

April/May 2023



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

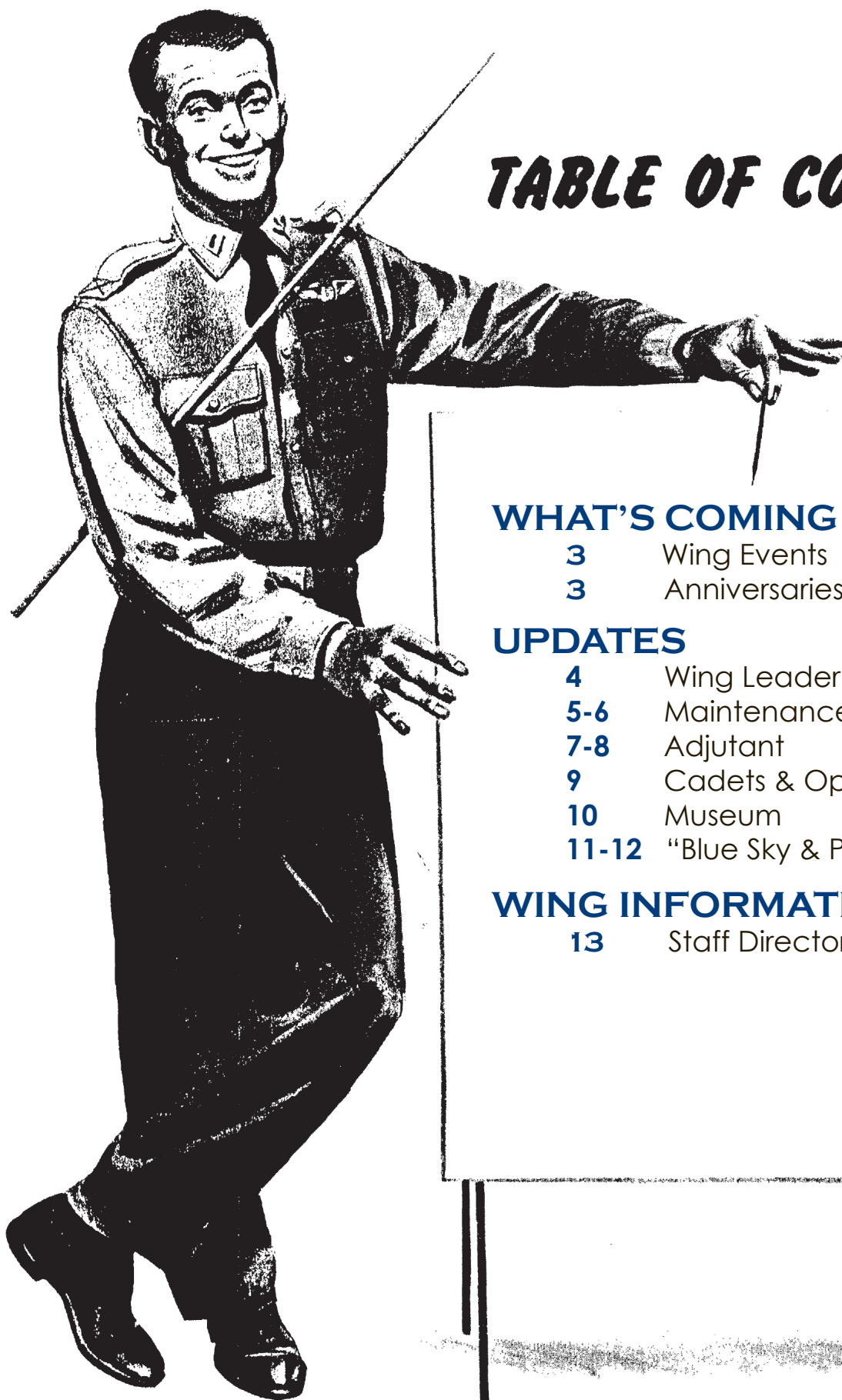
COMMEMORATIVE AIR FORCE

# Slips & Skids



The PT-19 takes to the skies p. 5

# FIRST FLIGHT



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## Upcoming Events

### May 2023

6th: Museum Day

16-17th: Large 5th Grade Museum Visit

20th: Museum Day

20th: Cadet Tour of Jet Linx @ HOU

20th: Wings Over Houston Workday @  
EFD (12101 Blume Ave, Houston, TX  
77034) 8-2 pm w/ breakfast + lunch

21st: Membership Meeting & Potluck

### June 2023

3rd: Museum Day

17th: Museum Day

18th: Membership Meeting & Potluck

24th: Cadet 1940 Air Terminal Museum  
Visit @ HOU

### July 2023

1st: Museum Day

15th: Museum Day

15th: Cadet BT-13 Ground School &  
Demo Flights

16th: Membership Meeting & Potluck

### August 2023

5th: Museum Day

11-12th: Moody Gardens Airshow

19th: Museum Day

20th: Membership Meeting & Potluck



### *Airbird Annie Sez*

#### Anniversaries

4/2/14	Jolene Meldrum
4/5/07	Joe Kudrna
4/6/11	Bill Schulz
4/11/16	Steven Sparks
4/12/75	Charles Hutchins
4/14/21	Pat McGinnis
4/16/07	Barbara Britt
4/21/09	Stanley Russ
4/21/22	Joel Barron
4/22/98	Mike White
4/23/99	Richard Hamilton
4/23/09	Jason Delaney
4/23/22	Richard Walker
4/24/17	Denise Walker
4/24/17	Colin Walker
4/24/17	Conor Walker
4/24/17	Kate Walker
4/24/17	Kelly Walker
4/30/19	Christine K.
5/4/21	Riley Paugh
5/9/08	Bille Stone
5/10/99	Don Johnson
5/11/15	Fabian S.
5/12/21	Chad Sandberg
5/18/11	James Buser
5/18/18	Jim Bixby
5/19/99	Dan Leone
5/21/98	Ryszard Zadow
5/26/22	George Ducommon
5/29/18	John Rudd
5/31/19	Charlotte B.







BY LISA SANFORD



It has been a busy couple of months around the hangar. We are all disappointed that Warbird Weekend had to be postponed but some things are beyond our direct control. Over the past month we have continued to make some small improvements to our home. Mark completed the

painting around the kitchen window and in the upstairs bathroom. Next on the list is to hang a few pictures on the walls in the meeting room and to set up a museum display in the glass cabinet.

Our quest to Educate, Honor and Inspire continues thanks to Sam Hoynes and his school tour program. We had two school groups join us at the hangar in April for a tour of the museum and some interactive fun with our aircraft. This is a great way to expose young minds to the history of aviation in WWII and hopefully inspire a few to get involved in aviation in some form down the road. We have another 200 5th graders coming to the hangar to participate in this event on May 16-17th. If you are interested in helping out with events like these in the future, please contact Sam at [s.h.woynes@sbc-global.net](mailto:s.h.woynes@sbc-global.net).

Team 19 met a huge milestone in the month of April. The goal was to have the PT-19 back in the air in April. She flew for the first time in five and a half years on April 22nd. We still have some work to do before she is ready to go back on the rides program but this was a huge win for the Wing. I would like to personally congratulate the project manager Ed Vesely and the team of dedicated maintainers for all their hard work.

In March some of the staff attended the CAF conference at Headquarters in Dallas. This conference is open to all CAF Colonels and cadets. You do not have to be a staff member to attend this event. If you have never been to one of these conferences or if it has been

a long time, I highly recommend going next year. It's a great way to get to know more about the CAF and its mission. They host quite a few very informative sessions on a variety of topics. One of the events they hold is an awards ceremony and much to my surprise and pleasure the Houston Wing won an award for our Cadet Program. I would like to pass long a huge CONGRATULATIONS to our Cadet Corp along with our Cadet Coordinator Matt Brzostowski, last years cadet leaders Jason and Jaylon and this years cadet leaders Cohen and Richard. Keep up the good work guys.

Many of you may not know that the CAF has scholarship money available for fight training. If any of our cadets are interested in getting their private pilot license or already have it and are interested in getting their instrument rating please reach out to Matt for more information.

Have a great month and see you around the Hangar soon. ✈️



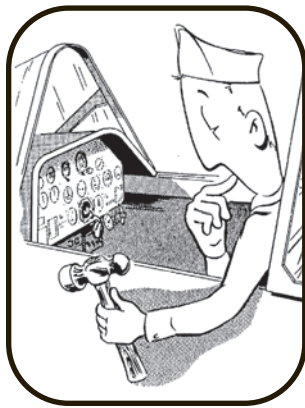
**The cadets' award presented to the wing at the CAF Conference in Dallas.** Photo by Field Parsons





## Maintenance

BY STAN TURNER



March was a great month to be at the hangar. The weather was moderate with some days requiring a jacket and others shorts. Team 19 Wing Maintainers were busy putting the finishing touches on the PT-19. The BT-13 and AT-6 participated in the NATA formation clinic and returned squawk free. All

three of our rides aircraft (AT-6, N3N BT-13) are up and running.

In April the maintenance team shifted efforts towards finishing the PT-19 restoration and starting to overhaul the electrical circuitry on the large Cadillac lathe in the machine shop. The lathe had been under water during a past hurricane and was donated to the Houston Wing about three years ago. Corrosion was found on the switches and relays. Dana Cleland has been gradually cleaning and replacing parts as needed. We hope to have the lathe in service by early summer.

### L-39 Cockpit Display Project

The L-39 cockpit display spruce up project led by Dana Cleland and the cadets was finally installed back on the trailer. As you may recall, the L-39 cockpit skid



**Above: The Cadillac lathe needs some more TLC before she'll be usable. Below: George Ducommun operates the lift to move the L-39.** Photos by Stan Turner



assembly with the trailer has been sitting outside in the weather for many years. The decking on the trailer was beginning to rot and needed replacing. Dana Cleland and Mark Godleski did the majority of the trailer repair work and prep so the cockpit display skid could be safely mounted and made fit for our visitors to see. George Ducommun brought his lift truck one Saturday and combined with the Wing's forklift hoisted the skid onto the trailer. It is now ready for further restoration by the cadets.



**Mark Godleski, Dana Cleland, and Wayne Loeber "supervising" George Ducommun's work with the L-39.** Photo by Field Parsons

### PT-19 Update

The PT-19 restoration project reached a major milestone on Saturday, April 22 when the aircraft took to the skies for its post restoration check flight. Ed Velsely started the engine and taxied out to the runway. The engine break-in procedure calls for minimal low power so Ed finished his ground checks and took off. A few minutes into the climb the engine started to run rough so Ed brought the plane back and taxied to the hangar. The maintenance team did a compression check on all six cylinders of the 200 HP Ranger engine and found one cylinder with a zero pressure reading. The other cylinders read around a normal 80 psi. A borescope check of the cylinder revealed a missing piece of the top of the piston. We now

**Caro Maitland stitches the leather cockpit combing while Wayne Loeber installs a belly fairing on the PT-19.**

Photo by Stan Turner.





have to locate a new cylinder/piston and replace it before the next flight. While this setback is disappointing, be assured the restoration team will get the plane back in shape as soon as possible.

[Editor's Note: Since submission of the May articles, the maintenance team found enough metal shavings in the oil screen to warrant an overhaul. The staff has approved the engine to be fully overhauled, and we are looking at about a 4-month turnaround before the PT-19 takes to the skies again.

In the meantime, there are other touchups to complete such as leaky brakes, additional placards, finishing the baggage door lock, and replacing the metal flaps with fully restored wooden ones. Like we've been saying, Tuesday at 2! We couldn't have gotten this far without all of you, and we're excited to get our PT-19 back to flying status.

**Stan Turner concentrates on stitching the leather combing in place for the rear PT-19 cockpit.** Photo by Field Parsons



After this punch list is complete, work will resume on the Navion while we await the Ranger powerplant for the PT-19.] ✂️



**Lisa Sanford and Ed Vesely battle with belly fairings during final PT-19 assembly.** Photo by Field Parsons

**Lisa Sanford smiles as the PT-19 is fueled up in preparation for its return to service flight. No leaks! Photo by Field Parsons**



**Ed Vesely fires up the PT-19 for its return to service flight as George Ducommun fireguards.** Photo by Brian Kosior







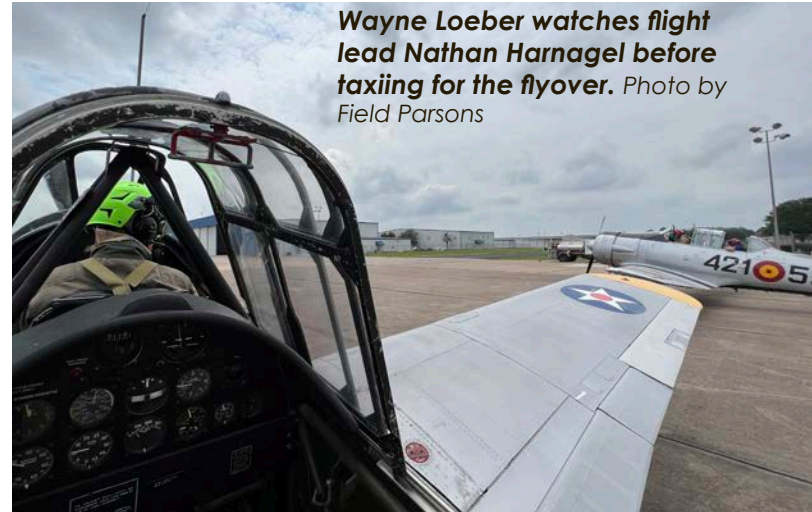
## Adjutant

### BY FIELD PARSONS

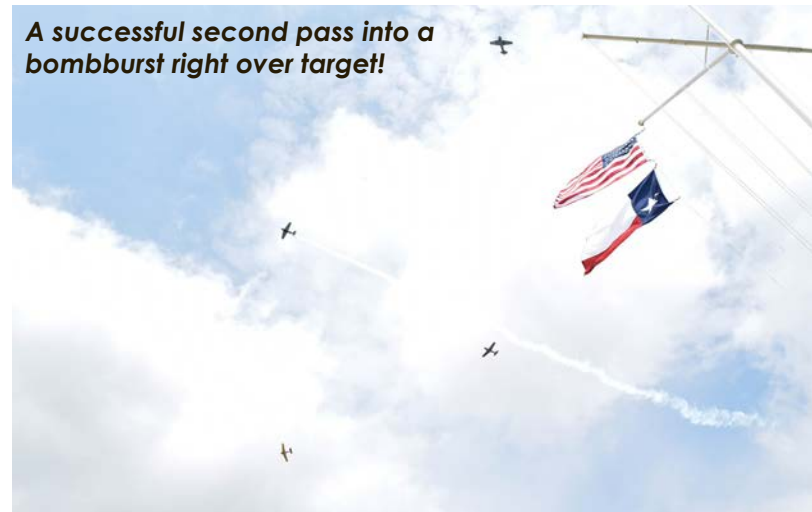


Well these past two months certainly have been full of, ahem, excitement for the Wing! If there's one thing I learned from my time as an adult volunteer with the Boy Scouts, it's their unofficial motto: *Semper Gumby*.

Thank you again to everyone who volunteered for Warbird Weekend. We were on track to have a very successful event, and I'm grateful to each one of you that put in hours of work ahead of time. Now we'll just be extra prepared for the next event!



**Wayne Loeber watches flight lead Nathan Harnagel before taxiing for the flyover.** Photo by Field Parsons



**A successful second pass into a bombburst right over target!**

**Jim Placette washes Goodtime Gal in preparation for Warbird Weekend.** Photo by Field Parsons



Part of my preparation included cleaning and overhauling the interior of the PX trailer. There's still a lot of work left to be done, and we need a full time PX Officer to fill the void after Gonzalo had to step down due to a work promotion (congrats, again!). Please reach out if you have any questions. No experience needed! Just a great attitude.

**Look how easy your job will be with a freshly cleaned PX trailer! ;) Photo by Field Parsons**





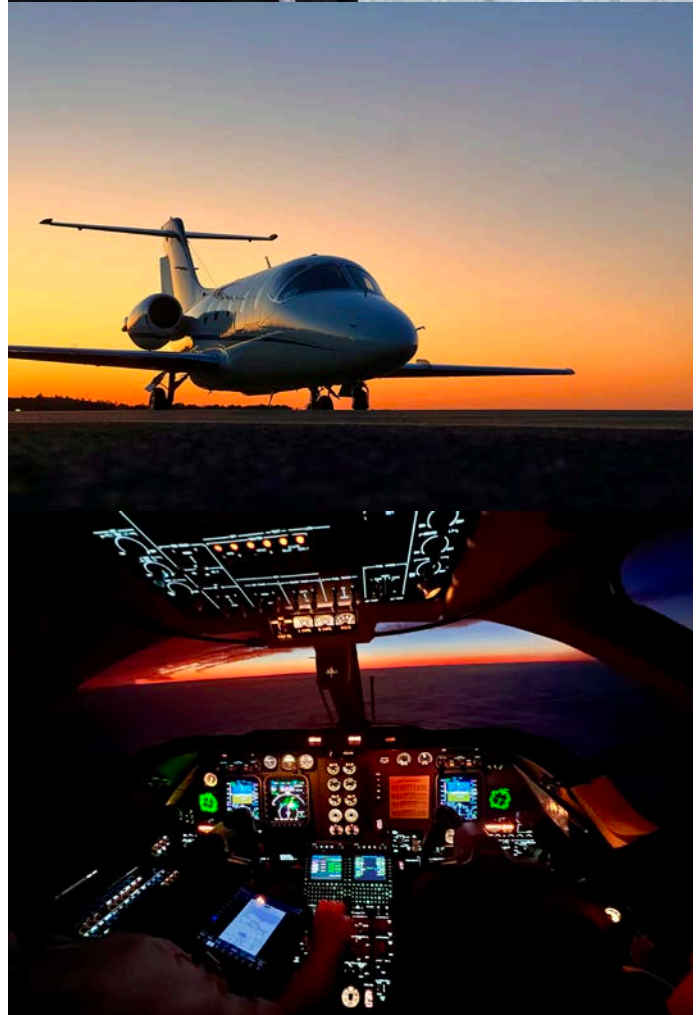
Part of the reason for the delay in publishing was due to a stint of personal travel that gave me limited access to my computer. One of my favorite stops was the Greenwich Royal Observatory just outside London, home of the Prime Meridian and home to aviators' favorite time: Zulu Time! Where else in the world can you straddle the Eastern and Western Hemispheres?



Lastly, I am very excited to be hosting the Houston and Gulf Coast Wing cadets at my place of employment, Jet Linx Aviation, for a behind-the-scenes tour of the private jet charter operation where I work full time. Cadets will get to see how one of the country's best charter operations works and what goes into making magic happen for our VIP clients every day. This job has given me so many amazing opportunities, and there's a spot for everyone, from pilots to mechanics,

client concierges, flight planners, interational operations specialists, safety analysts, plus everything else it takes to run a national business employing hundreds of people. Take a look at next month's edition of *Slips & Skids* to see a recap of what we covered! ✈️

**Top: Me and my jet at my favorite airport: Jackson Hole, WY. Middle: Waiting for passengers in Augusta, GA after the Masters tournament. Bottom: The views from 43,000 feet are hard to beat.** Photos by Field Parsons







## Cadets



**BY MATT BRZOSTOWSKI**

The cadet program is going strong in the Houston Wing! As a testament to their success, the Houston Wing's cadets were awarded the CAF David Lee "Tex" Hill Cadet Corps Award. See below!

Next up on the cadet calendar is a visit to Jet Linx Aviation, a Part 135 charter jet operator at Hobby hosted by our Adjutant/PIO Field Parsons on Saturday, May 20 in combination with the Gulf Coast Wing. ✈️



Date: March 18, 2023

To: The Houston Wing

Subject: Commemorative Air Force David Lee "Tex" Hill Cadet Corps Award

Under the provisions of Commemorative Air Force Regulation 900-1, the above-named Unit is awarded the Commemorative Air Force David Lee "Tex" Hill Cadet Corps Award.

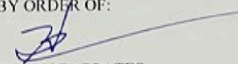
### Citation

THE CRITERIA FOR THIS AWARD IS THAT WITHIN THEIR PARENT UNIT, A CADET GROUP HAS DEMONSTRATED EXEMPLARY LEADERSHIP AND ORGANIZATION IN SERVICE TO THE COMMEMORATIVE AIR FORCE. CADET ACTIVITIES SHOULD PROMOTE INDIVIDUAL AND GROUP OPPORTUNITIES FOR EDUCATION, DEVELOPMENT AND TEAMWORK.

THE HOUSTON WING ESTABLISHED ITS CADET CORPS AND HAD A VERY SUCCESSFUL 2022. CADETS ELECTED THEIR LEADERSHIP TEAM IN JANUARY AND LAID OUT AN AGGRESSIVE PLAN FOR THE YEAR. THEY REFURBISHED AND MOUNTED AN L-39 COCKPIT ON A TRAILER FOR DISPLAY AT WINGS OVER HOUSTON AND OTHER EVENTS. THE CADET CORPS WAS A CRITICAL PART OF THE WING'S EFFORT TO RESTORE A PRATT & WHITNEY R-985 RADIAL ENGINE FOR STATIC DISPLAY AT OUR HANGAR. THE CAF MASHALLING DETACHMENT TAUGHT A CLINIC FOR THE CADETS SO THEY CAN ASSIST WITH AIRCRAFT MOVEMENT. IN ADDITION, CADETS RECEIVED TRAINING ON THE DOG TAG MACHINE WHICH THEY HELPED STAFF AT WINGS OVER HOUSTON AND ON MUSEUM OPERATIONS SO THEY CAN ASSIST AT THE MUSEUM. THE CADETS ORGANIZED A FIELD TRIP TO THE LONE STAR FLIGHT MUSEUM AND ITS SIMULATORS IN ADVANCE OF THEIR GROUND SCHOOL. FOUR CADETS ARE TAKING THE PRIVATE PILOT GROUND SCHOOL AND CADETS ARE FINISHING PREPARATION FOR AN N3N GROUND SCHOOL LATER THIS SPRING.

FOR THEIR OUTSTANDING SUPPORT AND DEDICATION OF THE GOALS AND OBJECTIVES OF THE COMMEMORATIVE AIR FORCE THE HOUSTON WING IS HEREBY AWARDED THE COMMEMORATIVE AIR FORCE DAVID LEE "TEX" HILL CADET CORPS AWARD.

BY ORDER OF:

  
HENRY D. COATES  
PRESIDENT  
COMMEMORATIVE AIR FORCE

## Operations



**BY MATT BRZOSTOWSKI**

We have a number of 602 accomplishments in April. A 602 ride is an 60-1 annual requirement in which a CAF pilot demonstrates proficiency with an Instructor-Check Pilot in the aircraft corresponding to their CAF pilot letter. Demonstrable skills include steep turns, stall recovery, the use of check lists, and at least three takeoffs and landings. John Bixby accomplished his ride with John Cotter, and likewise John Cotter accomplished his with Nathan Harnagel, both in Ace, our AT-6A. Additionally, Cory Baldwin has an initial 602 ride scheduled in the N3N with Nathan after several hours of training. In addition to the annual requirements listed above, Cory will also have to demonstrate proficient emergency skills.

The wing has also been actively participating in regional aviation events. This includes Wayne Loeber flying the BT-13 to the Texas Gulf Coast Regional Fly-In, with Wayne flying the BT-13 to the WASP Homecoming, joined by Ed Vesely in Ace.

More activities, recurrency, and new pilot training planned in the months ahead! ✈️

**Jim Lasche presents the cadets with the Cadet Corps Award.**







### BY SAM HOYNES



Over the years the museum has acquired several WWI and WWII rifles which we have put into our locked display cases to secure them. This works when the weapon is appropriate for the case it is displayed in, like the Japanese Rifle in the Japanese display case.

We decided that we needed a wall mounted display case to better display four of these WWI and WWII weapons.

In 2021 I asked Frank Vargas to help me design what we thought we needed to display these rifles, just like he had designed the other two-sided cabinet that we acquired several years ago. Frank came up with a detailed design of the cabinet I asked him to design, and I sent the drawings to my brother-in-law in Phoenix to see if he could build it for us.



Things got busy and I forgot to follow up on this cabinet until the first of the year. In February my brother-in-law was going to be in job installing some cabinets in a business in Houston and he told me he would bring the Rifle Cabinet with him and that he would install it. He came in two weeks ago and installed the display cabinet.

Now all we needed to do was mount the rifles and I needed help because carpentry is not one of my skills.

I called Stan Turner and he agreed to meet me to mount the guns, and Wednesday, March 29 we met and he easily mounted the four rifles and the display is complete, except for getting permanent power to it for lighting.

Now thanks to Frank Vargas (now living in DC) who designed the cabinet and did the detailed drawings, Jim Schemel my brother-in-law who built the cabinet and brought it from Phoenix and donated it to our wing. Finally, I wanted to thank Stan Turner for a professional job of mounting the rifles.

We now have a case to properly display the following rifles:

1. Lee-Enfield – SMLE Mark III built in 1917 for the British Army in WWI.
2. Gewehr 98 built by Mauser in 1916 for the German Army in WWI.
3. Mosin-Nagant – Model M-39 a Russian designed rifle manufactured in Finland in 1942 for the Finnish Army.
4. Italian 6.5mm M1891 – Mannlicher Carcano (Cavalry Carbine) made in 1941. ✂







## “Blue Sky & Pull”

BY DAVE GUGGEMOS



We have concluded the second annual NATA Houston Formation Clinic, held March 2-5, 2023 at KTME airport. It was a successful event with a lot of formation learning and great flying along the way. In order for this to occur, it is necessary for everyone to know standardized procedures and adhere to them while flying together. That

is a process which doesn't come without some practice, and needs continual refreshing in order to stay in top form. One thing the clinics provide is a controlled learning environment with an Instructor Pilot (IP) in the back seat of each student to ensure safe flying for our students.

We learned about an accident in Mesa, AZ last March 17th on a formation flight departing from Falcon Field.

### BACKGROUND

The formation flight was a four ship flight scheduled to make a flyover at a location in the Phoenix area. The NTSB and FAA are investigating, and as yet, no preliminary report is available, so we only have reports from eyewitnesses and an instructive video from the rear seat of the number 3 aircraft, which caught much of the action. When the NTSB report is issued, additional information will be available. For now, we have only the educated guesses from experienced pilots who were not there.

It appears that the flight consisted of four aircraft, with the assumed positions:

Number 1. – CJ-6

Number 2. – Yak 52

Number 3. – CJ-6

Number 4. – Navion

The video shows the first three aircraft were joined up in a left hand turn. The Navion approaches from the left side or inside of the left hand turn and gets acute (past the 3-9 line of No. 2). He descends and then comes up and collides with No.2. Emergencies were declared and No. 2 flew back to Falcon Field and landed safely. No. 4 also returned to Falcon Field a few moments later and landed, breaking the fuselage just aft of the Navion's cockpit. The Navion then went on its nose and skidded to a halt.

All pilots returned to the field, and injuries to the two pilots appeared to be minor. Substantial damage occurred to the Yak, and the Navion may have sustained strike damage; all to be determined as the investigation proceeds.

### LESSONS LEARNED

The Navion was piloted by retired Air Force General, Dick Stich, who is very experienced in formation flying. He had a T-34 formation card, even though he was flying a Navion. It has been reported that Dick walked

***Navion No. 4 ascending and turning into the formation under No. 2 and heading toward No. 1. No. 2's propeller has impacted the Navion's aft fuselage.***







**Navion No. 4 after the hard landing. Dick Stich, the pilot and sole occupant, walked away with a hurt back.**

away from the crash, but may have sustained a back injury. It was also reported that neither pilot decided to go to the hospital at the time.

It appears that the Navion was rejoining and became acute and didn't cross under the flight in a normal fashion to join up on the outside of the turn, as specified in the Formation Knowledge Guide (FKG). We don't know for sure at this point if the accident occurred on the rejoin after takeoff or after that rejoin was complete, as a part of normal station keeping in a left hand turn. Either way, the Navion got acute (violated the 3-9 line) and dropped down. He may have lost sight of the formation due to sight limitations in a Navion with a metal canopy roof. He then climbed back toward the formation in an attempt to salvage a bad rejoin, where the collision took place.

The Navion did not execute an overshoot nor a Break Out, either of which may have prevented the collision. It is not known at this time if Lead commanded either of those maneuvers, but Lead did appear to start to take evasive action at the last second, which was not enough to avoid the collision.

It is possible that No. 4 was trying to perform a break-out (blue sky and pull – not always the best choice), but should have descended and turned away.

As a Lead, you are responsible for ascertaining the safety of your wingmen, and being proactive. If you see something developing wrong, direct wingmen to hold their positions, Overshoot, or Break Out before

things get out of hand.

It behooves all of us to mentally practice those maneuvers regularly to ensure we know what to do when the situation requires it. Neither an overshoot nor a Break Out is a bad thing. Timely overshoots are executed safely all the time. It is the mark of a good pilot.

Break Outs are not rare, but good execution of a Break Out is less common. All of us need to know where we are in the formation and how we would execute a Break Out, as each flight progresses. We Break Out away from the last known position of the formation and get away from them safely. Only then, do we consider how to rejoin the formation. Lead will sort that out. "Blue sky and pull" does not always work.

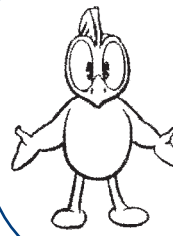
In our local flying, dissimilar aircraft are the norm; so we all have to be aware of the dissimilar needs of each participant. Dissimilar aircraft flying is one of the most dangerous types of flying we do. We often rely on extensive pilot experience to overcome these dissimilar aircraft differences, but that alone is not enough. We need regularly scheduled formation proficiency flights to practice formation flying skills; those skills deteriorate over time, and need to be refreshed with an ongoing practice program.

Our Mesa friends (I have flown with Dick and others there in the past) were fortunate that no one was seriously hurt (at least as of this writing) or killed. We need to redouble our efforts to maintain our formation skills.

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



## Staff Directory



### *Airbird Annie Sez*

We're looking for Colonels for the role of PX officer (most urgent), Cadet Coordinator, and a Marketing/Development Officer. Talk to Lisa to get additional information. No experience necessary. 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

### **PX Officer**

*Open*

### **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

### **Safety Officer**

Col Ed Bergmann  
bergma55@yahoo.com

### **Public Information Officer**

Col Field Parsons  
fieldp@me.com

### **Marketing/Development Officer**

*Open*

