

Slips and Skids March 2015



Newsletter for the
Houston Wing
Commemorative Air Force



From Our Wing Leader

By: Stan Turner

"I shall pass through this world but once. Any good therefore that I can do or any kindness that I can show to any human being, let me do it now. Let me not defer or neglect it, for I shall not pass this way again."
-- Mahatma Gandhi

Everyone has their own reasons for joining a volunteer organization. During their membership they may experience periods of high activity and other periods where they 'just belong' and don't make it out to help. When it comes to the Commemorative Air Force and the Houston Wing in particular, the attraction of the aircraft is the obvious reason most of us join. While not everyone will pilot or perform maintenance on our aircraft, we all have the same opportunity to come out and look at these examples of American will and industrial might. The airplanes are always present in one form or another as we go about our Wing activities. They bond us together and give us a purpose: We fly, display and tell some of the stories about these men and machines from days past to anyone who will give us their ear.

The WWII fleet is aging and the day will come when they will no longer be airworthy. At that point they will become museum pieces, displayed to a public that will only be able to imagine the sights, sounds and smells of radial engine aircraft. Enjoy them now my fellow volunteers.

Wing Staff Conference

Each year in February, CAF Headquarters holds a Wing Staff Conference. Some of its goals are to bring together staff members from all of the units under one roof for training, networking, meeting headquarters staff, and receiving updates from the CAF leadership.

This year the Houston Wing was represented by Tammi Lockwood, John Cotter, and myself as Wing attendees. Sam Hoynes gave a seminar on Safety and Don Johnson attended as a General Staff member. We each attended various breakout sessions on finance, operations, marketing, membership, social media, and leadership. By the time the conference over, your staff officers had spent considerable time networking with other successful units and we were ready to bring home fresh ideas to help make the Houston Wing stronger. Just as important, we gained a better understanding of how the CAF as a whole operates.

Open House

OK guys, we have five weeks to go before our annual Open House. Volunteers have already been working diligently in the planning stages to make this the best Open House to date. This is our time to shine with the public in addition to raising funds to operate the Wing. We are opening our hangar and our aircraft for all to see. The museum has been bringing in a steady flow of visitors all year long. Many of them will return during the Open House with their family and friends. Once again I will have a volunteer sign-up sheet at the March Wing

meeting. If you haven't signed up yet this is the time. There is a new category called "Put me where you need me". That is where your name goes if you don't have a specific area you wish to help in.

There will be a whole bunch of activity in a smaller ramp spaces this year. I ask everyone to pitch in and keep the place clean, the crowds safe, and enjoy yourselves. We have a lot to be proud of.

Hangar Dance

Thanks to Jim Placette and his band of helpers for executing an almost flawless hangar dance. The place was packed with high energy swing dancers. We had a record attendance and raised some funds to help pay for the rebuilt C-60 engine. Also I would like to thank Sam Bulger and Jolene for selling PX merchandise during the dance. The PX profits will go back into the Wing General Fund.

Keep 'em flying, be safe and have some fun!

Stan-

From Our Operations Leader

By: John Cotter

Hard to believe that it is already March, but Father Time keeps ticking onward. Today, March 7th, we held our annual pilot ground school. It was well attended this year by our pilot group. In addition to the required regulations and aircraft systems review, we had presentations by Sam Hoynes concerning accident reporting & marshalling, Ed Vesely on operating within regulations, and Ryszard Zadow on a rudder failure that he experienced while instructing in a Stearman. Thanks to all that attended and to Sam, Ed and Ryszard for the help making the ground school a success.

We have a very busy season lined up and I am asking all to come out to help. Here is the schedule for the beginning of the season:

March 28: Black Walnut Café Fund Raiser (static & rides).
 C60 and AT6 on static display
 Rides to be flown on Sunday the 29th
 Need PX/PR volunteers

April 4: Barnstorm with TR at Hooks
 AT-6, C60, PT-19 and N3N attending
 Need PX volunteers

April 17: Media Day
 Need help setting up

April 18/19: Open House
 ALL Hands on Deck!!!!

April 25: Blue Bonnet Air Show, Burnet
 C60, AT-6, BT-13, PT-19, and N3N attending:
 Need Crew/PX

May 15 & 16: Warbirds over Hondo
 T28, AT-6, BT-13, N3N, PT-19 attending
 Will be selling rides and PX - Need PX volunteers

If you are interested in having the opportunity to ride along to an air-show and helping with the PX, let me know so I can get you on the list.

Pilot training is continuing with Arne figuring out the in/out of the AT-6, Stan will resume his BT-13 checkout in a couple weeks, and as soon as the PT-19 has a rebuilt tail-strut, Jim Placette will finish his checkout while Keith Newman will begin his training.

Open House is April 18 & 19, which is fast approaching. As you know, this is next to Wings over Houston, our biggest single fundraising event. We need everyone to come out to help, whether it's setting up on Friday, helping with many different things Saturday or Sunday, or with the cleanup on Monday; there is something for everyone. I hope you can make it out to help.....even a few hours!

Happening in the PX and the Hanger

By: Bob Linguiti

Up north, where I spent my childhood (and a good part of my adulthood, as well), we often used the familiar expression; "March comes in like a lion and goes out like a lamb." Here, in Houston, March began in a very lamb-like fashion, but, over the past several hours, it has turned decidedly leonine. As this is being written, it is now just a shade above freezing and with a nice, brisk breeze blowing. No doubt, though, by mid-month, we'll be approaching eighty degrees again and getting ready for the summer onslaught.

I did not attend this year's Hangar Dance, but, from all accounts that have come to my attention, it was a rousing success. Rumor has it that swing dancers were flocking to our hangar from all parts of the free world and a few distant points of the galaxy, just to sample the melodies of Third Coast Swing, to trip the light fantastic, and, for some, even to taste the aromatic cuisine. Hearty congratulations go to Jim Placette for organizing this very successful event.

Jim has also been quite busy performing annual inspections upon all of our aircraft. By the time of our Open House (O.H.), now just five-plus weeks away, all of our planes are expected to be flying and looking their spiffiest. As for that rapidly-approaching O.H., **I am still several volunteers** shy of having an adequate PX and dog tag staff.

At the next general meeting, **I'll be seeking recruits**, but will not be averse to anyone's stepping up now and volunteering. Are there any takers? Are there any brave souls in the crowd? Please let me know, if you believe you'll be able to help either Saturday, the 18th, Sunday, the 19th, or both. Thank you, in advance, for whatever role you would like to play in this major spring event.



By: Jim Placette

From the Maintenance Area

Well here it is March already. Winter maintenance has been in full swing since November. Looks like it is finally nearing completion. Winter has not been without challenges this year.

The BT-13 suffered a radio failure, finally found that problem, and solved it. And on the very next flight, had a magneto problem. I changed the mag out, and she is going again.

The PT-19 again is suffering from tail wheel shimmy problems. A new development will hopefully repair that once and for all. Thanks to Ryszard Zadow who donated a tail strut. Although somewhat corroded, it is currently being disassembled for parts and also dimensions for making new parts.

By the time you read this, all aircraft should be ready to fly again!

The annual on the C-60 has been taking far longer than expected due to unforeseen troubles. The bigger the plane, the more things that can go wrong. The right engine needed special attention that was not planned. It got some new hoses and an engine mount "dog bone" replaced. A corroded left elevator trim tab rod lead to major problems with the hinge, hinge pin and trim tab bracket. A new hinge has been installed and new pin, and a new bracket handmade. The pilot's sliding window cracked at Wings Over Houston. Upon removing it, the track was also severely corroded. A new track has been handmade and installed. The left cylinder head temp gauge failed. A replacement gauge has been acquired, and needs a new glass, but is being pressed into service. The oil cooler door indicators bought online have been tested and made operable. We are still working on the sending units. Also the replacement co-pilot artificial horizon has been lubricated and placed back in service with new hoses. We are planning to reseal the main hydraulic system accumulators before Open House. The right engine starter was overhauled and reinstalled on the engine. Also the left engine tail pipe was welded again due to cracking.

While all that has been going on, the annual inspection of the AT-6 also started on time 22 Feb. I would like to thank all the pilots who came out on that day to help. Teamwork really sped up that inspection. Right now the inspection is complete, and the AT-6 is waiting on her propeller, which is being overhauled, and her seat cushions, which are being repaired. Ace got a new front canopy seal and a new right rear rudder petal return spring and clamp. We are planning on getting the left landing light working in the near future too. She is also planned to get new radio equipment.

The N3N still seems to be holding her own. Ah, a simple plane with few problems.

The L-17 Navion needs your help if she is to finish within the next year. The plane somehow does not repair or restore herself. **It takes you.** There are many jobs to do on that plane and many things to learn. Come out and see us on Wednesday evenings and Saturdays.....

Now I am sure you all want to hear about the Hangar Dance. Ok, here is the short version. It was the most successful dance in terms of money and attendance, since I started doing this in 2013. That is great. It was also a fun night. It is not without some work though, and I wish to thank all my helpers. Two really stood out this year, and those would be Susie B and Jeremy. They helped from set up to closing. It has been hard on me though and with all the maintenance I must do and that too, I think I need a vacation. Therefore you will be without your greasy mechanic starting 18 March to 30 March.

Upon my return, I start in on the PT-19 landing gear again, and all planes need to be cleaned for open house. I say again..ALL planes cleaned for open house.....

In future plans, the replacement left engine for the C-60 should be arriving early April. Immediately after the Burnet air show, that job begins, 26 April. I do hope to have the engine on and running in 2 to 3 weeks. I will need some help. I am also planning to go after the Lockheed fuel tanks again in June.

I plan to do maintenance school again in June. And one day soon, I hope to be proud to say I am your CAF Mechanic/Pilot. I am still working on that.....See you at the hangar.....

From the Museum

By: Sam Hoynes

New Museum Hands on Projects

We have continued to have scout and school groups visit the hangar and museum. In order to enhance these kids learning experience at the hangar we are introducing two new hands on experiences for these groups.

The first is with the C-60 Paratroop experience:

In the past Frank Vargas has liked to take kids thru what it would be like as a paratrooper who is going to jump out of an aircraft. He lines them up in the aircraft like the paratroopers would do and after checking each other's make believe chutes he has them jump out the door.

To enhance this experience we recently purchased camouflaged backpacks that the kids can wear, as if they were parachutes. They stand up, and then connect their parachutes to the static line in the C-60 using dog leashes that are connected by Velcro to the back of their backpack parachutes. The kids then line up, check each other's chutes, ensuring they are connected to the static line and then when they jump out of the aircraft's door and walk a few feet away from the aircraft the leash tightens and pulls loose from the backpack's Velcro with this tug letting them know their chute has opened.

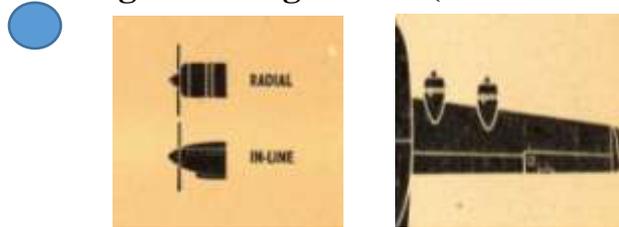
The second is an Aircraft Recognition exercise:

Another project which is going into use is teaching kids how to identify aircraft by their silhouettes using the WEFT system of recognition:

Wing Shape



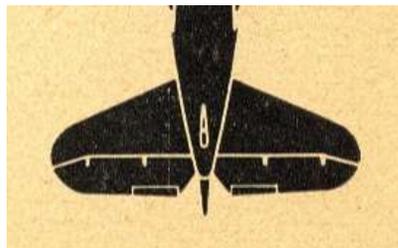
Engine Configuration (Number and location)



Fuselage Shape



Tail Shape and Type



To accomplish this the idea was to mount a 4 X 8 sheet of wallboard to the ceiling outside the entrance to the Museum which would have aircraft silhouettes on it for them to look up and try to identify.



Before mounting this wallboard to the ceiling two things needed to be done. First Chuck Waters carefully cut 5 US Army and 5 Japanese aircraft silhouettes out of black poster board. Then Jim Buser prepared the wallboard so that it looks like a blue sky with clouds and then he mounted the silhouettes onto this wallboard sky. (Then the museum crew [Frank Vargas, Bruce Thomas, Jim Buser, Chuck Waters and I] discovered that mounting this wallboard to the ceiling was a lot harder than we thought, but we managed to accomplish it.) We will provide the kids and other interested visitors with a sheet of paper that includes US Army aircraft silhouettes on one side and Japanese aircraft silhouettes on the other. We then ask the kids to try and identify the 10 numbered aircraft (5 Japanese and 5 US Army aircraft) displayed above their heads using the WEFT technique.

Upcoming Hangar Visit by Katy Fifth Grade Students

On Friday the 22nd of May we will be hosting the Fifth Grade classes from Katy Elementary. This visit will consist of two sessions, each with 47 fifth grade students plus their teachers and chaperones. The first group of 47 will arrive at 9:00 and will leave at 10:45, while the second group of 47 will arrive at 12:00 and will leave at 1:45.

We hosted this school's fifth grade classes last year and it was a great experience as they were well behaved and extremely interested in what we were able to show them.

For us to handle a group this size we need at least 7-8 Wing Members on hand. My regular museum volunteers can provide 5 or 6 but we could use 3 or 4 more adults to help us man the 5 stations we use to educate these 11 year olds.

If you think that you could be available on Friday, May 22nd to help with this educational session please contact Sam Hoynes.

We need your help!

As the Wing Flies

By: Sam Bulger

Welcome back friends to another installment of as the wing flies. Elsewhere in this issue you've already read all the other exciting news that is fit to print. Sit back, enjoy your favorite libation and enjoy the literary joy that is the March Madness marketing report.

As we danced out of February and marched into March it has come time to get ready for our touring and flying season.

The Annual Hangar dance was a resounding success. Congratulations go to Jim and his group for putting on another fine event. We met some new people and had a great time.



We have been invited by Black Walnut Café on March 28th in Conroe to help support their Wings, Wheels and Heels charity event.

On April 4th we'll be in Tomball at Hooks with Gulf Coast Wing doing a ride day.

April 18th and 19th is our annual Open House. We need volunteers for these events in a big way. Contact anyone on the staff and we'll be happy to have you join in the fun. Did I mention we have fun? Watch your email boxes for exciting eblasts on where we're going and join in the fun.

If you have any comments or need any information contact me at sabulger@sbec.com or 832-859-1164. Any reproduction or other use of the pictures and blabbering of this publication without the *express written consent of the grand poobah* is prohibited without financial donations.

Member News

"O" Club

KITCHEN NEWS
BY: MARIEE TURNER

HELLO ALL MEMBERS AND FRIENDS.

THE MENU FOR MARCH IS

SOUTHERN COMFORT FOODS

I HOPE ALL OF YOU HAVE A TRIED
AND TRUE RECIPE TO SHARE AFTER
OUR MEETING.

THANK YOU ALL FOR THE GREAT
DINNER LAST MONTH. REMEMBER
THAT ALL MEMBERS AND GUESTS
ARE WELCOME TO BRING A DISH TO
SHARE.



March Birthdays

Charles Hutchins	March 1
Dieter Klein	March 2
Mark Johnson	March 3
Dan Gould	March 7
John Szalkowski	March 9
Ken Hyman	March 10
Gale Haskins	March 11
Jeff Foltz	March 13
Arne Aamodt	March 15
Dan Leone	March 17
Gary Hurta	March 21
Jason Delaney	March 26
Mark White	March 27
Ray Heinman	March 28
Rod Shook	March 30

Bits & Pieces

CALLING ALL VOLUNTEERS WHO HANDLE MONEY!

By: Tammi Lockwood

As we all know, Open House is a little more than 30 days away.

As quite a few of you know, I will be in Alaska for my father's retirement from the Air Force and teaching JROTC at West High School for a combined 55 years of wearing the uniform; therefore, I will not be at Open House this year. I am going to miss seeing each of you.

If you volunteer with the PX, Dog Tag trailer, scheduling rides, or any area that accepts credit cards, I am asking you to spend a few minutes with me before or after the March General Meeting for a mini training session/refresher course.

Please contact me by e-mail so I can plan my time accordingly. If you don't have a login or can't remember your password, please contact me no later than **Thursday, March 12, 2015**.

Thank you in advance to all of our volunteers for your hard work.

Wing Staff Directory

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West Houston Airport

FAA ID: IWS
Latitude: 29°49'05"N
Longitude: 95°40'21"W
Elevation: 111 ft
Runway (1): 3973 x 75 ft
CTAF/UNICOM 123.05
APPROACH: 123.8
DEPARTURE: 123.8
CLEARANCE: 121.15