

August 2022



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

COMMEMORATIVE AIR FORCE

# Slips & Skids



# C-60 BREATHES

PT-19 and C-60 fire up  
p. 10-11



# **TABLE OF CONTENTS**

## **STAFF UPDATES**

- 3** Wing Leader
- 4** Adjutant
- 5** Museum
- 6** Operations
- 8** Maintenance
- 9** Safety
- 10** XO
- 11** C-60 & PT-19

## **WHAT'S COMING UP**

- 12** Wing Events
- 12** Birthdays & Anniversaries

## **WING INFORMATION**

- 13** Staff Directory



## Wing Leader

BY LISA SANFORD



**I hope everyone is managing to stay cool** during this crazy heat wave we are having. Life chugs along at the hangar despite the heat. We may be moving a little slower, but we are still moving.

We checked off several items on our hangar ‘honey do’ list this month. The new windows have been installed and look great. A new B5 sign is currently under construction as well as a new wooden box for our water shut off valve outside the hangar. We still need to extend the gutter drain pipe and install the awning above the blue door, but I am still hopeful we can get these items completed in the next couple of weeks. For the month of August, we need to investigate some soft spots on the meeting room floor, replace the carpet in the meeting room and museum, fix the large book case in the meeting room, and do some repair work on the window sills. I know this type of work does not sound very glamorous, but we need to take care of our home. If you can spare a bit of time to help out please let me know. August’s repairs are all in air conditioned portions of the hangar, so don’t let the heat scare you away.

Now on to more interesting things, like airplanes. Wings Over Houston is just three months away! You will soon see a sign up list in the O’Club for various volunteer opportunities at the Airshow. Please let us know what days you are available to help

out. Remember, the Airshow is our largest fundraiser of the year, and we count on this money to help keep the lights on and the airplanes flying. Volunteering our time and skills during setup, the show, and tear down is how we earn this money. If you have friends that would like to join you in volunteering at the show, please put them on the sign up sheet and bring them along. They do not need to be members of the CAF to participate.

Staff elections will be here before you know it. The first step in this process is to put together a nominating committee who will canvas the members and solicit nominees for the various open positions. Howard Quoyeser normally heads this up, but due to his health issues, he may have to throttle back his involvement this year. Howard is a fighter and will participate if he is able, but we definitely need another member to step up and help out with this role. Please let any member of the staff know if you are able to assist.

Enjoy the rest of your summer and stay cool!



*The Air Force’s Thunderbirds scream over Wings Over Houston 2021*





## Adjutant

BY BRIAN KOSIOR



**It looks like the summer heat is going nowhere fast.**

Please remember to stay hydrated and remind your fellow Colonels and Cadets around the hangar to keep hydrated as well. There is plenty of water and Gatorade in the fridge, but do

drink the whole thing! No. 1, you need it! No. 2 we are throwing away a lot of half finished bottles around the hangar.

There isn't much to report here, but I do have a few reminders. Please make sure to sign in/out using the binder at the podium at the bottom of the stairs. We use this for our audit purposes with Headquarters. Also, please mark your calendars NOW for our Airshow October 28-30. We will need all hands on deck to help with the PX and other airshow areas. This is our largest fundrais-

er of the year, so please plan on being there. In preparation for the airshow, there will be a Work Day announced one Saturday in September. It is VITAL that we have a good showing here, and I'm asking you to wear a Wing T-shirt so that we have strong visibility for this work day. We receive 50% of the profit from the show — we need to make a great effort to attend this work day. Thank you in advance.

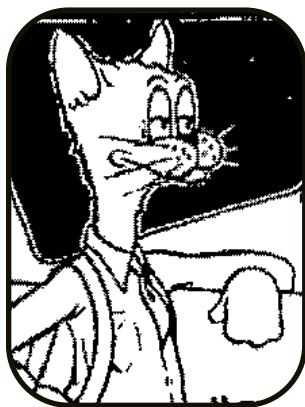
Another distant reminder is that Unit Elections are coming up in November. The positions up for election are Executive Officer, Adjutant (I will not seek re-election), Finance Officer, Marketing Officer and Development Officer. We will also need to form a Nominations Committee to speak to interested members. If anyone is interested in either the Nominations Committee or one of the Staff positions, I would be more than happy to answer any questions that you may have. Remember that you must be a member in good standing to serve. Being on staff is an exciting opportunity to help drive the Wing forward and a huge learning opportunity to see exactly what does happen "behind the scenes." Please consider serving on staff.

I know it's hot out there, but we do have a/c in the O' Club and Meeting room. Please come on out and say hello! See you around the hangar!

***Spectators watch two B-17 Flying Fortresses taxi past. Photo by Kevin Hong.***







**BY SAM HOYNES**

**In January of 2012**, the Wing decided to open our hangar and museum to the public on the first and third Saturdays of each month from 10 am until 3 pm free of charge to give the public a chance to see and enjoy our historic aircraft and WWII museum.

A team of museum volunteers formed (Sam Hoynes, Jim Busser, Richard Hamilton, Jason Delaney, and Frank Vargas with some help from George Levandowski and George Watts), and we spent time learning about our museum exhibits.

Since we opened our hangar over ten years ago, the Wing has hosted thousands of visitors from all over the world on two Saturdays each month. In addition, we have hosted numerous groups from schools, churches, senior centers, the Girl and Boy Scouts, and others during the week by appointment.



Over the years, a lot of our other members have assisted on our open Saturdays when we have more visitors than museum docents available.

**We need Wing Members who can assist guiding visitors through our museum and hangar on two Saturdays a month.**

Our current museum docent group consists of Sam Hoynes, Jason Delaney, Richard Hamilton (from the original group), Chuck Waters, Howard Jones, Bob Linguiti, and Ed Bergman. We are often helped by other Wing members, especially Jeremy Wright, Howard Quoyeser, Brian Kosior, Stan Turner, Sam Bulger, and Rich Welsh when needed.

Due to our museum volunteers' age and health issues, our current museum team is getting smaller, and we are having trouble staffing the museum adequately from 10–3 on the first and third Saturday each month.

If you are a new Wing member or an existing member who is looking for a way to get more involved in the Wing's activities, we need a few more members to join our museum team. Currently we average 30-40 visitors each weekend, and our museum docents are kept busy guiding them through our hangar and museum, which can be a lot of fun.

If you think you would enjoy sharing our hangar with visitors contact Sam Hoynes ([s.h.hoynes@sbcglobal.net](mailto:s.h.hoynes@sbcglobal.net)) or come out on the first and third Saturday and talk to some of the museum volunteers about getting involved.



BY KEVIN DOMINGUE

I am hoping to refresh an idea of something we perform in our daily lives and bring with us to the cockpit: decision making. Many of us have many acronyms we use, and I am revisiting an older P.A.V.E model.

The P.A.V.E model has been derived from decades of contribution from the pilot community in the United States. It is explained in detail in the [Risk Management Handbook published by the Federal Aviation Administration](#) (FAA) and can be used as a memory aid to ensure that all factors having a potential impact on your flight have been considered.

- Pilot
- Airplane
- enVironment
- External Pressures

### Pilot

As pilots, we must constantly evaluate our own condition, both physical and mental. Did I get enough sleep last night? Am I rested? Are there personal matters taking up my mental capacity? Am I getting sick?

If we feel like we are not fit to fly, it is vital that we inform our employer and don't get in the cockpit. A poorly rested pilot that is brewing on a cold will not be able to perform her/his duties properly — and we owe it to our passengers and ourselves to take this part of our duty seriously. We have a saying that goes “if in doubt, there is no doubt.” Meaning that if we're not sure about our own con-

dition on the day of a flight, we will make the rational and safe decision to stay on the ground that day.



*The FAA uses an IMSAFE checklist as a part of their PAVE model*

### Airplane

There is a lot more to the evaluation of an airplane than making sure the wings are attached to the body. Technical malfunctions and problems are obviously something we are highly alert for and well trained to analyze and handle (both on the ground and in the air), but there are also other elements to consider when it comes to this amazing form of transportation. What kind of performance can we expect from our aircraft today? Is the equipment we need on board? Is the airplane airworthy and does it have all the necessary documentation?

We also need to consider the combination of the pilot and the aircraft: is this a new aircraft type we haven't flown before? Does this model have different avionics compared to the ones we normally operate? I could go on forever about the crucial and less crucial checks we need to perform before we can depart on a flight, but it is a good thing we have checklists that aid us in ensuring that we don't miss anything.

### enVironment

I agree, a great acronym is usually spelled using the first letters of the words they include. But what the heck, every acronym can't be perfect, right?



When we are taking the environment into consideration it is not climate change we are discussing in the pre-departure briefing, but the environment we will be operating in that day.

Is it going to be a fair weather flight with blue skies and fantastic weather along our route? Or are we in for a challenging day of battling tough Scandinavian winter conditions? There can also be a big difference between flying into smaller, less traffic-dense airports compared to arriving at London, Heathrow or Amsterdam, Schiphol. Not to mention that unforeseen events can arise that could potentially put us in a holding pattern as we approach our destination. How will we deal with such a situation? For how long will the plane have enough fuel on-board to stay in the holding pattern, and when do we need to divert to our alternate destination? These complex decisions are usually just “another day in the office” for a pilot.

## External Pressures

During both the flight training and when working for an airline, pilots are exposed to the above mentioned considerations several times a day. We gain experience and become more efficient at making safe decisions where a variety of factors are taken into consideration. We also spend vast amounts of classroom hours and recurrent training, discussing what we refer to as human performance and limitations. We need to be acutely aware of how we work as human beings, such as how fatigue affects us and the interplay between physical and mental needs and well-being. Being honest with ourselves can sometimes be the greatest challenge we face as individuals and it is truly one of the most complex skills to master.

Pressure to keep up with the time table, disgruntled passengers and a fast approaching storm are all great examples of the external pressures professional pilots have to deal with. I hope this strikes a chord in your flying and decision making on any other important task.

Blue skies and tailwinds to everyone!

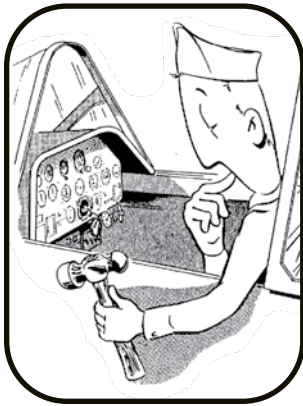


***Pilots face lots of mounting pressures while flying***



## Maintenance

BY STAN TURNER



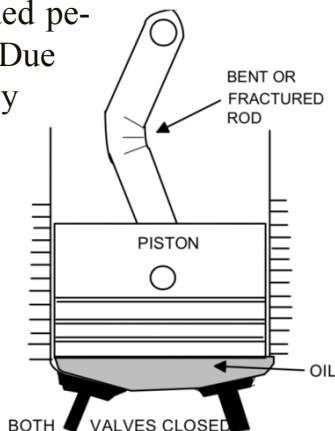
Summer time presents a few challenges working at the hangar, but the maintainers still come out and give it their all. We continued to move forward with aircraft maintenance and restoration in spite of travel schedules, hot/humid conditions, and unexpected servicing.

The N3N has new tires and in the process the maintainers noticed the brake pads had worn to their limits. After some effort, the pads were replaced and the brake system serviced. Thanks to Lisa Sanford and George Ducommun for their work. As of this writing, the AT-6, N3N, and BT-13 are all airworthy. The N3N annual is due to begin at the end of August.

### Hydraulic Lock

Radial engines love to be run. They are designed that way. Loose tolerances do to wide temperature ranges can lead to excess oil leakage when the engine sits for an extended period without running. Due to our pilots being busy elsewhere, our aircraft are beginning to show some issues related to sitting idle.

Hydraulic lock is a phenomenon that can occur on piston engines that have downward-pointing cylinders, that is, cylinders



**Forcing a piston through a hydraulic lock can bend or fracture the piston rod**



George Ducommun works on the N3N landing gear

orientated such that the piston is moving down during the compression stroke. All radial engines have some cylinders that are pointing downwards and are, therefore, susceptible to hydraulic lock. After a radial engine has been shut down for a period, oil may drain into the combustion chambers of the lower cylinders or accumulate in the lower intake pipes, ready to be drawn into the cylinders when the engine starts.

As the piston approaches top dead center (TDC) of the compression stroke (both valves are closed at this point), the oil, being incompressible, can stop the piston movement. If the crankshaft continues to rotate then damage to the engine will occur — this could result in a cylinder being blown out, a bent or fractured connecting rod, or damage to the gudgeon pin. This phenomenon is known as “hydraulic lock.”

Before starting a radial engine, the propeller is “pulled through” to rotate the engine and check for hydraulic locking. This is part of the pilot’s pre-flight duties. To further help mitigate this problem, the maintenance department has initiated a program where maintainers start the engines and give them some exercise every other weekend. For now this includes the AT-6, BT-13, and N3N. The C-60 and PT-19 will be added in the future. This should help preserve our airplanes and ensure they are ready when needed.

Keep ‘em flying and be kind to each other.





BY ED BERGMANN

**Over the July 4th weekend,** I marshaled the barnstorming trip with the Gulf Coast Wing and Centex Wing.

We had one B-25, B-17, C-47, C-45 and a T-6. This kept the other marshaller and I busy through 4 days.

And, to add to the heat, the air conditioner in the terminal did not work.

Needless to say it was necessary to drink plenty of water and replenish electrolytes. This is traditionally done with bottled water and bottles of Gatorade or Powerade. However, when Gatorade or Powerade are not available, there are several powdered products on the market to provide electrolyte replacement.

The products I found were Gatorade Powder, NUNN, Propel, Liquid I.V., and Ensure. The Ensure and Liquid I.V. powders have 10 to 12 g of sugar per serving, so they are not ideal for those



that are diabetic.

However, the Gatorade, Propel and Nunn can be purchased with low sugar. The products are made to dissolve in a typical 500ml water bottle.

Remember, the best hydration method is to drink water, but if needed, a replacement electrolyte should be used periodically. These powders are available in the emergency kits that we have to travel to shows and barnstorming, or in the Hanger. These are all available at the local grocery stores (I found them at HEB).

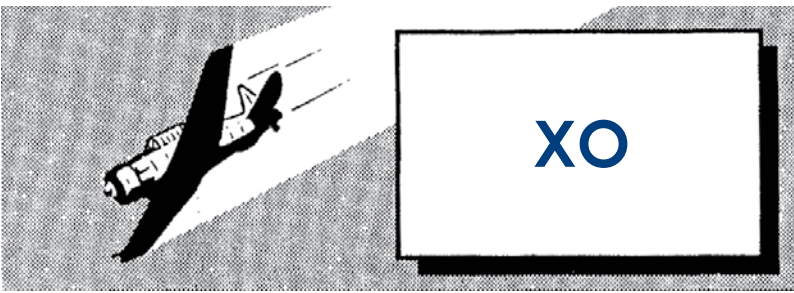
Also, some of the visitors that come to the hangar may be on medication that will reduce their tolerance to heat. Be sure to offer water to those who look like they could use a drink.

This heat will be temporary. Just be sensible and we will get through the hot air dome sitting over us.

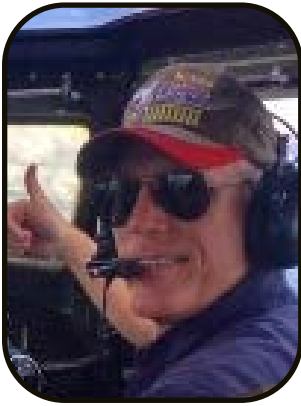


**Ed Bergmann stands guard as the B-17 "Texas Raiders" from the Gulf Coast Wing starts her engines**





BY ED VESELY

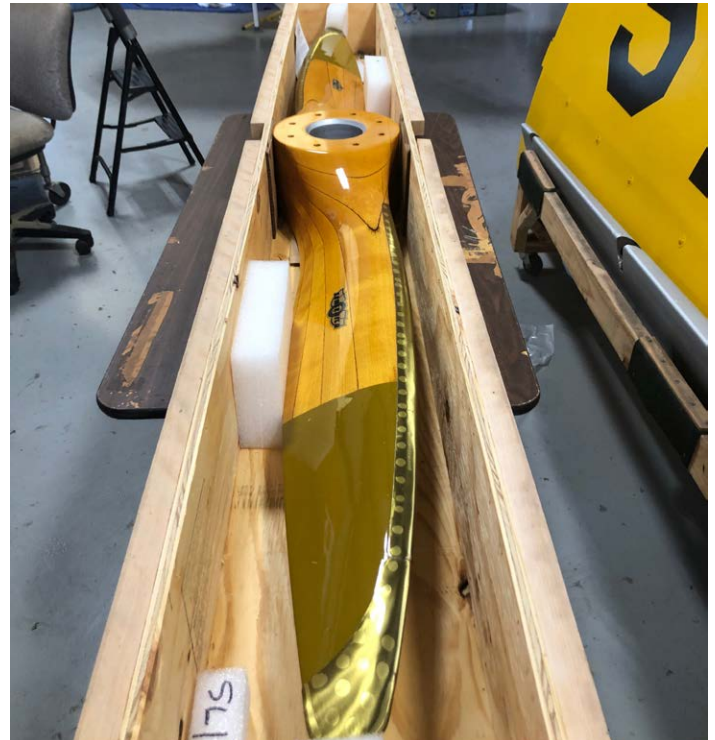


**Team 19 is excited to report** that the PT-19 had its prop temporarily attached and was pulled out of the hangar for the first time in over four years.

She looked spectacular in the sunshine even in her current condition of continued restoration. Fuel

and oil was added and the engine was pre-oiled. All engine gauges were primed in anticipation of a brief ground run. With anxious members, and fire guards standing by, the engine has primed with 4 strokes of fuel. “Clear” was called, mags hot, starter engaged and WOW.....! On the fourth blade the engine came to life! Oil pressure and fuel pressure all in the green. No leaks of any kind and idle mag check was perfect. The 19 seemed very happy being outside, enjoying some vitamin D, but she was put back into the hangar for continued restoration work. Presently all metal fairings, cowlings and miscellaneous pieces are being prepped for paint. More progress to follow.

Separate subject: Wings Over Houston is rapidly approaching. As a friendly reminder a major portion of our revenue comes from WOH and the appropriation of these funds is directly correlated to our Houston Wing volunteers supporting the pre-show preparation, the staffing of the show itself, and the post-show teardown. Please make time to support WOH anyway you can as our lifeblood depends on it.







## A Breath of Fresh Air

**On Saturday, July 23 and Saturday, July 30**, our beloved PT-19 “Victory Field” and C-60 “Goodtime Gal,” respectively, fired their engines for the first time in many, many months. Thanks to the tireless volunteer efforts of countless individuals, these aircraft are one crucial step closer to taking to the skies once again.

Interested in helping finish the restorations on these aircraft? Come out to the hangar Saturdays and Tuesdays from 10-3 and explore what keeps these 80-plus year old antiques flying. No experience required!





## Upcoming Events

### August

6th: Museum Day

20th: Museum Day

21st: Membership Meeting

### September

3rd: Museum Day

17th: Museum Day

18th: Membership Meeting

TBD: WOH Work Day

### October

1st: Museum Day

15th: Museum Day

\*No Membership Meeting

28 – 30: Wings Over Houston Airshow

### November

5th: Museum Day

19th: Museum Day

20th: Membership Meeting

### December

3rd: Museum Day

17th: Museum Day

18th: Membership Meeting



### Airbird Annie Sez

#### Birthdays

8/1 Joel Barron

8/7 Bob Linguiti

8/11 Keith Albertson

8/11 Gonzalo Morales

8/13 Howard Quoyeser

8/13 Chad Sandberg

8/14 Sam Hoynes

8/15 Richard Brownlee

8/15 Marissa Colclasure

8/18 Mike Anglin

8/24 Barbara Britt

8/26 Dick Harper

8/28 Carole Vesely

8/31 Kathy Mizell

8/31 Jim Placette

#### Anniversaries

8/21/89 Charles Szalkowski

8/19/99 Kathy Mizell

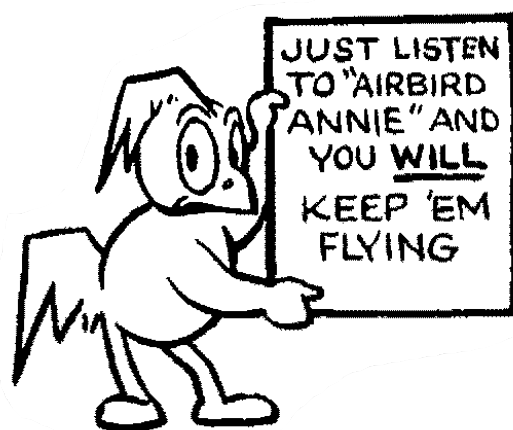
8/03/05 Nathan Harnagel

8/23/06 John Cotter

8/25/15 Carlos Sisso

8/29/19 Philippe Heer

8/29/21 Duke Ensell







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*Open*

