



COMMEMORATIVE AIR FORCE

Slips & Skids

April 2022

WING LEADER



Hello fellow Colonels,

March has flown by, and we are now knee deep in Warbird Weekend planning. It takes an entire village to put this event on so if you have not signed up to volunteer, please contact Brian and let him know you are available.

On other fronts, we are still working our way thru some hangar maintenance projects that we could use some help with. If you consider yourself a handyman or handywoman and can spare a couple of hours during the weekday or on a weekend, please let me know. Any and all help is appreciated.

As a reminder, we will not have a membership meeting in the month of April due to Warbird Weekend. Starting in May, we will reinstate our Potluck themes. The Wing will provide the main dish and we ask that the members bring side dishes and desserts. The theme for May will be Italian. We will also have a special guest speaker at May's meeting. More will be revealed as we get closer but please mark May 22nd on your calendar, so you don't miss out!

See you around the Hangar!!
Lisa



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ADJUTANT REPORT



Greetings Wing Members,

Can you feel the excitement in the air? Warbird Weekend is almost here! I for one cannot wait! I was so disappointed to miss it in September, and I plan to make up for it this month! It's great to be back on the spring schedule!

As always, we need help to prepare for this event. We will need to clean the hangar, organize, and start gathering the necessary supplies for the event. Remember a great way for you to help in this is by donating drinks! There is still time to sign up for jobs if you have not had the chance. Send me an email or sign up in the O'Club.

Another way to get ready for this event is to make sure that you have your proper uniform ready. Remember wearing the uniform makes us look more professional to our guests while also making us easily identifiable should someone need assistance. We would like for everyone to wear one of the Houston Wing Member T-shirts (\$13), Houston Wing Polos (\$35), or the Houston Wing Fishing Shirt (\$65) with khaki pants or shorts. If you do not have one of these shirts, please see Gonzalo, Tony, Lisa, or Brian while at the hangar to purchase one. You may also wear a HQ CAF shirt if you have that already.



I hope a fun time is had by all for this year's Warbird Weekend. Your Staff and Team Leads have been busy for months now getting everything ready. We have a great list of visiting aircraft! So come on out and be a part of the fun. Invite your family, friends, and neighbors. We have lots of flyers and postcards available in the O'Club for you to hand out and hang up at your local haunts.

I look forward to seeing you there!

Brian



FROM THE RIGHT SEAT/XO



First let me thank the leadership and planning committee for their good work in preparation of the Warbird Weekend coming up the end of this month. We need all available volunteers to assist as the event usually

pays for our entire operating budget for the year. Please come out and help us have a successful weekend.



Team 19 report: as you can see in the pictures great progress is being made thanks to our cadets (and Jeremy too) helping prep the wing and ancillary parts for repaint. The left wing will soon have the second roundel applied and the right wing will soon be all yellow. The tail wheel has been removed for rebuild and firewall forward detailing continues.

See y'all at W.W.

Ed Vesely
XO



MAINTENANCE



Thank you to all who helped on Saturday to finish the annual on Ace and get it put back together. That was a push to try to make it available to GCW to use in place of their SNJ. Unfortunately, that could not happen as we were unable to complete a couple necessary inspections. But we are very close to having Ace back online.

The N3N is back online. A couple minor items have been resolved and it is being scheduled for training and rides flights. The BT-13 annual expired at the end of March so it is waiting its turn for annual inspection.

Blue skies,
Greg Young



FLIGHT OPS



Hello Houston Wing,

Right outside of my hangar at KDWH is a GL550 with its left main gear buried and its left wing tip on the ground off of Taxiway Foxtrot. That's not the alarming part, it's the location of the airplane. It is on or should I say off the Foxtrot taxiway it should have never been on in the first place as all large airplanes are required to

back taxi on the large runway 17R/35L due to weight and size limitations on the taxiways.

An accident chain, when referring to aviation, is a series of events culminating in a mishap, a chain of events or regularly called the error chain is a term particularly referring to the concept that many contributing factors typically lead to an accident, rather than one single event. Still, research, studies and safety articles all point to the fact that 80% to 90% of aviation accidents have human error or negligence as the main cause. Yes, it is us and there is no doubt about it! It would seem as if our minds become congested in certain circumstances. Usually when an accident occurs, it doesn't just "happen" with the possible exemption of some mechanical malfunction. There is instead a series of events that leads up to it. Majority of traffic accidents is caused by chains or sequences of events which spell trouble.

In this case DWH ATC instructed this particular crew when it did not back taxi on 17R/35L, to cross over to the small runway 17L/35R in preparation to transition the crew back to the large runway 17R/35L, instead the crew turned onto taxiway Foxtrot, and instead of stopping the aircraft and asking for a tug to come and get them, they continued to exasperate the situation by dropping the left main from the hard surface, and, instead of stopping once again, the crew tried to increase their power settings to "power-up" onto the hard surface, but unfortunately causing severe damage and an accident situation.

The only point I am making is there is usually not one decision leading to the incident but generally several decisions that get us to the point of bent metal, hurt pride, or injury in the worst case. Never be too prideful to just stop, reevaluate, and reconsider your



options especially while on the ground. Stopping exactly where you are especially when on the ground to regroup and reconsider your options can save a lot of embarrassment, bent metal, career, and possibly even your life.

Blue skies and tailwinds to everyone!

Kevin

AVIATOR'S SAFETY CORNER

Introduction of Glass Cockpit Avionics into Light Aircraft – NTSB Study March 9, 2010

Summary

In recent years, the cockpits of new light aircraft have undergone a transition from conventional analog flight instruments to digital-based electronic displays commonly referred to as “glass cockpits.” These new displays combine aircraft control, autopilot, communication, navigation, and aircraft system monitoring functions. This technology was previously only available in large transport aircraft. The improved information capabilities of glass cockpits represent a significant change and potential improvement in the way general aviation pilots fly their aircraft. The National Transportation Safety Board (NTSB) conducted this study to determine if the transition to glass cockpits in light aircraft has improved the safety record of those aircraft.

The statistical analysis found that for 2002–2008, light single-engine aircraft (all manufactured between 2002 and 2006) equipped with glass cockpit displays experienced lower total accident rates—but higher fatal accident rates—than the same type of aircraft equipped with conventional analog instrumentation. Accidents involving glass cockpit aircraft were more likely to be associated with personal/business flights, longer flights, instrument flight plans, and single-pilot operations, while accidents involving conventional analog cockpit aircraft were more likely to be associated with instructional flights, shorter flights, and two-pilot operations. Accident pilots flying glass cockpit equipped aircraft were found to have higher levels of pilot certification and more total flight experience than those flying conventional aircraft.

However, current airman knowledge written tests (such as private pilot, instrument rating, commercial pilot, and flight instructor certificates) do not measure pilots' knowledge of glass cockpit displays.

In addition, the FAA has no specific training requirements for pilots operating glass cockpit equipped light aircraft. The lack of equipment-specific training requirements from the FAA results in a wide range of initial and recurrent training experiences among pilots of glass cockpit aircraft. With the exception of training provided by airframe manufacturers with the purchase of a new aircraft, pilots must currently seek out and obtain equipment-specific glass cockpit training on their own.

The review of accidents involving light aircraft equipped with glass cockpits found that pilots' experiences and training in conventional cockpits do not prepare them to safely operate the complex and varied glass cockpit systems being installed in light aircraft today. Further, the lack of training provided to pilots about glass cockpit systems may lead them to misunderstand or misinterpret flight conditions when a system fails. As a result, there is a need for new training procedures and tools to ensure that pilots are adequately prepared to safely operate aircraft equipped with glass cockpit avionics. The results of this study suggest that the introduction of glass cockpits has not resulted in a measurable improvement in safety when compared to similar aircraft with conventional instruments. The study identified safety issues in the need for pilots to have sufficient equipment-specific knowledge and proficiency to safely operate aircraft equipped with glass cockpit avionics.

What is a Glass Cockpit?

The term “glass cockpit” refers to the use of computer screens rather than analog gauges. The typical light aircraft glass cockpit consists of at least two displays: a primary flight display, or PFD, and a multifunction flight display (MFD). A PFD replaces individual flight instruments to display the airspeed, altitude, attitude, and rate information that pilots use for aircraft control. As the name “multifunction” suggests, a wide range of other status information can be selected for display on an MFD. Typical MFDs supplement or replace discrete navigation,

communication, weather displays, and system status information, such as engine and fuel gauges. They can also display navigational charts, airport diagrams, and electronic checklists. For this study, a glass cockpit aircraft is defined as having at least a PFD.

Background

In a span of only a few years, the cockpits of light aircraft have transitioned from conventional flight instruments to integrated, computerized displays commonly referred to as glass cockpits. This change has occurred rapidly. Glass cockpit avionics first started to appear in light aircraft as noncertified systems installed in experimental and amateur-built aircraft. Cirrus Design Corporation began the transition to glass cockpits in Federal Aviation Administration (FAA)-certified light aircraft in 2003 when it started delivering single-engine piston airplanes with electronic primary flight displays (PFD). The new displays quickly became standard equipment in the company's SR20 and SR22 models. The other manufacturers soon followed, and data from the **General Aviation Manufacturers Association (GAMA)** indicate that by 2006, more than 90 percent of new piston-powered, light airplanes were equipped with full glass cockpit displays.

Pilots also began reporting that glass cockpit equipment could actually increase workload during emergencies and times of high demand because **they were often forced to reconfigure the navigation and flight management systems in flight to modify routing or approach information during busy times when they needed to be flying the airplane.**

Study Results

A total of 8,364 single engine airplanes were identified for the study. Of those, 2,848 had conventional cockpit displays, and 5,516 had glass cockpits

Accident records for the 2002–2008 period covered by this study provided enough data to make statistically reliable comparisons between the two study groups. Of the 266 study accidents, 141 accidents—23 of them fatal—involved conventionally equipped aircraft. The remaining 125 total accidents and 39 fatal accidents involved glass cockpit aircraft. A comparison of aircraft and flight activity data obtained from an analysis of GAATAA (FAA's General Aviation and Air Taxi Activity and Avionics Survey) data for the years 2006 and 2007 were used as the most reliable data set in the study. Those results indicate that the total accident rate per 100,000 flight hours was higher for the glass cockpits in 2006, but higher for the conventional cockpits in 2007.

The combined 2-year accident rates per 100,000 flight hours for 2006 and 2007 (most representative years) were similar for both the glass and conventional groups (3.77 per 100,000 flight hours and 3.71 respectively). The total accident rate for both groups was less than the 6.63 accidents per 100,000 flight hours for all general aviation operations for the same period, reflecting the wide range of aircraft and flight operations included in general aviation.

The results of this study suggest that, for the aircraft and time period studied, the introduction of glass cockpit PFDs has not yet resulted in the anticipated improvement in safety when compared to similar aircraft with conventional instruments. Advanced avionics and electronic displays can increase the safety potential of general aviation aircraft operations by providing pilots with more operational and safety-related information and functionality, but more effort is needed to ensure that pilots are trained to realize that potential.

Much of the risk is under the pilot's control. Training is a major part of all aviation, and additional flight instruction for your specific avionics improves your probability for enhancing safety.

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

MUSEUM NEWS

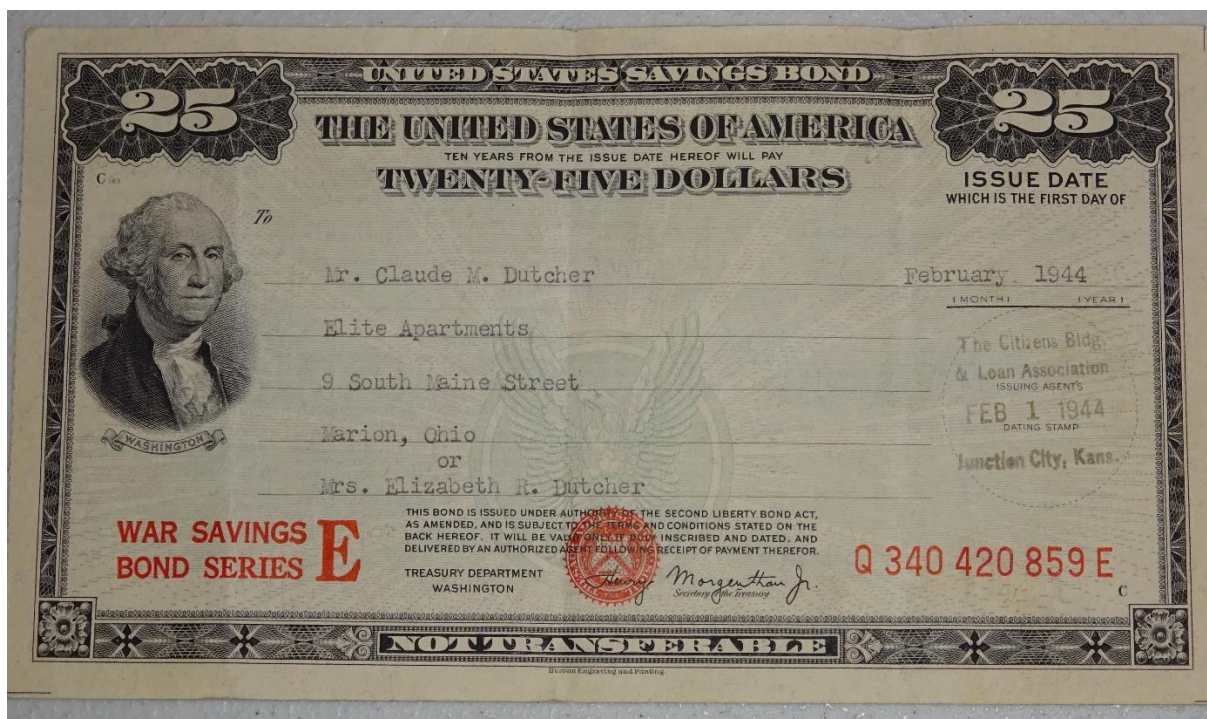
“War Bonds”

Our museum’s “Home Front” display case has numerous examples of items showing the importance of “War Bonds” during WWII.

Before the Japanese attack at Pearl Harbor the government sold “Defense Bonds” but after the attack the name was changed to “War Bonds” to gain public support.

War Bonds were sold throughout World War II to raise money for the war and national defense. They allowed the United States to purchase the best planes, tanks, and guns to fight the war without adding to the National Debt. On January 3, 1946, the last proceeds from the 8 major War Bond campaigns were deposited into the U.S. Treasury. More than 85 million Americans (half the population) had purchased bonds totaling \$185.7 billion to help finance the war.

We have on display a \$25 War Savings Bond Series “E” Bond owned by Mr. Claude M. Dutcher or Mrs. Elizabeth R. Dutcher of Marion, Ohio. (If you look closely at this War Bond you will see that it was purchased at the Citizens Building and Loan Association of Junction City, Kansas on February 1, 1944. Junction City is located just outside of Fort Riley, Kansas which indicates it was probably purchased by a soldier going through training at the fort in Feb. 1944.)



War Bonds were sold at 75% of face value and when redeemed at maturity (10 years) they received the full-face value. This was 2.9% interest which was a secure and patriotic investment that supported the war effort.

On A Personal Note:

One thing many people do not realize is that an entire generation got into the habit of buying War Bonds during WWII and many did not stop when the war ended.

I was born in 1940 before the war started and my only real memory of the war was that when I was 4 or 5 years old, I can remember that my parents invited a soldier (Fort Benjamin Harrison was in Indianapolis) home for dinner after church every Sunday and that my brother and I enjoyed having these young soldiers play with us after dinner.

Growing up in the 40s and 50s I also remember that it was normal for my older relatives (Aunts, Uncles and Grandparents) to give us Savings Bonds as birthday and Christmas gifts. The habit of buying bonds stayed with their generation long after the war ended and in fact my children continued to get Saving Bonds as gifts from their grandparents in the 60s. In addition, I can remember buying Savings Bond 10 Cent stamps at my elementary school in the late 40s and early 50s. (The Savings Bond Stamp program did not end until June of 1970.)

By Sam Hoynes

CADET CORNER



The cadets have jumped right into their program, with several projects, and their first field trip. Jason Morales is now the project leader for the R985 radial engine static display, with Wayne Loeber volunteering assistance as needed. Jaylon Hayes and Richard Craig are the project leaders for the L-39 cockpit static display, with Julian Zapp volunteering expertise. Stay tuned as these displays take shape!

Jason Morales has also assumed responsibility for the dog tag making machine, supplies, and training additional users. These dog tags continue to be a popular PX addition, and source of revenue for the wing!



History Month celebrations. This was followed by WWII veteran Bob Wehnert's Living History presentation of his experiences flying the B-24's top gun turret. After a Jason Deli's lunch, the cadets spent time exploring the museum's other exhibits, including the Mooney Hangar, and most especially flying the museum's simulators. The day turned into a great hands-on learning experience for the cadets, and their zeal in representing the cadet program was a real credit to the wing.

Stay tuned for future updates from this excellent group of young aviators.

Cheers,
Matt

The cadets first field trip was to the Lone Star Flight Museum on the 26th of February. Special thanks to James Talmage of the museum in welcoming the cadets. Also, thanks to Chris Looper, NASA Shuttle engineer, the museum docent who explained the history and background of all the museum aircraft in the museum's two hangars. After the tour, the cadets listened to a lecture by Gary Watt, ex-C-130 pilot, on the Tuskegee Airman as part of the Black



FROM THE PX:

We have received the final shipment from the 2021 order and recently received our 2022 toy order. I will be working to process the merchandise over the next few weekends.

We attempted to make the Bluebonnet Airshow in Burnet last month, however we failed to make the show due to mechanical issues on the way there. Good News, we have plenty of merchandise for Warbird Weekend.

Speaking of Warbird Weekend, we could use some help in PX, specifically volunteers to man the C-60. Cadet Leader, Jason Morales, has offered to have cadets running the L-39 and Dog Tags. Please reach out to me directly if you're interested in volunteering.



Thank You for your continued support of PX



EYES ON THE HORIZON

April

2nd – Museum Day

16th – Museum Day

16th – N3N Training

30th-1st – **WARBIRD WEEKEND 2022**

May

15th – Museum Day

22nd – Membership Meeting (Not the 15th for May – Potluck is Italian), Meeting will include special guest speaker

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

April Birthday's

4/1 Julian Zapp
4/5 Charlie Lindley
4/10 Ed Bergmann
4/12 Scott Rozzell
4/14 Charles Szalkowski
4/15 Jolene Meldrum
4/17 Matt Brzostowski
4/21 Philippe Heer
4/21 Kristy Maslanka-Shutter
4/22 Chris Dowell
4/22 Stan Russ
4/25 Nathan Harnagel
4/25 Mark Riordan
4/30 Aric Aldrich

April Anniversaries

4/12/75 Charles Hutchins
4/22/98 Gary White
4/23/99 Richard Hamilton
4/05/07 Joe Kudrna
4/16/07 Barbara Britt
4/21/09 Stan Russ
4/23/09 Jason Delaney
4/06/11 Bill Schulz
4/02/14 Jolene Meldrum
4/11/16 Steve Sparks
4/24/17 Denise Walker
4/14/21 Pat McGinnis

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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: _____
City State ZIP Office: _____

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



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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 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.

