



February 2022

Slips & Skids

Wing Leader

Hello fellow Colonels,



It's hard to believe it's February already. I spent most of January drinking through the proverbial fire hose! The good news is that I didn't drown and am ready to hit the ground running this month.

Planning sessions for Warbird Weekend have already started. It takes active participation from the entire Wing to make this event a success. If you have participated in past years and feel like you might be ready to step up your game a bit and take on a bigger role please reach out to any of the staff. Some of our leads are getting up there in age and are ready to pass on their wealth of knowledge to the next generation. This will be a great year to work alongside of them and learn the tricks of the trade. More details will be forthcoming over the next few weeks so please watch for the emails.

Matt Brzostowski, has taken on the role of Cadet Coordinator this year. We had an initial meeting with a few of the cadets and parents in January to lay out the general scope of the program. The Cadets have scheduled their first team meeting to discuss how they will organize themselves and what projects they would like to take on. If you know of someone who may be interested in joining the Cadet program or if you are interested in being an advisor to the Cadets please reach out to Matt. His contact information can be found in the Staff directory at the end of the newsletter.

Have a great month everyone and see you around the Hangar.

Lisa



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Adjutant Report



Greetings Fellow Wing Members,

I hope that everyone is having a great start to their 2022. Unfortunately, I was not able to attend the January Membership meeting because of a

prior commitment, but I was pleased to hear that 25 members were in attendance! That's awesome! Keep up the good work everyone! It would be great to see even more at our next meeting! For our new members, we do have a membership meeting at 2pm on the third Sunday of each month. Feel free to bring a friend and a potluck lunch!

Believe it or not, Warbird Weekend is right around the corner! We have two great headliners for this year's event: the B-17 Texas Raiders (and friends) and the PBJ (B-25) Devil Dog! If you are not aware of Warbird Weekend, this is our biggest event of the year at the hangar. We invite as many of our warbird friends as we can find to come out for the weekend and put their aircraft on display. We have the PX set up, food for sale, rides in our aircraft, and activities for the kids. It is for sure the highlight of the year around the hangar. It is also a vital event for the functionality of the Wing. The proceeds from this event is what literally "keeps the lights" on for the year. We will have sign ups for volunteer positions at the February meeting. Please be there to have your top choice of where you would like to volunteer for Warbird Weekend. The event will take place on April 30th and May 1st and we need YOU

to make this event possible. If you have any questions about the Warbird, or already know where you would like to volunteer, please contact me at briankosior@yahoo.com or 443-553-2177.

Speaking of events, I would like to thank Denise Walker for organizing our Awards Dinner last month. Everything ran so smoothly, even with a last minute change of venue to the Terminal building due to the chilly weather. The tables looked great, the food was excellent, and we had a great turn out as well. Congratulations to our award winners for a job well done last year around the hangar. Thank you for your countless hours of service. Thanks again to the Walker family for your service and for making the Awards Dinner a success.

Last order of business. Membership. We currently stand at less than half of our membership being renewed for 2022. Each time I return to the hangar, I have another stack of forms to add to the list and that is great! Our deadline was January 31st. Please make every effort to renew your Wing dues ASAP if you have not already done so. I plan to publish the Winter edition of the Member Directory by the end of the month. If you have not renewed your Wing Membership and wish to be included in the Directory, please renew before the end of the month.

Thank you all for your tremendous contributions to the Wing. There is so much to do at the hangar during this time of the year, so dress warmly and come lend a hand. Bring a Friend!!!!!!

Brian Kosior

From The Right Seat/XO

From the XO Right Seat



Team 19 update: As y'all can see, great progress has been made with the PT-19 since the last news letter. The center section is now attached to the fuselage. Also as a result, the landing gear is reinstalled and she is back on her three little paws! Great progress indeed as it has been four years (January 2018) that the disassembly and restoration had begun.

The left wing is 80% refinished with final yellow and markings to be added.

The right wing has had all the fabric removed and at first perusal, is in even better shape than the left wing. I suspect the refurbishment of this wing will take considerable less time than the left.

Greg Young has had the engine mount bead blasted and primed. He will be painting the final silver so that we can commence its installation and all firewall forward improvements prior to engine install.

The often asked question is, "when will it be done"? The answer is always, "It will be ready to fly on Tuesday at 2pm".....

Onward through the fog!

Edward Vesely
XO



Maintenance



Winter maintenance has started. The AT-6 is first up for its annual. We're starting with some deferred items; replacing a canopy side glass, fixing

some play in the tail wheel lock and the big one, replacing the fuel valve. Some have called the fuel valve replacement the worst job on a T-6. It's ugly but, barring surprises, looks doable with some patience. However, surprises are always possible on 80 year old airplanes. Even something as simple as the canopy glass can have them. It appears we have a Frankenstein canopy frame that will need special handling. It's just part of the joy of old airplanes.



The BT-13 is airworthy and won't have its annual start until the AT-6 is complete. The N3N needs some work on its fuel gauge but should be airworthy by the time you read this.



A huge Thank You and Well Done goes out to new member Julian Zapp. Julian has stepped up to tackle the Woody tug. He found and fixed the long standing brake issue. It was a sticking shaft in the master cylinder. He is now is going through the rest of the tug fixing items neglected or improperly repaired. It's awesome to

Maintenance

have the tug treated with the same respect shown our airplanes. Thank you Julian.

We also need to recognize United Airlines. For those that don't know, a few years ago they donated the green electric tug - after restoring and painting it for us. Recently we experienced steering problems (it's hydraulic) and called to ask for maintenance info so we could fix it. Instead, they offered to pick it up, fix it and bring it back. Which they did. Wow! If you run across anyone that works for United Airlines GSE (Ground Support Equipment) be sure to thank them.

Blue skies,
Greg Young

Houston Wing Maintenance



"We keep 'em flying!"

Flight Ops

Hello Houston Wing,

Baptism by fire and here we go for 2022!



Operations is in full swing with training for almost the entire month of February and into March. The Houston Wing is having our CAF 60-1 ground school all day this Saturday, February 5th from 7:30AM until we finish.

After the six hours of required ground school we will move directly into plane systems instruction lead by Nathan (AT-6), Ed (BT-13), and Chris Walker (N3N). Remember participation is a requirement if you are flying Wing airplanes.

Dave Guggemos will be hosting and instructing the CAF HW FAST formation ground school the following weekend, Saturday, February 12th at the Wing. Formation flying is part of what the Wing does in supporting flyovers for memorials, airshows, veteran's appreciation, and sometimes just for practice and fun! If you are interested in expanding your skills then attend the ground school with us and get introduced into one of the most challenging

types of flying there is. The ground school will be preparation for the upcoming NATA formation clinic beginning Thursday, March 3rd – 6th. Instruction will be available in T-6/SNJ/Harvards, Navions, T-28s (assuming sufficient aircraft of type). All NATA Formation members are welcome, whether you seek formation proficiency flights, formal training, or just the camaraderie of another NATA fly-in event! The Houston Wing CAF will be assisting NATA with Hospitality and Marshalling. I personally find this is very challenging but also the most rewarding type of flying. All egos are checked at the door and we never fly a perfect mission because there is no such thing as perfect in this segment of flying.

Training is preparation for everything we do and it is always based within safety and risk management. Learning from others who have different experiences and willingly share those experiences to help others is an environment you will enjoy and should be embraced as part of the overall flying experience.

Blue skies and tailwinds to everyone!
Kevin

Safety Corner

General comments

- Safety is everyone's responsibility
 - Housekeeping
 - Help put tools back where they belong
- Guests on museum day are looking at exhibits – Be aware of hazards
- When have aircraft moving – Guests will not have awareness of aircraft movement
- E-mail safety officer for suggestions (will put out suggestion Box)
- Let safety officer know status of supplies – glasses, goggles, ear plugs (replenish as needed)
- Inventory first Aid Kits
- Emergency numbers (make up cards)
- Tour Taken place earlier – Review location of safety items if not already done
- Fire Extinguisher video (14 minutes)
 - Fire Triangle
 - Types of Extinguishers at Houston Wing & use
 - CO2
 - Halon
 - Dry chemical
- Always label at end of day

Aviator's Safety Corner - No Radio (NORDO)

Info from Formation Knowledge Guide (FKG), FAST and several Type Club websites.

When flying in a formation, the loss of a team member's radio is a common emergency. While the loss of one wingman's radio capability isn't the worst kind of emergency, it could be an indicator of something more serious.

Whoever has the **NORDO** should make their situation known to the rest of the formation. Let's say No. 4 has the **NORDO**. He should pull off to a route position, and then forward and wag his wings (**Attention in the Air**). Once lead sees this, he will clear No. 3 and No. 4 to detach and handle the emergency. No. 1 and No. 2 will either hang back and see if any additional support is needed, or if it is not, then just return to base.

Now it is up to No. 4 to pass on the appropriate signals to No. 3 to indicate he can't hear and can't transmit. If everything else is good, he would likely follow that up with a thumbs up, or a **HEFOE** signal, if something else is wrong.

System Failures—The **HEFOE** signals are only intended for use when **NORDO**. Hold clenched fist up to forehead and then hold up the number of fingers corresponding to the condition: Hydraulic/pneumatic = one finger; Electric = two fingers; Fuel = three fingers; Oxygen = four fingers; Engine = five fingers. The use of the **HEFOE** signal gives No. 3, in this case, information about what kind of emergency that No. 4 is experiencing.

A simple **NORDO** condition means that the aircraft with good radios should probably take the lead and return to base. No. 4 will just fly No. 3's wing back to base. Since the **NORDO** could be caused by an electrical or battery failure, a long straight in final may be the best approach. With an electrical and/or hydraulic failure, a T-34 would have to crank his gear down, and a T-6 may need to lower gear by gravity, all of which takes extra time. No. 3 will want to observe the LDG gear is actually down on the affected aircraft.

Once the gear is down and landing clearance has been received, No. 3 will pass the lead to No. 4. If No. 4 accepts the lead, he can then add flaps (if able) and come in to land. If No. 4 doesn't accept the lead, then No. 3 will bring the flight down to about 300 feet, and give the lead to No. 4 again. If No. 4 still doesn't want the lead, then No. 3 will take him down to the flare, drop him off and go around.

Aviator's Safety Corner

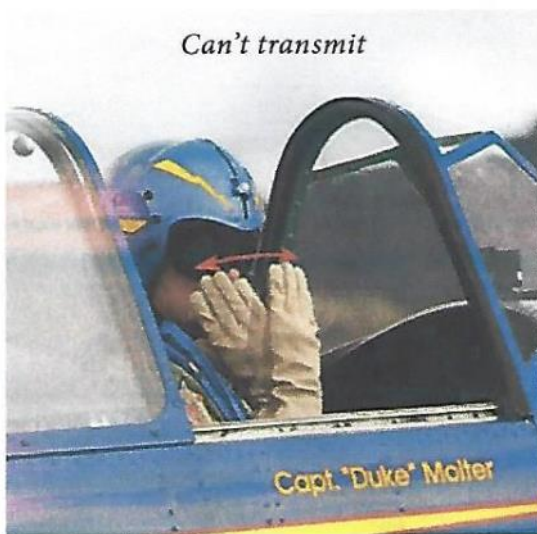
If landing clearance is cancelled, then No. 3 will accelerate past No. 4 and rock his wings, which indicates that No. 4 should get back on his wing, and landing clearance has been cancelled.

NORDO procedures should be briefed on every formation flight. While it may not be the worst emergency on the checklist, it is important to brief the **NORDO Plan** so everyone is aware of their part in such an occurrence.

Happy Flying
Safety is a Part of our Culture.
Dave Guggemos

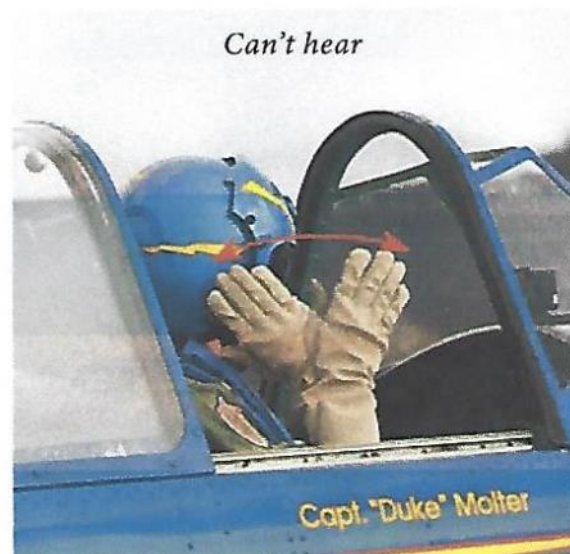
CAN'T TRANSMIT

Move flat palm back and forth across mouth



CAN'T HEAR

Move flat palm back and forth across the ear



Aviator's Safety Corner

SYSTEM FAILURES—HEFOE

The HEFOE signals are only intended for use when NORDO.

Hold clenched fist up to forehead and then hold up the number of fingers corresponding to the condition:

Hydraulic/pneumatic = one finger

Electric = two fingers

Fuel = three fingers

Oxygen = four fingers

Engine = five fingers

HEFOE (first signal)



Museum News

Museum Item of the Month GERMAN NAZI WAFFEN SS - BELT BUCKLE

The museum has acquired through a recent donation an authentic Nazi Waffen SS belt buckle. In Nazi Germany, the Waffen SS (the military or combat wing of the SS) used this phrase as a motto; “Meine Ehre heißt Treue” (“My Honor is Loyalty”) which is a reference to the organization's loyalty to Adolf Hitler. Our belt buckle is identified as being used by the Waffen SS by the presence of the Waffen SS motto surrounding the swastika.

The buckle was manufactured between 1942 and 1945 by RODO, one of the major buckle manufacturers of the era. RODO is an acronym for Robert Dold; the company survives today as C. Robert Dold GmbH KG of Offenberg, Germany.



This example, made of steel, retains much of the original green paint. The reverse features a functional catch and prong assembly for affixing the buckle to the belt. The logo RODO, faintly but clearly visible, is stamped on the reverse near the catch. Most Third Reich belt buckles were made with two prongs on the reverse, to allow the buckle to be worn and adjusted on a belt. The catch would mate with a hook on the belt when worn. The earliest Third Reich buckles were often made of brass or nickel silver. Later, aluminum became common. After WWII began, most enlisted military buckles were steel. Nazi belt buckles were popular souvenirs for Allied troops who served in Europe.

As with many things Nazi (knives, pistols, etc.) the belt buckle (“koppelschloss”) was an important part of the regalia worn by all uniformed military during the Third Reich.

Museum News

The belt (“koppel”) was part of the uniform and would always be worn while on duty. The belt buckle was generally specific to each organization, with many organizations having separate belt buckles for officers and for enlisted personnel, sometimes with different colors and finishes to further denote specific purposes. Buckles were adorned with various mottos and designs specific to the organizations for which they were intended; many designs, as this one, used the German national eagle emblem.



buckle.

Waffen SS Uniform with belt

Article by Chuck Waters

Warbird Weekend

Warbird Weekend 2022 is approaching at the speed of sound and the marketing department is trying to catch up. This is the Houston Wing' premier fund raising event, the purpose of the event is to fund the basic operation of the wing for a year. Having said that, we are asking for everyone's help in two ways. One we are developing a sponsor package, if you are interested in helping obtain sponsors for warbird weekend let us know and we'll help. The second way is even easier and everyone that reads this exceptional publication can help. This month we'll be sending out an eblast with a generic email promoting Warbird Weekend. We would like to ask you to email all of your friends. **WE NEED EVERYONE'S HELP!** Emailing your friends and co-workers is free marketing and the less we spend on marketing the more funds we have to spend on keeping the organization running and getting all the planes flying again.

Contact me at wohphotopit@gmail.com and we'll work together to make this the most successful Warbird Weekend yet.

GO BENGALS!

Sam



Eyes on the Horizon

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**

Birthdays and Anniversaries

February Birthdays

2/6 James Bohannon Jr.
2/8 Chris Jersey
2/8 Robert Plunkett
2/10 James Bohannon III
2/10 Dayna Salter
2/13 Cornelia Stone
2/16 John Cotter
2/17 Steven Sehnert
2/18 Jeremy Wright
2/22 Bruce Bevers
2/24 Scott Williams
2/25 Marty Huvar
2/26 Jeoffrey Brown

February Anniversaries

2/16/80 Rich Welsh
2/16/87 John Szalkowski
2/22/06 Charlie Lindley
2/25/07 Dewey Lockwood
2/16/14 Aric Aldrich
2/24/18 Eston Hupp
2/18/19 Kevin Domingue
2/04/19 Carole Vesely
2/21/19 Keith Albertson
2/22/21 Mifflin Dove

Staff Directory

Wing Leader

Col Lisa Sanford

hwingleader@gmail.com

Executive Officer

Col Ed Vesely

aviatored@comcast.net

Adjutant/Membership

Col Brian Kosior

briankosior@yahoo.com

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

gyoung@bentwing.com

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

Lisananford2002@yahoo.com

PIO Officer

Col Chad Sandberg

wingman.caf@gmail.com



COMMEMORATIVE
AIR FORCE

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 amount(s) and include in your check total.

Houston Wing Dues	Amount:	\$50.00
Enclosed is my tax deductible contribution to: _____	Amount:	_____
Enclosed is my tax deductible contribution to the AT-6	Amount:	_____
Enclosed is my tax deductible contribution to the BT-13	Amount:	_____
Enclosed is my tax deductible contribution to the N3N	Amount:	_____
Enclosed is my tax deductible contribution to the PT-19	Amount:	_____
Enclosed is my tax deductible contribution to the C-60	Amount:	_____
Enclosed is my tax deductible contribution to the L-17	Amount:	_____
	TOTAL:	_____

COL. STEVE SPARKS
18000 Groeschke Road – Hangar B-5
Houston, TX. 77084

RENEWING MEMBERS - Please fill in any information which has changed in the past year
NEW MEMBERS - Please fill in all applicable information

Email Address: _____ Fax: _____
Spouse : _____ Cell: _____
CAF Col. Number : _____ CAF Life Number : _____ Birthday (mm/dd/yy): _____
WHS Staff _____ Past Unit Staff _____
Office Interest: _____ Office: _____

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
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.

