

August 2023



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

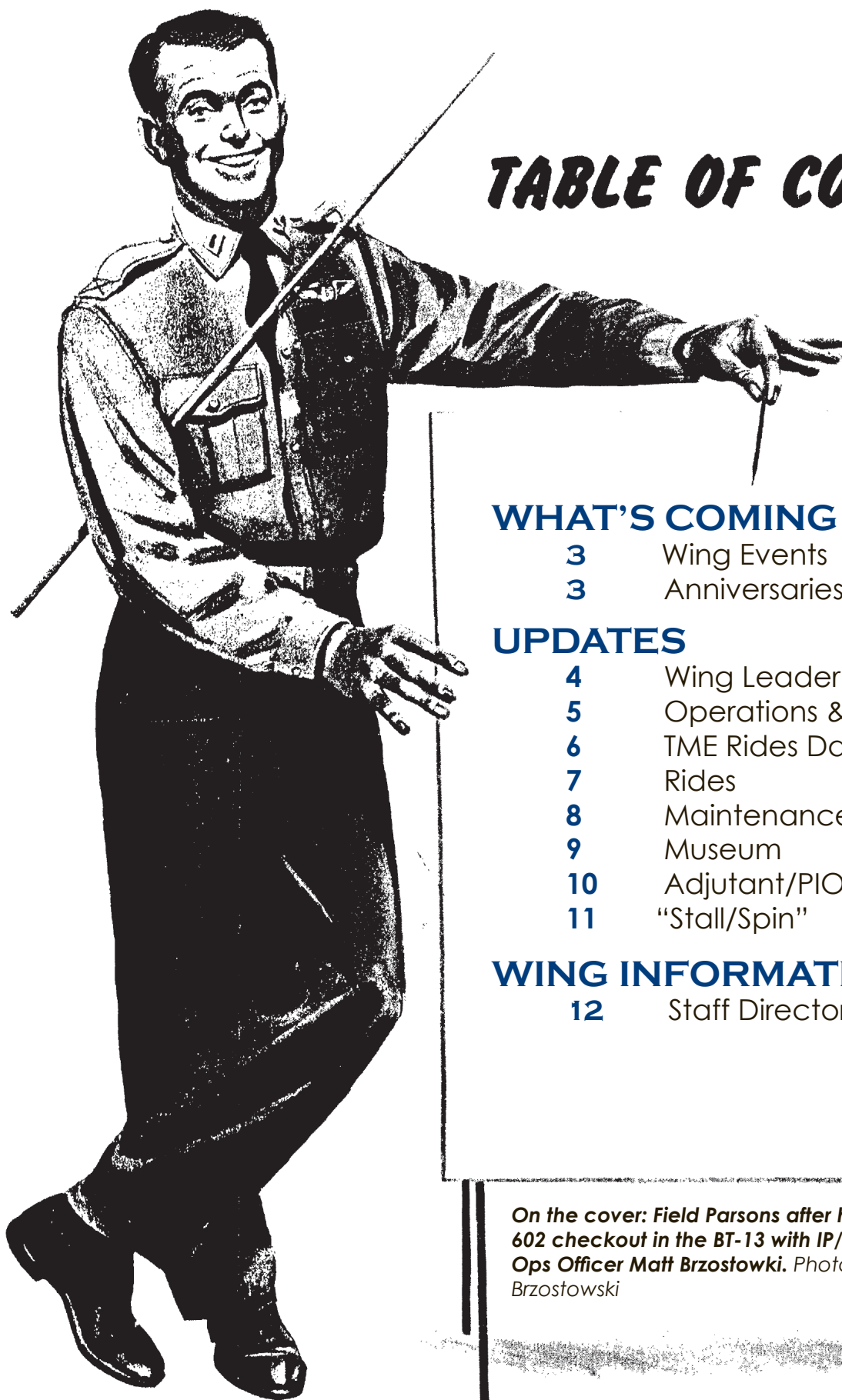
COMMEMORATIVE AIR FORCE

# Slips & Skids



# CHECKOUTS

Pilots complete training milestones p. 5



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*On the cover: Field Parsons after his successful 602 checkout in the BT-13 with IP/CP & Ops Officer Matt Brzostowski. Photo by Matt Brzostowski*





## Upcoming Events

### 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)

26th: Flyover for Dick Harper's 100th  
birthday

### 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)

### October 2023

TBD: WOH Work Day

7th: Museum Day

8th: "Texas Raiders" Memorial Unveiling  
@ Montgomery County Veterans  
Memorial Park

14-15th: **WINGS OVER HOUSTON!**

21st: Museum Day

22nd: NO Membership Meeting

28th: Arcola's Halloween Freaky Fly-In



### *Airbird Annie Sez*

#### Anniversaries

8/3/05	Nathan Harnagel
8/19/99	Kathy Mizell
8/20/22	Don Phillips
8/21/89	Charles Szalkowski
8/23/06	John Cotter
8/25/15	Carlos Sisso
8/29/19	Philippe Heer
8/29/21	Duke Ensell

#### Birthdays

8/7	Bob Linguiti
8/11	Keith Albertson
8/11	Gonzalo Morales
8/13	Howard Quoyeser
8/14	Sam Hoynes
8/15	Richard Brownlee
8/16	Adrian Sisso
8/24	Barbara Britt
8/26	Dick Harper
8/28	Carole Vesely
8/31	Kathy Mizell
8/31	Jim Placette





## Wing Leader

BY LISA SANFORD



July has been a hot but busy month around the Hangar. We have had pilot training going on in all three rides airplanes, a very successful rides day at LBX, a well attended membership meeting with our very own Sam Hoynes as guest speaker, a flyover on July 4th, major progress on the resto-

ration of the Cadillac lathe and the never ending cycle of maintenance on all of our aircraft.

We were very surprised and happy to see Bill and Connie Stone at the membership meeting in July. They have both been battling health issues over the past year but are now on the road to recovery. Bill heard that Sam would be talking about his flying career and his time in Vietnam and told Connie they just could not miss it!



**Members enjoy the potluck after the July Meeting.**

*Photo by Lisa Sanford*

August is stacking up to be equally hot and busy. Flight training will continue and we will be having another rides day on August 26th, this time at TME (Houston Executive). There will also be a flyover on that same day for Dick Harper's 100th birthday! We will have another guest speaker for this months membership meeting so please check your email this month for details.



**Top: Mark catching a ride to LBX in the BT-13.**



**Left: Caro getting ready to ride shotgun to LBX in the N3N.**

*Photos by Lisa Sanford*

You are probably getting tired of me harping on this but we are still in need of a PX Officer. If logistics and people management are your thing then this is the position for you! Please reach out to me if you would like to learn more. A big thank you to Brian and Caro for stepping up and helping us get the PX ready for Wings Over Houston.

See you around the Hangar. ✂️





## Operations



**BY MATT BRZOSTOWSKI**

There are lots of operations updates this newsletter! Cory Baldwin has accumulated the solo hours necessary for him to begin flying revenue rides in the N3N.

Field Parsons completed his 602 checkout with me in the BT-13, and is working on his solo hours to be ready to give revenue rides in the near future, hopefully by the August 26 TME rides day. We are excited to add another BT-13 pilot to our roster!

Wayne is continuing his AT-6A training to fly a second aircraft for the wing.

Congratulations to all three as we watch their progress with confidence and excitement!

Wayne, Ed and Matt were busy on the 22nd of July flying revenue rides in our Wing outing to the Texas Gulf Coast airport, LBX, in Brazoria County, just north of Lake Jackson. Seeing the smiles on our riders as most fulfilled their bucket list wishes made for a memorable day, despite the temperatures reaching into the 100s. Ed, Wayne and Cory are now lined up to repeat the performance at Houston Executive on 26th August at Houston Executive, TME.

Parachutes have been repacked, as required every 6 months, in anticipation of future formation fly-overs conducted by the wing. ✈️



## Cadets



**BY MATT BRZOSTOWSKI**

The cadets from both the Houston Wing and Gulf Coast received ground instruction in our BT-13. The material covered included the history, systems, pre-flight, check lists and flight characteristics. As a bonus, the cadets went up for a demo ride. The class was so popular, 11 cadets attended, that it made it necessary to schedule makeup demo rides for the 5th of August.

Sam has convinced several cadets to assist him as museum docents during our wing museum days. That is a credit to our cadets not only to be trusted with the responsibility but also to have the knowledge necessary to explain our historic artifacts and displays to all visitors.

A special shout out to Charlotte and Alex for helping with the LBX rides day! ✈️

**Photos from Field's BT-13 checkout.**

Photos by Matt Brzostowski



# Warbird Expo

**Aug 26  
10a-3p**

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



-  ***B-25J Mitchell "Yellow Rose"***
-  ***AT-6 Texan "Ace in the Hole"***
-  ***N3N Biplane "Yellow Peril"***
-  ***BT-13 Vultee Valiant***

**Entry \$10 per person • \$20 for families**



**Houston Executive Airport  
1900 Cardiff Rd  
Brookshire, TX 77423**



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





## Rides

BY BRIAN KOSIOR



I wanted to take a moment to truly thank all of those that came out to support our Warbird Expo at Texas Gulf Coast Region airport on July 22. We all braved the heat and boy oh boy did the Houston Wing shine!!! I was so proud of each and everyone of you!

Our Wing has not been able to accomplish an event like this in such a long time it seems. I was proud that we were able to organize and execute such a great event all on our own. It was unfortunate that our featured aircraft was not able to make it, but the public was still impressed and didn't seem really know the difference. We were able to be out there and complete the CAF mission to Educate, Honor, and Inspire.

My gratitude extends to the entire maintenance team that keeps our aircraft running in great shape, which allowed them to perform so well. We were able to fly 11 rides!!! Not to mention our pilots, who may have bore the brunt of what the sun's rays could deliver! Thank you all.

I also want to thank those that helped from "behind the scenes" to make our event possible. Field Parsons, who helped get the new rides section up and running on our website, created posters to hand out, and ran

the Facebook ads to help us sell our rides. Sam Bulger, who helped me kick around ideas, kept me sane by helping go over checklists of what needed to be done, and helped me with our new road signs. And finally, Lisa Sanford, for her support as Wing Leader and letting me run with this event.

In total we had 20 Wing members out on the ramp that day. Again, I cannot express enough to you how very proud I was of each and every one of you. We made a nice profit from this event, which allows us to make up some of what was lost from Warbird Weekend. I will let Tony share the final numbers in his financial report.

And now we will need your help again on Aug 26th at Houston Executive! Let's get out there one more time and do it again! If you missed out on the first one, then please join in the fun for the second. We are going to have even more aircraft this time and our featured headliner will be the B-25 Yellow Rose!

If you would like to volunteer for this event, please email Brian at [briankosior@yahoo.com](mailto:briankosior@yahoo.com).

Thank you ALL for everything that you do! ✈️

**Warbirds and Houston Wing volunteers descended upon the Texas Gulf Coast Regional Airport.** Photos by Matt Brzostowski and Ed Vesely

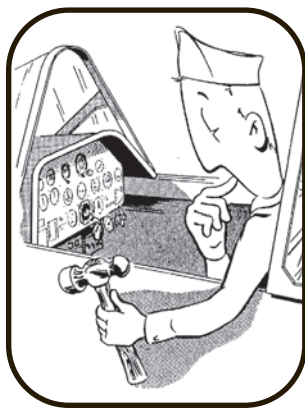






## Maintenance

**BY STAN TURNER**



Maintaining our 80+ year old aircraft in flying condition is the main mission of the Houston Wing maintenance team. Cleaning, inspecting, locating replacement parts, and preparing the aircraft for service are all part and parcel of what we do.

In the past month our three aircraft have flown 32 flights for a total of 29 flight hours. A large part of this increase in aircraft usage is due to flight training in the AT-6 and the BT-13 as well as our successful rides day at Lake Jackson Airport on July 22. I am happy to report that as of this writing, all three of our front line planes are in service. This is due to the competency of our maintainers and pilots. It is a team effort.

### **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](mailto:t28pilot44@aol.com).

### **PT-19 Engine**

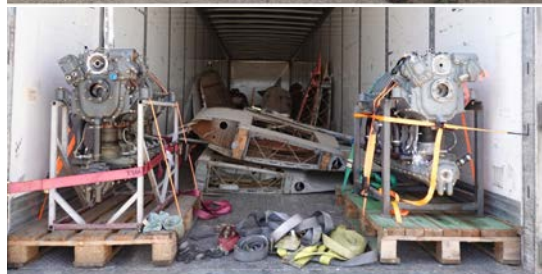
As most members already know, the Ranger engine in our PT-19 has been waiting to go to the rebuilder in Pennsylvania for a few months. The engine failed on its first post restoration test flight in May of this year. We were also giving the rebuilder our spare PT-19 proj-

ects that have been in storage since 2015. There were some challenges on how to transport all of this at one time to Pennsylvania. On Saturday July 30, Houston Wing members arrived at the off-site storage facility and loaded all of the project parts and the Ranger engine in a 53 foot trailer. The engine and parts arrived in Pennsylvania during the first week of August. We are hoping the engine can be rebuilt within the estimated four-month time frame so we can get the PT-19 back in the air before the end of the year. Thanks to all the volunteers who came out and helped load the trailer. They are Brian Kosior, Manual Cachutt, Wayne Loeber, Mark Godleski, George Ducommun, Lisa Sanford, Roland Grenzbach, and Stan Turner.

Keep 'em flying and be kind to each other. 



**Wing members load PT-19 pieces and engines into a truck bound for Pennsylvania.**  
Photos by Stan Turner







## BY SAM HOYNES



Commercially made metal toy soldiers date back to the late eighteenth century when German tinsmiths began casting two-dimensional or “flat” figures of the sort immortalized by Hans Christian Andersen in “The Steadfast Tin Soldier”.

However, it wasn’t until the 1930s that the United States developed a uniquely American toy soldier. These American made lead toy soldiers sold individually in five and dime stores, especially the F. W. Woolworth chain, from the 1930s to the 1950s before they were replaced by plastic toy soldiers called army men. The popularity of the toy soldier reflected public interest in wars around the world and America’s own military preparedness of the era.

The largest manufacture of toy soldiers in the United States in the 1930s and early 1940s was the Barclay Manufacturing Company located in New Jersey. Barclay’s pre-war figures are easily recognized by their separately cast World War I - style tin helmets. They depict American soldiers on the march or in combat. A smaller group of metal figures, representing civilians, including cowboys, ice skaters, railroad passengers, and station personnel was also available.

Barclay’s enormous popularity is indicated by the expansion of its workforce from a few dozen in 1934 to over four hundred employs just before the Second World War, when the firm was turning out 500,000 toys a week making them the largest toy company in the U.S.

Prices of the soldiers were mostly kept to five cents, a nickel during this time, making them affordable to children. Other companies also made these soldiers with Manoil Company being the second largest.

From 1935 to 1942 most of these figures were hol-

low cast metal (87% lead and 13% antimony) and were made 3 inches tall to correspond with the American made standard gauge toy trains of the time. The production of these lead soldiers stopped in 1942 when most of these companies began to produce war materials and toy production was not started again until late 1945.

The lead toy soldiers in our museum’s “Home Front” display case were made by Barclay and Manoil from 1935 to 1942. We have two Manoil and seven Barclay lead toy soldiers on display. 🗡️



**Barclay – B87 747**  
**Sharpshooter standing,**  
**firing, long stride**



**Barclay – A197a 765**  
**Bayoneting, thrusting**  
**with gun muzzle**



**Barclay – B72 737**  
**Solider charging,**  
**machine gun, tin helmet**



**Manoli – M50 27**  
**Tommy gunner, second**  
**version**



**Barclay – B143 791**  
**Soliders with mortar**



**Barclay – B102a 759 &**  
**B104 761**  
**Stretcher bearers and**  
**wounded solider on**  
**stretcher**





## Adjutant/ PIO



### BY FIELD PARSONS

In the words of my old summer camp counselor, hydrate or diedrate! It's certainly summer in Houston, and we seem to have to end in sight. Cooler days are coming, but in the meantime, morning flights and maintenance days are a lot more fun. :)

Lots of exciting things are happening at the wing as summer wraps up, and it takes each and every one of you to make these events happen. Thank you again to those that joined us at LBX in July, and I can't wait to see you all at TME Houston Executive August 26 for our next event, with the B-25 Yellow Rose from Centex joining us!

I am so grateful to the Wing for supporting my training in the BT-13. Flying with Matt and learning to safely operate the Valiant has been an absolute blast, and I can't wait to gain the remaining experience to fly riders and come full circle with how I got my start in aviation.

Last month, I flew up to EAA Airventure Oshkosh in Wisconsin, and saw a few friendly faces and airplanes. I flew all the way from Hooks in a 172 with a work friend, and clocked almost 25 hours round trip. What a trip of a lifetime! I even landed right on the green dot.

I am excited for what this Wing has done in the past, and what it will continue to do in the future. Let's get out there, go fly, and continue to Education, Inspire, and Honor! ✈️







BY DAVE GUGGEMOS



Stalls and spins are among the most important flight regimes we as pilots have to understand. I have documented the safety aspects about this before, but this may be from a new perspective. Let's start off with a couple of definitions.

**Stalls** – This is when the aircraft stops flying. It occurs when the critical angle of attack between the airflow and the wing is exceeded. Normal smooth air flow over the wing becomes more turbulent. Stalls occur when turbulent air separates from the wing.

An important reminder is that stalls can occur at any attitude and airspeed.

**Spins** – The quick definition is that one wing stalls more than the other. The outside wing in a spin has higher speed than the left, and creates more lift; starts autorotation.

(Yaw + Roll) + Stall = Spin (uncoordinated stall)

**Recovery** – Always use the manufacturer's procedure for spin recovery for your aircraft.

When that doesn't exist, you probably won't go wrong using the PARE procedure.

- 1) Power – Idle
- 2) Aileron – Neutral
- 3) Rudder – Opposite to spin rotation
- 4) Elevator – Forward; unload the wing

These PARE steps must be used in the correct order. Use them in the wrong order or forget one and the spin could be more aggravated, faster, and take longer to recover from.

1. Engine rpm = spin rpm. If you forget to reduce the power first, a spin to the right is faster and steeper; a

spin to the left is faster and flatter.

2. If you continue to use aileron while in a spin, in-spin aileron will cause a steeper and faster spin; out-spin aileron will cause a flatter and faster spin.

3. If you use exaggerated elevator forward when you spin, premature forward elevator causes a faster and steeper spin.

Thus, do the PARE steps in order.

Many years ago, a student pilot was normally introduced to spins, even in the Cessna 150. Today's student pilot doesn't get that kind of training. Most if not all non-aerobatic Cessna models are placarded against intentional spins. Today, in working towards a Flight Instructor license, spins are practiced in an aerobatic airplane. I went through this a few years ago by doing a few spins in an aerobatic Cessna 150. Normally we practice spins in a modern airplane with good recovery attributes, but our CAF flying machines may not be as forgiving, thus immediate application of anti-spin controls, or even more importantly, spin prevention, is even more important.

The following table is presented as a summary of major differences between stalls, spins and spirals. It may be getting a little too deep in the weeds, but it does make interesting reading.

There are several different websites who get into this phenomenon more deeply. Anyone who is interested should consider Upset Training and Recovery from a reputable flight school who routinely does this kind of training.

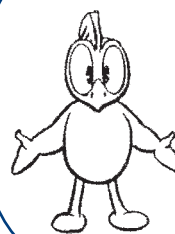
The table is a handy reference, but Of Course we always use the recommended technique described in the POH.

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

Characteristics	Maneuver		
	Spirals	Stalls	Spins
AOA	Below Critical	Above Critical	Above Critical
Airspeed	Increasing	Low & Constant	Low & Constant
Altimeter	Unwinding	Unwinding	Unwinding
G-Load	Increasing (2 to 2.5)	Essentially 1.0	Essentially 1.0
Primary Cause	Excessive Bank	Excessive AOA	Yaw & Roll Coupled
Primary Remedy	Ailerons	Elevator	Rudder
Recovery Action	Power Off-Push - Roll	Elevator Forward	<b>P-Power Off A-Ailerons Neutral Rudder-Anti Spin Elevators-Unload</b>



## 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*

