

# Slips & Skids

# Wing Leader

Happy New Year,



I hope everyone had blessed holiday season. I am looking forward to leading the Houston Wing through whatever triumphs and challenges 2022-2023 throws our way. This is your Wing so please reach out to me with any ideas you may have in regards to projects or events you would like to see the Wing involved in. You can find me at the

Hangar most Saturday's, Tuesday's and Wednesday's and I am always available via email, text or phone.

January is a pretty quiet month around the Hangar with respect to events. We do have lots of work going on with the restoration teams and Greg will be diving into winter maintenance on our rides aircraft. If Mother Nature behaves, we might even be able to get some N3N training taken care of. Please check On The Horizon for museum and event dates.

Our machine shop should be coming online this month. Dan has spent the past year restoring a lathe and a couple of mills that were donated to the Wing. If we have any budding machinists out there or if you are interested in learning more about this equipment and how to use it please reach out to Dan or any member of the staff. We would love to get a group of people trained on how to use and maintain this equipment.

Have a great month and we hope to see you around the Hangar.

Lisa Sanford



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# Adjutant Report



Fellow Colonels,

I hope that your Holiday season has been bright and festive. I also want to wish you all of the best in this New Year!

tremendous response to our Membership Renewal drive! Thank you for that! Many have renewed online and in person during our November and December membership meetings. I would safely guess that by the time you are reading this email, half of the membership will have completed their renewal. Again, many thanks to you!

We have had a

For those that have not yet renewed, you still have time. January 31st is the deadline to be considered an active member in the Houston Wing. Please take care of this at your earliest convenience. I hope to publish the latest version of the Wing Directory in early February with all of our active members.

I would like to encourage you to come out to the hangar and take a look at what's going on. There are many projects going on as we enter into the winter maintenance season. The PT-19 and L-17 projects are really picking up steam. Our machine shop is also taking shape with the help of Dan and others. Our "To Do" list is growing larger, which means we need *your* help! Come on out and be a part of the fun!

Just a friendly reminder, when you do visit the hangar, please remember to sign in and out with our volunteer log on the podium near the base of the stairs. We have been doing a pretty good job of that, so keep up the good work. It's important that we can provide a record of an active membership. Thanks.

See you around the hangar!

Brian

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# From The Right Seat/XO



From The Right Seat

Happy New Year Y'all from the Right Seat. First congratulations to Lisa Sanford, Greg Young, and Kevin Dominique as our latest addition to the

Houston Wing. Also many thanks to Denise, Chris and RZ for your hard work and dedication to the Wing these past two years. Our organization and aircraft are in a better place because of you. I look forward to working with all, staff and members, as the XO for 2022.

Team 19 update.

The left wing has been stripped of its 50 year old fabric and we are now in the process of resurfacing and repainting the left wing with all new fabric and finish. Thanks to our cadet volunteers the left aileron was stripped of 50 year old fabric, and 50 year old hard dried masking tape ( and I do mean HARD dried, more like welded on!). The aileron is now epoxy primed and the reapplication of new fabric will begin soon. The center section: fuel/ brake lines, wiring and cockpit controls are 80% done. The disassembly of firewall forward has begun with the expectation of engine mount removal for sand blasting and epoxy painting. All flex hoses are hardened with age and will be replaced. Wiring will also be replaced as needed.

And as always the answer to the immortal question:...... It will be done on Tuesday at 14:00.

Ed





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### Maintenance



The start of a new year is always viewed as a time of transition. So it is with the Houston Wing. We have several new incoming officers

including myself for Maintenance. I look forward to working with the staff and membership to maintain (no pun intended) the high standards established for the maintenance department. I want to thank Ryzsard and everyone that worked with him for the state of maintenance operation I'm inheriting. They worked their butts off the last two years. The rides aircraft (AT-6, BT-13 & N3N) have made reliable, the tool room reorganized, tool boxes stocked, loft and spares inventoried, ground equipment improved and much more. Thank you, thank you, thank you!

Reliability is a big deal. In the airline world, it's referred to as dispatch reliability and is measured as the scheduled departures less the maintenance cancelations. For the 1970's era transports (727, 737, DC-9, etc.) the design dispatch reliability was about 98%. That's a recognition that transports are complex machines and are going to break but airlines can't make money if they break too much. As reliability engineers at an airline it was our job to create maintenance programs to keep the operation at that level. Let it get too low and the airline

operation cratered and lost money. Try to get it higher and the maintenance costs go way up. 98% was the sweet spot.

We've got a similar issue at the Houston Wing. We're a flying organization. We do other things but we need the airplanes to fly to help fulfill our mission to educate, inspire and honor. We fly individual rides, member appreciation rides, barnstorming trips, airshow appearances and formation fly-overs. If the airplanes aren't available to fill those roles the unit suffers. If the airplanes aren't flying, there's a different feeling. I see it on Saturdays. When one of our engines start, the mood changes. Everyone perks up and gets animated. That's what I signed up for – how about you? But, we have 80 year old airplanes and things are going to break on occasion. We can't afford like new restorations but the efforts of the last two years have brought them to that reliability sweet spot and it will be our challenge to keep them there. When the Navion and PT-19 come on line they will start in like new condition.

It doesn't end with the planes. We are also dependent on the ground equipment. We can't move the planes without tugs and they all need some help. The green tug has been our mainstay but is having some steering issues. The Woody tug is supposed to

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### Maintenance

be the backup but I couldn't get it started. I was told I wasn't holding my tongue right. Maybe so, but it needs to just start when someone jumps on it. I found the choke cable not connected to anything so there's something going on. I could use a volunteer that knows old engines (you know, ones with chokes) to get it running reliably. Once it's running we can deal with the brake issue. Little steps. Even the robo tug has problems. It needed the careful application of a 3 lb sledge to straighten the release lever. Again, I'd love to have a volunteer give it some tightening, lubing and general TLC. These are critical tasks for our mission that don't require an A&P license, just a desire to contribute and get your hands dirty. Little, but necessary, steps.

While the aircraft are in good shape our challenge will be transitioning to more reliance on external resources. That will start with the annuals that are typically done during "winter maintenance" from January through March. Using non-CAF maintenance (mechanics or inspectors) has some restrictions and I'm looking at how we can schedule the annuals. First the AT-6 then the BT-13. They aren't due until March but we'd like them available for the formation clinic. One step at a time.

I hope everyone has a happy new year and I look forward to a good start for the Houston Wing's year.

Houston Wing Maintenance



"We keep 'em flying!"

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# Flight Ops

### Hello Houston Wing,



I am excited to be granted the opportunity to serve as the Operations Officer for the next two years. I want to thank Chris Walker for the time he has spent with me over the last couple of months to transition as much knowledge to me to help me maintain the outstanding job he has performed for the last two years. The Wing Pilots and

everyone involved within the membership who has supported operations has done and outstanding job over the last several years to meet the mission goals of the wing in flyovers, rides program, airshows, membership appreciation rides, and barnstorming. It is my goal to continue to meet every mission requirement in a safe and organized manner. A new year brings a sense of renewal to the Wing including fresh ideas and possibilities. The planes don't operate without pilots. I look forward to developing new pilots and supporting existing pilots in our missions. We must always find reliable, safe, dedicated, and fresh pilots to keep the wing moving forward.

Our first goal to meet for 2022 is to perform the required CAF ground school for CRM on February 5<sup>th</sup> and plane specific training to be held on February 6<sup>th</sup>. I will be publishing an agenda in the next couple of weeks with times and topics along with the presenter. The plane specific information will include the N3N, AT-6, and the BT-13. The PT &

L-17 will be scheduled and held at a future date once the operational status has been confirmed.

I will be publishing a web based calendar of events for pilots and operations to keep track of events for both planes and pilots. This way we all can keep track of all flyover missions, events, training, and any associated operational functions. I look forward to a successful year in 2022.

I hope everyone has a safe and Happy New Year. Blue skies and tailwinds to everyone!

Kevin



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# **Aviator Safety Corner – Stalls and Spins**

From NAFI Website Info by Brian Schiff and Mark King

Stalls and spins are among the most important flight regimes we as pilots have to understand. I have documented the safety aspects about this before, but this may be from a new perspective. Let's start off with a couple of definitions.

**Stalls** – This is when the aircraft stops flying. It occurs when the critical angle of attack between the wing and the air flow is exceeded. Normal smooth air flow becomes more turbulent. Stalls occur when turbulent air separates from the wing.

An important reminder is that stalls can occur at any attitude and airspeed.

**Spins** – The quick definition is that one wing stalls more than the other. The outside wing in a spin has higher speed than the left, and creates more lift; starts autorotation.

### (Yaw + Roll) + Stall = Spin (uncoordinated stall)

**Recovery** – Always use the manufacturer's procedure for spin recovery for your aircraft.

When that doesn't exist, you probably won't go wrong using the **PARE** procedure.

Power - idle

Aileron – Neutral Rudder – Opposite to spin rotation Elevator – Forward

These Pare steps must be used in the correct order. Use them in the wrong order or forget one and the spin could be more aggravated, and faster.

- 1. Engine rpm = spin rpm. If you forget to reduce the power first, a spin to the right is faster and steeper; a spin to the left is faster and flatter.
- 2. If you continue to use aileron while in a spin, in-spin aileron will cause a steeper and faster spin; out-spin aileron will cause a flatter and faster spin.
- 3. If you use exaggerated elevator forward when you spin, premature forward elevator causes a faster and steeper spin.

Thus, do the PARE steps in order.

Twins are not exempt from spins.

Turn coordinator will tell you the direction of a spin (A turn needle will not.).

Who needs Upset Recovery Training (UPRT)? Everyone.

Wake turbulence can be severe. You can't

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# **Aviator Safety Corner**

see it, but you know when and where to look for it.

The following table is presented as a summary of major differences between stalls, spins and spirals. It may be getting a little too deep in the weeds, but it does make interesting reading.

There are several different websites who get into this phenomenon more deeply. Anyone who is interested should consider Upset Training and Recovery from a reputable flight school who routinely does this kind of training.

Happy Flying! Safety is a part of our culture.

Dave Guggemos

### Spiral vs Stall vs Spin

		Maneuver		
Characteristics	Spirals	Stalls	Spins	
AOA	Below Critical	Above Critical	Above Critical	
Airspeed	Increasing	Low & Constant	Low & Constant	
Altimeter	Unwinding	Unwinding	Unwinding	
G-Load	Increasing (2 to	Essentially 1.0	Essentially 1.0	
Primary Cause	Excessive Bank	Excessive AOA	Yaw & Roll Cou-	
Primary Remedy	Ailerons	Elevator	Rudder	
Recovery Action	Power – Push -	Elevator Forward	PARE	

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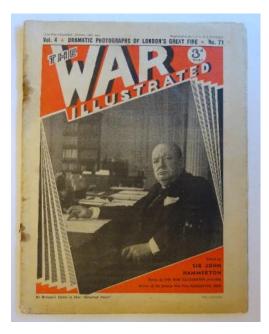
### Museum News

# "The War Illustrated"

Our museum contains four copies of a very popular British war magazine "The War Illustrated" which are displayed in one of the black binders on the table in the museum. We have two copies of WWI issues and two copies of WWII issues of this magazine.



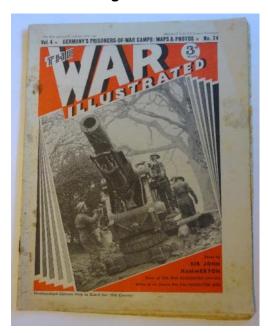
27 March 1915



January 10, 1941



28 August 1915



January 31, 1941

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### Museum News

The War Illustrated was a British war magazine published in London by William Berry (the owner of *The Daily Telegraph*). It was first released on August 22, 1914 eighteen days after the United Kingdom declared war on Germany, and regular issues continued throughout the First World War.

This magazine (Subtitled "A pictorial Record of the Conflict of the Nations"), was one of the most successful British war magazines published during the 1914-1918 conflict. The War Illustrated was more of a popular working class magazine, containing many hand-drawn illustrations of the more adventurous and heroic type. Not quite a "WAR-TABLOID", the reporting was in the early years of the war less factual than it was sensational and above all fiercely patriotic. Nor did it hesitate to print accounts and illustrations of German atrocities, some true, but for the most part invented.

The magazine became more diligent in properly verifying its reports from 1916 onwards. It was extremely popular: at its peak at the end of World War I, it had a circulation of 750,000 even though its paper quality was generally on the poor side as was the printing. It is one of the Great War magazines which has aged well through the years, with much of the general contents of interest to modern readers.

The magazine was discontinued after the February 8, 1919 issue

The War Illustrated returned to publication on September 16, 1939 following the start of World War II and 255 issues were published over the course of the war before permanently ceasing production on April 11, 1947.

Both the WWI and WWII issues of *The War Illustrated* were edited by John Hammerton, who also contributed articles throughout the magazine's run. The magazine contained personal accounts of the war by war correspondents and illustrations of Victoria Cross actions as well as articles by authors such as H. G. Wells.

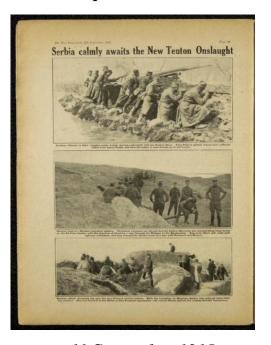
The magazine was profusely illustrated and in fact from an illustrative point of view, *The War Illustrated* was an excellent publication, being full of entire pages with six or more photos per page. Many of the photographs were originals, not the usual run-of-the-mill news agency material.

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# Museum News



18 September 1915



11 September 1915



31 July 1915

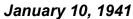


30 October 1915

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# Museum News





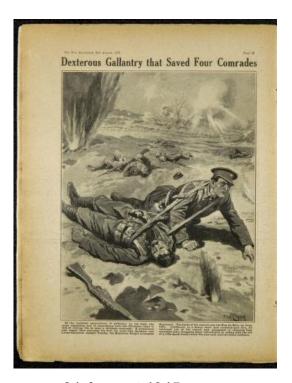


January 31, 1941

The hand drawn illustrations were very striking and eye-catching, though not always meant to be taken at face value.



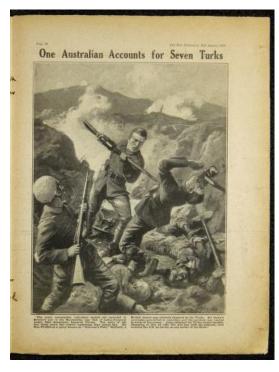
14 August 1915



21 August 1915

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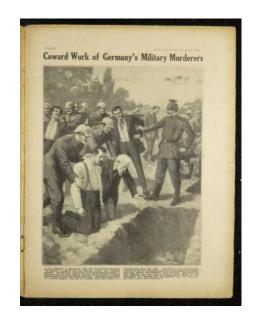
# Museum News



21 August 1915



4 September 1915



1914

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# Eyes on the Horizon

### January

1st - Museum Day - CLOSED

15th - Museum Day

21st - Awards Banquet - Houston Wing Hang-

ar - 6:30pm

### **February**

5th - Museum Day

19th - Museum Day

18th-20th CAF Conference (Formerly Winter

Staff Conference) - HQ Hangar - All Members

are invited to attend

20th Membership Meeting - 2pm

TBD - Ground School

#### March

3rd - 6th - Formation Training Clinic

5th - Museum Day

19th - Museum Day

19th - Blue Bonnet (Burnet) Airshow

20th - Membership Meeting - 2pm

### **April**

2nd - Museum Day

16th - Museum Day

17th - Membership Meeting - 2pm

30th-1st - WARBIRD WEEKEND 2022

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# Birthdays and Anniversaries

### January Birthday's

- Jan 2 Bill Stone
- Jan 4 Alejandro Perez
- Jan 6 Frank Vargas
- Jan 7 Jeffrey Heur
- Jan 8 Jamie Shore
- Jan 9 Bill Schulz
- Jan 10 Tammi Lockwood
- Jan 15 Michael Phillips
- Jan 16 Buck Willis
- Jan 19 Jim Bixby
- Jan 19 John Bixby
- Jan 22 Carlos Sisso
- Jan 23 Rob Parrish
- Jan 25 Duke Ensell
- Jan 29 Steve Sparks
- Jan 31 Susan Vaculik

### **January Anniversaries**

1/09/87	Scott Rozzell
1/09/92	<b>Buck Willis</b>
1/16/98	Steve Sehnert
1/05/09	Michael Steiger
1/31/20	Rick Croasdale

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### Staff Directory

### Wing Leader

Col Lisa Sanford hwingleader@gmail.com

### **Executive Officer**

Col Ed Vesely aviatored@comcast.net

### Adjutant/Membership

Col Brian Kosior

#### **Finance Officer**

Col Tony Bohnert hwfinance@gmail.com

Marketing/Development Officer - Open

### **Rides Coordinator**

Col Denise Walker

texflyers@gmail.com

#### **Education Officer**

Col Sam Hoynes

s.h.hoynes@sbcglobal.net

# **Cadet Program Coordinator - Open**

#### **Maintenance Officer**

Col Greg Young

### **Operations Officer**

Col Kevin Domingue KevinDomingue6429@gmail.com

#### **PX Officer**

Col Gonzalo Morales pxhoustonwing@gmail.com

### **Safety Officer**

Col Ed Bergman

bergman55@yahoo.com

#### **Newsletter Editor**

Col Lisa Sanford

Lisasanford2002@yahoo.com

#### **PIO Officer**

Col Chad Sandberg

Wingman.caf@gmail.comcom

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### **HOUSTON WING DUES - \$ 50.00**



You must be a current CAF regular, life, or Honorary member to be eligible for Houston Wing membership.

Tax deductible contributions will be accepted by the Houston Wing for any specified Commemorative Air Force aircraft or project. If you wish to make a contribution along with your Wing dues, please specify the aircraft and/or project along with the amounts(s) and include in your check total.

	PLEASE PR	INT CLE	ARLY!			
<b>Houston Wing Dues</b>					Amount:	\$50.00
Enclosed is my tax deduct	ible contribution to:				Amount:	
Enclosed is my tax deduct	ible contribution to the A7	Γ-6			Amount: _	
Enclosed is my tax deduct	ible contribution to the B7	Γ-13			Amount:	
Enclosed is my tax deduct	ible contribution to the N3	BN			Amount: _	
Enclosed is my tax deduct	ible contribution to the PT	-19			Amount:	
Enclosed is my tax deduct	ible contribution to the C-	60			Amount: _	
Enclosed is my tax deduct	ible contribution to the L-	17			Amount:	
					TOTAL:	
Please make your check HOUSTON WING - C and mail with this form	CAF	1800	. STEVE : 0 Groesch ston, TX.	ke Road -	Hangar B-5	
Name:				Nickname:		
First	MI Last					
Address:		State	ZIP		Phone num (include area	code):
City		State	ZIF			
Email Address:			<u> </u>	Fax:		
Spouse :				Cell:		
CAF Col. Number :	CAF Life Number :		Bir	thday (mm/dd	/yy):	
WHS Staff Office Interest:		Past Uni Office:	t Staff			
	s and Email Addresses will be p published, do not provide it!	oublished in	the Director	ry. If you do 1	not want a phone n	number or
CAF Aircraft Sponsored:						
WWII Aircraft Owned:						
Other Aircraft Owned:						
Squadrons, Wings and Detachments:						
Interests:						

### Houston Wing Commemorative Air Force, Inc.

Hanger B-5, West Houston Airport 18000 Groschke Road Houston, TX 77084

Phone: 281-579-2131 Email: info@HoustonWing.org

We're on the Web at <u>HoustonWing.org</u>

### **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<sup>®</sup> (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.



