantly inquired about and requested.

Other than the flyover and continuing maintenance assistance to our fabulous MX department, July should be fairly quiet. I expect flight operations to start really picking up starting in September except for some training opportunities I'm looking forward to.

Stay hydrated and cool as the summer progresses and I will see you around the flight line!

Chris



## Museum News - "German Luftwaffe M-42 Helmet"

We were recently contacted by email by a Mr. Kyle Wallace from San Antonio who had run across what he found to be an original WWII German Helmet and he wanted to know if we wanted it for our museum.

I contacted Mr. Wallace and he sent us a well-worn but original M42 German Helmet with a faded Luftwaffe decal which will be a great addition to our museum. (It will go on display in our German cabinet in the near future.)



*M42 Luftwaffe Helmet*

### WWII German Helmets

There are only three models of Third Reich era produced iconic German combat helmets. Five companies produced these helmets during WWII and the manufacturer is identified by a marking inside the helmets.

The maker's identification together with the helmet size and lot number are found stamped into the left inside of the helmet. For a mid to late war helmet the maker and size stamp are found above the lot number inside the back of the helmet.

The first of these was the "M35" helmet (first produced in 1935) known for their superior construction and paint finish. These helmets, depending on the factory, were issued in various shades of green. The M35 helmet was commonly issued with two decals-known to collectors as a "double decal". The right side of early M35 helmets bore the tricolored shield of black, white, and red stripes, the traditional national colors of the pre-WWI German Empire. The left side of the shell often received decal insignia denoting the branch of the armed forces, or Wehrmacht, or an organization within the Nazi Party.

The easiest way to identify an M35 helmet is by examining the bottom edges of the helmet and the vent holes. If the edges roll under the helmet and if steel rivets were placed in the two vent holes, the helmet is a German Model 35.

In early 1940, the German combat helmet underwent a significant change in order to simplify its construction and to reduce its overall glare and visibility. The new helmet, named the "M40" by collectors, featured the following changes: a rough textured factory paint finish, a slate-grey standard paint color, stamped vent holes, and a smaller silhouette.



## Museum News

The removal of the national shield (tri-color) began sometime during the transition from the M35 to the M40; therefore, very few M40s contain a second national shield decal. The M40, however, still boasted a similar overall shape with a flared skirt and rolled edges. The easiest way to identify an M40 helmet is to look at the vent holes. If no rivets were inserted into the vent holes and the skirt edges roll under, the helmet is a German M40.

In 1942 the German combat helmet design went through a dramatic overhaul. The new design, known as the “M42”, was a result of wartime demands. The rolled edge along the base of the shell skirt was eliminated and replaced with an edge that flares away from the helmet. The elimination of the rolled edges expedited the time to manufacture the helmet and reduced the overall production cost. At the factory, the new helmets received a light application of matte gray-green paint. In addition, helmet decals were gradually eliminated. Both the lighter application of paint and the elimination of decals sped the production time and reduced the helmet's combat visibility. The M42 is very easy to identify given its unique characteristics. The manufacturing standards of the M42 fell well below those exhibited in the M35 and M40. As a result, the M42 is often susceptible to rust and deterioration over time. Despite the crude nature of this late war helmet,

the M42 is iconic and is considered the quintessential German WWII combat.

One unusual feature with the WWII German helmets is that they came in various sizes where the U.S. Army M1 Helmets were made in one size fits all.

The following German helmet and liner sizes were produced with the most common size of the day being size 62 and 64. Size 70 and 72 helmets are very rare.

60 with 52 or 53 liner band  
 62 with 54 or 55 liner band  
 64 with 56 or 57 liner band  
 66 with 58 or 59 liner band  
 68 with 60 or 61 liner band  
 70 with 62 or 63 liner band  
 72 with 64 or 64 liner band

### German Helmet Liners

In 1931 a new liner system for German helmets was adopted, namely the model 1931 liner. The new liner took into account the size of a soldier's head rather than only the helmet shell size. The M31 liner consists of two interlocking metal bands which are connected to each other with 5 steel leaf springs. The leather liner was attached to the inner metal band by small rivets made of aluminum and subsequently zinc-coated steel. The band is stamped with the liner head size and appropriate shell size. The leather part consists of 8 separate “tongues” which are perforated with 5 stamped holes to allow for ventilation.

## Museum News

For precise adjustment for a soldier's head size a woven drawstring is inserted through a 6<sup>th</sup> hole on the tip of each of the leather tongues. Early liners were made of aluminum parts changing to zinc-coated steel parts in 1940.



*Our M42 helmet liner minus drawstring*



*Example of liner with sizing drawstring*

### Our German M42 Display Helmet

The helmet we have just received for display in our museum is one of these M42 helmets. The M42 helmets have the factory code stamped on the inside rear skirt of the helmet above the lot number stamp. (See arrow indicating location of the marking in photo below.)

- “hkp62” – The “hkp” indicated the name of the manufacturer (Sächsische emailer und stanzwerke A G / Lauren) and the “62” indicates the helmet size (62 indicates the number of centimeters around the helmet shell).
- “1972” indicates the lot number or production run of the helmet.



The faded Luftwaffe emblem decal which appears on the left side of the helmet shows us that the helmet was probably made in early 1943 because in 1944 they no longer put decals on the helmets to speed production



Sam H

## Safety Corner



Recently I have become an avid watcher of a program that is on the Smithsonian Channel that addresses Air Incidents that have been investigated by the NTSB and international agencies that perform the duties like the NTSB. One thing that is always brought out is that no one action completely caused most of the disasters. Accidents were many times one of the precipitated by a chain of events that led to undesirable results. Any individual event could have broken that chain and prevented the accident. In almost all of the events human error was a link in that chain. There were several items that contributed to the errors. Among these were:

- Fatigue (This is Texas, it is hotter than ----)
- Wanting to get there (rushing)
- Distraction

As we get into the heart of the airshow season we have to remember that there are many tasks and commitments that we have as a wing and all three of the factors above will likely be there as we move forward. It is very hot during this time of the year and easy to become fatigued and make errors that would not ordinarily occur. We are a museum so it

is easy to be distracted by our desire to interact with the public and loose track of our original intention. And, it is extremely easy to overcommit. As volunteers we have limited time and resources which creates large challenges. So, please be aware of these factors. And when we make errors, which will happen because we are human, learn from the mistake and do not repeat the error. After all, one definition of insanity is to do the same thing over and over expecting different results. We want to keep all our members and the public safe.

I would like to encourage everyone to become involved with the upcoming events for Warbird Weekend, Wings over Houston, and Future Barnstorming activities. We have an extremely dedicated and welcoming maintenance, planning, and PX staff and all help is appreciated. No matter what the job, you are contributing to the success of the Houston Wing.

With that, I hope everyone had a safe and enjoyable 4<sup>th</sup> of July holiday.

Ed B

## Aviator Safety Corner - Airshow Regulation FAA Order 8900.1 Vol 3 Chapter 6 (From NATA and FAST Websites)

### Overview

The primary FAA regulation governing for granting a waiver for airshows is FAA Order 8900 Vol 3 Chapter 6, (178 pages) which was recently revised in October 2020. It also governs what kind of flying maneuvers are allowed at airshows in waived airspace.

FAST has boiled this down to 11 pages in their document titled "FAST Airshow Operations" Revision 2, February 2021. Familiarity with this document is a requirement for receiving a FAST card.

### Main Provisions

There are three major categories of flight for an airshow in waived airspace.

They are Standard Maneuvering, Dynamic Maneuvering, and Aerobatic Maneuvering. These categories are each further divided into Solo and Formation Maneuvering.

**Standard Maneuvering Solo** for single ship flybys (500 feet minimum separation).

- Maximum Pitch +/- 60 degrees and bank +/- 75 degrees.
- Includes non-abrupt maneuvering.

### Standard Maneuvering Formation

- Requires a FAST or FFI card.
- Must have a FAST Lead Card to lead a flight in waived airspace.
- Must Practice within the previous 45 days.
- Only non-abrupt maneuvering.

- Maximum Pitch +/- 45 degrees and bank +/- 60 degrees.
- Minimum 250 feet for flybys.
- No Dynamic Maneuvers allowed; such as bombursts, opposing passes, breaking into 2 elements, etc.

### Dynamic Maneuvering Solo

- Requires a Dynamic Maneuvering Solo Card issued by an Aerobatic Competency Evaluator (ACE).
- Allows abrupt maneuvers, crossing, and opposing maneuvers.
- Maximum Pitch +/- 60 degrees and bank +/- 90 degrees.

### Dynamic Maneuvering Formation (Not covered by FAST)

- Requires a Dynamic Maneuvering Card issued by an ACE.
- Allows rejoins, crossing and opposing maneuvers.
- Maximum Pitch +/- 60 degrees and bank +/- 75 degrees.

### Aerobatic Maneuvering Solo

- Requires a Statement of Aerobatic Competency (SAC) card issued by an Aerobatic Competency Evaluator (ACE).

### Aerobatic Maneuvering Formation

- Also requires a Statement of Aerobatic Competency (SAC) card issued by an Aerobatic Competency Evaluator (ACE).

## Aviator Safety Corner

### Main Airshow Requirements

- The main take away here is that your FAST card doesn't permit Dynamic Maneuvering type maneuvers or Pitch and Bank which exceeds the Standard Maneuvering limits.
- You can locate an ACE through the International Council of Airshows.

In order to make our airshows safe and fun, every pilot must be familiar with the new 8900.1 Order and FAST Airshow Guidance.

Happy Flying!  
Safety is a part of our culture.  
Dave Guggemos

### Other Important Considerations

- Formation in waived airspace is defined as "flying solely with reference to another airplane closer than 500 feet". "In Trail" formation is flying solely with reference to another airplane with more than 500 feet separation.
- All formation FAST rated pilots must now be knowledgeable in Airshow Operations.
- You should only have to have a ramp check once per year, instead of for every airshow.
- If you aren't flying overflights in waived airspace, a FAST Card isn't required (CAF does require it), but you must adhere to all airspace requirements and altitudes.

To participate in an airshow, you must attend the Participants Safety Briefing or be briefed by your flight leader (in a separate formation briefing) who did attend the Safety Briefing. My personal suggestion is that every pilot should attend the Safety briefing.

## Eyes on the Horizon

### 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

### Birthdays

Gordon Richardson II	7/2
Andy Taylor	7/2
Eric Wallin	7/2
Jason Cooley	7/3
Sam Bulger	7/5
Eston Hupp	7/6
Kevin Domingue	7/14
James Buser	7/20
Dave Guggemos	7/20
Rich Wagner	7/23
Jack Faver	7/25
Ryszard Zadow	7/26
James Bulger	7/30

### Anniversaries

Bruce Thomas	7/28/08
Dayna Salter	7/16/12
Brian Kosior	7/14/15
Chris Dowell	7/31/15
Manuel Cachutt	7/9/19
Richard Brownlee	7/3/20
Jon Powell	7/27/20

## Staff Directory

### Wing Leader

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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.*

