

January 2023



houstonwing.org

COMMEMORATIVE AIR FORCE

Slips & Skids



The history of our C-60 p. 8-11

THE LODESTAR

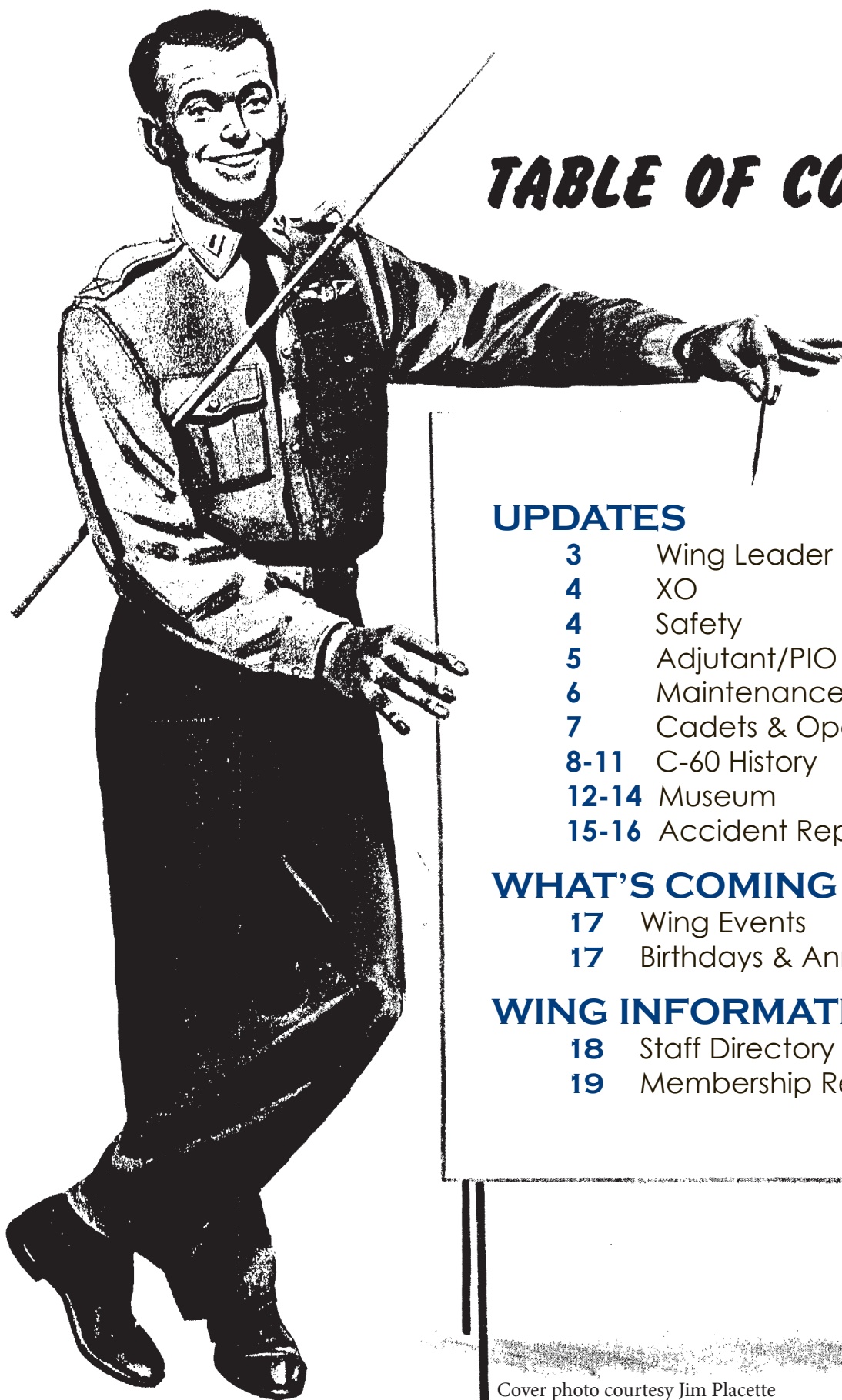


TABLE OF CONTENTS

UPDATES

- 3** Wing Leader
- 4** XO
- 4** Safety
- 5** Adjutant/PIO
- 6** Maintenance
- 7** Cadets & Operations
- 8-11** C-60 History
- 12-14** Museum
- 15-16** Accident Report

WHAT'S COMING UP

- 17** Wing Events
- 17** Birthdays & Anniversaries

WING INFORMATION

- 18** Staff Directory
- 19** Membership Renewal Form

Cover photo courtesy Jim Placette



Wing Leader

BY LISA SANFORD



I hope everyone had a very Merry Christmas, Happy Hanukkah, Kwanza or anything else you may be celebrating this holiday season. As I write this article, I am sitting here waiting for this Arctic Front to blow through. It blows my mind that we

could get “feels like” temps as low as -1 F on the north side of Houston tomorrow. I feel like I am in a time warp and have been transported back to my childhood in Nova Scotia!

Work has continued on our hangar repair projects. Dana and Mark have completed the framing of the map and Corsair murals in the meeting room. Next up is to complete some touch up painting, paint the doors and hang a few pictures on the walls. We will also finish the painting around the window in the O’Club and the upstairs bathroom as well. During the heavy rains we have had this month we realized that we have a bad leak in the roof on the NW corner of the Hangar. A roofing company on site at IWS went up on the roof to diagnose the problem. We have a large hole where the metal roof has rusted. We need to replace 4-5 sheets of metal in that corner and then recoat the entire roof with the white protective coating that has worn away and have sourced a contractor for the project.

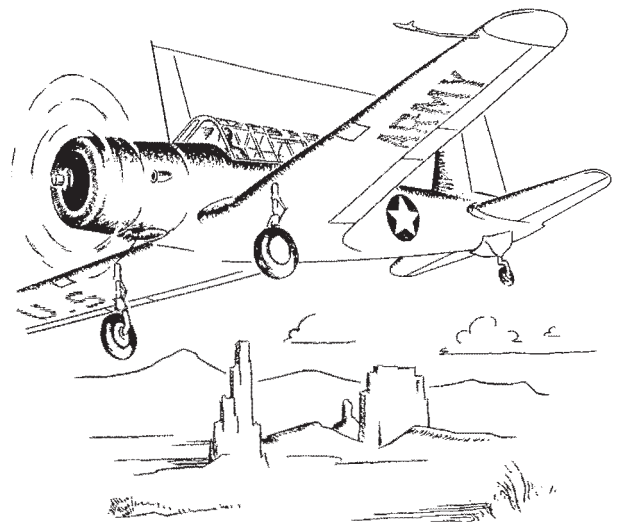
Staff election results were announced at December’s Membership Meeting. All positions that were up for election ran unopposed so there were no real surprises. I would like to thank our outgoing Adjutant Brian Kosior for his five years of dedication to the Houston Wing Staff and welcome our new Adjutant Field Parsons to the fold. Field has big shoes to fill, but I am sure he will meet all the challenges that lay ahead. I would also like to thank our outgoing XO Ed Vesely for his dedication to the Wing and welcome our new XO Howard Quoyeser. Howard is a longtime member

of the Houston Wing who I have no doubt will bring ‘vast knowledge and wisdom’ to this challenging role. Sam Hoynes will remain in the position of Education Officer and Tony will remain in the position of Finance Officer. Please join me in welcoming the new or continuing staff and thanking the outgoing staff for their hard work and dedication to the Houston Wing.

On January 21st at 6pm we will be holding our Awards Dinner upstairs at the terminal. Tickets are \$40 per adult and cadets are free. You can purchase tickets anytime at the Hangar by cash, credit card or check. Tickets can also be purchased at the door but we need a head count ASAP for the catering company (this includes non paying cadets). Please send me an email (hwingleader@gmail.com) if you plan on going but have not purchased a ticket yet. A big thank you to all who purchased tickets at last weekend’s membership meeting.

In early January we will be assembling a Warbird Weekend committee to work on all the logistics of making this fund raiser happen. It takes an entire village to pull this off so please mark the date of April 15th-16th on your Calendar. If you are interested in getting involved at the planning stage and would like to be on the committee, please send me an email.

Stay safe and warm and we will see you around the Hangar. ✂️





XO

BY HOWARD QUOYESER



I am truly honored and humbled to have been elected as the next XO of the Houston Wing. I am deeply grateful for the trust that you have placed in me, and I promise to do everything in my position to serve the Houston Wing to the best of my ability.

I would like to take this opportunity to thank my predecessor, Ed Vesely, for his tireless efforts and outstanding leadership. Ed has been an inspiration to me and to so many others, and he has set the bar very high for all of us to follow. I am deeply indebted to him for his guidance and support.

I am also grateful to my family, friends, and supporters for their unwavering love and support throughout my own journey. I could not have done this without you, and I am forever grateful for your encouragement and belief in me.

Finally, I would like to thank the members of the wing for their participation and for their dedication to our CAF mission and shared goals. I am excited to work with all of you to build a brighter future for the CAF and Houston Wing.

Thank you again for this opportunity. I am ready to roll up my sleeves and get to work for our mission, goals, and projects, and I look forward to serving you to the best of my ability. ✂️



Safety

BY ED BERGMANN



Worry about what we have control over, and chose to be safe.

As I go through this Holiday having had flights cancelled, it occurs to me that there are so many things in life we cannot directly control. So, the alternative is to improve things that we can control. One way to do this is always be aware of the safety habits that will keep ourselves and those around us safe. This can be as simple as helping someone that is trying to carry too much up the stairs, or cleaning up a slick spot on the hanger floor that would be easy to slip on. We choose to be safe by:

- Reminding one of our colleagues that using a chair as an elevated platform can cause falls.
- Checking electric tools for frayed wiring that could result in a short.
- Placing tools back in their proper location in your work area after the end of day, so the next person using that area can find the correct tool for the job being done.
- De-activating (unplugging) power tools and securing them so they will not be accidentally turned on.
- Making sure your work area is clean so there are no tripping hazards to the next person working on the same projects.

Some of the items listed above may seem like common courtesy. Well, they are. Making safety a priority for myself, means looking out for our fellow Colonels, Cadets, and all the guests visiting us to share in our passion for these airplanes and history.

With that, I wish everyone a safe and great 2023! ✂️



Adjutant & PIO

BY FIELD PARSONS



New year new office! Thanks to everyone for trusting me to be your Adjutant/membership officer and to continue my role as the PIO.

It's been a blast to renew the look and feel of *Slips & Skids*, even if I've only gotten one of these suckers out on time (sorry, Lisa!). It's my goal to make this something worth reading each month, and I'm grateful for all the feedback I've gotten so far.

It's time to renew your membership! If you have not yet done so, please go to houstonwing.org/membership and fill out the membership form. I've streamlined this process for the 2023 dues year, so please let me know if you have any questions or concerns about the process.

Your membership dues help us continue operations and fulfill our mission to Educate, Honor and Inspire the next generation of aviators and aviation enthusiasts.

For those of you who didn't know, I got my start in aviation after taking a warbird ride in the Highland Lakes Squadron SNJ at the Bluebonnet Air Show in 2014. 7 years later, I joined the CAF after attending Wings Over Houston and as a professional pilot!

As of press time, we have sold 30 tickets to the annual awards banquet on January 21st. The event starts at 6 pm at the main terminal building at the West Houston Airport and has a fantastic catered dinner, that includes a roast beef carving station (Tony Bohnert made sure of that!). We'll hand out our Wing awards and have a night of fellowship. You won't want to miss it. Tickets are \$40 for colonels and free for cadets. You can pay at the hangar or at the door, but Lisa needs a final headcount by next Monday. Let her know if you want to come!

As the new Adjutant, I've got big shoes to fill from my predecessor Brian Kosior. One thing I'm going to focus on this year is member outreach and recruiting. One of the most common things I was told volunteering at Wings Over Houston this year, besides asking if we sold hot chocolate, was that we were so lucky to be chosen to volunteer with this amazing organization. If only the public knew how easy it is to join and be involved!

Remember, we need volunteers of all sorts to keep the lights on, t-shirts and model airplanes stocked in the PX, and aircraft in flying condition. All we need is a good attitude and an appreciation for the history we've come to know and love.

This recruitment effort will take a few forms, but I'm excited to see the roster grow as we reach out to new people and invite them into our little Houston Wing family.

In addition, I'm reaching out to each member this year as they renew their dues to check in and see what we can do for you as a Wing. The people are what makes the Houston Wing so special, and I want to keep every one of you here with us to maintain this special family we have going.

I've got a great feeling about 2023, and thank you again for trusting me to hold an elected staff position. Let's get to it! ✂️



Did you meet my family at Wings Over Houston? I'll make members out of them, yet.

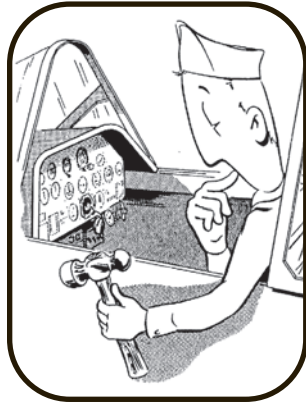


Maintenance

BY STAN TURNER

December was another busy month for the Houston Wing Maintainers. The annual inspection for the AT-6 has been started. The N3N has been upgraded. A new project has started.

N3N Upgrade



Finding parts for our 80 year old aircraft can be challenging to say the least. The fuel tank level indicator system on the N3N has been impossible for the wing to maintain in its original state. The system used a pressurized glass tube in the tank that was subject to leakage all the way to the fuel gauge. Most of the time it was unreliable and the pilots had to use time vs fuel burn to calculate remaining fuel on board. The decision was made to replace the old system with a new electronic version. The Wing's machine shop was in full swing for a couple of days while Dan Wedel and Ryszard Zadow fabricated a new adapter and installed the sensing unit in the N3N's fuel tank. Carlos Sisso wired up the sensor to the gauge and we now have a usable fuel gauge.



L39 Project

On Saturday December 31, the maintenance team moved the L-39 display cockpit into the hangar for long overdue restoration. We removed the cockpit skid from the trailer and placed it where the PT-19 fuselage was during most of the past year. I am looking for someone to take on the project to clean up the L-39 and make it more presentable to the public. It sat outside in the weather without a canopy cover and the exposure really shows. The trailer it was on has rotted boards so we will be replacing them as part of the restoration. The public climbs on the trailer to view the cockpit and take pictures so safety is paramount. Volunteers are needed to paint and replace the wood decking.



I want to thank all of the maintainers who have given their time and talent this past year. We would not be this far along without you. The maintenance work never stops. Warbird Weekend is the next big event on the horizon.

Keep 'em flying and be kind to each other. ✂️



Cadets



BY MATT BRZOSTOWSKI

Leadership elections will be held in January. If you are interested in assuming a cadet leadership position, or becoming a cadet and participating in their numerous projects, please contact Jason Morales, our current Cadet Leader. This is just in time for our long promised

N3N systems ground school, and demo flights, which will take place in February. Finally our dog tag supply has been replenished, and we are taking customized orders once again. ✂️



Operations



BY MATT BRZOSTOWSKI

We hope you had a fantastic holiday season! If Santa left a few dollars under the tree for you, please consider a last-minute contribution to the CAF's 12 Planes of Christmas, in which our very own L-17 Navion N4983K is listed. The fundraiser is 99% complete nationally,

and every dollar helps: <https://bit.ly/12planes-houston>. Planning ahead, please mark your calendars for our required annual CRM and aircraft ground school, scheduled for the last weekend in January, 28th-29th. The Saturday will focus on CRM and other subjects,

while the Sunday will cover our aircraft systems. Please be prepared to bring your current Hold Harmless #1, downloaded under Ops Forms in: <https://www.cafoperations.org/document-resources>

Plus complete your 60-1 and 66-1 CAF online training and bring your completion certificates: <https://www.cafoperations.org/training>

Pilots will need to submit their current medical, pilot certificate, flight review logbook endorsement, 60-1 online training certificate, and applicable aircraft systems test answers, if they want to fly the wing aircraft in 2023.

We will be participating in the Bluebonnet Airshow, 18 March 2023, with Richard Zadow flying Ace, Wayne Loeber flying the BT-13, and Ed Vesely flying the PT-19.

Warbird Weekend is 15-16 April, with several aircraft already reserving their spots at our event. If you are interested in helping organize this event, we have several committees forming in January, contact Lisa or myself. Additionally, for the WASP Homecoming, 27-29 April, with Richard Zadow flying Ace, Wayne Loeber and Lisa Sanford flying the BT-13, and Ed Vesey flying the PT-19.

We are looking for anyone wanting to train as a Crew Chief and Plane Captain. This is a program outlined by Richard Zadow. If interested please contact Richard or myself for more information.

Finally, ever wonder how active our wing is relative to other CAF units? Well the CAF has a portal called RallyPoint in which pilots log each flight according to hours and landings. This includes airshows, revenue rides, fly overs, proficiency and maintenance flights. **We have been in the top 10, out of 26 CAF units, during the last three months, and in the top 5 for the past month!** Of course, this means an active and safe period of operation, which we intend to maintain! ✂️



BY JIM PLACETTE



For all who do not know me, I am Jim Placette and spent many hours working on and flying in the Lockheed C-60 known as “Goodtime Gal”.

From the time she took flight after a very long time with the unit, as I understand it, 9 long years, I was on the test flight in August 2011.

From that time until the unfortunate grounding in Nov. 2015, the Lockheed was really hitting her stride. From humble beginnings in 2011, we made our first air show, and that was Wings Over Houston 2011.



Although the Gal did not fly the show that year, she was there to represent the wonderful achievement of the Houston Wing and Kelly Johnson, the chief designer of the L-18 Lodestar. The plane continued to advance and went to Tyler in 2012.



She attended the 1940's Air Museum display at Hobby with their Lockheed 18.



Pilot training and type rides continued, and the plane really started going later in 2012. The Lockheed got on the rides program, and the first major rides were some fellows from overseas.



She flew Wings over Houston for the first time in 2012.



In 2013, things really took off. The plane returned to Tyler, went to Hondo, TX, attended the Midland Air Show, and Wings Over Houston as well.



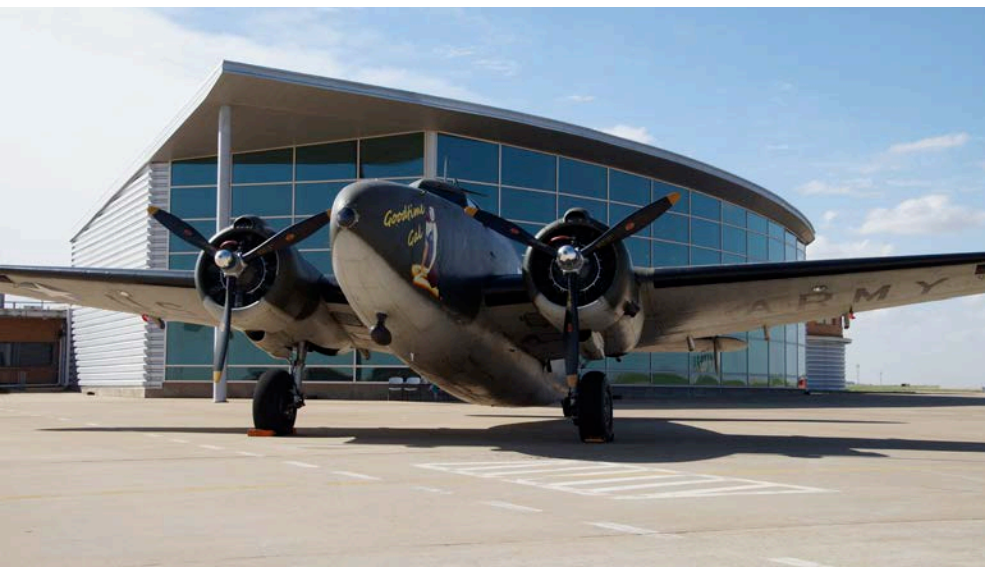
The plane started to be noticed and was invited to Kansas for the “Gathering of Lockheed Twins.” In Topeka, we met up with another Lodestar and two PV-2 aircraft as well as many other DC-3’s and smaller vintage planes.



In 2014 The Lockheed delivered the famous General Patton and his staff to Hooks.



The plane was invited to Lubbock, and the Silent Wing Museum paid to have her there. She sat majestically in front of their museum.



The C-60 was also invited to Thunder over Michigan, and flew from Houston to Ypsilanti, Michigan in one day.



That was a total of about 6.5 flight hours each way. That is the normal speed of the C-60, 200 knots through the air. That makes anywhere in the country a real possibility in just one day. Everywhere the C-60 went she brought along a crew, her own PX, and commanded an



appearance fee. The PX and ground tours made constant money flow to the aircraft. She attended Wings Over Houston for 2014 as well.



The C-60 also played lead ship for several flyovers including Memorial day, D-Day and the wreath laying. Perhaps the most impressive was her leading the flight over Minute Maid stadium for the Astros.

During these flights the Lockheed proved what an excellent photo ship she is. With the emergency exit windows removed, shooting air to air is almost perfect. The plane also has the speed and range to fly with any contemporary plane from AT-6 speed and up.

The plane received a replacement left engine in 2015, and that lead to the impromptu “\$100 Hamburger Run” to Fredericksburg, TX. The plane and pilots became jump certified in 2015 and performed a successful static line jump on the friday of Wings Over Houston 2015. This opened a new opportunity for “Goodtime Gal”. She became a desirable jump plane offering the only C-60 you can static line jump from.



The unfortunate mishap on Saturday at Wings Over Houston caused the FAA to come down on the plane. Considerable effort went into correcting this action, which included the total fabrication of the interior benches and seating according to original Lockheed drawings, and is continuing currently.

She really is a wonderful and special aircraft. She is the only Lockheed Lodestar in the CAF. She is the only one in the hangar that can be certified IFR and fly at night. She is the only one who carries her own crew and PX. She is also the only one with the speed and endurance to cover the whole country. Flying in her is a



pleasant experience with comfort and a fairly quiet cabin for a warbird. She was designed to be an airliner after all, and that was part of the design by Johnson. Post war the Lodestar was the “BizJet” of the 1950’s. Her speed and comfort attracted many large corporations as well as modifiers such as Lear and Dee Howard.

I hope this sheds some light on her short but impressive career so far with Houston Wing. She can do all that and more in the near future. ✂️





BY SAM HOYNES

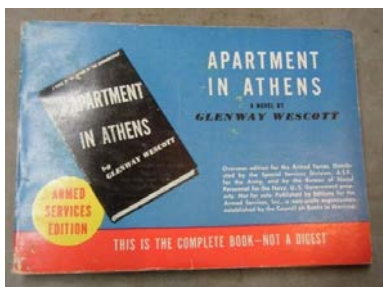


During the Christmas holidays I got an email from Matt Brzostowski wanting to know if the museum wanted to have two copies, he had of paperback books that were issued to troops by the government during World War II.

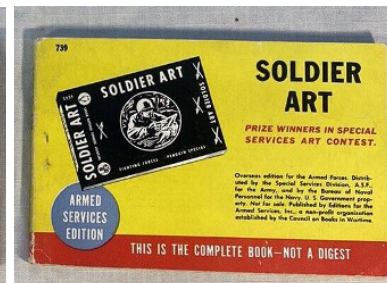
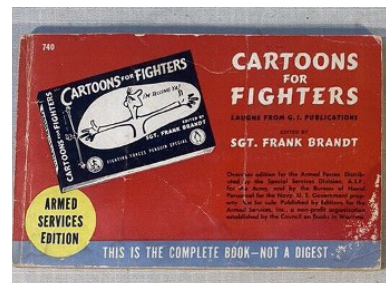
He told me that he and his adult daughter have a two-person book club, and she had picked “When Books Went to War” which was about a program that was developed in 1943 between the book publishing industry and the Army and Navy in which millions of books were printed on magazine stock into popular books that would be small enough for soldiers to carry them in their pockets.

Between 1943 and 1947 the printing industry printed 122,851,031 books at 6 cents each and sold them to the government so they could be issued free to troops overseas. The “Armed Services Editions (ASEs) program was endorsed by the Army and Navy and in July 1943 began shipping books all over the world to our armed forces.

After reading “When Books Went to War” Matt researched the book program and found a couple of books from this program (“Wings of Fear”, a mystery by Mignon Eberhart and “Apartment in Athens” by Glenway Wescott) and donated them to the Wing’s Museum.



This ASEs book program was one that I had never heard of, and I have been doing some research into it and I feel that it would be worthy of a special exhibit in the museum because it would be of interest to our visitors, especially the children. I bought copies of “Cartoons for Fighters” and “Cartoon Art”, two other examples of these ASE books for the museum.



When Books Went to War: “Victory Book Campaign”

After the draft was reinstated in the U.S. in 1940, millions of young soldiers found themselves in barracks and training camps, where they were away from home and often bored. The head of the Army’s Library Section, Raymond L. Trautman, sought to remedy this by purchasing one book per soldier, but when that failed, librarians launched a nationwide book collection campaign. This “Victory Book Campaign” collected a million books in its first month, but its efforts dropped off when the Army rejected many of the donated books as unsuitable for soldiers, and the bulky hardcover books donated were found to be unsuitable for use in the field. This book campaign ended in 1943.

Armed Services Editions (ASEs) of Books for the Troops in WWII

The phrase “Books are Weapons in the War of Ideas” was coined by the publisher W.W. Norton, but it was made popular by President Roosevelt during World War II to contrast the Nazi burning of books. One of the best ideas was the distribution of a special series of books, the Armed Services Editions (ASEs) to our service personnel during the war.

Booksellers, publishers, authors, librarians, and critics formed the Council on Books in Wartime (CBW), an American non-profit, organization, in order to provide entertainment to soldiers serving overseas, while also educating them in political, historical, and military issues. The slogan of the CBW was: “Books are Weapons in the War of Ideas.” They produced 122,951,031 paperback books for free distribution to U.S. Service Members from 1943 to 1947.

These odd-shaped books were specifically designed to fit into the pockets of the uniforms for all branches of service and to be easy to read in difficult conditions. While previous attempts had been made to distribute books in wartime, and some paperbacks had been around prior to the ASEs, this program helped to transform the nature of publishing after the war.

The small books were convenient for soldiers because they fit easily into a cargo pocket. Finished size varied slightly, from 5 1/2 in (14 cm) to 6 1/2 in (17 cm) long and from 3 7/8 in (9.8 cm) to 4 1/2 in (11 cm) high. Unlike traditional paperbacks, most of the ASEs were bound on the short side of the text block rather than the long side, due to the printing presses used.

Armed Services Editions (ASEs) were printed on digest and pulp magazine presses, usually in two columns per page for easier reading. Some ASEs were stapled along the binding, in addition to being glued, to make them sturdier. Because the Council on Books in War-time made use of magazine presses to print ASEs when the presses were not in use, printing costs were low. The cost for printing was around 6 cents per copy, and royalties of one cent per copy were split between authors and publishers.

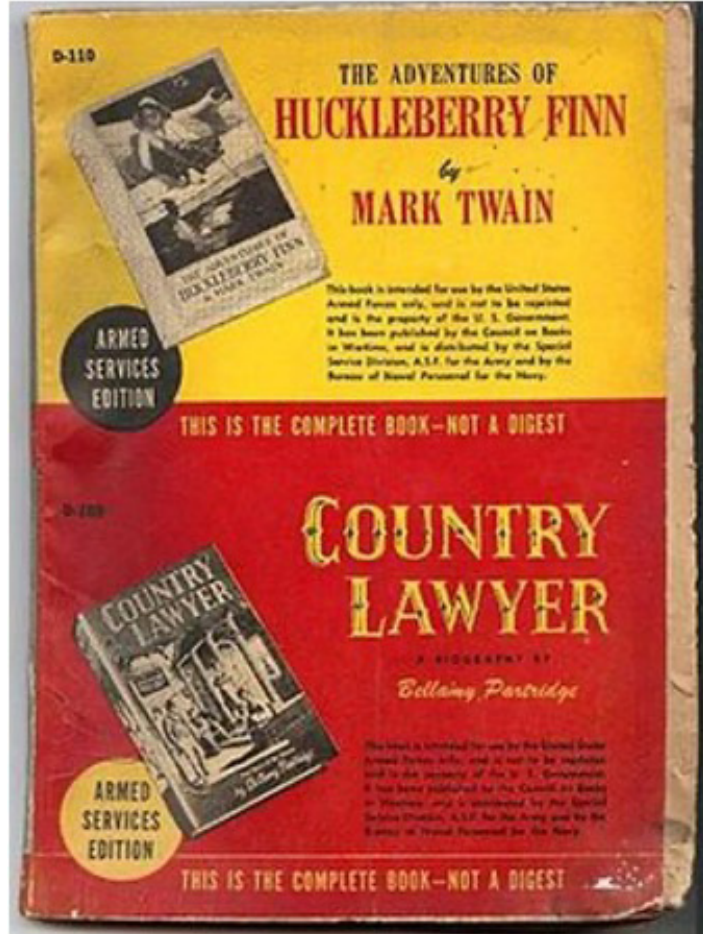
The ASEs program featured an array of fiction and non-fiction titles, including classics, contemporary bestsellers, biographies, drama, poetry, and genre fiction (mysteries, sports, fantasy, action/adventure, westerns).

The distinctive covers of these books bore the description, “Armed Services Edition: This is the Complete Book – Not a Digest.” Seventy-nine of the titles printed were abridged, usually for length rather than content. These bore the slogan, “Condensed for wartime reading,” or slight variations such as “Slightly condensed for rapid reading.”

There were 1,225 unique titles and ninety-nine were reprints of titles issued earlier in the series. Sixty-three of the titles were “made books”, collections of short stories, poems, plays, essays, or radio plays, usually by the same author, that were assembled and published together for the first time.

Over the life of the program, over 122 million copies of ASE books were printed. This makes the ASE program one of the largest wide-scale distributions of free books in history.

ASEs were enormously popular in the armed forces. Photos showed them being read on the front lines, on



Armed Services Editions were printed in pairs, one atop the other, to make most efficient use of the digest magazine presses. This rare “two-up” of Mark Twain’s *Huckleberry Finn* and *Country Lawyer* by Bellamy Partridge was never cut apart by the printer, and its edges remain untrimmed.)

ships, in POW camps in Germany and Japan, in hospitals and in camps and bases around the world. Copies were shared, re-read, and ripped into sections so they could accommodate two or more readers at once. A contemporary newspaper article recounted, “The hunger for these books, evidenced by the way they are read to tatters, is astounding even to the Army and Navy officers and the book-trade officials who conceived Editions for the Armed Services.” General Eisenhower requested that a special set be reserved so that each service member be issued a book before they boarded the D-Day landing craft.

Soldiers wrote that the ASEs “are as popular as pin-up girls,” or that “to heave one in the garbage can is tantamount to striking your grandmother,” and that they were “better than chocolate or cigarettes for trading.”

Authors received voluminous fan mail from the frontlines. ASEs were the first books some readers had picked up since high school, and for some, the first they had read cover to cover. Many authors perceived the selection of their book by the ASE as a great honor, and



Left: Aboard a ship somewhere off England, SSgt. Albert Raffin, of Iron Mountain, Michigan, dips into one of the books which enabled our fighting men – to an extent never known in all previous wars – to find escape and a defense against boredom. Below: Books were processed and shipped to troops from a depot in London in 1944.



it contributed significantly to some of their careers.

This “Slips and Skids” article is about the ASEs books in World War II, but the troops wanted more, they wanted magazines and newspapers too.

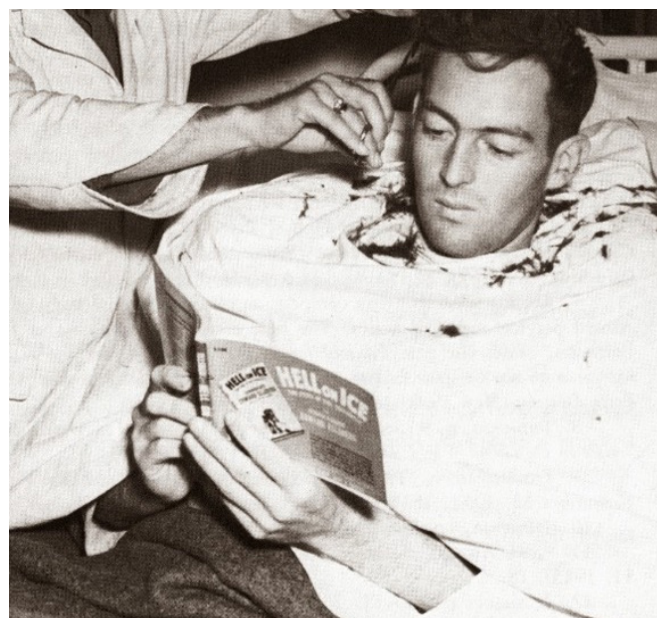
The U.S. Army produced a weekly magazine “Yank” with the first issue coming out on June 17, 1942, and a weekly newspaper “Stars and Stripes” which had wide distribution among the troops.

In addition, numerous U.S. magazines produced overseas editions that were shipped to where the troops were. These magazines were a bit different because they were printed on lightweight paper, and they contained no ads. In 1945, almost 70,000 sets of magazines were shipped each month, according to the February 15, 1945, edition of Library Journal.

All these books and magazines were produced to entertain and inform our troops overseas during World War II. ✂



Left: Servicemen bound for Guadalcanal grab books as they board (U.S. Navy). Right: A recovering GI getting a haircut and reading the Armed Services Edition of “Hell on Ice” by Edward Ellberg.





Accident Report

BY DAVE GUGGEMOS

Basic Information



A crash occurred at the Gaithersburg, MD (Montgomery County Airpark) (GAI) on November 27, 2022. The accident involved a 1977 Mooney 201J with two occupants, a private pilot with 1432 hrs TT, and one passenger on a cross country

flight. Unfortunately both people involved were seriously injured. The plane received substantial damage. The pilot had an instrument rating and second class medical. Flight conditions at the time were low IFR, with 200' ceiling and 1 ¼ miles visibility with fog. The wind was light and variable with a significant tailwind at their cruising altitude; thus the possibility of wind shear during the approach. Montgomery County is a non-towered airport with a Common Traffic Advisory Frequency (CTAF). The pilot was communicating with Approach Control during the approach.

The private pilot of the Mooney 201 appeared to be having navigational system issues as he tried to commence the approach. Approach control tried to assist him by giving him a couple of vectors during the initial part of the approach to keep him on the correct track. His ADS-B ground track indicated that his ground speed as well as altitude had deteriorated from the FAF inbound as well.

The pilot mentioned that he was having altimeter issues and could see the ground as he approached the airport. Since the ceiling was 200', he was probably too low during his entire approach. The altimeter was checked after the crash and found to be working correctly. As the plane passed the Final Approach Fix (FAF), he was at 1500' MSL, when the minimum altitude for the FAF was 2200'. At about 1 mile from the runway he crashed into a 100 ft tall metal electrical utility tower, and came to rest with the plane stuck into

the tower about 80' off the ground and held into that position.

After the crash the pilot and passenger had to wait 7 hours until help could locate them and get them extricated from the plane. The accident happened at 1729 EST. Thus, it was a long night for both pilot and passenger.

Possible Factors

1. The pilot had flown a long cross country from Gaithersburg, MD to White Plains, NY earlier in the day and turned around to fly back to Gaithersburg, MD in the late afternoon; arriving after dark in Gaithersburg. Thus, it was a long day, and *fatigue could have been a factor*.

2. Another possible factor is the weather at both the origin and destination. It was low IFR, and the landing was scheduled to be performed after dark. That kind of flight would be considered *demanding* in any single pilot IFR scenario.

3. It is possible that the pilot encountered some kind of navigational system glitch, which diverted his concentration from flying the approach to resolving the navigation system problem during the approach.

4. The airspeed and altitude both decreased during the approach inbound from the FAF. This may seem like he was trying to look outside and not staying on his instruments during that critical time. Trying to switch from instruments to visual is a critical step during any approach, and doing that too early or going back and forth from IMC to VMC can be very disorienting.

Lessons Learned

1. *The pilot may have been trying to do too much in a single day.* What might be a routine out and back flight could easily turn into a demanding and grueling flight in bad weather with a night IFR landing. We need to be at our best for some kinds of flying, and this flight was one of those where *the IMSAFE and PAVE checklists* should have been considered before making the flight.

2. *A demanding flight arriving under low IFR conditions after dark for a single pilot operation should be a red flag situation.* If you sense fatigue or conditions may too tough, don't just assume you are prepared and plow ahead.

3. *If you are experiencing navigational system issues, perhaps ask ATC for a hold where you can work*

out the problem and begin again fresh with the approach. After fixing the glitch, you can reload the approach if necessary and set up for a normal approach, without distractions.

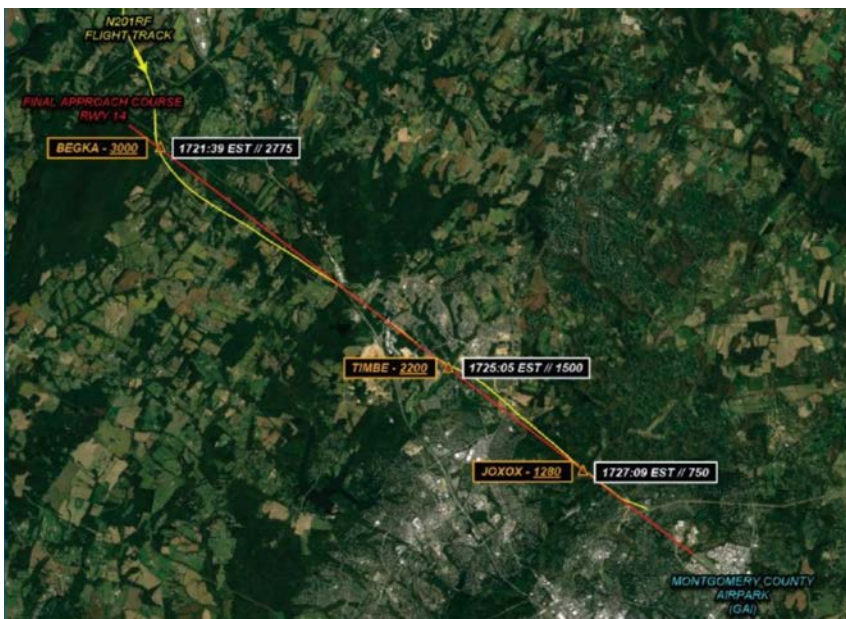
4. *Failure to control airspeed and altitude is a sign of either a rusty or distracted pilot.* It is imperative that you fly track, speed, and altitude accurately throughout any approach. The NTSB preliminary report doesn't specify what the aircraft fuel state and weather in the area at suitable divert fields was, but certainly that should have been considered, especially when the pilot had trouble making the navigation system work. If a suitable divert field with VFR weather available could be located, that may have produced a better ending to this flight.

This accident is applicable to all of our flying. We all need to pay attention to our state of readiness to fly, especially during hot weather (hydration), long days (fatigue), and difficult flight profiles (Airshows and Formation Flights). There may be times where we just shouldn't fly.

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

Happy Flying.

Safety is a Part of our Culture. ✈️





January 2023

21st: Museum Day & Awards Banquet!

22nd: Membership Meeting

28-29th: Ground School

February 2023

4th: Museum Day

18th: Museum Day

19th: Membership Meeting

March 2023

2-5th: NATA Clinic at TME

4th: Museum Day

18th: Museum Day

19th: Membership Meeting

April 2023

1st: Museum Day

TBD: Warbird Weekend Work Day

15-16th: Warbird Weekend!



Airbird Annie Sez

Birthdays

1/2	Billy Stone
1/4	Alejandro Perez
1/6	Frank Vargas
1/7	Jeffrey Heur
1/8	Jamie Shore
1/10	Tammi Lockwood
1/15	Michael Phillips
1/16	Buck Willis
1/19	James Bixby
1/19	John Bixby
1/22	Carlos Sisso
1/22	Serinda Locklear
1/23	Rob Parrish
1/25	Duke Ensell
1/27	Bobby Rose
1/29	Robert Sparks
1/31	Susan Vaculik
1/31	Tony Bohnert

Anniversaries

1/5/09	Michael Steiger
1/9/1987	Scott Rozzell
1/9/92	Buck Willis
1/15/2004	Don Price
1/16/98	Steven Sehnert
1/18/2022	Paul Middendorf
1/30/2020	Rick Croasdale





Wing Leader

Col Lisa Sanford
hwingleader@gmail.com

Executive Officer

Col Howard Quoyeser
quoyehl@yahoo.com

Adjutant/Membership

Col Field Parsons
fieldp@me.com

Finance Officer

Col Tony Bohnert
financehoustonwing@gmail.com

Rides Coordinator

Col Denise Walker
texflyers@gmail.com

Education Officer

Col Sam Hoynes
s.h.hoynes@sbcglobal.net

Cadet Program Coordinator

Col Matt Brzostowski
mbrzostowski@comcast.net

Maintenance Officer

Col Stan Turner
t28pilot44@aol.com

Operations Officer

Col Matt Brzostowski
mbrzostowski@comcast.net

PX Officer

Col Gonzalo Morales
pxhoustonwing@gmail.com

Safety Officer

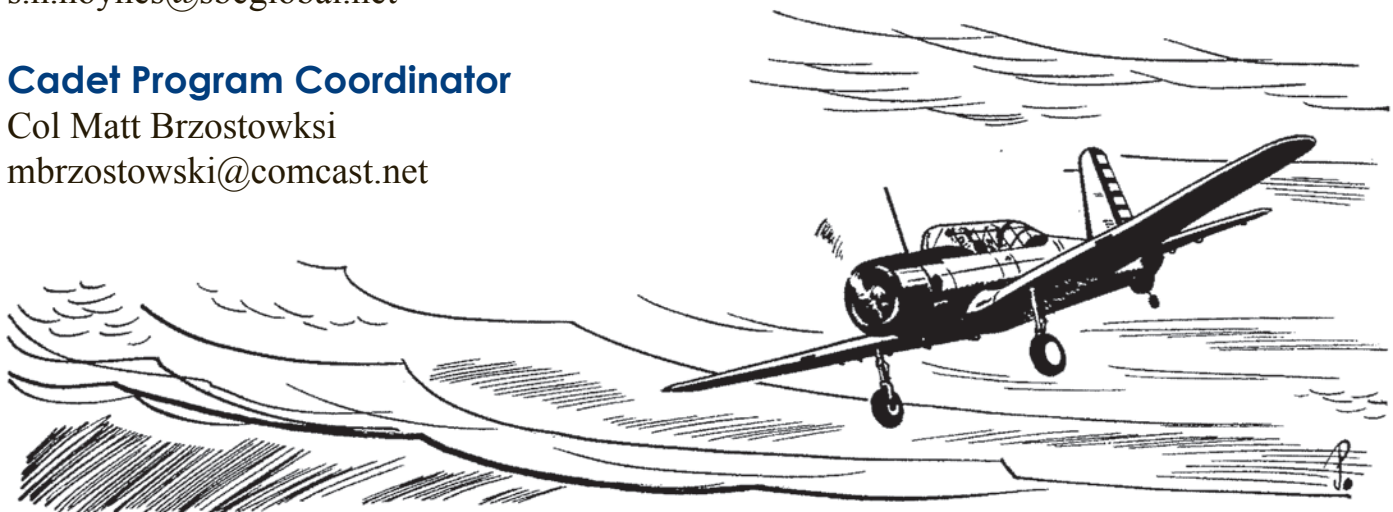
Col Ed Bergmann
bergma55@yahoo.com

Public Information Officer

Col Field Parsons
fieldp@me.com

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: _____