

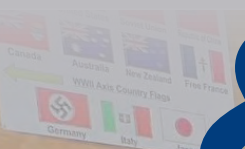
July 2022



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

COMMEMORATIVE AIR FORCE

# Slips & Skids



# TEAM 19

Progress on the PT  
p. 4





# COMMEMORATIVE AIR FORCE

## Slips & Skids

July 2022

### WING LEADER



Hello fellow Colonels,

I hope everyone is enjoying the summer season and finding ways to stay cool. We had a great turnout for our June 'Father's Day' membership meeting. It was great to see everyone and enjoy some good barbecue, camaraderie and air conditioning!

We have been busy showing the hangar a little bit of love in the past month. A few nagging plumbing issues have been solved, the main hangar door has been repaired, the blue entrance door dead bolt knob has been replaced and all the upstairs windows have been replaced with more energy efficient versions. Next up will be installing the awning over the blue entrance door, rerouting the down spout for rain runoff, replacing the box over the water line shut off valve and repainting our B5 sign. With the exception of the windows, all of these repairs were done by one of our newest members, George Ducommun. Thank you George for stepping up and taking care of some of the less glamorous jobs on our list.

As mentioned at our member meeting, we would like have some informal social gatherings up in the O'Club or meeting room during these hot summer months. We could watch WWII movies or play cards. If you are interested and/or have any ideas please reach out and help us make it happen.

Have a safe and healthy summer and we hope to see you around the Hangar!

Lisa



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## ADJUTANT REPORT



Greetings Wing Members,

Is it hot enough out there for you? The blast furnace is in full effect and it looks like it's going to continue all summer.

I recently toured with the West Texas Wing and the Gulf Coast Wing as far north as Reading, PA. It still managed to get warm during the day, but the nights cooled off and were extremely pleasant. I've lived in Texas now for 18 years, and I still get cannot get used to how hot it remains after the sun goes down in the summer. With each stop the tour made, the temperatures kept climbing as we got closer and closer to Texas. So much for my relief from the heat.

I had a lot of fun working with the other units. They're long days, but we manage to have fun along the way. You meet a lot of people who are all interested in telling you their story or their connection to WWII. Now of course we are seeing more of the children of those who had served and they bringing their grandchildren. It's great to see them wanting to keep their connection to history alive. They are making WWII important to the great grandchildren of those that served. That's what we are all about: to Educate, Inspire, and Honor.

Also while out on the road I have noticed two truths. The first is that attendance to airshows and barnstorming events continues to bring out record numbers of people. Huge crowds are eager to see our aircraft and witness history first hand. The second truth that I noticed was that there has been a drop in volunteerism across the board. We have noticed this in our own Wing, but this trip taught me that it is a true nationwide issue. I noticed it in other CAF wings, other flying museums, traditional museums and more.



It makes for an interesting time for us to be apart of, where Americans are traveling and getting out more to see what our country has to offer, but yet there are not enough people to help with the crowds that show up. I do not have answer as to why volunteerism is down, but it sure does make me curious as to how could we bring it back. If you have any thoughts or suggestions on this topic for our Wing, please email me at [briankosior@yahoo.com](mailto:briankosior@yahoo.com) with some feedback. The staff and I are trying to look into this as a Wing, and your feedback work help tremendously.

Now that I am back, I hope to be around the hangar a little more often before school once again takes over my free time. Please make sure to mark your calendar for our next Wing meeting. We will welcome Ross Edmondson back for Part Two of his trip around the world in his Cessna 182. I look forward to seeing you there.

Brian



## FROM THE RIGHT SEAT/XO



It is no surprise to anyone that summer is here and the seasonal heat is in full swing. In spite of mother nature's thermodynamic oppression Team 19 is making continued progress on the 19 restoration. Recently the tail feathers have been permanently rigged and installed. Believe it or not when the stick is moved aft the elevators go up and when the stick is reversed the elevators go down! Next move is to install the engine on the engine mount and begin to attach any/all accessories, fuel lines and propeller.

(Field with an editorial note here: since submission of the Slips and Skids article, Team 19 has successfully hung the engine! Looking like it'll be done Tuesday at 2 pm... ;)

Please come out to the hangar anytime and review the progress yourselves.

Ed Vesely  
XO



## MEMORY ITEMS

We have a CAF annual requirement to complete a test covering emergency procedures for each airplane we are flying. They have several memory checklists which we dutifully brush up on and complete each year for the test. If one flies a more modern airplane, the emergency checklists seem to be more numerous than for older aircraft. It can be grueling to memorize all the emergency checklists and then **keep them in our memory**. It may help to reduce the number of checklists and also their respective lengths down some if possible.

First we need to **differentiate between emergency checklists and abnormal operations**. Emergency checklists do need to be memorized, because they can happen without warning. Abnormal operations in general occur with enough warning to pull out the manual (Pilot's Operating Handbook (POH) or Aircraft Flight Manual (AFM)) and read it as we execute the steps listed for each particular abnormal operation. We should still make an effort every month to review both the emergency and abnormal checklists, and ensure we know how to find this information when needed.

The checklists documented in a POH can add up to two dozen or more. You may not have that great a memory to memorize all of them. The real emergency checklists however may reduce down to about 10 or so. **These are shown below as a general case. Your airplane POH should be followed.**

They all start with the first two basic items;

1. **Fly the airplane** – Aviate; max glide airspeed.
2. **Aim Somewhere** – Get the airplane pointed in the direction you want to go; that depends on the pilot keeping good Situational Awareness throughout the flight.

Then;

3. **Memory Checklist** – You may add one or two emergency checklists depending on your particular airplane.

A. Engine failures, (**FAST – Fuel, Air, Spark, Throttle quadrant**)

Inflight - Fuel valve – switch tanks, Aux Pump on,

- Aux air – open (if you have an aux air control),
- Mags – Check on,
- Throttle – reduce, Mixture rich or lean as needed, Prop max rpm,

If no restart, or right after liftoff – (**Remember items 1 and 2**)

- Fuel valve – off, Aux pump off,
- Mags – off,
- Mixture off, prop min rpm for max glide,
- Gear up, flaps dn,
- Master – off

B. Fires,

On Ground – (if stack fire, continue cranking);

- Fuel valve – off, Aux Pump off,
- Mags – off,
- Throttle Quadrant – Mixture idle Cut Off,
- Master off, evacuate.

In Flight -

- Fuel valve – off, Aux Pump off,
- Heater Air Valve - Close
- Mags – off, Master – off,
- Throttle Quadrant – Mixture idle Cut Off,
- Max Descent, land ASAP or bail out,
- For landing - Master off, evacuate.

Electrical - -Master and Alt switches – off, turn off all electrical equipment.

- Fuel valve – leave on
- Vents – open, Heater – off,
- Throttle Quadrant – best engine operation
- Land asap.

C. Emergency Descent,

- Power – idle,
- Prop – high rpm,
- Ldg Gear – down
- Airspeed - max descent for your aircraft,

D. Max Glide,

- Pitch for max glide (about 1.7 nm per 1,000 ft. [depends on the airplane]),
- Gear – up,
- Flaps – up,
- Prop – Min rpm,
- Cowl flaps – closed,
- Airspeed – max glide.

E. Starter energized,

- Bat and Alt switches off,
- Do not take off, or if airborne, land asap.

G. Runaway trim,

- Trim C/B – pull (memorize where it is)

H. Spins,

- PARE (Power off, Ailerons neutral, Rudder opposite to spin, Elevators forward)  
(Interestingly enough the Bonanza POH specifies these steps in reverse order, so use your own POH.)

I. Prop over speed,

- Throttle – reduce,
- Airspeed – reduce (nose up to reduce speed),
- Oil Pressure – check, if low or zero, select landing site ASAP, get out Emergency

Landing Checklist, your engine is about to seize.

- Land - ASAP

The intent above was to simplify the emergency checklist memorization needed to fly any aircraft. In an effort to minimize the checklist memorization, **radio calls have not been included on the checklists.**

Remember **Aviate, Navigate, then Communicate**. This isn't to minimize the assistance you may get from ATC, assuming you have time to contact them. Your particular POH should always be used as the main guide for emergency checklists.

Emergency checklists should be practiced at least once per month. Many times it is hard to schedule that, but everyone's safety depends on it.

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

Happy Flying

Safety is a Part of our Culture.

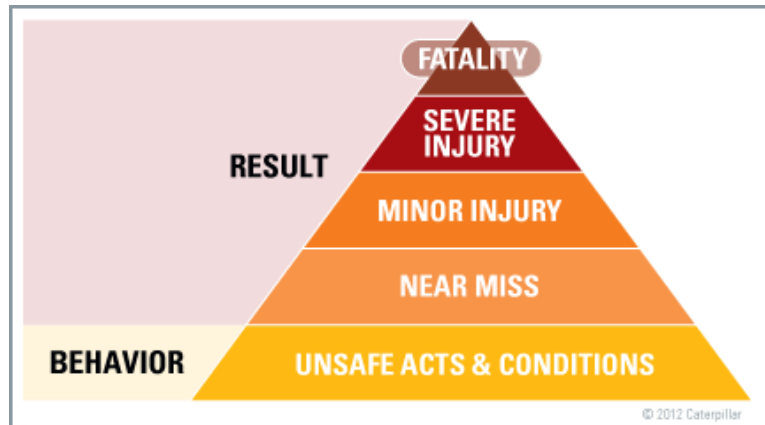
Dave Guggemos

## SAFETY CORNER

### Why Sweat the Little Things?

In safety we often harp on items that seem little and inconsequential. In industry this is usually referred to talking about slips, trips and falls. The talks about these are based on what is referred to as the Heinrich Triangle, shown below.

This is based on looking at basic human behavior that has us often becoming complacent with routine tasks. It also indicates that the root cause of any serious injury is a result of several events leading to the undesired event (injury). These can run from slipping in oil that was not cleaned up, tripping over a cord not properly marked or secured, to using the wrong tools for a job because we could not find the right tool that was not put away.



Also keep in mind that getting in a hurry to get the job done, because it is getting late in the day can add to the triangle base. If a job is not finished, try to indicate what was done for the next person that may resume the task at a later date. So our goal is to keep from building the base of the triangle so we never anywhere near the peak.

We as an organization that serves the public also means that we have to look out for the non-members that tour our hanger and museum. Because even though we feel we have covered items for the job we are doing, we may have the unsuspecting public that has no idea that they are in the wrong at the wrong time.

Everyone have a safe summer.

Ed Bergmann



## MUSEUM NEWS

Earlier this month, the 18th of June, our hangar was visited by 20 members and parents of Cub Pack 533, from Cypress. On hand to greet them and to guide them through the hangar and our museum were Rich Welsh, Ed Bergmann, Jason Delaney, Richard Hamilton, and yours truly, Bob Linguiti.

While I must admit that the Cubs, on the whole, seemed much younger, smaller, and with higher pitched voices than I remembered from my own long-ago-days as a scout, I suppose it is just a matter of perspective. (Nearly everyone I meet these days seems extraordinarily young to me.)

All in attendance seemed to have a very good time moving amongst the planes and exhibits. It must be noted, though, that the parents appeared to be more interested in and appreciative of our many museum exhibits, while the Cubs seemed to favor the several planes that call B-5 home.

One notable exception was the emergency transmitter or “Gibson Girl,” which never fails to excite the interest of even the youngest museum-goers. Alas, though, in this digital age, more than one future Boy Scout needed a gentle reminder (or two) as to what constitutes a “clockwise” turn of the handle.

All in all, I believe the group enjoyed its visit to our - for them - surprisingly well-stocked hangar and museum and I feel confident in saying that we took great pleasure in hosting that visit.

Bob Linguiti





## CADET CORNER



On 4 June, the cadets attended the CAF Marshalling class conducted by Marty Huvar and Gary Herzog. Marty and Gary covered the Marshalling Detachment Training Manual. Topics covered included the history of the detachment, qualifications to be a CAF Marshaller, required personal equipment, marshalling instructions, aircraft peculiarities, pacing wingspans for planned parking of aircraft, hand signals, ground vehicle operations, aircraft ground handling, and FAA airshow and flying event safety requirements.

Most entertaining were real world anecdotes by Marty and Gary from their experiences in the Air Force and Navy, and then managing CAF events on civilian and military bases. The cadets now understand what it means to be the eyes of the pilots while maneuvering on the ground, *Servire et Defendere!*

Cheers,

Matt



## MAINTENANCE

Greetings fellow Houston Wing members,

This is my first newsletter article as your latest Maintenance Officer. There has been a lot going on at the hangar the past couple of months maintenance wise. Your Houston Wing Maintainers have been busy with the PT-19 restoration as well and keeping the main wing aircraft operational. The BT-13 annual was completed in May, the N3N has new tires and the AT-6 had a leaky exhaust pipe replaced. All aircraft and hangar fire extinguishers have been serviced.

We are lacking in A&Ps but have a talented group of maintainers to take care of most of the dirty work. I am impressed with the depth of experience we have in our ranks. Working on the hangar floor is not for everyone but for those who would like to learn about the mechanics of our historic aircraft, we welcome you to join the maintenance team. We are usually at the hangar Tuesday, Wednesday and every other Saturday. In addition to servicing the aircraft we can train volunteers in tug operation as well as being a Plane Captain. I encourage all members who are interested in being part of the maintenance team to contact me by email or at the hangar.

The maintenance department sends out a separate newsletter detailing our work and what we have scheduled as well as technical information. Rysard Zadow started this newsletter and I will continue it as a way to communicate to the maintainers and pilots. Anyone interested in receiving this bi-weekly information via email can contact me and I will add you to the list.

Keep 'em flying and be kind to each other.

Stan Turner  
Houston Wing Maintenance Officer



Oil Samples are taken from the aircraft at select intervals and sent out to a lab for trend analysis. Here, Lisa Sanford is filling out the paperwork prior to mailing the samples out. Ed Vesely and Wayne Loeber adjust the horizontal stabilizer trim tabs on the PT-19.



Carlos Sisso moves the BT-13 out of the hangar

## OPERATIONS

Hello Houston Wing,

I thought I would give you some information regarding my own Navion and its unique history by posting an article I wrote for our Navion club. It has a very interesting story behind it. My airplane is a Navion "A Model, #N4428K and was the poster boy plane for Fletcher Aviation Corporation in Pasadena, CA. notice the augmenters popping out below the Fletcher nose art. They called it "Jet cooling" during a Carrera Pan-Americana Road race in Mexico during the 1950s.



## Racing Sponsors

Dr. Ferdinand Porsche may have been the most prolific designer of the 20th century. He experimented with aero engines, airships and helicopters and designed the Tiger Tank, a self-propelled gun, and the prewar 545-hp mid-engine Auto Union Grand Prix and Land Speed Record race cars. He was a pioneer in front-wheel drive, four-wheel drive, four-wheel brakes, automatic transmissions and streamlining, and he also created the Volkswagen.

In the early 1950s, Porsche had been working with US company Fletcher Aviation to develop and test a jet cooling system for Porsche's new 1952 356 cabriolet. The jet cooling was an interesting scheme that saved the power required to drive a cooling fan. Porsche did a great deal of development work with the cooling system for several years, trying it out on the early 550 Spyder before concluding that the exhaust noise was excessive and abandoned the program for jet cooling.

The relationship between Porsche and Fletcher Aviation, who manufactured Porsche industrial engines under license from the Stuttgart automaker, created a unique opportunity of company sponsorship in motorsport, something never considered or seen before. Mexico's Carrera Pan Americana race in November



1954 saw the Porsche factory enter two 550s – chassis [550-03](#) and [550-04](#) blazoned with sponsor logos across the bonnet.

Additional sponsors Castrol and Telefunken Radio, whose radios were fitted in the 356, also joined the support of the team with logos on display, which helped finance the expensive journeys off shore. Fletcher would also supply a 190-mph, single-engine Navion aircraft and pilot-journalist-photographer Don Downie to fly the plane and provide support for the race team. Porsche racing director Huschke von Hanstein who was following the race from the air, called on the drivers to exercise prudence and avoid senseless duels that might send a potential one-two Porsche victory up in smoke, especially since the engines on both lead cars were ailing.

I will be posting a schedule of flyovers but sometimes they come up and we fly them all within a month so sometimes they will not make the articles in time. It is a tremendous effort to take on and organize the formation part of the wing and I want to thank all of the pilots, ground crew and especially Sam Bulger who organizes and plans each flight. They all support this effort, and it really shows from the exposure we get from all over the region.

Blue skies and tailwinds to everyone!

Kevin

Editorial note from Field: Since submission of this article, Matt Brzostowski is our newest N3N pilot after passing his checkout with Instructor Nathan Harnagel on June 19. Congrats, Matt!



## EYES ON THE HORIZON

### July

2<sup>nd</sup>: Museum Day  
3<sup>rd</sup>: Lake Livingston Assembly of God  
Flyover (TBD)  
4<sup>th</sup>: Walden Yacht Club of Lake Conroe  
Flyover (10 AM - TBD)  
4<sup>th</sup>: Freedom Over Texas Downtown  
Houston Flyover (6 PM - TBD)  
16<sup>th</sup>: Museum Day  
17<sup>th</sup>: Membership Meeting

### August

6<sup>th</sup>: Museum Day  
20<sup>th</sup>: Museum Day  
21<sup>st</sup>: Membership Meeting

### September

3<sup>rd</sup>: Museum Day  
17<sup>th</sup>: Museum Day  
18<sup>th</sup>: Membership Meeting

### October

1<sup>st</sup>: Museum Day  
15<sup>th</sup>: Museum Day  
\*No Membership Meeting  
29 – 30: Wings Over Houston

### November

5<sup>th</sup>: Museum Day  
19<sup>th</sup>: Museum Day  
20<sup>th</sup>: Membership Meeting

### December

3<sup>rd</sup>: Museum Day  
17<sup>th</sup>: Museum Day  
18<sup>th</sup>: Membership Meeting

## BIRTHDAYS & ANNIVERSARIES

### June Birthdays

6/4 Bruce Thomas  
6/6 Dewey Lockwood  
6/6 David Moyer  
6/15 Ashley Pickhardt  
6/17 Frank Godek  
6/21 Howard Jones  
6/29 Ed Vesely

### June Anniversaries

6/19/91 Ken English  
6/13/03 Bob Linguiti  
6/18/09 Howard Quoyeser  
6/25/09 Connie Stone  
6/30/09 Frank Vargas  
6/18/14 Chuck Waters  
6/14/16 Jack Faver  
6/06/20 David Hornyak  
6/06/20 Stephanie Vallarino  
6/08/20 Gonzalo Morales  
6/04/21 Brian Lipscomb  
6/06/21 Fatima Shami

### July Birthdays

7/2 Gordon Richardson II  
7/2 Andy Taylor  
7/3 Jason Cooley  
7/5 Sam Bulger  
7/6 Eston Hupp  
7/14 Kevin Domingue  
7/20 Jim Buser  
7/20 Dave Guggemos  
7/22 Craig Freeland  
7/23 Rich Wagner  
7/25 Jack Faver  
7/26 Ryszard Zadow  
7/27 John Stofer  
7/39 Jim Bulger

### July Anniversaries

7/28/08 Bruce Thomas  
7/16/12 Dayna Salter  
7/14/15 Brian Kosior  
7/31/15 Chris Dowell  
7/09/19 Manual Cachutt  
7/03/20 Richard Brownlee

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**Newsletter Editor & PIO Officer**

Col Field Parsons  
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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



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Phone: 281-579-2131

Email: [info@HoustonWing.org](mailto: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 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.*

