

March 2023



houstonwing.org

COMMEMORATIVE AIR FORCE

Slips & Skids



The PT-19 achieves a huge milestone p. 5

GOT WINGS?

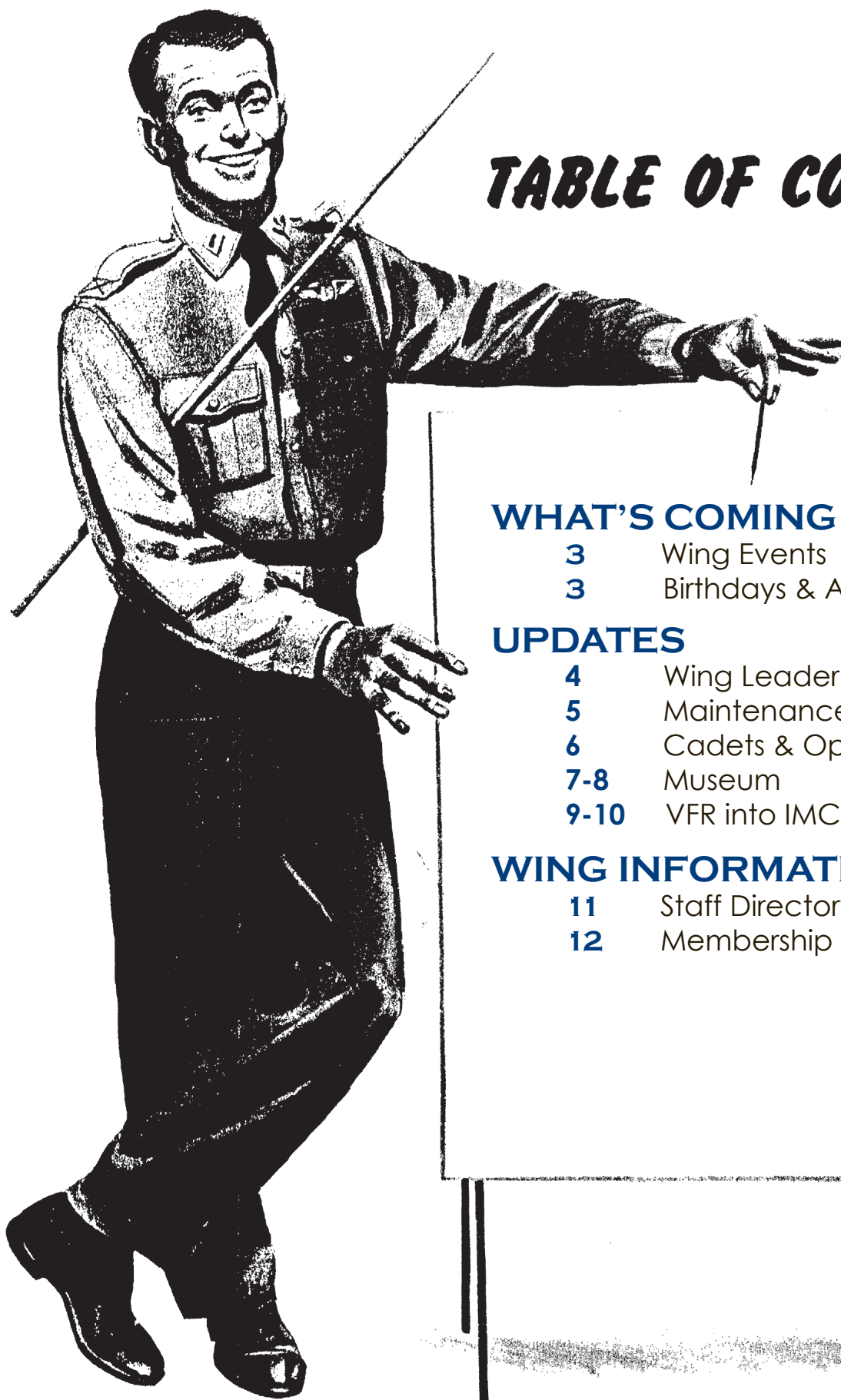


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Upcoming Events

March 2023

2-5th: NATA Clinic @ TME
4th: Bellaire Little League Flyover
4th: Museum Day
16-18th: Winter Conference @ RBD HQ
18th: Museum Day
18th: Bluebonnet Airshow @ BMQ
19th: Membership Meeting & Potluck
25th: Hangar Deep Clean for WW

April 2023

1st: Museum Day
1st: WW Advertising Sign Setup
1st: Orange Country Fly-In @ ORG
15-16th: Warbird Weekend! @ IWS
22nd: Lake Jackson Fly-In @ LBX
27-29th: WASP Homecoming @ SWW

May 2023

6th: Museum Day
20th: Museum Day
21st: Membership Meeting & Potluck
27th: Rockport Fly-In @ RKP

June 2023

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



Airbird Annie Sez

Birthdays

3/1 Charles Hutchins
3/6 Denise Walker
3/7 Daniel Gould
3/9 John Szalkowski
3/10 Michael Steiger
3/15 Fabian Sisso
3/16 Tom Calpouzos
3/17 Dan Leone
3/18 Riley Paugh
3/19 Pat McGinnis
3/21 Gary Hurta
3/22 Dante Reimann
3/23 David Yannessa
3/23 Chris Yannessa
3/25 Jason Delaney
3/27 Mike White
3/29 Kevin McNulty
3/31 John Rudd

Anniversaries

3/7/17 Tony Bohnert
3/10/21 Mike Anglin
3/10/22 Aaron Sloper
3/16/17 Chris Walker
3/27/17 David Yannessa
3/27/17 Chris Yannessa
3/13/15 Sam Bulger
3/21/07 Jeremy Wright
3/30/04 Stan Turner
3/30/06 Sherry Johnson





Wing Leader

BY LISA SANFORD



March is here and the preparations for Warbird Weekend are in full swing. This is an “all hands on deck” kind of event so if you have not signed up to volunteer please contact our XO Howard and get your name on the list. If you are interested in taking on a lead position please let

us know ASAP, so we can get you involved now. Keep March 25th open, as this is our ‘Pre Warbird Weekend Hangar Clean Up’. This is the day that we dump the Hangar so we can clean the planes, floors and do all the last minute tidying up before the big event.

We are in need of help procuring drinks to sell at Warbird Weekend. Please grab Coke, Coke Zero, Dr. Pepper, Dr. Pepper Zero, Sprite, Sprite Zero, Root Beer, and Gatorade for us to sell at the concession stand in the hangar. Every donation is one less dollar we have to

spend and more net proceeds from Warbird Weekend!

Have you ever wondered how you can get more involved with the Wing? You don’t need to be a Pilot, Mechanic or a self proclaimed WWII buff to contribute! If you have a passion for History and a friendly smile to share then we can use your skill set. If you have an accounting or finance background we need you! If you have a project management background or good organizational skills we need you! How about a passion for working with teenagers (Okay I know that one is probably a stretch) but we desperately need you!! Maybe you have a friend with one of these skill sets, if so we would love to meet them. The Wing has open or soon to be open lead volunteer positions that we are trying to fill. If you are interested in becoming an apprentice or would like to learn more about the opportunities available please email me at hwingleader@gmail.com

March 16th thru 18th the CAF is holding its annual Winter Conference at CAF National Airbase in Dallas. If you have never been to one of these events I highly recommend it. The conference is aimed at CAF members at any level of experience, whether you have recently joined or are a long-time Unit leader; there’s no better way to get to know the CAF! More details can be found at <https://commemorativeairforce.org/pages/cafconference2023>

Have a great month and we hope to see you around the Hangar. ✈️

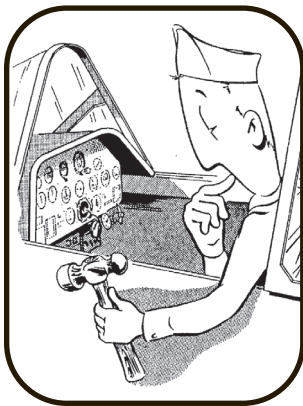
Do you know the story of our BT-13? Check out Lisa's article in next month's Slips & Skids to learn more!





Maintenance

BY STAN TURNER



During the month of February, the maintenance teams have achieved several milestones. The first one was the completion and sign off of the AT-6 annual inspection. Several deferred squawks were addressed as well as numerous sheep metal repairs highlighted in last month's article.

The next big milestone was the installation of the wings on the PT-19. The restoration team delayed doing this until most of the fairings were repaired and, in some cases, custom fit. Wing tip lights and strobes should arrive later this month so we can finish and test the anticollision system. The PT-19 is in the final assembly stages and is beginning to look like a real airplane now.

Lastly, the L-39 trailer has had its wood floor replaced and painted. New running lights and reflective tape will be added to make it legal and new. The cockpit restoration is being lead by Dana Cleland and Mark Godleski with help from the Wing Cadet cadre. The goal is to have the majority of the cockpit cleaned up and painted in time for Warbird Weekend in April. Plans are to remount the display on the trailer by the end of March.

Keep 'em flying and be kind to each other.

Note from PT-19 Team Lead, Ed Vesley:

I am pleased to report that the wings have been installed on the PT-19 and the ailerons as well. It is our expectations that the 19 will take to the skies in the next 60 days. ✈️



Ed Vesley and Lisa Sanford install the left aileron on the PT-19

Right: The PT-19 is taking up some additional space in the hangar for some reason...

Bottom Right: Ed Vesley and Julian Zapp work to attach the left wing.

Below: Ed Vesley and Carlos Sissa work to attach the left wing.





Cadets



BY MATT BRZOSTOWSKI

We have two of our cadets enrolled in the Private Pilot Ground School conducted by the Gulf Coast Cadet Advisor Scott Williams. Scott is endorsing the Private Pilot log books as they progress.

Two cadets from the Gulf Coast Wing, Robert Buniva and Courtney Plagens, and four cadets from the Houston Wing, Cohen Worster, Richard Craig, Alex Keyes, and Langston Piecznski, participated in the N3N hands-on ground school with assistance by Dani Plagens and Manuel Cachutt. Cadets were instructed in the history of the aircraft, construction, aircraft systems, pre and post-flight procedures, plus the use of check lists, before they flew in this famous Navy trainer.

Cadets continue work on the L-39 refurbishment in preparation for our upcoming Warbird Weekend. They will also be operating the dog tag machine. ✈️



Cadets at the N3N hands-on ground school



Operations



BY MATT BRZOSTOWSKI

Cory Baldwin continues making progress mastering the N3N under Nathan Harnagel's expert tutelage, with the focus now of crosswind takeoffs and landings. A PT-19 Flight Evaluation Board (FEB) is planned for Field Parsons, Wayne Loeber, and Tom Calpouzos.

Wayne Loeber and I are working through our Rev Rides backlog, with one remaining in the BT-13, and one in Ace. Thus, we are in a good position to leverage our Rides Desk during our upcoming March and April calendar of air shows and Fly-Ins.

The Wing participated in the NATA Formation Clinic at Houston Executive March 2-5 with Richard Zadow and Ed Vesely flying Ace, while Wayne Loeber and Ed flew the BT-13. Our 4 parachutes were repacked in preparation to be used the rest of the flying season.

Upcoming events include:

18 March - Bluebonnet Airshow with Richard flying Ace, Wayne Loeber flying the BT-13, while Brian Kosior manages our Rides Desk. Gonzalo Morales will be working our PX.

1 April - KORG Fly-in with Ed flying the BT-13, and Field Parsons managing our Rides Desk.

15-16 April - Warbird Weekend – We have 20 aircraft lined up, with the C-60 and Curtiss SB2C Helldiver taking center stage.

22 April - LBX Fly-in with Wayne flying the BT-13.

27-29 April - WASP Homecoming with Richard flying Ace, Wayne and Lisa flying the BT-13, and Ed flying the PT-19, while Brian manages our Rides Desk.

11-12 August - Moody Gardens Airshow – they requested the PT-19 for rides!

14-15 October – Wings Over Houston ✈️



Museum

BY SAM HOYNES



In our museum displays we have a section that tells the stories of individual WWII Veterans, most of them who were related to Houston Wing members. One exception is that of Colonel Robert L. Weniger, Jr., a Houstonian who flew B-17s and was shot down in October 1943 and spent the rest of the war

in Stalag Luft I near Barth, Germany. After the war he stayed in the Air Force and commanded an SR-71 Squadron before retiring. We have a lot of his things, thanks to his family.

In among his items, we received was a book *Behind Barbed Wire* published in 1946 about life in Stalag Luft I. It is an accumulation of stories, drawings, and photos made by prisoners in the camp where he was held until the Soviet troops liberated the camp on April 30, 1945. There were approximately 9,000 airman prisoners, including 7,588 American and 1,351 British and Canadians. This book also contains a complete “Directory of Prisoners” arranged first by compounds in the camp, then a listing of all the American prisoners’ listed by home state and finally their names listed alphabetically, including their home addresses.

Prisoners paid for a copy of the yet-to-be-published book while still held captive in the camp, and the book was published by the author after his release and return to the states with the money, they gave him in the form of checks written on whatever paper they could find and donations he received from families of the prisoners. It is out of print and very rare.

Behind Barbed Wire

The story of life in Stalag Luft I

by Lt. Morris J. Roy (B-17 Navigator) from Vero Beach, FL

This book is divided into three Parts, plus its “Directory of Prisoners”.

Part I – “Twelve Air Routes to Barth” - This part contains 12 stories describing the missions that caused these 12 people to become prisoners at Stalag Luft I near Barth, Germany. (The stories were written by the Pilots during their time in the Prison Camp and compiled into this book.)

Part II – “To Barth by Land and Sea” – This part has two long stories of other people who took much longer routes to becoming prisoners at Barth. (“Block Buster Jail Break” by Lt. B. S. (Mike) Boomer) and (“Forced March” by S/Sgt R. L. Hancock)

Part III – “Behind Barbed Wire” – This part has 18 sections describing daily life in the Prison Camp and the ways that prisoners tried to conquer their worst enemy, which was boredom. These sections include prisoner poems, songs and stories as well as routine things like the “Camp Layout and Camp Regulations” to things like “Sports” and “Goon Baiting”.

Note: I have included a copy of one of the 12 pilots’ stories taken from Part I of this book, because I found it to be an amazing story. – Sam Hoynes

“RETURN ENGAGEMENT” - Written by Lt. H (Mike) O’Shea – B-17 Pilot from Philadelphia, PA

We’d been flying combat missions out of England for some time, but were transferred to Italy to join the 15th Air Force, flying B-17’s. We arrived in Italy early in February 1944, just at the time the city of Regensburg, Germany, had been marked for destruction by the 15th A. F. We flew with the 301st Group.

We’d been briefed for Regensburg several times, and almost made it on February 22. However, because of heavy undercast, we selected Augsburg as our target, while the 97th Bomb Group hit the primary objective.

On February 25, 1944, we left for that elusive target, Regensburg. It was a minimum effort, for only sixty-five planes participated. The weather was perfect, clear and crisp, along our route. Our Group led, and my ship flew next to the lead plane, off its left wing. We had no fighter cover, but we saw more fighters that day than we’d seen on any former missions – Enemy

Fighters! There were over three hundred of the blasted things, silver ME-109's.

Since the attack came shortly after our take-off, we had a fight on our hands for ninety long minutes – all the way to the target. Most of the attacks were made on other aircraft in our Group; we were lucky to be free from direct assaults. None-the-less, all our guns were fired that day, and our bombardier tallied up one of the 109's. They gave us a good workout.

At last, we were on the bomb run, and with “Bombs Away!” our work for Uncle Sam was over. Now we were on our own time. The entire crew of a bomber feels an indefinable relief after bombs are dropped, almost as though the mission were complete. Somehow the return trip doesn't hold the fear of the initial run.

Then the flak hit us! It's a question which of the two an airman dislikes more – flak or fighters. Both are vicious. It was immediately following the dropping of the bombs that we received direct hits under our two left motors. We feathered the prop of the outboard engine as we started our turn off the target. The other was running alright.

The worst result of the flak barrage was a hit in our main gas tank in the left wing, which bathed the ship in high octane gas. The ball turret had become so filled with gas that the gunner had to move up to the radio room to keep dry!

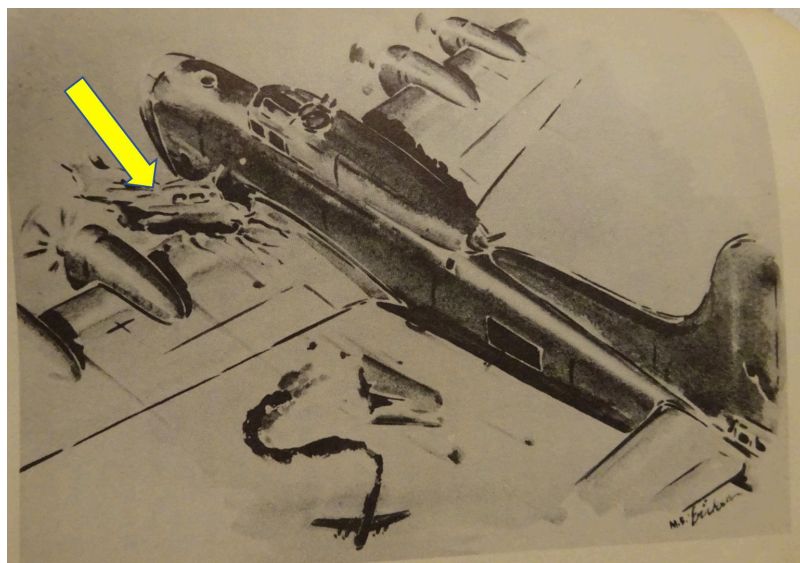
By that time, I was rather doubtful of completing the mission. The drag on our left wing (one engine had become unfeathered and was running wild) was making it almost impossible to keep formation as I turned to the right. I called for the men to put on their parachutes.

Then it happened! The waist gunner called frantically, “B-17 directly underneath, coming up!” I pulled up as best I could on three operating engines and he continued calling, “Still coming up – look out! Here she comes!” Though I had a full throttle and was pulling up with all my might, it was no use. The other plane swooped up in front of my eyes. I held my breath as the nose of our ship hit the top of their dorsal fin. Evidently, they hadn't seen us, or had hit prop wash, which threw their ship into us. We felt and heard a grating, tearing sound, followed by a terrific vibration throughout the plane. My Co-Pilot, Stahl, and I had a hell of a time with the controls.

Our plane scraped vertically down on the fin of the other ship and jammed against the tubular tail gun po-

sition, snapping it off. The tail gun position wedged itself between our left inboard engine, and our fuselage, smashing into our nose and knocking off the prop of the engine. The unconscious tail gunner was still in the turret! Their plane went into a spin, but the men were seen parachuting to safety.

With only two engines operating and the added drag of an additional tail, it was all I could do to hold our aircraft level and at the same time prepare the crew for jumping. All the men knew our situation, and a few had already left. I signaled Stahl to get going and trimmed the ship for my exit. In the meantime, our visiting tail gunner had regained consciousness and hadn't waste any time leaving!



The yellow arrow added to this camp drawing indicates the other B-17's tailgunner's compartment wedged onto the aircraft's wing.

About four minutes after the crash, I left my seat and headed for the bomb bay. I glanced down at the Navigators hatch and saw Stahl's chest pack balancing on the edge of the opening. The wind had prevented its falling out, I guess, but Stahl didn't waste time grabbing it, hooking it and bailing out. Then I dived for the bomb bay doors.

I tumbled all over the sky, but with the jerk of the rip cord my chute opened, and all was comparatively quiet. Though a welcoming committee of Germans was gathered in the snow below, my relief from the fears of a few minutes before was great.

The Jerries had a hard time figuring out why we had eleven crew members and couldn't understand why we carried two tail gunners. All eleven men had landed safe and sound but were captured immediately. ✂



VFR into IMC

BY DAVE GUGGEMOS



Where aviation safety and accidents are concerned, one of the types of accidents is weather related accidents. The highest percentage category by far of weather related accidents, is flight from Visual Meteorological Conditions (VMC) into Instrument Meteorological Conditions (IMC).

The Air Safety Institute has some great videos about VFR flight into IFR conditions.

BACKGROUND

In 2010 the total number of weather related accidents was 43, while the number of VMC into IMC accidents was 29. That is, 69% of weather related accidents were due to VMC into IMC. The number of fatalities has a similarly high percentage, measured as 75% of weather related fatal accidents were due to flights from VMC into IMC.

CASE STUDY

One such case was a flight from Marion, IN to DuPage, IL on November 26, 2011 by a Private Pilot without an instrument rating, in a Cirrus SR-20 (N223CD). The pilot had 207 hours TT, and had 3 hours simulated IFR experience and 29 hours of actual IFR time. The investigators felt that the IFR time could have been overstated. He took his two college age daughters and a friend of theirs on a cross country VFR flight. They took off at about 9:00 am VFR from Marion, and flew about an hour towards the DuPage airport.

The basic weather at the time was, a warm front located in Wisconsin to Illinois, moving eastward, with widespread IFR due to low ceilings and visibility. He would have flown towards that frontal system, which was moving towards his destination. The weather at Marion at takeoff was 1500 to 2500 overcast, with 5 miles visibility in scattered light rain. The forecast weather at DuPage at the time of intended landing was

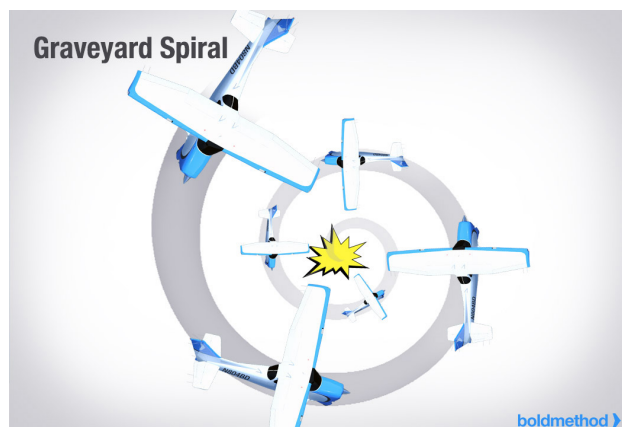
2500 to 3500 overcast, 6 miles visibility with light rain. The forecast outlook was IFR.

About 5 minutes after he departed Marion, the weather forecast for DuPage changed to 800 overcast, 3500 overcast, and 5 miles visibility and light rain. The outlook was still IFR. There is no record of the pilot ever receiving the weather update.

The sound track of his communication with DuPage tower showed that after about an hour of flying, he was asking the tower for help. He couldn't see the airport and may have been in IFR conditions. DuPage was calling the weather at the time of his arrival as 900 overcast, 2500 broken, 3500 overcast, with 6 miles visibility with light rain. After some back and forth, where the pilot stated that he was clearly untrained to cope with the existing weather at DuPage, the tower tried to hand him off to Palwaukee Executive Airport tower (KPWK). At that time Executive was calling the weather as 1500 overcast and 10 miles visibility (VFR). It appears that neither tower provided much real assistance to the pilot, who was in over his head.

The pilot then began to fly around to the north and west of DuPage, evidently looking for better weather. There was a brief exchange with Palwaukee but he decided to keep flying west on his own, without asking for assistance. There was also a communication between Palwaukee tower and an airline flight with instructions for them to climb to 2400 feet. The pilot then misunderstood who that instruction was directed to, and started to climb to 2400 feet. So, he was now traveling toward the front, probably in IFR conditions, and the weather was not improving. He flew around for about a half hour in total, never really taking advantage of the assistance that he could have received from ATC.

The radar track showed him falling into a graveyard spiral and crashing at high speed. There were four fatalities.



LESSONS LEARNED

The pilot seemed distracted and planned a flight in marginal conditions, without much thought about alternatives if the flight couldn't be completed due to unforeseen weather. His brief communications indicated that his priorities were to get there and to get back home without being held up on the ground.

When the weather changed, his priorities didn't change to include a solution to the immediate problem, which was life threatening. His mission was to get the daughter to her school, and then get back home. Evidently he didn't see the immediate problem as life threatening.

He failed to make the recommended 180 degree turn and fly back into VFR weather early, when he had a



Photo 3 -- Accident Site

Wreckage from the crash shows the high velocity of impact.



Photo 6 -- Main Wreckage

better chance to get on the ground somewhere that had VFR weather.

He failed to realize that his problem needed help from ATC, and he failed to declare an emergency and get that help.

The pilot eventually fell into the classic death spiral, and crashed at high speed. This is the result of the insidious problem of VFR flight into IFR conditions. It just gets worse sometimes very gradually, and isn't recognized for what it is until it is too late.

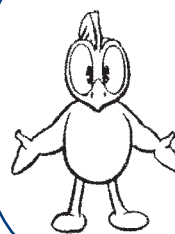
It behooves us to plan flights that are within our capabilities and those of our particular airplanes. When the flight conditions change, we need to recognize that we need to adjust our flight for safety reasons. When we

plan our flight, we need to have alternatives along the route in the event of encountering adverse conditions; and we need to act on it before things get out of control.

Happy Flying! Safety is a part of our culture. ✈️



Staff Directory



Airbird Annie Sez

We're looking for a Colonel to step into the PX role as Gonzalo is stepping down after Warbird Weekend due to a new work promotion. He will help the transition, but we need someone new to manage our PX. Thanks!

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 Brian Kosior
briankosior@yahoo.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

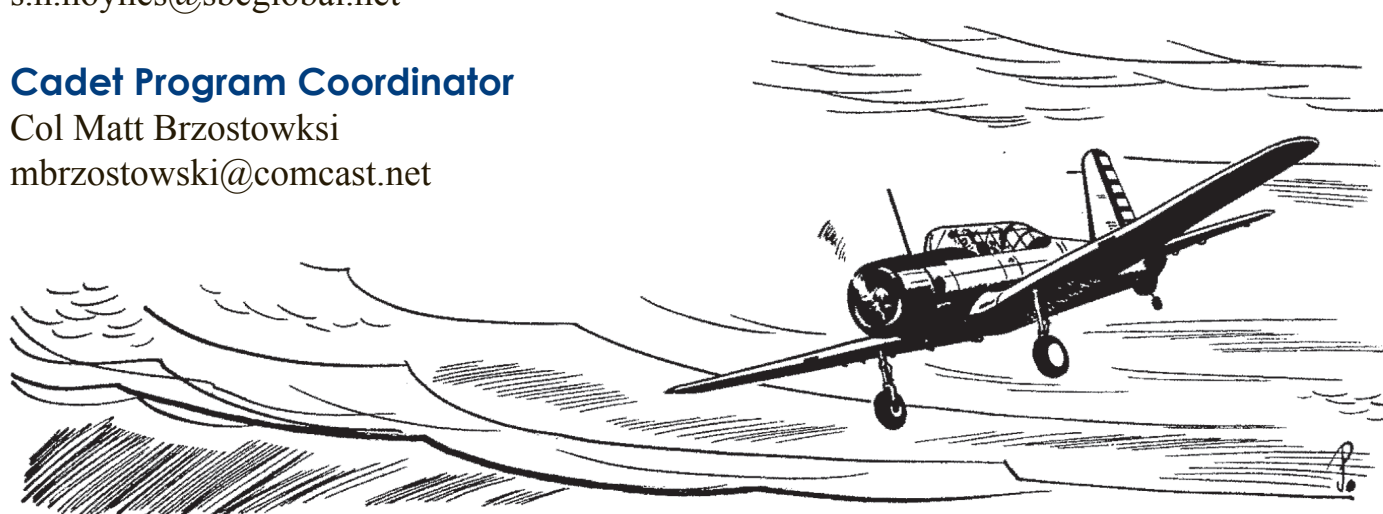
Col Ed Bergmann
bergma55@yahoo.com

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: _____