



COMMEMORATIVE AIR FORCE

Slips & Skids

March 2022

WING LEADER



Hello fellow Colonels,

It's hard to believe that March is already here. I hope everyone has been staying safe and warm. The hangar has been a busy place over the past month. Ace's annual inspection is in full swing, and the PT-19 is on its feet. Even the C-60 got a little love with Stan and Julian troubleshooting the hydraulic system and getting the flaps pumped up.

A new motor was installed on the Lathe and for the first time in many years her gears were turning. Dan has put an enormous amount of work into restoring the machine shop equipment so when you see him, please congratulate him on this monumental event. There is still more work to be done before it will be fully functional, but this was a huge step forward.

We are continuing to make progress on cleaning/decluttering the meeting room, storage room, kitchen and north bay. I would like to give a special thanks to the cadets for stepping up and helping Sam with some of his cleaning efforts. I would also like to thank Field Parsons for organizing the library, helping out with the kitchen and north bay cleaning and Riley Paugh for tackling the PT-19 parts cart. It's great to see so many volunteers stepping up and lending a hand with some of the less glamorous tasks around the hangar.

We have two shelves full of VHS tapes containing various movies in the meeting room under the TV. If you still have a VCR and are interested in any of these movies, please help yourself. We will dispose of the remaining tapes at the end of March.



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The 2022 CAF Conference was held February 17-20th at the National Air Base in Dallas. If you have never been to one of these conferences, I highly recommend considering it for 2023. It is open to all Colonels (not just staff) and Cadets. There are organized sessions on various topics of interest but most importantly it's a great way to network with other units and learn a bit about what they are doing.

Warbird Weekend is fast approaching, and we need your help. Each year we ask our members to donate sodas that we can sell during the event. Next time you are out please pick up a case of soda (Coke, Diet Coke, Dr Pepper, Diet Dr Pepper, Sprite, Diet Sprite, Root Beer, Gatorade) and drop it off at the hangar at your earliest convenience.

Lastly, we plan to kick off our New Hangar fundraising campaign in the next month. If you have any experience with fundraising, grant writing or have no experience but would like to help out please contact me by email at hwingleader@gmail.com or by phone at 281-725-7739.

I hope everyone has a happy, healthy, and productive March. See you around the hangar.

Lisa



Riley, Field and Manuel discussing how to sort the items on the PT-19 cart.

ADJUTANT REPORT



Greetings Wing Members,

Another month has flown by! The year really seems to be picking up speed already. We are now one month away to our biggest event at the hangar all year, Warbird Weekend.

Now more than ever we need your commitment and support for this event. We had a low turnout for last month's membership meeting, so very few people signed up for jobs at Warbird Weekend. I have also received NO responses from last month's article to request a job. I have left a signup sheet in the O' Club if you are interested in adding your name there or you can email me at briankosior@yahoo.com. Here is a list of some of the jobs available:

Front Gate
Gulf Cart Driver
Cooking Crew
Food Crew
Sign Crew (two weeks before and after close on Sunday)
PX trailer
C-60/PX
Dog Tags
L-39 (traditionally Cadets)
Rides Desk
Membership Desk
Museum Crew
Aircraft Guardians
Parking Attendants
and so much more!.....

Unfortunately, our overall membership numbers are down this year, which means we will really need YOUR help with this event if we are going to make enough money to "keep the lights on." I know that we can do this together. And remember, being out

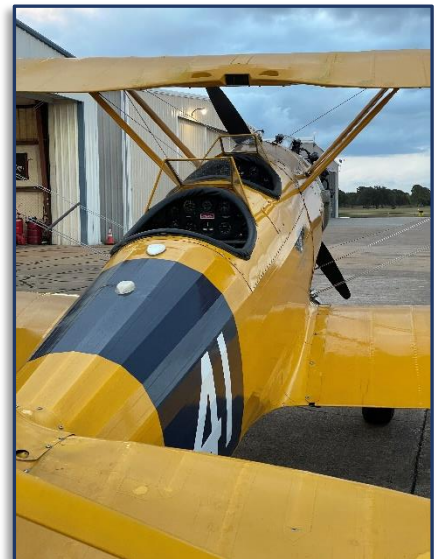
there with our fellow members and talking about our aircraft is a lot of fun. I always enjoy this event. You get to hear our birds fly by, meet interesting people, and tell the story of the Greatest Generation.

Attention NEW Members!!! If you have recently joined the Unit, the staff and I would like to invite you to a "Meet and Greet" on Tuesday, March 15th at 7pm at the hangar. Dinner will be provided!! This will be your chance to ask questions, learn more about what we do, complete a safety walk around the hangar, and discuss our uniform among other things. We would like to have as many of you attend as possible. Please RSVP with me, Brian Kosior, no later than March 14th so that we know how much food to provide. You can contact me via email at briankosior@yahoo.com or by phone, 443-553-2177.

Before signing off, I would like to give a shout out to the PT-19 Project crew. If you have not seen their work recently, you should make a trip out to the hangar to do so. They are doing AMAZING work. Their pride in what they are doing shows through in their work and our entire Unit will be able to share that pride once she takes flight. Excellent work all! Keep it going!

See you around the hangar,

Brian



FROM THE RIGHT SEAT/XO



Team 19 update: Well a mile stone has been past with the reattachment of the center section to the fuselage and was celebrated by Team 19 with pizza and a cake supplied by Stan Turner and Lisa

(Obviously the baker did not have Spell-Check available at the time the icing was put on!).

More recently the electrical work is all but done both forward and aft of the fire wall thanks to Stan and Carlos. In addition, the engine mount was sand blasted and painted by Greg Young. It is now attached to the airframe.



The right wing is on its way to being fabric coated and finished in yellow.

Our band of happy cadets have taken heart to the project and spent time cleaning and prepping the sheet metal parts for future painting.

Near future: Application of tail feathers and engine. As always it will be finished and flying: Tuesday at 2:00.

Ed Vesely
XO



MAINTENANCE



Winter maintenance is making some progress but has been slowed by cold weather. The canopy side glass for the AT-6 is in along with the tail wheel lock bushing and new steering link. The fuel valve job has provided some surprises.

All four fuel lines into the valve have issues that require replacement and have a mix of new and old-style fittings. Cracks like those in the sleeves are precursors to more serious ones causing leaks. That could have been caused by



over torquing and could be related to the fittings. If you look closely at the fitting pictures, you'll notice the threads on the old-style brass fittings and nuts are finer pitch than the new style fittings which are on the fuel valve. Flare fittings should thread together easily until the flare touches. Someone in

the past forced the old-style nut onto the new fitting which deformed the threads. They should have felt it but went ahead anyway. That's why we have the sign over the tool room that says if it's not right we stop and fix it. That's exactly what we're going to do. I'm waiting



on parts to fabricate new lines to get the right mix of old and new fittings. It's frustrating to find but satisfying to set it right. More joys of old airplanes.

Ryszard Zadow has had plans to add a smoke system to Ace. So, while the side panels are off, he used the opportunity to mock up the smoke oil tank which will conform to the right side panel. The smoke system will be installed sometime after the annual is complete, but this is an opportunistic first step.

The BT-13 and N3N remain airworthy.

The C-60 got a little love by Stan Turner and Julian Zapp who added some hydraulic fluid to let the flaps get pumped up out of head knocking height. Thanks guys.

Blue skies,
Greg Young



FLIGHT OPS



Hello Houston Wing,

I was given the privilege and the honor to attend the CAF HQ Conference this past weekend hosted at the newly completed Henry B. Tippe National Aviation Education Center (NAEC) in Duncanville, Texas on the Southeast corner of Dallas Executive Airport (KRBD).

This facility represents the CAF's goal to develop educational programs that teach students Science, Technology, Engineering, and Math (STEM) aviation sciences and history to develop leadership and 21st century job skills. The NAEC consists of flexible, non-traditional learning spaces to get students out of the classroom and into hands-on projects that are engaging.

Exhibits feature five stories from World War II: (1) Texas' role in the Allied victory; (2) Women Airforce Service Pilots (WASP), America's first female military pilots; (3) Aztec Eagles, a Mexican fighter squadron, (4) Tuskegee Airmen, America's first Black military pilots, and (5) Rosie the Riveter, women who worked in manufacturing roles to support America's war effort. In addition, the James C. Ray Education Wing includes workshops, classrooms, and meeting spaces.

Two significant rare World War II aircraft, *FIFI*, a B-29 Superfortress and *Diamond Lil*, a B-24 Liberator are based out of this facility as well. The NAEC provides space that accomplishes maintenance and restoration work, while also sharing it with younger generations. I tell you all of this because it made me realize why are we here;

EDUCATE • INSPIRE • HONOR

This is why. This is our mission, this is our goal everyday. Each wing has its own individual missions to carry out, to hopefully make a small profit so that we can reach the overall goal, but it is basic to the above three words. Furthermore, it is important to have fun while we complete our mission. Flying is supposed to be fun and everything associated with it although at times can be difficult and trying, we are all here to have fun.

Make it a mission to go to the CAF Conference at least once during your membership, it will be worth your time and will give you a renewed sense of pride in why we are here and to give thanks to all of those who made it possible for us to have this much fun!

Blue skies and tailwinds to everyone!
Kevin



SAFETY CORNER

Paints and chemicals brought/used at the Hanger

One item that has not been reviewed in a while is Hazard Communication. As part of documentation requirements for this hanger we keep Material Safety Data sheets (MSDS) or Safety Data Sheet (SDS) for each chemical brought into and used at the Houston Wing Hanger. This is to let responders know what chemicals we have on-site, and to have information on hand for medical information if an individual is exposed to a chemical. The SDS also, recommends personal protective equipment when using the given chemical. If a new chemical is brought to the Houston Hanger, please, bring the SDS to the office by the upstairs kitchen so it may be placed in the MSDS listing in the tool room. If you do not have the SDS then please leave a description of the compound and its brand name, so the MSDS may be obtained by the Safety Officer. This is important as we have a constant influx of new people working in the hanger, and we have visitors who are touring the hanger. For those who want information on chemicals we use the MSDS is located in the photo below.



MSDS reference

For those who would like to volunteer, I would be more than happy to accept the help of any individuals that would like to make sure the MSDS inventory is complete.

AVIATOR'S SAFETY CORNER

Info From Air Safety Institute Study from 2014 – AOPA Accidents During Flight Instruction

Summary

The Air Safety Institute examined the accident data for instructional flights from 2002 to 2011. The fatal rate of accidents for instructional flights is about half the rate of non-instructional flights. The non-fatal rate of accidents for instructional flights is about the same as for non-instructional flights. In airplanes, the accidents caused by fuel mismanagement, adverse weather, and mechanical failures were less in instructional flights.

Eighty percent of accidents on fixed wing student solos occurred on take offs, landings, and go-arounds, but relatively few fatal accidents. It is surprising how many seemingly routine go-arounds result in accidents.

Helicopter training accidents followed a different trend for some reason. Two thirds of primary training accidents on fixed wing aircraft happened on student solo flights while on helicopter solo flights the number was only one quarter of all accidents.

Advanced training seems to yield more frequent and more severe accidents. For both airplanes and helicopters the majority of accidents on dual flights occurred during advanced training where the student was already rated in the same category aircraft.

In both airplanes and helicopters, fatal accidents happened more often during advanced instruction than in primary instruction. They also happened more often during dual instruction than on solo flights.

There were more accidents during recurrent training and new model transitions than in pursuit of additional certificates, and fatalities were more common during instrument training.

What is an accident?

Aircraft accidents are defined in 49 CFR Part 830. That section also defines which incidents and occurrences must be reported to the National Transportation Safety Board (NTSB). There are two conditions for this to be met. The aircraft must be occupied for the purpose of flight, and the event must result in serious injury to a person, substantial damage to an aircraft, or both. One interesting difference is that if a pilot taxis out to the runway and hits a hangar with his aircraft, that is likely an accident, but if a mechanic does the same thing during a ground run, it would not be called an accident.

Serious injury and substantial damage are also defined in the regulation. There is also a list of excluded damage which includes damage to landing gear, propellers, engines and skins.

There are two categories for instructional flying.

Primary training where the pilot holds a student pilot certificate for that category of aircraft. And

Advanced training where the pilot holds a recreational, sport, or private certificate in the same category of aircraft. The pilot may be seeking a more advanced certificate or an endorsement such as tailwheel or complex aircraft, or transitioning to an unfamiliar model of aircraft, or a Flight Review or an Instrument Proficiency Check (IPC).

The leading cause of accidents by far for fixed wing aircraft during instructional flights was solo primary students having a landing accident.

Stalls and spins are always a concern; fixed wing instruction devotes significant time to recognizing, prevention, and recovery. Interestingly enough, stall accidents on instructional flights rarely happen during stall practice. 90% of those stall accidents happen on solo student flights during landing attempts. Maneuvering practice also results in a high number of instruction flight stall accidents, with the majority of them fatal.

Less than 40% of advanced dual accidents occurred during check ride required certificates.

The number of accidents during multiengine training (second overall) was disproportionately high compared to the number of aircraft and amount of flight time involved.

Tailwheel training was the third highest (55) type of advanced fixed wing instructional accident, but only one was fatal. Tailwheel types had 1.91 times as many landing accidents on student solos as on dual flights.

The greatest number of accidents occurred during transitions to unfamiliar aircraft, which also resulted in the second largest number of fatalities. More than one third were in either antique or experimental aircraft.

How Safe is Flight Training?

It is safer than most other types of general aviation, but there is room for improvement. Much of the risk is under the pilot's control. Training is a major part of all aviation, and while flight instruction has one of the better safety records in General Aviation, there are lessons to be learned.

Happy Flying
Safety is a Part of our Culture.

Dave Guggemos

MUSEUM NEWS – FILED TRIP

On Thursday, February 10, the Wing hosted a group of twenty-seven students from Liberty Classical School in Katy. Five parents accompanied, all under the charge of Ms. Sarah Morrison, who had coordinated the visit with Sam Hoynes. Liberty Classical offers classes and community supplementing home school families, generally two days a week. The students were equally divided among 6th, 7th and 8th grades, and had recently been studying the history of WW II, thus the visit was timely and of considerable interest to them.

The group arrived on time for the 10:00 a.m. start. A short history of the CAF and a safety briefing were given by Chuck Waters in the upstairs meeting room. The students then were divided into three groups and proceeded to rotate through the planned three stations. Chuck and Bob Linguiti provided an introduction to the museum (the Home Front and Gibson Girl exhibits were of particular interest). Lisa Sanford and Stan Turner gave a demonstration of the BT-13 flight controls. Jason Delaney and Manuel Cachutt conducted a tour of the hangar and its aircraft. Ms. Morrison volunteered to ring the call-to-meeting bell at the top of the stairs to keep the groups on the planned schedule of about 30 minutes for each segment.



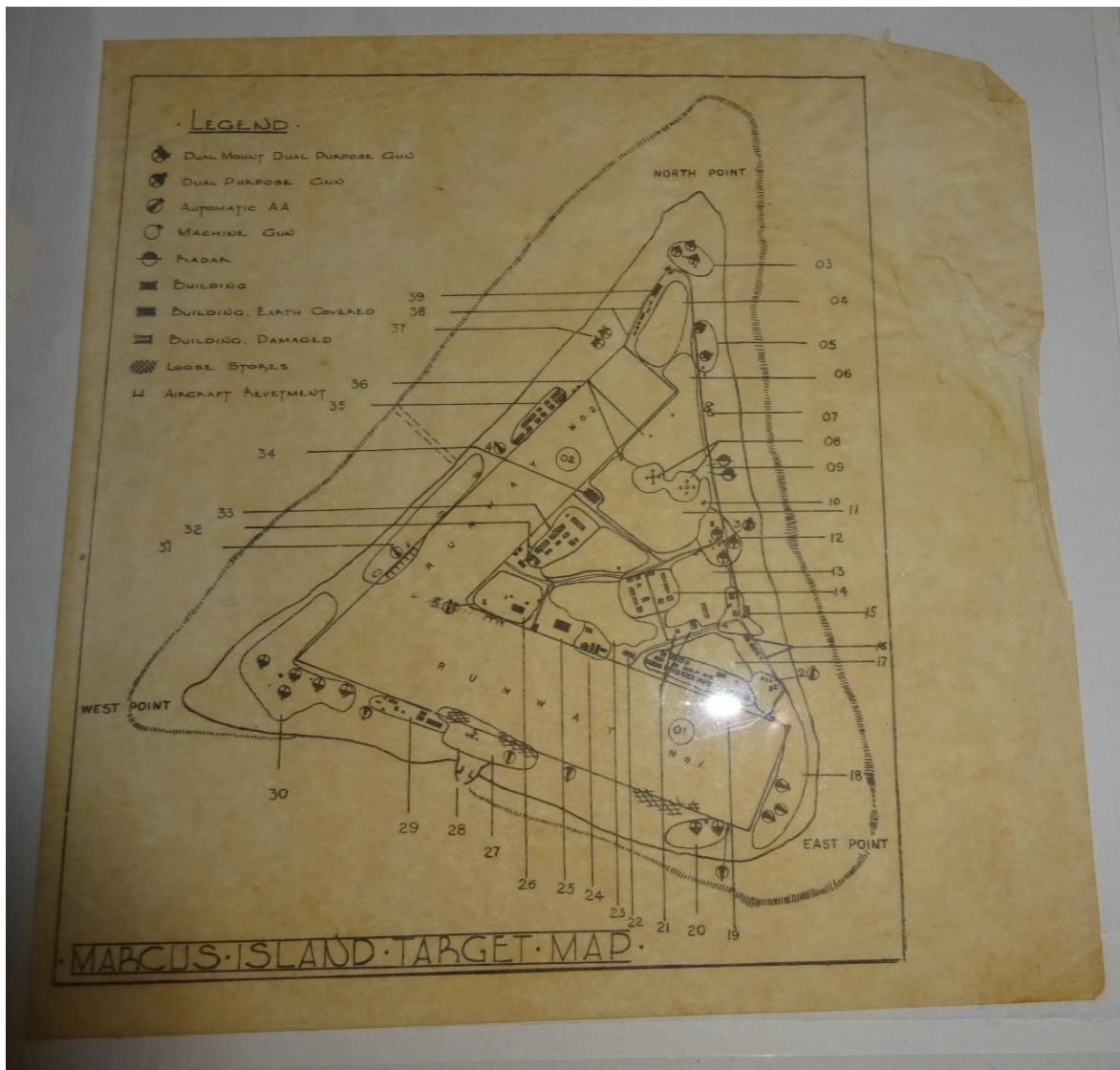
We mentioned frequently our open dates and the forthcoming Warbird Weekend. Several of the students expressed interest in the cadet program. All in all, this was a successful visit and one that was also most enjoyable for the participating Wing members.

By Chuck H. Waters, Jr.

Museum News Item of the Month WWII Target Map of Marcus Island

This month we want to highlight one of the smaller but interesting and important WWII items in the museum that can be found displayed in one of the Black Binders located on the table in the museum.

The small paper Marcus Island Target Map on display in the binder was something that a pilot would have carried to help him identify key target areas on Marcus Island. The map's Legend had symbols identify gun emplacements, automatic anti-aircraft gun emplacements, aircraft revetments, buildings and radar facilities.



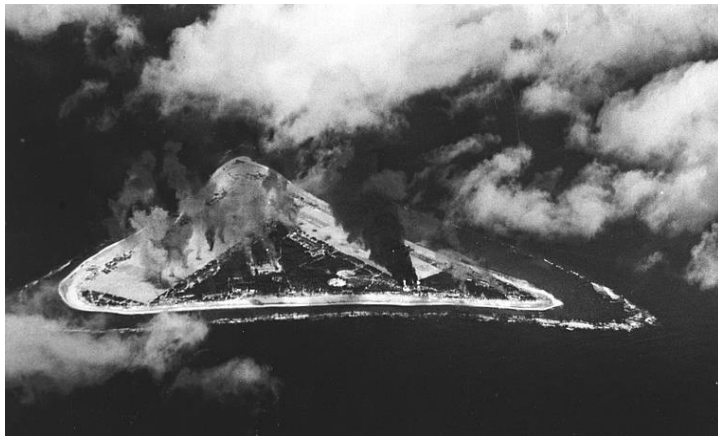
Museum News Item of the Month

WWII Target Map of Marcus Island

Minami-Tori-shima (南鳥島, lit. "Southern Bird Island") also known as Marcus Island is an isolated coral atoll in the northwestern Pacific Ocean, located at 24° 18'N 153°58'E. It is the eastern most territory belonging to Japan, lying 1,148 miles SE of Tokyo.

After the start of [World War II](#) the Japanese [garrison](#) stationed on the island consisted of the 742-man Minami-Tori-shima Guard Unit, under the command of [Rear Admiral Masata Matsubara](#), and the 2,005-man [12th Independent Mixed Regiment](#) of the [Imperial Japanese Army](#), under the command of [Colonel Yoshiichi Sakata](#).

The [United States Navy](#) bombed Marcus Island repeatedly in 1942 and 1943, but never attempted to capture it. Japan was able to resupply the 4,000 man garrison by [submarine](#), using a channel, still visible today, cut through the reef on the northwest side of the island. The island was subject to repeated U.S. air attacks during World War II and finally surrendered when the [destroyer USS Bagley](#) arrived on 31 August 1945.



Marcus Island under attack by US Aug 31, 1943



Marcus Island in 1975

Today Marcus Island is the only Japanese territory on the [Pacific Plate](#), past the [Japan Trench](#). Although small (1 square mile) it is of strategic importance, as it enables Japan to claim a 165,589.6 square miles [exclusive economic zone](#) in the surrounding waters. It is also the easternmost territory of [Tokyo](#), being administratively part of [Ogasawara](#) village. There is no population of [civilians](#), except personnel of the [Japan Meteorological Agency](#), [JSDF](#), and [Japan Coast Guard](#) serving temporary tours of duty on the island.

By Sam Hoynes

CADET CORNER



I have volunteered to be the next Houston Wing Cadet Advisor.

First and foremost, we want to have a program in which the cadets lead, ensuring they get the resources and support needed for a meaningful program. The objective of that program will be to ensure they gain the leadership skills, knowledge, and experience to assist them in their career goals, be it in the airlines, the space program, general aviation, academia or the military.

The cadets had their first meeting on 29th January, where they elected officers, and mapped out what they wanted to achieve this year. Below is a summary of that meeting:

Organization: Cadets elected their own Cadet Leader, Jason Morales, adjutant, Fabian Sisso, and XO, Jaylon Hayes. Congratulations to all three!

Projects – The cadets have decided to undertake two restoration projects, the L-39 static cockpit display, and the radial engine static display. These two projects will each be led by respective cadet project leaders. They will define clear milestones for each project, including metrics for successful completion.

Training – Four of the cadets have volunteered for museum training, under the auspices of Sam Hoynes. In addition, the cadets have requested pilot ground school, and are in the midst of prioritizing the subjects they want covered.

Field Trips – The cadets decided their first field trip of the year will be to the Lone Star Flight Museum, scheduled for the 26th February.

In summary, a robust restart to the excellent CAF cadet program within our wing!

Cheers,
Matt



WARBIRD WEEKEND

As voracious readers of the award-winning publication, Slips and Skids, you the reader are well informed of the rapidly approaching legendary event known as Warbird Weekend. I'll spare you the details of this being our biggest fundraiser etc.. Having said that, you can have a tremendous impact on the overall success of Warbird Weekend. How so you ask? First off generating advertising is free money for the wing. Do you work for a company that would like to be involved with a non-profit patriotic organization that our goal is to inspire and educate the next generation of leaders? Does your company have matching funds for employee donations to non-profit organizations? Email me and let's work together. We are also going to re-institute our member sponsorship program. As members if you wish to contribute to Warbird Weekend you will be listed as a sponsor in the program and mentioned many times by the emcee at the event throughout the weekend. Another huge, and I do mean huge contribution that members can make is by donating soda (coke, diet coke, sprite, root beer) in 12 packs. Every single coke sold that is donated is a 100% profit to the bottom line to the wing. Please consider donating products (cokes) to the event. Think of it this way if we get 50 members to donate a single 12 pack of cokes that's \$600 in sales to the wing and that easily pays for almost 3 months of electricity bills.

But wait there's more we have developed a sponsor package, if you are interested in helping to obtain outside 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.

So much for the Bengals 0 and 3 in Superbowl appearances, oh well, but how about that flyover? Even though I think a flyover for a domed stadium is silly I bet all of you were geeked out like me too.

Thanks,
Sam

We ask that you please consider recycling your old aviation calendars so we can hand out the photos at the gate to the children who will be attending Warbird Weekend



* In reality whoever we give these too will probably throw them away in the trash.....but John, we tried

EYES ON THE HORIZON

March

3rd - 6th – NATA Formation Training Clinic
5th – Museum Day
19th – Museum Day
19th – Blue Bonnet (Burnet) Airshow
20th – Membership Meeting - 2pm
27th – Blessing the Fleet - Flyover

April

2nd – Museum Day
16th – Museum Day
17th – Membership Meeting - 2pm
30th-1st – **WARBIRD WEEKEND 2022**

HERO'S don't always wear capes,
our hero's bring 12 packs of
Coke/Diet Coke/Sprite, Root Beer
and Gatorade
For the
Warbird Weekend



Your contribution
can make be a
huge impact for
the success of
Warbird Weekend



BIRTHDAYS & ANNIVERSARIES

March Birthday's

3/6 Denise Walker
3/7 Daniel Gould
3/9 John Szalkowski
3/10 Mike Steiger
3/16 Tom Calpouzos
3/17 Dan Leone
3/18 Riley Paugh
3/19 Pat McGinnis
3/21 Gary Hurta
3/25 Jason Delaney
3/27 Gary White
3/29 Kevin McNulty

March Anniversaries

3/30/04 Stan Turner
3/08/06 Mary Nygren
3/30/06 Sherry Johnson
3/21/07 Jeremy Wright
3/13/15 James Bulger
3/07/17 Tony Bohnert
3/16/17 Chris Walker
3/10/21 Mike Anglin
3/13/21 Terrance Woodward

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Col Chad Sandberg
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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 PRINT CLEARLY!

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: _____

Please make your check payable to the
HOUSTON WING - CAF
 and mail with this form to:

Attn: Finance Officer
18000 Groeschke Road – Hangar B-5
Houston, TX. 77084

Name: _____ Nickname: _____
First MI Last

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

Address: _____ Phone numbers (include area code):
 _____ Home: _____
 _____ Office: _____
City State ZIP

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

Note : Phone Numbers and Email Addresses will be published in the Directory. If you do not want a phone number or email address published, do not provide it!

CAF Aircraft Sponsored: _____
 WWII Aircraft Owned: _____
 Other Aircraft Owned: _____
 Squadrons, Wings and _____
 Detachments: _____
 Interests: _____



COMMEMORATIVE AIR FORCE



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

Phone: 281-579-2131

Email: info@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 the m – 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.

