

October 2022



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

COMMEMORATIVE AIR FORCE

# Slips & Skids



# AIRSHOW

All hands on deck to  
prep for Wings Over  
Houston 2022





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Cover photo: Michael Ciaglo/Houston Chronicle



## Wing Leader

BY LISA SANFORD



**October is here** which means Wings Over Houston is quickly approaching. The signup sheet for helping out with one of our three PX locations is in the O'club. If you have not signed up please do so as soon as possible, so I can get a head count.

If you are not at the Hangar but want your name on the signup sheet, please shoot me a message, and I will take care of it for you. Those of you that have volunteered will need to pick up your passes from me before Airshow or you will not be able to get in. Remember, you don't need to be a member to volunteer at Airshow so feel free to signup your friends and spouses!!

Elections are also creeping up on us quite quickly. If you are interested in running for a staff position or would like to nominate someone for a position please contact me asap. We need to get names and Bio's of the people running out to the membership so everyone has time to look them over before the election. The positions coming up for election this year are Finance, Executive Officer, Adjutant, and Development.

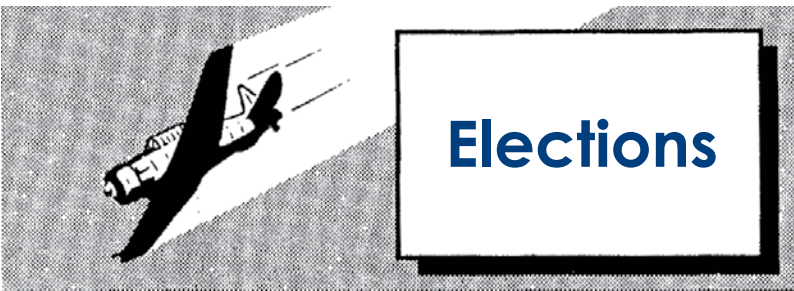
We are getting lots of items checked off our Hangar maintenance list. George finished hooking up the drain pipe for the gutter down spout. We now have a nice awning and drain pipe to keep the water away from our main entrance. Dana has taken on the job of project manager for the remodeling of the meeting room and the museum. We have started with the meeting room and so far we have fixed all the window sills, taken everything off the walls in preparation for some sheet rock repair and painting and removed the stage. The book case has also been repaired. There appears to be some water damage on the floor where the stage was so we will look into that a bit further. Thank you to all the volunteers that continue to help out with these less than glamorous tasks.

See you around the Hangar.



**Wing members work on floor repairs in the meeting room.** Lisa Sanford





# Elections

BY SAM LINGUITI



**In just under two months,** November 20, 2022, it will be time to elect four (4) Wing staff officers. The positions to be filled this year are: Executive Officer, Adjutant, Finance Officer, and Education Officer. As of this writing, our own Wing Leader, Lisa Sanford, represents

the entire Nominating Committee. As soon as Lisa has made contact with and vetted the potential candidates, she will notify headquarters and, once approved, that slate of candidates will be forwarded to me.

This will constitute the official slate of candidates for the aforesaid staff positions. Wing members that have voted before will recall that the ballot also contains spaces for nominations made from the floor at the time of the election meeting. Voters will also have the opportunity to write in the name of a member believed to be a good candidate for a given position, but who has not otherwise made his or her way onto the ballot.

If a member is unable to attend the election meeting, - again, November 20, 2022 - that member should request an “absentee ballot” by sending an email to me at [linguiti7@gmail.com](mailto:linguiti7@gmail.com). The absentee ballot will contain both the official slate of nominees and any floor nominations made during the election meeting. There will also be room for a write-in candidate, should the absent member wish to proffer one.

Thus, the absentee ballots cannot be sent out to the members until after the election meeting. When requesting an absentee ballot, please remember that your email must include your name, complete mailing address, and C.A.F. colonel number. Should you require an absentee ballot, kindly send that email request to me at your very earliest opportunity. All such requests must be received by me no later than Saturday, November 19, 2022. Any requests received after that date cannot be honored. Please note, as well, that you must be a member in good standing, that is, a paid-up member (at both the unit and headquarters levels) for at least 30 days prior to the election.

Absentee ballots will be mailed out by me the evening of the election meeting, in order to accommodate any floor nominations. The packet will contain the ballot, full instructions for its completion and return to me, and a stamped return envelope. Again, please make every reasonable effort to attend the November meeting, but, if unable to do so, please ensure that I receive your absentee ballot request by Saturday, November 19th.

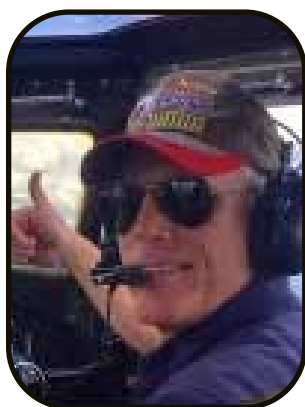


*The N3N in the hangar at prior to Warbird Weekend 2022 Field Parsons*



# XO

BY ED VESELY



**It is hard to believe** that WOH is just around the corner. We have been informed that on line ticket sales are at an all-time high. Operationally, what this means is, assuming cooperative weather, we need max effort of HW members to volunteer for WOH weekend. Any little bit

will help. Whether you can relieve an all-day volunteer or be that special volunteer one that can be there all day, the more that show, up the better for all.

Team 19 update: The ever forecasted “Tuesday at two” completion date continues with great progress in deed. All of the black and almost all of the blue sheet metal parts have their final paint coats and are being fitted with new Dzus fasteners. Fire wall forward for the engine installation and systems are done. The left brake is being problematic but we have the Brake Masters Team 19 on it. It is a simple 1930’s truck brake system that refuses to perform in the 21st century! I assure you Team 19 will prevail. Once the blue parts are final coated then on to the final yellow components: flaps, ailerons and all other yellow sheet metal parts.

See you at WOH or at B5!



# PX

BY GONZALO MORALES



We are finally within one month of Wings Over Houston! This is looking to be a record breaking year for WOH and we are going to want to be able to take full advantage of the large eager crowds to move some HW merch, generate some funds

to keep our birds flying.

THANK YOU to those who have already expressed interest in helping with the PX. If you or your family are interested in volunteering for Saturday, Sunday or both days please let me know as soon as possible by emailing me at [pxhoustonwing@gmail.com](mailto:pxhoustonwing@gmail.com) or calling me at 713-295-0249.

Thank You in advance for your support.



# Cadets

BY MATT BRZOSTOWSKI



We have five cadets volunteering to help out during Wings Over Houston. This will be a great opportunity for them to witness a world class airshow, in addition to rubbing shoulders and quizzing some of our country’s best pilots. Plans for next month include N3N systems

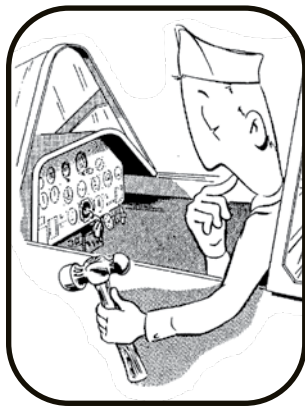
training followed by demo flights.





## Maintenance

BY STAN TURNER



**The maintenance department** has been very busy in September. We added five new members to the team. They are Mark Gool-eski, Jorge Pau, Donovan Phillips, Dana Cleland, and Kenny Scott. They have all jumped in to the maintenance mix and are helping out with the aircraft as well

as the hangar repairs.

The AT-6, BT-13 and N3N are all in service and are scheduled to go to Wings Over Houston at the end of October. On Saturday September 17, five pre-purchased rides were flown in the AT-6 and the airplane gave its normal stellar performance.

The N3N annual inspection is completed and the plane is back in service. In addition to the new front tires and brakes, maintainers replaced the tail wheel tire and inner tube. A special thanks goes out to Ryszard Zadow IA and Lisa Sanford A&P for their eagle eyes and guidance.

The Houston Wing has two partial PT-19 airframes in storage. They were donated to the Wing in 2014. The one engine in the donation was sent off for overhaul and is now mounted on our PT-19. While there are not enough parts between the two of them to make a complete PT-19, they have proved invaluable as reference assemblies and as a parts source for our restoration project plane.

Keep 'em flying and be kind to each other.



**Top: Wayne Loeber and Lisa Sanford remove a master brake cylinder from one of the PT-19 airframes. Bottom: Lisa Sanford starts the N3N engine as part of the aircraft maintenance** Stan Turner





**BY SAM HOYNES**

**We recently acquired** a rare (7.5" X 10.5") year book published on April 17, 1943 documenting this newly formed P-47 fighter squadron stationed in Bedford Field near Boston. This Squadron belonged to the 348th Fighter Group.



We acquired this book from Chris Cavanaugh whose mother found it at a garage sale in Massachusetts for \$3 in the 80's. She bought it for him because of his interest in aviation history.

Chris has visited our Hangar in the past during our Warbird Weekends and after the last one he thought that this book belonged with us to be displayed in our museum where it can be enjoyed by a wider audience, instead of being in his bookshelf. (In addition, he has come to work as a museum volunteer when he has time.)

This book had originally belonged to TSGT Donald E. Knauff (middle photo) who was a member of the Squadron's Armament Staff. He sent it to his family ("TO MY DEAR FAMILY from DON") on May 3, 1943.



It contains pages with photos of each of the units pilot's with their aircraft and pages of all Squadron Departments with photos of their activities. Many pages have signatures of pictured personnel just like friends would have signed your high school Yearbook. It also has a list of all Squadron personnel broken down alphabetically, by Rank.

The 348th Group Commander (pictured) was Col. Neel E. Kearby who was awarded the "Medal of Honor" which was presented by General Douglas Mac Arthur in January 1944, because on Oct 11, 1943 he shot down 6 enemy aircraft in one mission. (Before he was killed in action, Col. Kearby shot down 22 enemy aircraft.)



## 342nd Squadron Overseas Shipment History

- Oct 1, 1942 – 348th Fighter Group formed at Bradley Field, Conn.
- Early January 1943 – The 342nd Fighter Squadron moved to Bedford Field, Mass.
- April 1st, 1943 – Alerated for Overseas Shipment. (No destination given.)
- April 25th, 1943 – Moved to Westover Field, Mass. Began packing equipment and supplies as the first step toward overseas shipment.
- May 5th, 1943 – Left Westover for New York and by midnight they were on the “USAT Henry Gibbon”. (USAT = U.S. Army Transport)
- May 6th, 1943 – They set Sail at Dawn.
- May 8th, 1943 – After two days at sea they were given pamphlets about Australia. It was the first indication that they were going to the Southwest Pacific Area (SWPA).
- May 21st, 1943 – Entered the Panama Canal.
- June 18th, 1943 – Disembarked at Brisbane Australia. The Pilots and 107 enlisted men left the ship to meet up with our aircraft at Eagle Farm Base where they were being readied for flight.
- June 23rd, 1943 – The 342nd Fighter Squadron arrived at “Ward Drome” located 5 miles from Port Moresby, New Guinea. “They were the First P-47 Fighter Squadron to Arrive in the Pacific!”







# Carbon Monoxide

BY DAVE GUGGEMOS

Based on NTSB and FAA website articles



Carbon monoxide has been recognized as a significant danger to pilots and passengers for a long time. Carbon monoxide (CO) poisoning is a safety issue that pilots tend to ignore, even though it is the most common industrial

poisoning accident in the United States. When carbon monoxide poisoning occurs, it can have significant and fatal consequences for pilots and aircraft occupants.

Carbon monoxide forms due to incomplete combustion of fuels containing carbon. Any fire is likely to contain CO in its combustion products. Exhaust from aviation fuel contains the largest CO concentration, but exhaust from jet fuel also contains CO to a lesser extent.

CO is a colorless odorless gas which makes it hard to detect. Normally people have little (2% CO concentration) or no CO in their blood. It is present in the bloodstream in people who smoke cigarettes (3-10% CO), cigars (up to 15%), and in people who are exposed to industries where combustion fumes are present, firefighters, and those who have been exposed to smoke from forest fires, etc.

The basics of CO poisoning are because CO has a very high affinity for hemoglobin, which is the molecule in the bloodstream that attaches to the oxygen we breathe. CO has an affinity for hemoglobin 240 times that of oxygen, i.e. the hemoglobin – CO bond is much stronger than that of oxygen. Thus in the presence of CO, oxygen delivered to the bloodstream in the lungs is significantly reduced. The effects caused are hypoxia effects; just by a different mode of transmittal than increasing altitude.

The following table shows sea level concentrations of CO in the blood and their relative symptoms.

% CO in the Blood	Symptoms
<10	None
11-20	Slight Headache
21-30	Headache, increased respiration, drowsiness
31-40	Headache, impaired judgment, shortness of breath, increasing drowsiness, blurred vision
41-50	Pounding Headache, confusion, marked shortness of breath, marked drowsiness, increasing blurred vision
>50	Unconsciousness, eventual death if victim is not removed from CO source

## What can we do to reduce our likelihood of CO poisoning?

A. One significant method of reducing CO in the exhaust is to aggressively lean the engine. This was pointed out recently by Tim Roehl from GAMI. Since CO is formed to a higher extent when there is unburned fuel in the exhaust, reducing the amount of unburned fuel severely reduces the amount of CO in the exhaust. If you have a fuel injected engine with Gamijectors, this process is simplified.

The following graph was provided by Tim and illustrates the point.

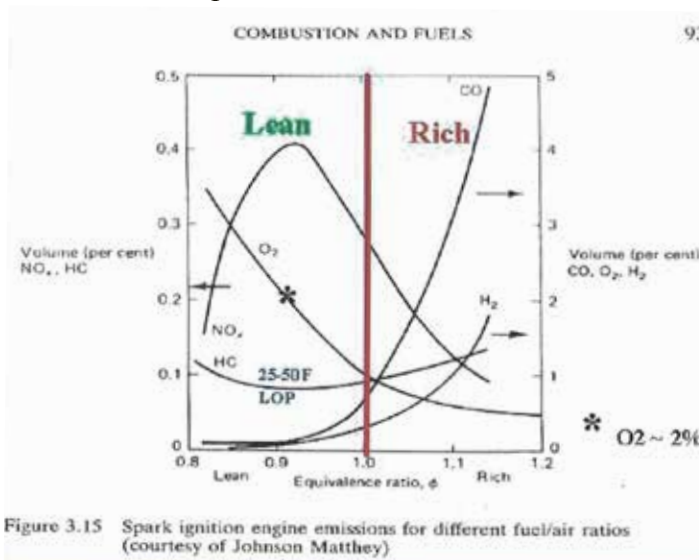


Figure 3.15 Spark ignition engine emissions for different fuel/air ratios (courtesy of Johnson Matthey)

B. At annual or 100 hour inspection time we can ask our mechanic to check our exhaust system and mufflers for leaks. The FAA recommends enhanced exhaust system inspections, and replacing mufflers at 1,000 hour intervals. Many exhaust system leaks have been discovered with much less than 1,000 hours time in service.

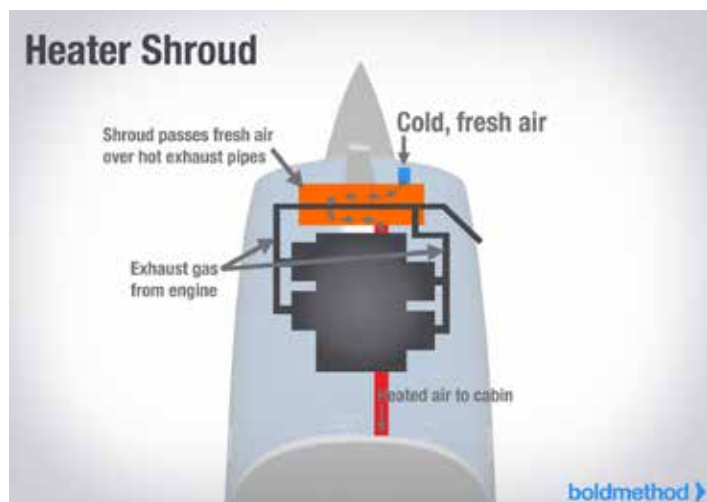
C. We should consider installing a CO warning system in the aircraft. The FAA recommends CO warning systems which provide active aural alerts or visual warning lights to ensure pilots see the problem immediately. There are very inexpensive passive spot CO

cards which change color when they sense CO, but the pilot may or may not actually see that the card has changed color, especially after he may have had his senses degraded by CO during the flight.

### What can you do if you encounter CO poisoning?

Pilots need to be aware of the hazards of CO poisoning and be alert to the possible symptoms of it. If you smell or detect exhaust fumes in the cockpit, immediately take preventive measures.

1. Turn the heater off.
  2. Increase the inflow of fresh air into the cabin.
  3. If the POH allows, open the windows to get more fresh air.
  4. Supplemental oxygen could be used if available.
  5. If POH allows, lean engine to reduce CO concentration in the exhaust.
  6. Land as soon as possible.
  7. Inform ATC of your concerns and ask for assistance getting to the nearest airport for landing.
  8. Once on the ground, find medical assistance right away. When CO attaches to blood hemoglobin, it does not readily separate when in the presence of increased oxygen. Treatment is available, but you need to get to a hospital.
  9. Before continuing the flight, have the aircraft inspected by a certified mechanic.
- Happy Flying. Safety is a Part of our Culture.



## Adjutant

BY BRIAN KOSIOR



**Happy Fall?** We are Texans, we all know that fall will be here eventually.....in a couple of months. It may be hot out there, but I'd rather have beautiful sunny skies over rainy days! Hopefully by the time airshow weekend arrives, it will be a few degrees cooler.

Just to give a little update, we have about 128 members on the roster right now, 17 of whom are new to the Unit this year! We have had a real spike in new members over the last two months and that is fantastic!!! These new folks are ambitious and hard workers! They have jumped in with both feet to accomplish hangar maintenance, work on the PT-19, and signed up to get trained on running the PX. Thank you for all that you have already accomplished for our Unit. You serve as an excellent reminder to the rest of us as to why we joined.

I'd like to also thank the membership for having large showings at the last two membership meetings. It's nice to see a healthy sized crowd again. Just as a reminder, we will not have a membership meeting during the month of October because of the airshow, but we will meet again in November to vote for new officers. Please make every effort to be there in person. I also hope that you consider running for one of the many positions that are open this year as explained in Bob's article.

I hope that you are getting as excited about airshow as I am. It's my favorite time of the year! Don't forget about the work day at Ellington Airport on October 1st. I look forward to seeing you there!





## Safety

BY ED BERGMANN



**In industry we have basic safety principles** we refer as the cardinal rules of safety. At work if a cardinal rule is not followed it can result in disciplinary action. That will not happen at the Houston Wing, but it is always good to keep in mind central rules before we start

any job.

Some of these rules are: Lock out tag out, Vehicle Safety, PPE, and Fall protection.

Did we leave power tools in a safe off position, table saw, band saw, grinder secured, when we are finished so the next person does not accidentally hurt themselves.

If we have to lift an aircraft, engine, or other parts it needs to be done so that that piece of equipment is secure and others will not put them selves in harm's way if the item comes loose or falls.

Have we chosen the best method of reaching high or difficult to reach objects? Chairs and improvised platforms are sometimes quick and convenient, but are they a good idea?

Do we have the proper personal equipment for the job? We need to evaluate the use of safety glasses, gloves and tool for the job each time we prepare to do a project.

On muSeum days are we placing warning signs and barriers around to warn people visiting our hanger that this is an active work area and there is potential for falls, and running into low objects. This is especially true when we have young people visiting.

Also, we want to be aware that exiting the hanger we travel on an active taxiway and aircraft have the right-of way.

Everyone has been doing a great job doing this. But it is good to hesitate for a second to ask ourselves if

this is the safest way to approach a task. After all we are the example for the public and our cadets.

I would also like to thank all who came to Ellington to work on the preparation for WOH. We your efforts helped tremendously.

## Operations

BY MATT BRZOSTOWSKI



**I want to thank** the wing members for the opportunity to help the wing with our operations. My focus will be on safety first and foremost in all aspects of operations, on the ground and in the air. This includes adherence to 60-1 and 66-1, as well as our associated FARs. Commensurate with that adherence, we want to maintain pilot proficiency and encourage training, new and ongoing, to maintain that proficiency. We want to ensure we encourage and promote a new crop of pilots, while ensuring our veteran pilots get all of the flight time they crave. I have updated the unit's RallyPoint information so that each pilot now has the "Associated Aircraft" specified in their CAF Pilot Letter. This will enable each pilot to log their flights, and I encourage everyone to do so within a timely manner.

We have several planned events upcoming with some pilots already assigned. This includes Richard Zadow flying Ace at Wings Over Houston and Wings Over Dallas. Dewey Lockwood will be flying the BT at Wings Over Houston, while I am still working on who will fly the N3N. In addition, Lisa and I are working on the invitee list for next year's Warbird Weekend.

Finally, and probably most importantly, Cory Baldwin continues to make progress learning the intricacies of the N3N under Nathan Harnagel's most excellent tutelage and Wayne is going to submit a 602 for the BT — congrats to Wayne and Ed for this milestone!



## Upcoming Events

### 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

10/05 Caro Maitland

10/05 Lisa Sanford

10/07 Don Johnson

10/08 Mark Godleski

10/10 Brian Lipscomb

10/19 Paul Middendorf

10/26 George Levandoski

10/28 John Newell

#### Anniversaries

10/01/81 Carol Lee

10/10/81 Joe Hyatt

10/03/90 Bill Roach

10/26/94 George Doland

10/28/98 Frank Robertson

10/10/06 Sam Bulger

10/18/21 Julian Zapp

10/21/21 Field Parsons

10/22/21 Marissa Cloclasure







## Staff Directory

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