

September 2022



houstonwing.org

COMMEMORATIVE AIR FORCE

Slips & Skids



STRIPPED DOWN

N3N Undergoes Its
Annual Inspection
p. 7





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Wing Leader

BY LISA SANFORD



I hope everyone has had a fun and productive summer. September is on us which means kids are back in school and Wings Over Houston is quickly approaching.

Ticket sales to date are at a record high and we are going to need all hands on deck to make this a successful event. The Wing will have three PX locations, the Dog Tag Trailer and the L-39 that need to be staffed both Saturday and Sunday. Each PX location requires 10 people per day which means 30 volunteers each day just to man the PX. We will have a signup sheet in the O' Club starting the beginning of September or you can call/email us if you are not able to get to the hangar to sign up. You do not need to be a member to volunteer at the AirShow so if you have some friends that would like to help out please sign them up as well.

We also need help with setup on Wednesday through Friday and tear down on Sunday. Bill is planning to have a work day at Ellington in early October to get everything ready for the event so please watch your email for the details on when that will be. Please wear your Wing T-shirt to the work day so you can be identified as a Houston Wing member. If you have not

purchased a Wing shirt we have lots of sizes in stock at the Hangar.

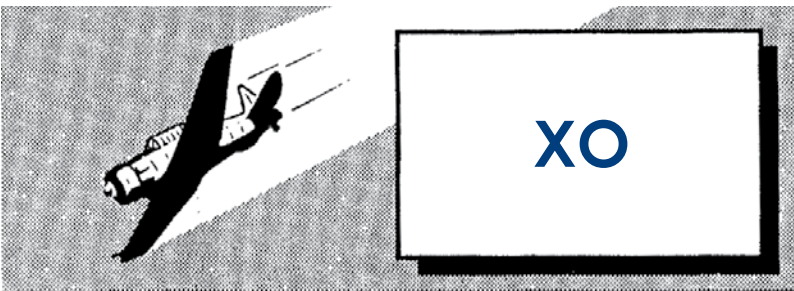
Speaking of the Hangar, we are continuing work on our 'Honey Do' list. The new B5 sign and water shut-off cover have been installed. An awning has been installed above the blue door and a drain pipe extension has been put on the downspout to route the water away from the door. The repair work and painting on the window sills is underway so we will soon be able to put the blinds back up. We are moving slower than we hoped due to lack of manpower but are still progressing. The flooring in the meeting room and museum are still next on the list. A big thank you to everyone who has helped out and continue to help with these less than glamorous chores. If you can spare a few hours and would like to help out, we have tasks that fit any skill set.

Kevin Domingue has stepped down as the Wing Operations Officer. I would like to thank Kevin for his service to the Wing over the last 8 months. Matt Brzostowski has offered his services and has been appointed by the Staff as Operations Officer for the remainder of Kevin's term. Please join me in welcoming Matt to his new role.

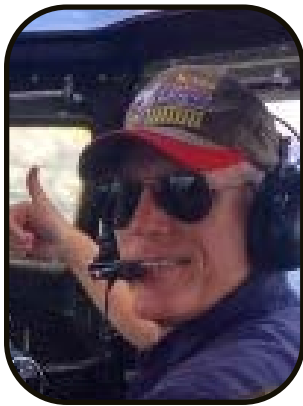
Just a reminder that elections are coming up in November. Bob Linguiti has volunteered to chair the election committee but we still need help with the nomination committee. If you are interested in helping out with this please contact me.

See you around the Hangar!





BY ED VESELY



Team 19: 4.5 years in the making...

Progress continues on the PT-19 with the recent painting of the cockpit and engine cowling components. The nose bowl and oil cooler ducting has been installed at great aggravation and head scratching.

For such a simple aircraft the geometry of these two items had to have been designed by a 1930's sadistic engineer knowing he was going to torment future generations of aircraft maintainers!

Time line: a stated goal has been to get her ready for Wings Over Houston however I believe that lofty goal will be missed. Tuesday at 2:00pm remains the current projection.

Future projects: It should be obvious to all that the next maintenance priority should be in the formation of Team L-17! Once flying , this "gateway" aircraft,

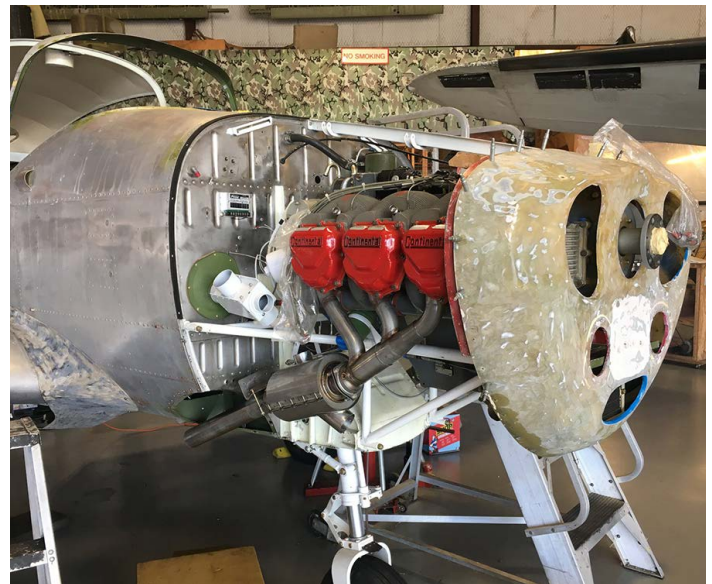
You'll see this again Tuesday at 2 pm... Trevor Barlett

will bring in more pilots that are qualified to fly a tri-cycle geared aircraft and to economically fly 3 other members as well. Any volunteers?

WOH: Bill Roach announced that WHO 2022 bookings are at a record pace! Knowing that, we need an "all hands on deck" for volunteers to set up/tear down for WHO. Remember please that it is our support of WHO that brings in the substantial income level that only two other units receive.

Lastly congratulations to Lisa Sanford for obtaining her A&P. Having another certified mechanic on board is very much needed and welcomed.

The Navion under restoration





Adjutant

BY BRIAN KOSIOR



The rain has finally returned, kids are going back to school, parents are celebrating a routine again, and traffic is back better than ever. Now we are just waiting on some fall temperatures (next month).

I'd like to congratulate the PT-19 Project crew in their progress on the aircraft. It really looks amazing, and I can't wait to see it take to the skies once more. If you haven't been out to the hangar to see it, you really need to treat yourself and go. Say thanks to the team for their hard work too!

I'd also like to thank Lisa for taking the initiative to replace the hangar windows. Not only do they look great, but they are helping us to keep the meeting room and the O' Club much cooler without straining the A/C

units. Along those same lines, my thanks go out to George Ducommun for redoing our "B-5" sign and our wooden box to protect the water line coming into the hangar. They look very patriotic! Thanks George!

If you are willing to help around the hangar with any "honey do" list items, please speak with Lisa. There are lots of items on the list. Some are quick and easy, others...may take a little more effort.

We had a fantastic turn out for our August Membership Meeting. It was great to see so many members there. We have just ONE more meeting before our big Airshow. Please consider coming so that we can hand out airshow passes and make sure you have a job for the airshow. Gonzalo is still looking for people to work the PX. Give him a call if you are available.

September is also our last meeting before the November elections since we will not have an October meeting due to the Airshow. If you are interested in serving on the Nominations Committee for the open positions, please notify Lisa ASAP. This is a simple position that requires you to make a few phone calls.

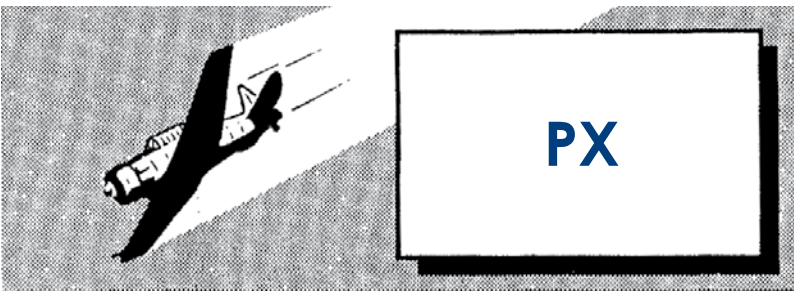
Bob Linguiti has agreed to help with the Election Committee once again this year. Please contact Bob if you would like to help with the elections this year. There are many positions open for election this year, and I would urge you to consider serving on one. You have a chance to make a real change in the Wing and

help to ensure a strong future of the Unit. Thanks in advance for your consideration in this matter.

Please remember to sign in and out in our Volunteer Log on the podium every time you come to the hangar. Thanks for all that you do!

**The Blue
Angels soar
over Ellington
Airport** Michael
Ciaglo/Houston
Chronicle





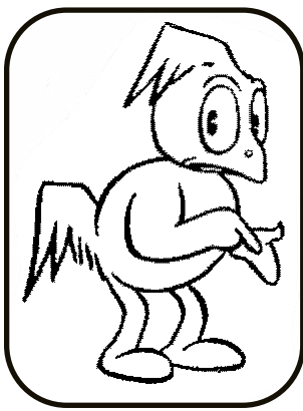
I will be making calls in September seeking volunteers for WOH. We are looking for volunteers for Saturday, Sunday, or both. If you have a truck/hitch we could use a hand getting the L-39 cockpit to Ellington. I will need commitments by October 1st please.

If you are interested in helping out, please call me at (713) 295-0249 or email me at pXHoustonwing@gmail.com

We have plenty of merchandise to move. I'm counting on the Houston Wing members to step forward and volunteer to help staff our stores and make some money to keep our planes flying!

Thank you in advance for your support.

Volunteers work the PX booths at Warbird Weekend 2022 Field Parsons



BY GONZALO MORALES

Advanced ticket sales indicate this could be a record year for the Wings Over Houston Airshow! As the premier vendor of merchandise and souvenirs we are the only vendor with **THREE** store fronts at the show, plus the Dog Tag Trailer and L-39 cockpit. Other

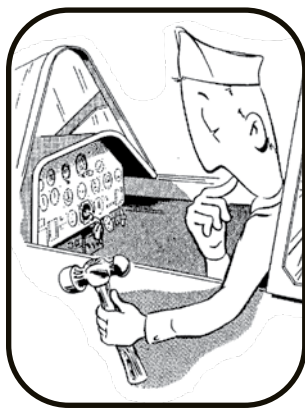
than Warbird Weekend we haven't had many sales opportunities this year, so let's go big and make WOH count.

- Saturday Sept 10th @ 10 am we are conducting inventory count
- Saturday Oct 8th @ 10 am will be the inventory sorting/pricing party to prepare for WOH





BY STAN TURNER



Your maintenance team has been hard at work in August. We started on the N3N annual inspection. Our trusty IA Ryszard Zadow came out on a Saturday and with the help of Wing Maintainers Ed Bergman, Manuel Cachutt, George Ducommun, Carlos Sisso, and Lisa Sanford inspected and

started some routine service on the aircraft. Several minor oil and fuel leaks have been identified and are being addressed by the team. So far, no major issues have been found. If parts arrive on time and no new gremlins show up, the plan is to have the N3N back on the line by the end of September.

Our new program of training maintainers on engine starting of our aircraft is moving forward. Wing pilots Ed Vesley and Matt Brzostowski have trained maintainers Lisa Sanford, Wayne Loeber and Tom Calpouzos in proper engine starting procedures of the AT-6, N3N, and BT-13. This program is a work in progress but we hope to improve the aircraft performance and



George Ducommun and Lisa Sanford do a compression check on the N3N while under the sharp supervision of Ryszard Zadow

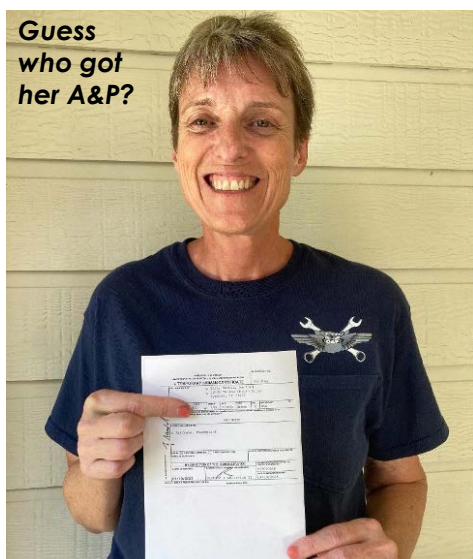
reduce oil losses due to engines not running for extended periods of time.

The maintenance department continues to grow. We have added three new Wing members who can would like to help out with the aircraft and the hangar.

Juliane Zapp has begun training as a BT-13 plane captain. This program allows non-flying members to participate in the flying activities by performing pre-flight checks on specific aircraft. If you are interested in learning more about a particular wing aircraft and assisting the pilots this may be the program for you. Contact Lisa Sanford or the Maintenance Officer for more details.

Keep 'em flying, have fun and be kind to each other.

The N3N deep into its annual inspection





Cadets

BY MATT BRZOSTOWSKI



On 25 August, the Houston Wing cadets joined the Gulf Coast Wing cadets for Boeing 737 training. The day started with a preflight inspection at the United Airlines Maintenance Hangar at Houston Intercontinental Airport. That was followed by a journey to the Southwest Airlines Flight Training Facility in Dallas to fly the 737MAX flight simulator! Future coordinated activities include a visit to NASA's Johnson Space Center.

We need cadet volunteers to help work the PX, run the dog tag machine, and organize the L-39 cockpit display for the upcoming Wings Over Houston airshow. Check out a list of performers you can see while working at wingsoverhouston.com/show-info/performers/

Accommodation and meals will be provided, besides a great perspective on activities, if you want to work 2 of the 3 days.

Contact Col. Matt Brzostowski if you would like to help out, including your preferred area or areas of contribution, and what days you can be there.



Cadets from the Houston and Gulf Coast Wings at the Southwest Airlines LEAD building at Dallas Love Field and one of the United Airlines maintenance hangars at George Bush Intercontinental Airport Scott Williams



BY DAVE GUGGEMOS

Based on ABS Air Safety

Foundation article

A Mid Air Collision occurred at the Watsonville, CA Municipal Airport on August 18, 2022. The accident involved a Cessna 152 with one occupant, a low time student pilot on a solo flight, and a twin engine Cessna 340A with two aboard.

Unfortunately all three people involved were fatally injured. Flight conditions at the time were VFR, with 10 miles visibility and clear skies. The wind was about 9 kts right down the runway. Watsonville is a non-towered airport with a Common Traffic Advisory Frequency (CTAF). Both pilots appeared to be using the CTAF and making the recommended radio calls. We only have some preliminary observations available, and the **NTSB is undertaking their investigation**, so there may be more to learn about this accident.

The student pilot of the Cessna 152 was doing take offs and landings in the pattern for runway 20, and the Cessna 340 pilot was on a VFR cross country flight of about 65 nm. Both pilots were communicating on the CTAF; the 152 pilot was in a standard left hand traffic pattern and called out his position on Downwind and base for runway 20 on the CTAF; the twin pilot called out his position at 10 miles, 3 miles, and 1 mile and stated his intention was to make a straight-in approach and landing to runway 20. The 152 pilot initiated a Go-Around after the twin pilot called his position at 1 mile, and as he was turning final. He stated that he was going around because the twin was

getting too close. The 152 started to Go-Around when the accident happened. The collision occurred at approximately 200 feet altitude.

Possible Factors

1. One item which may have been a factor in the accident is that from initial ADS-B flight track observations, **the twin Cessna pilot was traveling at excessive speed**. The flight track observations showed that he never decelerated to below 179 kts airspeed before the accident. This speed was well above that required for an approach to land, and certainly didn't mix well with the speed of a 152.

2. Another possible factor is that neither pilot attempted to take evasive action until the 152 pilot commenced a go-around. **De-confliction would have been advisable earlier**. The 152 pilot crashed to the right side of the runway. The twin pilot crashed on the left side of the runway, farther down the runway than the 152, and veered into a hangar.

3. It is possible that **neither aircraft had visual contact with the other aircraft, but both aircraft kept on with their approaches to land**. The 152 evidently turned base to final and may have seen the twin too close, where he initiated a go-around. The twin kept on going at high speed even after the 152 initiated his turn to final, thus crashing into the 152. The twin cut the wings off the 152 and both aircraft then crashed on the airport grounds.

4. **Who had the right of way?** FAR 91.113 states that **an aircraft on final approach to land has the right of way**; and that when two or more aircraft are approaching for landing, the aircraft at lower altitude has the right of way. The question is "**How far out is a final approach?**" Is that 1 mile, 3 miles, 5 miles? The twin pilot stated his intention to make a straight in at 10 miles out. Did he think he was then on final? The 152 pilot was a low time pilot and may have been confused as to what the twin pilot was going to do. The 152 pilot may have thought he was at a lower altitude and therefore he had the right of way. Eventually he initiated a go-around, but the twin pilot either didn't see him or was blissfully unaware of the

danger. After all, how much danger could a Cessna 152 pose to a large fast twin?

Lessons Learned

1. **Excessive speed**, especially when you know there are slower aircraft in the pattern, should be reduced early, at the very least before entering an airport traffic pattern. The gear speed for the Cessna 340A is reported to be 140 kts, which is well below the twin's actual speed. The twin wasn't in a position to make a landing from that point due to excessive speed.

2. **De-confliction is everyone's responsibility, and should be undertaken early** and well before approaching the field. This is particularly important for a formation flight (Which is not able to maneuver as well as a single aircraft.) which is approaching a busy airfield. Pilots need to be proactive and communicate with other pilots as appropriate to ensure safety. Pilots can't rely on just announcing their intentions; we must follow up with further communications as necessary to ensure de-confliction is actually happening. If you sense a conflict is approaching, don't just assume you have the right of way and plow ahead.

3. **If you do not have visual contact** with another aircraft that has reported in where you are or are going, **take evasive action early and immediately to avoid a possible collision**. Report on the radio any change in your maneuvering, so the other guy doesn't duplicate what you are doing.

Before you turn from base to final, always give a good look to see if there is someone else on a longer final that you haven't previously noticed. Once

you start your turn from base to final, you basically go **belly up** to anyone who is on an extended final or long straight in approach. Many accidents occur when both aircraft are on final approach and converge on the runway threshold, especially if the lower aircraft is a high wing and the higher aircraft is a low wing.

4. **Understanding the Right of Way** requirements as laid out in the FAR 91.113 is important, but when there is any doubt, do the safe thing and de-conflict early. There are some gray areas for right of way; de-confliction is much more important than pressing a situation that you think the right of way should be yours. **Professional pilots don't press right of way!**

This accident is particularly applicable to all of us as CAF pilots, especially at KIWS, which is a busy non-towered airfield. We execute **formation flying flights, which are not well understood** by most of the civilian GA pilots.

When our formation flights take off and join up, as well as when they land (usually with an overhead break); **we are vulnerable to conflicts with GA pilots flying a "standard" pattern**. These conditions are similar to the accident scenario, where a pilot in a standard landing pattern and one in a straight in approach (non-standard) mixed it up and collided. **It is incumbent on us at the CAF to be proactive and alert to the inherent dangers in mixing standard and non-standard flying**.

We will look forward to the NTSB report and be able to get a better understanding of this accident.

Happy Flying. Safety is a Part of our Culture.

The remains of the Cessna 340 City of Watsonville





videos recounting the fateful flight.

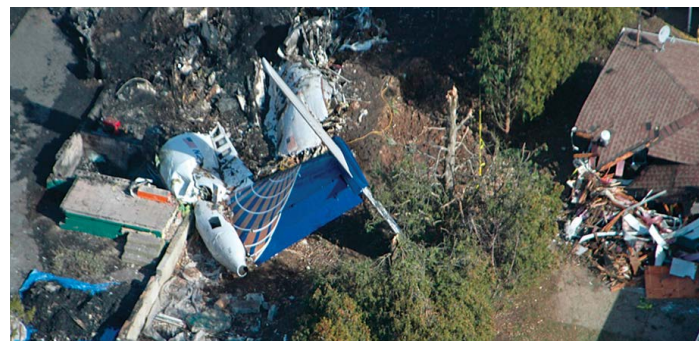
The NTSB found the probable cause of the accident was “the captain’s inappropriate response to the activation of the stick shaker, which led to an aerodynamic stall from which the airplane did not recover.” Additionally, they found contributing factors to be: “(1) the flight crew’s failure to monitor airspeed in relation to the rising position of the lowspeed cue, (2) the flight crew’s failure to adhere to sterile cockpit procedures, (3) the captain’s failure to effectively manage the flight, and (4) Colgan Air’s inadequate procedures for airspeed selection and management during approaches in icing conditions.”

Any of these items by themselves, would likely have not caused such a disaster, but the holes in the proverbial Swiss cheese lined up. To the flight crew, this routine Newark to Buffalo leg was nothing out of the ordinary. Complacency kicked in, and when the world needed a prepared flight crew the most, they were nowhere to be found.

Pilots in NTSB reports don’t leave their hotel in the morning planning to have their last words memorialized in a black box dredged from the bottom of the Potomac River or pulled from the smoking basement of a Buffalo, NY bungalow.

What we pilots, mechanics, marshallers, volunteers, and yes, even the lowly PIO, need to do is ensure that we treat every mission like our last. Fight for what you know is right, even in the midst of adversity. Hold yourself to high standards, even if it’s easier to let it slide. Bring those around you up rather than dragging them down. Make this world better than when you found it.

My old Scoutmaster would often say “good enough seldom is.” Don’t let mediocrity, complacency, and disregard for what is right creep into your daily life. Before you know it, the time may be too late to change it. You never know on which flight your career may be judged.



Broken remains in Buffalo CBS

BY FIELD PARSONS



You never know on which flight your career will be judged. Amidst the four days of admittedly sometimes boring ground school at ATP/CTP this past week, this line really stuck with me.

30 (mostly) bright-eyed pilots, almost all young, new hire regional airline employees, walked into the ATP Jets training center on August 26 at 7:30 a.m. Our instructor, Stephen Howard, was a retired military and American Airlines pilot, whose eyes still glinted from seeing the world at 36,000 feet for most of his career. After his chipper introduction, he changed tone and bluntly said “this is why you’re here,” before showing a video of a Continental Express Q400 listing left and right, seeming to hold onto the frustratingly thin atmosphere above Buffalo, New York by a string before plummeting into the unsuspecting suburbs below.



Colgan 3407 seconds before impact NTSB

Many of us in class had seen the Colgan 3407 crash before, but the silence in the room after we saw how 50 lives vanished in an instant was deafening nonetheless. I would encourage you to watch any of the countless



Upcoming Events

September

10th: PX inventory count
17th: Museum Day
18th: Membership Meeting
TBD: WOH Work Day

October

1st: Museum Day
8th: PX Inventory/Pricing Party
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



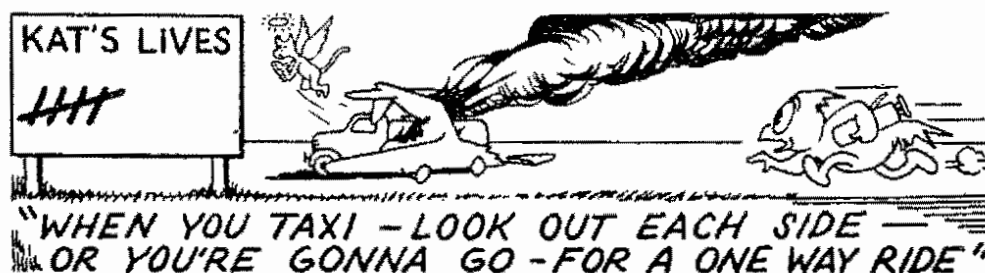
Airbird Annie Sez

Birthdays

9/6 Frank Robertson
9/9 Joe Kudrna
9/10 Dan Wedel
9/14 Len Root
9/16 Wes Fellows
9/18 Chuck Waters
9/22 Brian Kosior
9/29 Sherry Johnson

Anniversaries

9/11/89 Wes Fellows
9/28/95 Ed Bergmann
9/27/04 Sam Hoynes
9/24/08 Bruce Bevers
9/28/09 John Bixby
9/09/13 Jane Copeland
9/24/18 Fox Benton IV
9/14/21 John Newell
9/21/21 David Moyer





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