

July 2023



houstonwing.org

COMMEMORATIVE AIR FORCE

Slips & Skids



Training abounds in the Houston Wing p. 5

NEW HEIGHTS

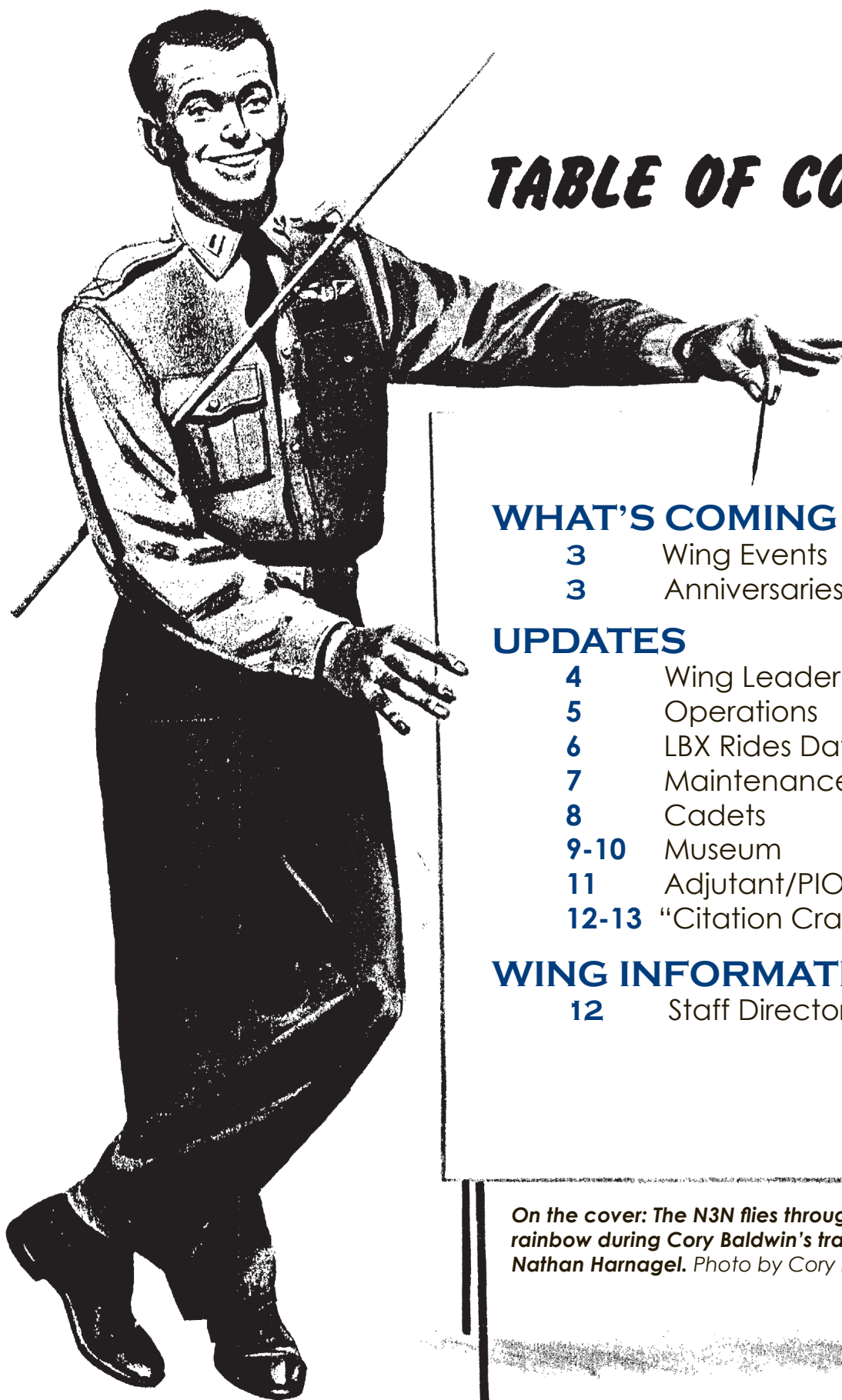


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On the cover: The N3N flies through a double rainbow during Cory Baldwin's training flight with Nathan Harnagel. Photo by Cory Baldwin



Upcoming Events

July 2023

1st: Museum Day

15th: Museum Day

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

16th: Membership Meeting & Potluck

22nd: LBX Rides Day (AT-6, BT-13, N3N,
& Helldiver)

August 2023

5th: Museum Day

11-12th: Moody Gardens Airshow

19th: Museum Day

20th: Membership Meeting & Potluck

26th: TME Rides Day (AT-6, BT-13,
N3N & Centex Wing B-25, C-45, T-6)

September 2023

2nd: Museum Day

2nd: DFW Wings & Wheels (BT-13)

13-17th: Reno Air Races (Last @ RTS)

16th: Museum Day

17th: Membership Meeting & Potluck

30th: Corsicana Airshow (AT-6)



Airbird Annie Sez

Anniversaries

7/3/20	Richard Brownlee
7/3/20	Lucas Francis
7/9/19	Manuel Cachutt
7/14/15	Brian Kosior
7/16/12	Dayna Salter
7/28/08	Bruce Thomas
7/30/22	Joe Vaught
7/31/15	Christopher Dowell

Birthdays

7/2	Gordon Richardson
7/2	Andy Taylor
7/3	Jason Cooley
7/5	Suzie Bredlau
7/5	Sam Bulger
7/6	Eston Hupp
7/14	Kevin Domingue
7/20	James Buser
7/20	Dave Guggemos
7/23	Rich Wagner
7/25	Jack Faver
7/26	Ryszard Zadow
7/26	Conor Walker





Wing Leader

BY LISA SANFORD



The month of June has been crazy hot so we have been doing limited work around the Hangar. As the summer heat continues please remember to stay hydrated and take frequent breaks in an air conditioned area.

Despite the heat, our operations team and instructor pilots continue to be busy getting new pilots trained. Please join me in congratulating Cory Baldwin in becoming our newest N3N pilot. This month, Wayne Loeber will be training in Ace and Field Parsons in the BT-13. A big thank you to Nathan Harnagel, Ed Vesely and Matt Brzostowski for keeping the pipeline of pilots moving along.



A CAF-led 7 ship formation on July 4. Photo by Field Parsons



I would also like to thank Sam Bulger, our flyover pilots and ground support team for the great job they do in coordinating and executing the Houston Wing flyover program. Many of the pilots use their personal aircraft to make this happen and we could not do it without them. Thank you for helping us execute the CAF mission to Educate, Honor and Inspire.

We have a few events coming up for the month of July including a 4th of July flyover at Walden on Lake Conroe, membership meeting with a guest speaker on July 16th, and a Rides Day on July 22nd at LBX (Gulf Coast Regional Airport). We will need help from the membership to make this rides day a success so if you are interested in joining us to help out with the PX or airplanes please reach out to one of the staff. This is a great opportunity to socialize with your fellow members and help promote the mission of the CAF.

We will have another rides day at TME (Houston Executive) along with a flyover for Dick Harpers 100th Birthday on Aug 26th so please mark your calendar!

I know I sound like a broken record but we are still in need of a PX Officer. This is a non-voting staff position and a great way to get involved and get to know the inner workings of the Wing. The PX Officer has two big events a year. Warbird Weekend in April and Wings Over Houston in October. WOH is fast approaching and we really need someone who will take charge of the PX for this event. If you are interested in this position or would be willing to take it on temporarily for WOH please reach out to me ASAP.

We will also have three voting staff positions coming up in the November election. If you are interested in running or would like to nominate someone for one of these positions please reach out to Howard Quoyeser at quoyehl@yahoo.com. The positions available are Wing Leader, Maintenance Officer and Finance Officer.

See you around the Hangar. ✈️





Operations

BY MATT BRZOSTOWSKI



The wing has made significant progress in the area of pilot training. Cory Baldwin finally received his N3N Pilot letter after a 1.5 years of tutelage under Nathan Harnagel. Congrats to Cory for his patience while he endured delays due to maintenance, weather, plus Cory's and Nathan's work schedule. Cory's next step is to log 5 additional hours, after which he will be available to help with Rev Rides!

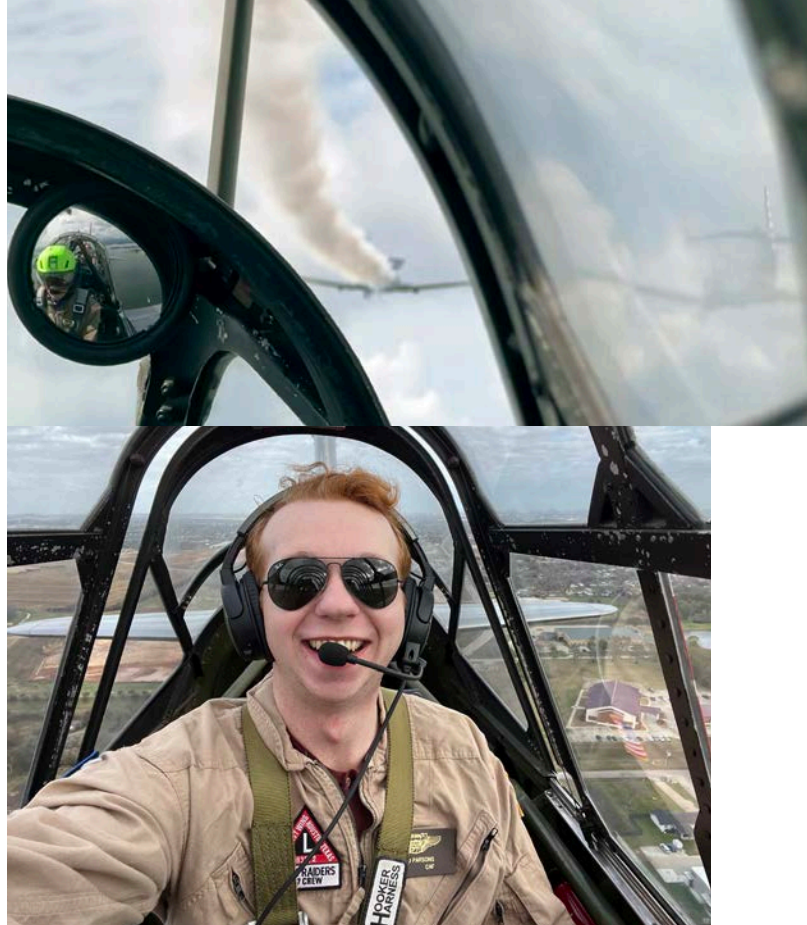


Cory, the CAF's newest N3N pilot. Photo by Matt Brzostowski

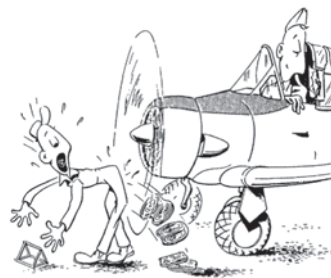
Additionally, Field Parsons has received a transition letter enabling him to start training in the BT-13. With Field's vast tail wheel and instructor experience, we look forward to Field joining our pilot ranks. Also, Wayne Loeber has decided to broaden his plane portfolio, and has received a transition letter for training in Ace, our AT-6A. We are now concentrating on finding an instructor pilot to train Wayne.

All of this is in preparation for our Lake Jackson rides day on 22 July, and the Houston Executive rides day on 26 August.

[Editor's note: Matt doesn't like to toot his own horn, but the Wing is extremely lucky to have such a dedicated Operations Officer on board. He traveled to Corsicana, TX to finish his Instructor/Check Pilot checkout for the BT-13. Thanks, Matt!] 🛩️



Top: Wayne Loeber flies in the stinger position behind a July 4 flyover. Nathan Harnagel's Spanish AT-6 can be seen with smoke on just before his Missing Man pull. "Ace" can be seen in the reflection on the far right. Bottom: Field Parsons, the wing's newest BT-13 sponsor pilot, in the back of the BT-13 during a flyover.
Photos by Field Parsons






Matt after returning from his IP/CP checkride in Corsicana.
Photo submitted by Matt Brzostowski

Warbird Expo

**July 22
10a-3p**

**Vintage Aircraft • Ride Flights • Cockpit Tours
And More!**



-  **World's Only Flying SB2C Helldiver**
-  **N3N Biplane**
-  **AT-6 Texan "Ace in the Hole"**
-  **BT-13 Vultee Vibrator**

\$10 per person • \$20 for families



**Texas Gulf Coast
Regional Airport
8000 Airport Way
Angleton, TX 77515**



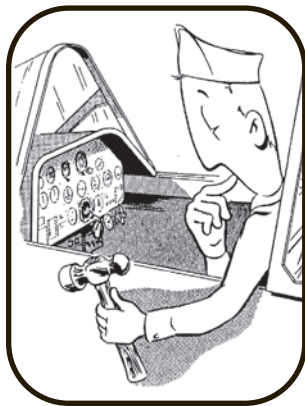
houstonwing.org/rides



PT-19

While the PT-19 Ranger engine is out for rebuild, the team has been busy fixing some noted issues that came up during the very short post-restoration test flight. The airspeed indicator was not working. Maintainers found a problem in the pitot system where pressurized air was leaking from the old aluminum tubing in the right wing. Maintainers will remove the wing and the pitot/static tubings will be replaced this month. We have the parts now and hope to perform this repair including removing and reinstalling the wing in one day. Stay tuned for some more pictures next month.

BY STAN TURNER



I really don't need to mention this, but June was a hot month at the hangar. Fortunately, the Houston Wing Maintainers were able to finish the BT-13 annual. As of this writing all three of our main aircraft are in service.

During the BT-13 annual, a new oil sump drain was installed on the engine. This drain allows accumulated oil to pass into a container on the floor via a tube. The oil can then be put back in the oil tank during preflight of the aircraft. This upgrade should reduce oil on the floor and on the belly of the plane.

The AT-6 also had a sump drain installed. The bottom of the engine cowling required a new hole to accommodate the drain tube. One of the goals of this endeavor is to eliminate the large pans under the AT-6 and BT-13. On a good day a radial engine will leak some oil. We can now recycle most of the oil back into the tanks.

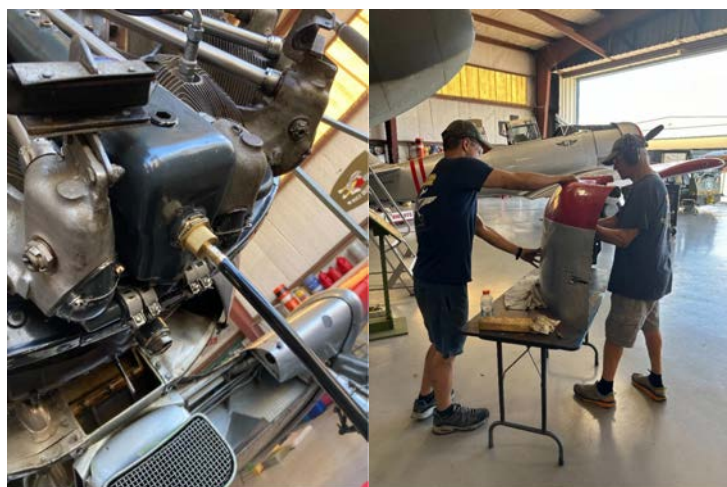


Anthony, one of our newest cadets, cleans oil from the C-60 tire. Photo by Stan Turner

Maintenance Officer – Staff Elections in November

The Maintenance Officer position, like most staff positions, is a two year term. My term ends this year. While I have enjoyed managing the maintenance department, I would be happy to see someone else take over and bring some fresh energy and ideas. You DO NOT have to be an A&P or IA to hold this office. You DO have to have the time to effectively manage the maintenance and restoration operations. We have a great group of maintainers so that makes the job much easier. If you are interested in knowing more about the duties and responsibilities of the Houston Wing Maintenance Officer, feel free to contact me at the hangar or by email at t28pilot44@aol.com.

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



Left: New oil sump drain and adapter on the AT-6. NOTE – Remove Before Flight. Right: Wayne Loeber and Manuel Cachutt enlarge an opening in the lower engine cowling for the AT-6 oil drain tube. Photos by Stan Turner.



Cadets

The Gulf Coast and Houston Wing cadets participated in an abbreviated BT-13 ground school on July 15 at the Hangar. After learning the basics of the aircraft, 11 cadets took turns flying in the back seat around the pattern. Our cadets are the future of the CAF, and it's always a pleasure to EDUCATE and INSPIRE the next generation. ✈️

BY MATT BRZOSTOWSKI



The cadets visited the historic 1940 Air Terminal Museum at Hobby. Not only did they tour the Lockheed Lodestar, sister plane to our own C-60, the cadets learned about the early days of aviation in Houston. Designed by architect Joseph Finger, the terminal opened on

28 September 1940. Howard Hughes wanted a control tower, and the associated beacon exists today as part of the museum exhibits. Notable celebrities that passed through the terminal included Humphrey Bogart visiting family while playing golf, Elizabeth Taylor and James Dean filming the 1956 movie *Giant*, and Bob Hope on a tour golf stop. Memorabilia from the WASP program, and several airlines including Braniff, Trans-Texas Airways, and Continental, also constitute the exhibits.



Richard and Manuel tour the 1940s Air Terminal Museum at Hobby. Photos by Matt Brzostowski



Top: Houston and Gulf Coast Wing cadets after their BT-13 ride. Bottom: Gulf Coast Cadet Robert flying in the BT-13. Photos by Matt Brzostowski & Robert B.



BY SAM HOYNES



In the back of the museum under the new rifle display case in a small display case has an impressive display of Nazi items including pins, badges and other items displaying the “Swastika” symbol on loan from Ed Vesely.

One of the most interesting items in this display are two of the German Third Class

Mother’s Crosses which were made of bronze and were given to mothers who had four to five children. The Cross of Honor of the German Mother (German: Ehrenkreuz der Deutschen Mutter), referred to colloquially as simply the (Mother’s Cross), was a state decoration conferred by the government of the German Reich to honor the German mother for exceptional merit to the German nation.



History

On 16 December 1938, Adolf Hitler decreed: “As a visible sign of gratitude of the German nation to children-rich mothers, I establish this Cross of Honor of the German Mother.”

The first awards were presented on the second Sunday in May 1939, traditionally known as “Mothering Sunday”.

Ideology

The Cross of Honor of the German Mother represented the fundamental ideologies of the role of the mother under National Socialism and ethnic-nationalism of that time period in Germany.

Nomination

A recommendation presented collectively at the beginning of each month could only be instigated by the local mayor’s office, or local National Socialist German Workers’ Party leader,

Eligibility, Criteria and Bureaucratic Process

The nomination involved a lengthy and exhaustive bureaucratic process. Not only were certain characteristics of the mother observed and eligibility studied thoroughly, but those too leading to the grandparents.

Local government agencies such as the Social Welfare Agency, Public Health Department, Youth Welfare Agency, Police, and other government agencies were all consulted in the eligibility investigation process. The decoration could and was only to be bestowed to the most honorable proven mothers. Accordingly, the following legislative prerequisites were to be strictly met:

- a) that both parents of the children were of German blood-heredity and genetically fit,
- b) that the mother of the decoration was indeed “worthy” of the decoration, and
- c) that the children were live births.

In some detail, these criteria required, for example:

- I). Evidence to be provided by the mother in the form of a signed declaration “that the mother—and her husband are of German blood-heredity, that their four grandparents are not of Jewish or other foreign ethnic origin, nor have ever belonged or subscribed to the Jewish religion.
- II). The mother was indeed “worthy” of the decoration (i.e. proven an honorable mother of reputable moral standing, genetically healthy and genetically fit.
- III). Further conditions observed, involving the entire family, were that the children are clear of hereditary illnesses or genetic disorders, that a conscious responsibility exists without supervision in the parents being mindful of maintaining the family home to acceptable orderly standards and to nurturing their children towards being useful compatriots. and the family were not burdening private or public social welfare aid.

Benefits and privileges

Various privileges were bound to honor, one example being preferential treatment, precedence and priority service within society and public services. As one recount recalls “...they were always given the best of everything: housing, food, clothing, and schooling for their children. Old people even had to give up their seats on the bus or streetcar. They were treated like royalty with the greatest respect. No standing in line for them. At the butcher’s shop, the best cuts of meat would go into their baskets.

A helper or nurse was assigned by the government to help them take care of the brood and arrived first thing in the morning.

Members of the Hitler Youth organization were also instructed; a wearer of the Mother’s Cross was to be honorably greeted (saluted) when encountered.

Public presentation ceremonies

The first public presentation ceremonies, following the inception of the Mother’s Cross in December 1938, were held on Mother’s Day 21 May 1939 across Germany.

Total decorations conferred

Exact total decorations bestowed throughout its existence are no longer traceable through the limited official records that survived the Second World War. It is estimated that between 1939 and 1945 there were a total of 4.7 million recipient mothers honored with the Mother’s Cross decoration.

Classes

The Mother’s Cross was composed of three classes and conferred to mothers in accordance with its statutory legislation: Statutory Order of the Leader and Chancellor on the establishment of the Cross of Honor of the German Mother of 16 December 1938.

- 1st class, Gold Cross: eligible mothers with eight or more children.
- 2nd class, Silver Cross: eligible mothers with six or seven children.
- 3rd class, Bronze Cross: eligible mothers with four or five children.

Cross design

The cross design is a slender elongated form of the Iron Cross and very similar in design to the Marian Cross of the enameled translucent-blue with a slim opaque-

white border. Resting on the center radiant starburst rays is a metal roundel decorated with the words “DER DEUTSCHEN MUTTER” (in English: TO THE GERMAN MOTHER) around an enameled black straight centered “swastika” symbol, infilled white enamel.

Cross reverse side inscription

Inscribed on the reverse side of the cross, is the inscription *Das Kind adelt die Mutter* (The Child ennobles the Mother) found on the initial version produced on inception during the early part of 1939. On the succeeding version produced from 1939 to 1945 this inscription was replaced during production with the date of the decoration decree 16. Dezember 1938. Directly beneath each of the two styles is the inscribed facsimile signature of Adolf Hitler.



Neck ribbon

The decoration was worn around the neck on its accompanying narrow blue and white ribbon of about 60–70 cm in length. No other format of wear or placement was permitted. 🚫



Adjutant/ PIO

BY FIELD PARSONS



I hope everyone is staying cool, ahem, at least not melting in this heat wave we've been having!

At the end of June, the Wing was approached by the Creative Director of the Gracia y Poder (Grace and Power) church near the West Houston Airport. Nine members of the team came out to the Houston Wing Hangar to try their hand at photographing our fleet of historic aircraft.

"We're having them go through real world training to build experience so that they can have a successful career in the production industry," church creative director Josh de Quesada said.

"With us, they're learning how to shoot photos and videos, edit them, make short films or videos, and how to market their skills to bring jobs to them. We started this program last year and the students that we took on at that time are working full time in the creative space. The goal is to build a network of guys and gals that are professionals even at a young age. I'm a strong believer in starting out young in what you're passionate about. That way when they're slightly older, they've already got a whole resume of skills that they've built up over time. We don't charge for classes, they're all just volunteers that we see something bigger in. So we invest in them."

Our mission is to educate, inspire, and honor through flight and living history experiences. It's community outreach events like this that help us fulfill our mission. Take a look at some of the great photos that came out of the event! 📸





Citation Crash

BY DAVE GUGGEMOS



On June 4th, 2023 a Citation V, N611VG, departed Elizabethton, TN for a flight to Long Island. This was a second leg of the journey which started at Melbourne, FL. The departure progressed normally, and was cleared to FL 340. The flight was comprised of the pilot, daughter,

granddaughter, and a nanny.

At some point communications were lost between ATC and N611VG. The plane may have been on autopilot and progressed to MacArthur Airport, Long Island where it turned around and started back to the southwest, presumably back to Elizabethton, TN. It descended and crashed near Waynesboro, VA about 3:20 pm. There were four fatalities.

DETAILS

The pilot was 69 years old and held an ATP pilot license. He had recently passed a first class physical examination.

The aircraft was initially cleared to FL 340, and then cleared to FL 390, which was their flight planned altitude. It is assumed that the pilot lost communication during this time period. The plane may have been on autopilot, as it navigated the flight plan route automatically without pilot communications.

The plane may have initiated the flight planned ILS 34 approach to MacArthur airport,

and then proceeded back to Elizabethton, TN as a part of the autopilot set up.

The return route to Elizabethton brought the flight track near the Washington DC controlled airspace, and F-16s were scrambled from Andrews AFB. The F-16s intercepted the Citation southwest of Washington DC. We don't have their entire report, but the F-16s said the pilot was slumped over in the cockpit. The F-16s intercepted the Citation over southwest VA, and observed the pilot slumped over. They couldn't see anyone in the passenger compartment.

The Citation crashed in the southwest Virginia Mountains near Waynesboro. It started to descend and commenced a right turn entering a spiral. A scenario under consideration is that the right engine may have lost fuel pressure first and that resulted in a right turn.

POSSIBLE CAUSES

1. Hypoxia – Loss of Consciousness was assumed by ATC about 20 minutes into the flight. Normally, the Citation maintains a cabin altitude of 8,000 feet as it climbs. If the aircraft pressurization system fails completely, then the cabin altitude would gradually decrease to the outside altitude of FL 340. Everyone in the airplane would be affected.

2. Rapid Decompression – This would be an instantaneous event which would change the cabin altitude to outside altitude with an out rush of cabin air, often resulting in condensation appearing on the cockpit windows. We don't know if that was observed by the F-16 pilots. This would also affect everyone in the airplane. You only have between 30 and 60 seconds useful con-



sciousness above FL 300.

3. Pilot Medical Issue – This is always possible, but the pilot recently passed a Class 1 flight physical.

LESSONS LEARNED

1. Know the FARs – At cabin altitudes above 14,000 the flight crew must wear an oxygen mask. At flight altitudes above FL 250, an additional 10 minute oxygen supply must be available for each occupant. At flight altitudes above FL 350 one pilot at the controls must wear an oxygen mask except that when at flight altitudes below FL 410 with two pilots at the controls, both must have the quick donning type of oxygen mask.

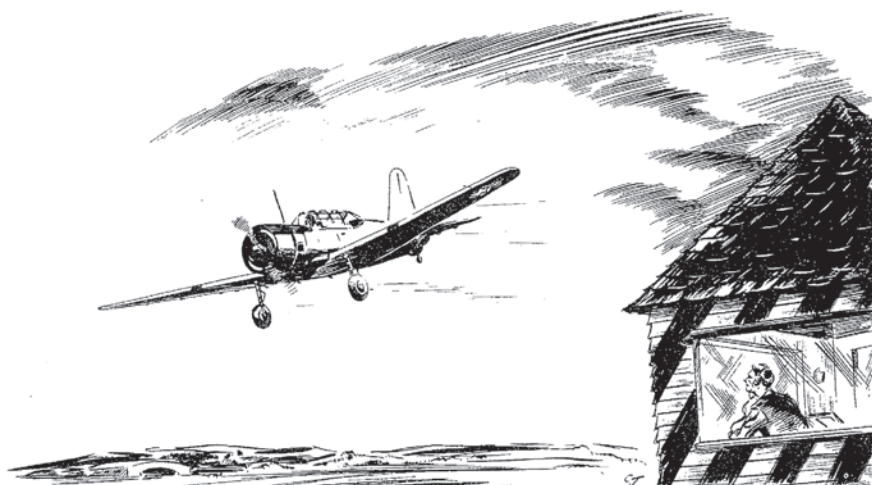
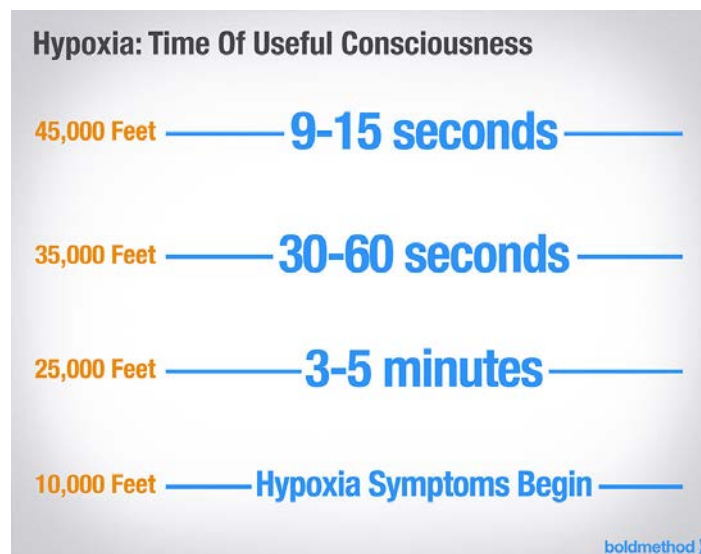
2. Know the Hypoxia Symptoms – Hypoxia can be difficult to recognize especially if it occurs gradually. Early signs of hypoxia are anxiety, shortness of breath, confusion, and restlessness; if hypoxia is not correct-

ed, hypotension will develop. As hypoxia worsens, the patient's vital signs, discoloration of the skin, activity tolerance, mental ability, and level of consciousness will decrease. Unconsciousness and eventual death can result.

3. Know the Aircraft Cabin Pressurization Systems – Each Aircraft has detailed Normal and Emergency instructions for operation of the cabin pressurization systems in the Pilot Operation Manual. What are the indications of failure for the cabin pressurization system in your particular airplane?

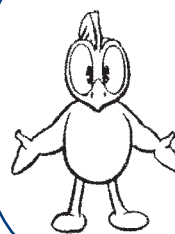
Hypoxia can strike anyone at lower than expected altitudes, so it needs to be considered on every flight. It is a good practice to bring an oxygen level indicator with you on every flight to check on the oxygen levels on both you and your passengers.

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
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Open

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Marketing/Development Officer

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