

November 2022



houstonwing.org

COMMEMORATIVE AIR FORCE

Slips & Skids



The Houston Wing takes to the skies p. 11

WOH



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Cover photo: Uday Devineni



Wing Leader

BY LISA SANFORD



Fall is finally here which means Wing elections and the holiday season are upon us. I am writing this a few days before the airshow so tune in next month for an update on how spectacular the show was!

It's been a busy month around the Hangar. We have been diligently working on our meeting room remodel and are making good progress. All the repairs have been made and the walls are now painted. On November 1st the new flooring and baseboards will be installed. We have also been working on some repairs to the Museum. The ceiling is currently being fixed and next up will be a coat of paint followed by new flooring. A big thank you to Dana for managing these two large projects and to all the volunteers that have stepped up to make this happen. We will have our big unveiling of these two renovated spaces at our next membership meeting on November 20th. Please join us for some camaraderie, good food and of course to cast your vote in this years staff elections.

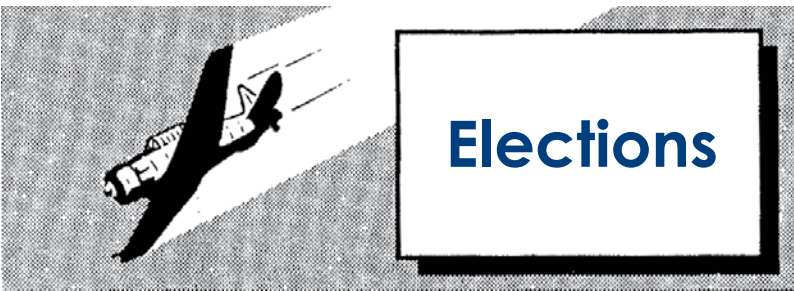
Starting in January we will be holding training classes for our members on various topics such as ground equipment operation and maintenance, fire guard, marshaling and our Plane Captain program. Stay tuned for more details on these programs. Please reach out and let us know if there are other topics you are interested in learning about.

Have a safe and happy November and we will see you around the Hangar.



Work is being done all around the hangar. Lisa Sanford





BY BOB LINGUITI

This is a reminder to all Wing members that our annual Election Meeting will be held at the General Membership Meeting of Sunday, 20 November 2022. The official slate of candidates is as follows:

Executive Officer: Howard Quoyeser
Finance Officer: Tony Bohnert (incumbent)
Adjutant: Field Parsons
Education Ofcr: Sam Hoynes (incumbent)
Dvlpmt. Officer: Open

Please make every effort to attend the meeting and vote in person. However, if you are truly unable to attend the meeting, kindly request an absentee ballot by emailing your request to me no later than Saturday, 19 November 2022. The email must contain your name, mailing address, and your colonel number. Any request received after the 19th will not be honored. The absentee ballots will be mailed out by me after the Election Meeting and will contain complete instructions for completing the ballot and return envelope and mailing it to me. Please excuse any redundancy in this article, as I wanted to be sure to omit nothing.

Here's an excerpt from the CAF Unit Manual that gives position descriptions:

Executive Officer

The Executive Officer is the Assistant to the Unit Leader and will act in their place during their absence. This officer should have similar qualities to the leader including a background in military or business management, ability for good public appearance, adept at public speaking, a positive demeanor, and preferably have a background in aviation. Specific duties include current knowledge of CAF rules and regulations, meeting facilities, Unit socials, and other duties as may be

assigned by the Unit Leader.

Finance Officer

The Finance Officer will have charge of all Unit funds collected, keep accurate records of such funds, and is responsible for Unit compliance with all CAF regulations, policies and directives that relate to financial matters. Specific duties include coordination of membership files with collection of dues, and payment of approved Unit debts. This person will determine voting eligibility of members prior to Unit elections. This person oversees finances of all Unit projects, submits Unit records for audit on an annual basis, and communicates with CAF Headquarters through the CFO/Secretary/Treasurer and/or Unit Finance Coordinator.

Adjutant Officer

The Adjutant Officer will record and maintain the permanent minutes of all Unit Staff meetings. He will maintain suitable correspondence files concerning the business and activities of the Unit and assure that all required Unit reports are submitted to CAF Headquarters in a timely fashion. Further, he will assist the Unit in the timely preparation and dissemination of such correspondence of a general nature. In coordination with the Finance Officer, he will maintain the Unit personnel records. He will advise the Headquarters' Member Services Department of any changes of the Unit membership, and on a semi-annual basis compare their roster with roster information provided by Headquarters and provide updates to Headquarters.

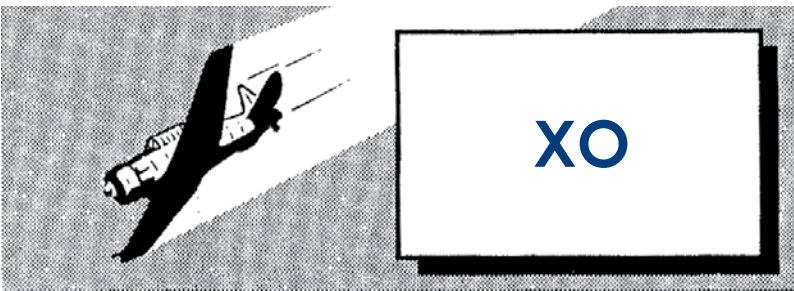
Education Officer

The Education Officer should look for opportunities to engage with youth to promote the CAF, STEM and aviation learning.

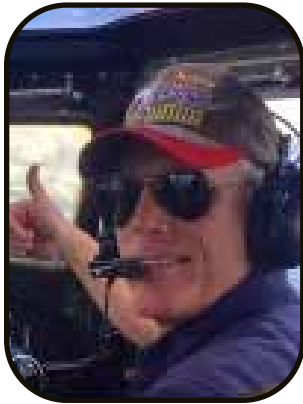
It is the responsibility of the Education Officer to ensure all volunteers and the Unit are complying with the Youth Protection and Interaction Policy, media use and hold harmless directives.

Development Officer

The Development Officer is responsible for overseeing all development activities for the Unit, including creating a Culture of Philanthropy and oversight of fundraising activities. This position assesses the potential for success of any fundraising activity/plan and provides a recommendation to the Unit Officers. He clears all fundraising activities/plans with the Unit Officers, and as appropriate, with CAF Headquarters.



BY ED VESELY



The PT-19 continues to be 90% done with 75% to go. The picture of the fuselage reflects great strides in closing up the fuselage from the turtle back to the firewall. The second picture reflects Julian Zapp's recent voluntary incarceration in the front cockpit of the 19

while working on the control stick. Team 19 continues to make great strides in the brakes and sheet metal repair. As usual... Tuesday at 1400.

I have officially declined to run again as the Wing's XO and gladly concede the position to the soon to be nominated Howard Quoyeser. Howard will provide the staff with a fresh (bearded) face and talent. All the best! -Ed Vesely (Soon to be ex-XO)





Adjutant

BY BRIAN KOSIOR



As I write this article, I am sitting in my sunroom enjoying this beautiful weather. There is lots of sun and a good breeze to keep it comfortable. And as of now, the weather predicted for the airshow looks to be the most amazing forecast that we have had in a few years.

Like every year, my anticipation of the coming airshow is much like waiting for Santa to arrive when I was a small child. The line up looks amazing and it's sure to be a great show!

I'm sure that we will have a great turn out at the show, and I know that all of our volunteers will have put in a lot of time and effort into working that weekend. I want to thank the staff for their hard work in getting everything ready. From our PX, to seed money, to pilots and everyone in between, it takes a lot of work to get this all set up before our volunteers even step foot on the field for day one. A huge thanks goes out to all of our cadets and volunteers for coming out to work as well. This is our largest fundraiser of the year, and we simply could not do it without your support and dedication! Thank you all!

Now on to November's business. I would strongly like to encourage each and every member that is willing and able to come out to our November 20th meeting for elections. It's your Wing, and we need you there to move us forward into the future by casting your vote. Please mark your calendar now!

I would also like to remind you that we are beginning our Houston Wing Membership Renewal Drive. We ask that all members renew by January 31st, and we are now accepting 2023 membership dues. You can print out the membership renewal form found at the end of this newsletter, or you can visit our website (www.houstonwing.org/membership) and renew on-

line. I will also collect renewals at the November and December membership meetings if that works better for you.

I hope that you are recovering well from the airshow and I look forward to seeing you at the November meeting!

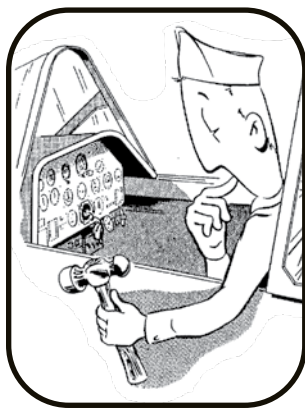


Getting ready to sing the Star Spangled Banner at Wings Over Houston 2022. Matt Brzostowski



Maintenance

BY STAN TURNER



The maintenance department has been busy in October maintaining our aircraft and working on the meeting room remodel project. Many have volunteered even if they can only spare a few hours each week. The projects have been moving forward with a few surprises along the way but the team

has persevered and there is light at the end of the tunnel. We would like to welcome new member AJ Millin to the maintenance team. AJ has previous military maintenance experience and is a welcome member of the department.

The AT-6, BT-13 and N3N are all in service and were scheduled to go to Wings Over Houston at the end of October. Maintainers, Cadets, and Plane Captains have cleaned the aircraft and ensured the weather covers are onboard and functional. Thanks to all that came out and helped prepare the Houston Wing planes for the show.

While towing the AT-6 into the hangar our trusty TowBot quit working. George Ducommun stepped up to troubleshoot the little tug and found a burnt out contactor. Fortunately we were able to procure one quickly and the TowBot is back in service. New batteries were also installed during the service. Thank you George for taking care of our tug.

Maintainer Wayne Loeber completed his BT-13 training and is now one of our wing pilots. Congratulations Wayne!

Keep 'em flying and be kind to each other.



Top: Note the new contactor circled on the top left of picture. Bottom: Wayne Loeber post-final training flight in the BT-13. Stan Turner



Cadets



BY MATT BRZOSTOWSKI

The cadets have been organizing for Wings Over Houston, including Jaylon Hayes and Richard Craig wiping down aircraft over the past weekend. We have several cadets volunteering for the airshow this year, including Jason Morales, Jaylon Hayes, Richard Craig, Jaxson Blake,

Dane Carter, Nathan Owens, Cohen Worster, Charlotte Brownlee, Tyler Zapp, Fabian Sisso, Adrian Sisso, Miguel Ojeda, and Colby Hotaling. They will be helping all around, including, but not limited to, the PX, dog tag machine, and the ever popular L-39 cockpit. Thanks to Field for helping get the L-39 on site.



Operations



BY MATT BRZOSTOWSKI

Thanks to our stellar maintenance team, we have all three aircraft operational which we plan on showcasing during Wings Over Houston. [Editorial note: due to rain, the N3N stayed home in our dry hangar]

Congratulations to Wayne Loeber for receiving his BT-13 pilot letter from CAF HQ, and undertaking several solo flights to build up his proficiency. Dewey Lockwood has also been flying the BT-13 as he prepares to fly it to the show, and then help Wayne earn his Senior Pilot rating. Earning the Senior Pilot rating in the CAF requires the applicant to observe a Senior Pilot fly in waived airspace, following by the applicant flying, and being observed by the Senior Pilot. It is a must for pilots wanting to participate in airshow activities such as the Trainers on Parade event.

Richard Zadow has been flying Ace, also in preparation for flying it during the show, where he will be available to fly revenue rides. Finally, Cory Baldwin and Nathan Harnagel have been busy flying the N3N as Nathan gets Cory ready for his 602 ride, with a particularly brisk crosswind this past weekend to hone those essential skills. Thanks to Lisa for offering her Champ so Cory can get some additional tail wheel time in between lessons.

Finally, Nathan and Cory flew Ace in a tributary fly-over for Howard Jones, showing Howard and his family how much we appreciated his contributions to the wing, his friendship, and his camaraderie.





Freezing Up

BY DAVE GUGGEMOS

*Based on NTSB and AOPA
Air Safety Institute websites*

Basic Information



There have been two recent accidents which could have been caused by a “student freeze up at the controls” scenario. While the NTSB has not yet completed their investigations, each accident

has conditions surrounding it that could have been attributed to a student freezing up at the controls. We only have some preliminary observations available, and the NTSB is still completing their investigation, so there may be additional facts to learn about these accidents.

First Accident

The first accident occurred on October 6, 2022 at Williamsburg, VA (KPHF). The accident involved a Cessna 172N (N97883) with three occupants, a low time student pilot on a dual training flight, a CFI, and a back seat passenger. Unfortunately the CFI involved was fatally injured. The student and the rear seat passenger were seriously injured. Flight conditions at the time were VFR, with good weather. Williamsburg has a control tower with a discreet frequency. The CFI made the radio calls to the tower requesting and acknowledging clearance for takeoff. The aircraft is reported to have taken off and then climbed steeply, then stalled and crashed near the runway.

Possible Factors

1. One item which may have been a factor in the accident is that several early Cessna aircraft have had an AD issued which involves an annual inspection of the seat tracks. There have been instances of the seats sliding all the way back on takeoff or when performing other maneuvers. This may be something that the NTSB can determine from their investigation.

2. Another possible factor is a possible control malfunction. This too seems remote and something the NTSB will investigate.

3. It has also been reported that the engine stalled. This information is still preliminary and needs to be investigated further by the NTSB. If the engine did stall, then the Cessna would have lost power and with the nose being held up too high, would have likely had an aerodynamic stall soon after.

4. The more likely scenario would be that the student froze up at the controls and pulled up too high. The startle response from the student was to pull up (exactly the opposite of what he should do.) The CFI didn’t have enough time or power available for a recovery, and the crash ensued.

Second Accident

The second accident occurred on September 8, 2022 at Santa Monica, CA (KSMO). The accident involved a CSA (Czech Sport Aircraft) PiperSport (N126WK), which is designated as a Light Sport Aircraft, with two occupants, a CFI and a passenger who was receiving an orientation flight. Unfortunately both people involved were fatally injured. Flight conditions at the time were VFR, with good weather. Santa Monica has a control tower with a discreet frequency. The CFI made the radio calls to the tower requesting and acknowledging clearance for landing. The Piper was on a 2 mile final when the King Air ahead of him was cleared to take off. The Piper was then given a landing clearance, with a warning for possible wake turbulence from the preceding King Air. The Piper aircraft landed about a minute after the King Air departed. It was reported to have made a hard landing, then bounced, added full power, and climbed steeply (reportedly to a near vertical attitude), then stalled and spun to the left, crashing near the runway.

Possible Factors

1. One item which may have been a factor in the accident is that the CSA PiperSport is reported to have significant pitch sensitivity. Thus, it would be easy to overreact to any wake turbulence disturbance or hard landing and climb too steeply. The King Air took off much farther down the runway than where the Piper landed, so wake turbulence may not have been a large factor. This may be something that the NTSB can determine from their investigation.

2. Another possible factor is a possible control mal-

function. This seems remote but it is surely something the NTSB will investigate.

3. This accident was most likely caused by a student freeze up at the controls and he pulled up too high. The startle response from the student was to pull up (exactly the opposite of what he should do.) The CFI didn't have enough time or power available for a recovery, and the crash followed. The radio call made just before the crash was "Let Go", about five times in succession, with an urgent voice tone.

Lessons Learned

1. Ensure that all ADs are completed in a timely manner. This would cover items like the Cessna seat rail AD, which could have been a factor from the first accident. All ADs deserve respect from pilots and assurance that they have been completed.

2. Go Arounds should be practiced routinely especially in an unfamiliar aircraft or transitioning to a different aircraft. Go Arounds should be practiced at altitude, especially with Pitch Sensitive aircraft, until the pilot is familiar with how the aircraft responds. Bonanzas are famous for initiating a full power Go Around prior to touching down, with up elevator trim set in for the approach, thus making control difficult on the Go Around.

3. Always check control systems for correct movement prior to takeoff to ensure they are working properly. History is full of incidents where very experienced pilots took off with controls locked, resulting in a crash. It's not good enough to just ensure the control stick moves as commanded, but that the control surfaces actually move in the correct direction.

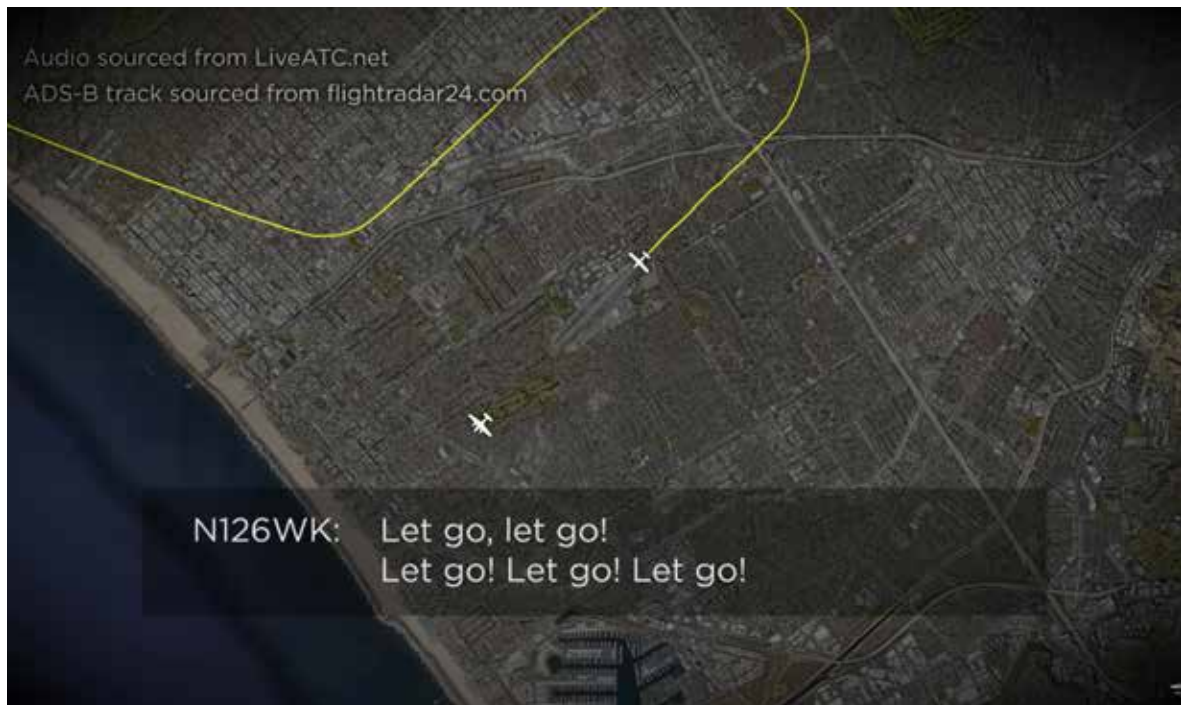
4. What is the first thing a pilot should do when the engine sputters, stops, or loses power? Pitch forward to maintain flying airspeed! Not pull up!

4. Student Freeze Ups happen. It is important that the CFI discusses the startle response, student freeze up, relegate the controls to your CFI to fly you out of a bad situation scenario with any student and ensure that the student does not appear to be dealing with excessive fear. It is important that the CFI makes a judgement about the willingness of his student to give him absolute trust (and the controls in an emergency). This is a judgement all of us must make before climbing into an airplane with another pilot. Who is in charge if an emergency happens? The Society of Aviation and Flight Educators (SAFE) website (safepilots.org) has some great articles on startle response and how CFIs can react.

We will look forward to the NTSB reports to be able to get a better understanding of these accidents.

Happy Flying. Safety is a Part of our Culture.

Last words heard from the cockpit before impact AOPA





Ed Vesely flies the SB2C Helldiver at Wings Over Houston. Aaron Libersat



Wayne Loeber observes Dewey Lockwood from the back seat of the BT-13 before earning his Senior Pilot rating. Kevin Brown



An F-15C Eagle from the 122nd Fighter Squadron in LA thunders over Ellington Airport. Etienne Kyle Hogue



Crowds gather at Ellington Airport in view of the C-17. Steve Wiley



Tora's Wall of Fire at the conclusion of the routine. Uday Devineni



Chris Walker flies Zero 112 during Tora Tora Tora as his wife Denise Walker helps narrate. John Lewis Photography



The Blue Angels fly over show center. John Lewis Photography



Upcoming Events

November

5th: Museum Day
11-13th: Wings Over Dallas (Ace & PX)
19th: Museum Day
20th: Membership Meeting & Officer Elections

December

3rd: Museum Day
17th: Museum Day
18th: Membership Meeting

January 2023

7th: Museum Day
21st: Museum Day
22nd: Membership Meeting

February 2023

4th: Museum Day
18th: Museum Day
19th: Membership Meeting



Airbird Annie Sez

Birthdays

11/01 Carol Lee
11/13 Greg Young
11/17 James Villa
11/20 George Ducommun
11/20 Skip Harrison
11/30 Steven Kuehn

Anniversaries

11/06/91 Dick Harper
11/02/98 Gary Hurta
11/12/02 Ed Vesely
11/03/09 Rick Baker
11/03/09 Jeoffrey Brown
11/03/09 Michael Phillips
11/16/18 Lisa Sanford





Staff Directory

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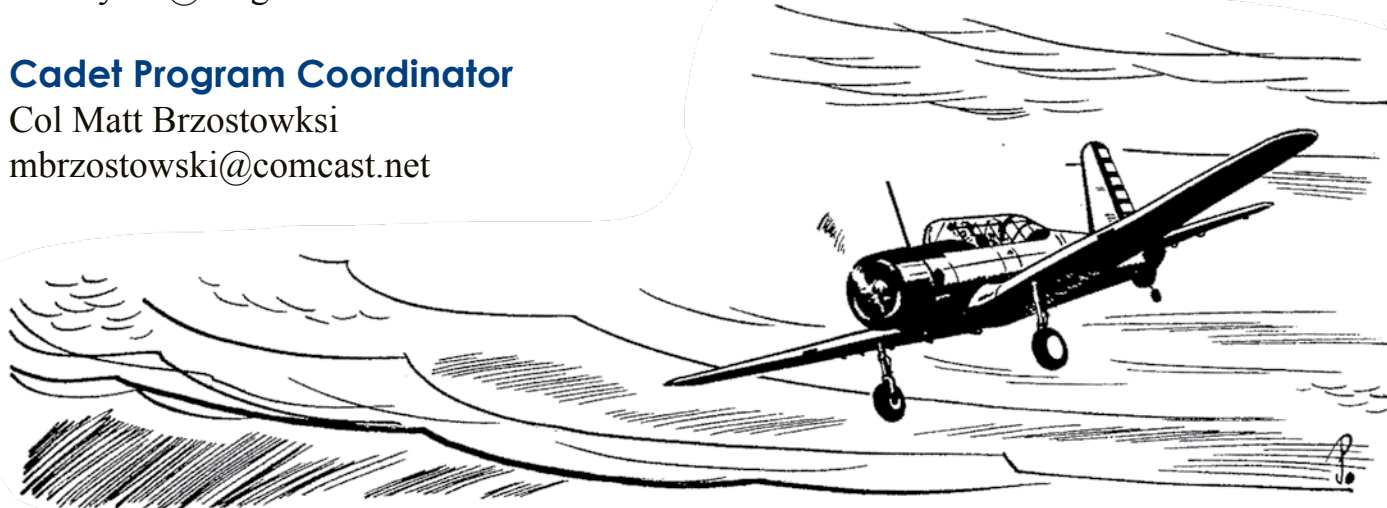
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Newsletter Editor & PIO Officer

Col Field Parsons
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Marketing/Development Officer

Open



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:

Houston Wing-CAF
Attn.: MEMBERSHIP
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: _____