

Slips and Skids

May 2015



Newsletter for the
Houston Wing
Commemorative Air Force



From Our Wing Leader



By: Stan Turner

"Things work out best for those who make the best of how things work out." --John Wooden

Once again the members of the Houston Wing have shown that we are an adaptable group. The week leading up to the 2015 Open House was anything but dry. Every day it seemed like a typical Houston thunderstorm would come by and douse the West Houston Airport keeping the grass lots soggy. Added to this mess, construction had started on the new hanger on Taxiway Bravo across from the CAF hangar. The rains flushed out some of the dirt and rocks from the lot onto the taxiway. This can be very bad for propellers and anyone standing behind the spinning props.

The grass lots are where we like to have our visitors park and also where we like to put some of our display aircraft. The parking lot team lead by Mike Heiner managed to keep the autos parked on the taxiways and kept almost everyone off the grass. We parked the planes on the taxiways and towed them away from the crowds and the construction muck before they started up. The marshallers and tug drivers got a workout but we managed to keep the aircraft and the people around them safe. Mission accomplished!

Other unsung heroes were the gate crew led by Bill Stone with his son and Bill Roach. These guys worked out in the sun from start to finish both days collecting parking donations and answering questions for our visitors. They were relieved for rest periods by Sam Bulger and Howard Quoyeser. We all owe many thanks to these guys for being the gate keepers of the Open House.

I would like to thank our food crew lead by Don Johnson, Linda and Bruce Gispanski and Susie Bredlou. The food quality was excellent and we were able to feed our visitors throughout the day. This year the Wing offered a breakfast to the early bird volunteers free of charge and from what I hear it was a very welcome boost to start the long day.

Our monetary goal of earning \$18,000 to fund the hangar expenses throughout the year was exceeded. We can continue to enjoy our facilities and open up our doors to the public to show them what we are about. Finance Officer Tammi Lockwood will make a more detailed report at the Wing meeting this month.

A few Open House fun facts:

Gate attendance (parking donations): Saturday – 448 (rainy day), Sunday – 645

Hamburgers: 880

Hot Dogs: 612

Slices of Cheese: 600

Cans of Soda: 822

Dog Tags sold: 95

C-60 Tours: \$800

Thunderduck: \$300

New Members: 3 signed up including one cadet

And a few pictures.....



Winona Morton and Stan Russ working the Dog Tag sign up table



Linda Bush and Susan Vaculik taking care of pilot sign in and selling Historic Flight Experiences to the visitors while Ole Nygren is signing off paperwork in preparation for another aircraft ride.



A Future Wing Pilot Checks Out Thunderduck



Carol Lee Talks with Cowden Ward, Pilot of the P-51D 'Pecos Bill'



Bob Linguiti and Connie Stone Working the PX Trailer



Open House Announcer Bill Willits



Working the PX are Mary Nygren, Nancy Schultz, Katherine and Amanda Hamilton

With some luck and hard work, this turned out to be another successful Open House. Everyone pitched in and kept the place clean, the crowds safe, and enjoyed themselves. On Sunday after the event was over and we were putting the aircraft back in the hangar I could see a lot of weary members. I also saw smiles on those faces. Well done everyone. We have a lot to be proud of.

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

From Our Operations Leader



By: John Cotter

Here it is May 2015 and the Houston Wing has been very busy for the past few months, with many more upcoming events.

The Open House weekend started out with our first Media Day (Friday April 17) dedicated to promoting our Open House. We were visited by the team from Houston on the Cheap, who have been instrumental in promoting the Museum's first and third Saturday open museum days. John Bixby and I gave them a flight in the AT6 and BT13. They both had big smiles on their faces at the conclusion of the flights and very impressed with the great Museum, our wonderful mix of airplanes and what the Houston Wing offers.

Saturday provided a first for the Houston Wing and the Gulf Coast Wing. When Ken Hyman and I departed Hooks in the B17, we joined John Bixby and Stan Turner in the C60, along with Mike Steiger and Sam Bulger in the AT 6 for a rare opportunity at a photo session. This was the first time the C60 and B17 have been photographed together and is another fine example of the two Wings working together. Though the weather on Saturday threatened to be rainy all day, but the rain held off and we had a small but very engaged crowd during the day. Sunday was much better for the weather, the crowd and the mix of visiting airplanes. We sold 40 Historic Flight Experience seats for the weekend. Though this is less than 2014, it is still a significant amount of revenue for the Wing. I'm sure there will be more information about the revenue from Open House at the Wing monthly meeting.

The following weekend, we emptied the Hangar (save the PT19) and made the trek to Burnet for the Blue Bonnet Air Show. The air show staff was very happy with the six airplanes sent by the Houston Wing and Houston Wing members. The C60, AT6, BT13 and N3N attended from the Wing along with member owned T28 and T34. A highlight of the show was our C60 piloted by John Bixby and Stan Turner joined the B25, P40 and T28 to perform the Missing Man tribute to close the show. This was a great event for the Wing as we had 18 members attend helping with PX, Marshalling, and performing. I want to personally thank all that came out to participate that weekend.

On the first weekend in May, Wing members; Nathan Harnagel, Dave Guggemos and myself attend the Central Texas Air Show. It was a great weekend for the team as we were able to fly formation fly-bys for the crowd.

That same weekend, Scott Rozzell (lead, in the SNJ) and Ole Nygren (wing in the AT-6) took to the skies for a flyover at the Sam Houston Raceway Horse Track. They performed a formation flyover at the conclusion of the National Anthem. They hit their mark right on time and the staff at the track was very happy with the flyover!

On May 9th, we are scheduled to attend an Open House at the Pearland Airport. We are sending the N3N, BT13, AT6 and T28 to be on static display. Sam Bulger and Jolene Meldrum will be running the PX, while Ken Hyman, Arne Aamodt, Scott Rozzell and Marty Detloff will handle the piloting duties.

Please see the schedule (later in this publication) for more information about upcoming events and any requests for help at the events.



The Houston Wing and the Gulf Coast Wing putting up their stars for a little photo work. (photo by Sam Bulger)



Flyover at Open House 2015

Special Edition of the 70th Anniversary of the VE Day Flyover Washington, DC

To honor the heroes who fought in the War and those on the home front who produced the tanks, ships, and aircraft that enabled the United States and its Allies to achieve victory, one of the most diverse arrays of World War II aircraft ever assembled will fly above the skies of Washington, D.C. on Friday, May 8, 2015, the 70th anniversary of Victory in Europe (VE) Day, as part of the Arsenal of Democracy: World War II Victory Capitol Flyover.

Buddy Cooksey,
Director of Operations, CAF

THOUGHTS ABOUT MY PARTICIPATION IN THE VE DAY FLYOVER OF WASHINGTON DC 05/08/2015

Rolled out of bed at 0445 after a rather sleepless night. Brewed a cup of coffee, and stared at the wall trying to get my head wrapped around everything that needed to be done to make sure our B-17 (TEXAS RAIDERS) and her crew would be able to help salute the great individuals that secured our freedom during WW II.

**Checked ForeFlight for weather forecast. Looks good for our flight time.
Shower, shave, and dressed in CAF attire.**

Another cup of coffee. Check special paperwork required for this event. Lots of security hoops to get through getting here.

Meet up with John Cotter, an excellent pilot that will serve as first officer, and my backup if something should prevent me from accomplishing this flight.

We drive to CULPEPER, airport (CJR) for pilot briefing. Meet with Air Boss to discuss events from the previous day's practice session, and get the final briefing for the DC flyover.

Briefing over, and head back to Manassas. Got text from Jake Doggett, our assigned flight engineer, that the TSA, and Secret Service had completed a through check of our aircraft, and all is well. Jake also performed the preflight, and confirmed that the aircraft is airworthy. Jake is a dedicated young man, and very knowledgeable of the B-17 and her systems. He reminds me of a friend whose father was a B-17 flight engineer flying missions during WW II. Both of them in their early twenties. How cool is

that?

Arrive at Manassas Airport (HEF), meet up with the crew, clear with TSA, and head for the aircraft. We are all trying to contain our excitement and focus on the mission. Passenger, and crew briefing complete, we take our stations in the B-17. B-24 (DIAMOND LIL), the first four engine bomber that will lead us out for the flight is starting engines. Time for us to follow their lead. We will be the second B-17 in the bomber flight (Call sign BOMBER 2).

Time to put on the total professional pilot hat, and get down to business. Sterile cockpit and starting checklist. Fire guard in place. Start engines: 3, 4, 2, and 1. Good start on all engines. We are number 3 to taxi. Run-up complete, time to launch. Scattered clouds at our holding altitude, so we give BOMBER 1 a little extra room in the orbit.

Air boss calls for bombers to push from holding point Eisenhower to hold point Nimitz. We step down in the hold to 1,500' MSL and push to the Potomac River.

John Cotter is on the controls and I am managing the power. Things are quiet except for a few words to confirm our location. CRM at its best. I notice my heart rate is increasing as we near the turn point toward the DC Mall. We are on target, and on time. It takes about 90 seconds to make the flyby. Now, the turn south back to the Potomac River.

OK, time to take a deep breath, and we are all grinning. Yeah, we did good, and TEXAS RAIDERS did her part exceptionally well. It felt really good to be part of such an important event.

Could not have happen without the great folks that are known as the CAF GULF COAST WING.

GOD BLESS THE USA!



Photo from the B-17



© Richard Mallory Allnutt

“From time to time, we need to remind ourselves just how much we have accomplished as a nation. May’s Arsenal of Democracy Flyover in Washington, D.C. will provide us with exactly that kind of opportunity—a chance to recognize those men and women who made the sacrifices necessary to preserve freedom here at home and around the world, a moment in time to reflect on the awesome power of this country and its people when we focus on a common goal.”—John Cudahy, President, International Council of Air Shows

If you missed seeing the flyover live go to the link below;

<http://www.c-span.org/video/?325807-1/world-war-ii-victory-europe-70th-anniversary-ceremony>

Houston Wing 2015 Missions

- May 15 & 16:** Warbirds over Hondo
T28, AT6 (x2), BT13, T34 and N3N attending
No Openings
- May 25:** Memorial Day Flyovers
A few seats available to ride during the flyovers
- June 5 & 6:** Third Coast Grand Opening
PT-19 Attending. No Open Seats
- June 6 & 7** Lubbock
C60
PX/crew help needed
- June 6:** Rusk County Airshow: Ron Franks 903-649-0867
T28, AT6, BT13 N3N and T34 attending
No open seats
- June 20 & 21:** Barnstorm with TR at Hooks
C60, AT6, N3N and PT19 attending
PX help needed
-

Happening in the PX and the Hangar



By: Bob Linguiti

Another Open House is in the history books. In spite of some “iffy” weather on Saturday, we had quite a fair showing of visitors and an even better turnout on Sunday. Although the threat of rainy weather produced a couple of Saturday no-shows, including that lovely 1937 La Salle, we had a very good group of planes and a large number of jeeps and power wagons. The anti-aircraft gun from the Battleship Texas made its inaugural appearance and proved to be rather popular, with a steady stream of would-be gunners mounting the platform and “sighting the enemy.” I believe our plan is for a re-invitation for next year (and a new batch of enemy planes to be shot down).

Just across the way, at the PX, after a weather forecast-related modest start, business accelerated significantly and poor Connie Stone, our resident PX credit card scanner, was kept in nearly constant motion by the flow of customers un-accountered with actual currency. While this process did give rise to the occasional glitch or two, for the most part, the transactions passed off smoothly and, eventually, all of our credit card customers left with smiles upon their faces.

There were quite a few people that helped in this year’s PX (and dog tag) endeavor and I should like now to thank them personally. So as not to offend anyone, I’m going to cite my staff in alphabetical order: at the PX – Amanda Hamilton, Karen Hamilton, Kathryn Hamilton, Mary Nygren, Nancy Schulz, Don

Singletery, Johnny Singletery, Connie Stone, and, for a short spell, before taking on other chores, Jennifer Steiger's daughter Cassidy and her friend Caitlin; at the dog tag machine – Betsy de Graff, Winona Morton, Stan Russ, and Ruth, whose last name, alas, I do not recall.

In addition to the usual assortment of merchandise, this year, just before the public entered, we were able to introduce the new AT-6 shirts and the equally new and newly designed N3N shirts. These appeared to sell quite well and, it must be said, the shirts are, in my opinion, quite handsome. Although the C-60A was to have been represented, as well, an apparent glitch in production prevented our introducing that new design. Before our next edition of the newsletter hits the stands, we will have conducted a post-Open House inventory and will have a better idea what we sold and what should be ordered for Wings Over Houston. Thanks again to all whose hard work and enthusiasm made for another successful spring event.

Before this edition goes to press, we will have celebrated two major events: Mother's Day and the seventieth anniversary of V-E Day. I hope that all of the moms in the group enjoyed their special day. For those surviving World War II veterans, please accept a very heartfelt "thank you" from all the rest of us, who are and shall remain forever in your debt.

OPEN HOUSE REPORT FROM THE 2015 COOKING CREW

Our Crew did well this year because we sold more food than 2014, in spite of having a smaller crowd. More than 880 hamburgers, seventy-five percent adorned with cheese, and 613 hot dogs flew off the grills into the hands of satisfied customers. The Crew consisted of Bruce Gispanski, Gary Hurta, Wes Fellows, Tom Gispanski and Don Johnson, tending two grills, a grill/smoker and an efficient, high capacity griddle loaned and expertly managed by the Tool Man, Wes Fellows. Samples of sausages from Fayette County were also in the mix, though not for sale to the general public for fear of causing an overwhelming demand, with which the Crew was not yet prepared to deal. But . . . look for possible additional menu items in 2016. Several of the JROTC group, who were so helpful in many aspects of our event, provided able assistance in the assembly area, managed by Sherry Johnson. Special thanks go to Linda Judson for purchasing the raw goods in manageable quantities. See you next year.

BAGs
(Bruce A. Gispanski)

Cadet Program



By: Chuck Waters

The Wing's reactivated CAF Cadet program continues to grow. From a roster of one cadet a few months ago, the program now has eight active cadets, with an indication of interest from several others as of this writing. Cadets have actively participated in our recent Open House and in several of our twice-monthly open dates. Ryan Aamodt, Schon Cormack, Ryan Young, Matthew Young and Cassidy Young were especially helpful at Open House. Schon Cormack has made it a point to attend on open dates and is an able and effective guide to

our museum and aircraft. All of our cadets are full-time students, either in middle school or high school. Most participate in sports or other extracurricular activities, some in Scouting. We are therefore fortunate to have these young people as Wing members and any time they are able to spend with Wing activities is a bonus.

This report will periodically highlight one of our cadet wing members.

This month's cadet is Clay Waters, pictured here in a selfie taken during the recent Sam Houston Race Park flyover.



Clay is 13 and the son of Chris and Nichole Waters of Houston. He is finishing 7th grade at Spring Branch Middle School, where he plays cello in the orchestra. He played football and ran track during the school year. He also volunteers at K-9 Angels. Clay is an active member of Boy Scouts of America Troop 641 and presently holds the rank of First Class Scout. He will attend Scout camps in Texas and Colorado this summer.

Clay has been interested in flying since the age of six, when he took a 45-minute ride in the Collings Foundation B-17, spending the entire flight in the bombardier's chair. Since then, he has accumulated flying time in an A36 Bonanza, Cessna 172, Piper Arrow, UH-1 Huey, Blanik L-23 glider and our C-60 and AT-6. He participated in the Wreaths Across America, Lock-N-Load and Sam Houston Race Park flyovers, the first in the C-60 and the latter two with Ole Nygren in the AT-6. His long-term goal is to attend the Air Force Academy, earn his wings and fly for the United States Air Force.

From the Maintenance Area



By: Jim Placette

I am sure you all know by now that in spite of the weather challenges, Open House was a success. I wish to take a few moments to shed some light on the ones **who make airplanes fly. The answer is all of us.** It takes the obvious pilots and mechanics, but it also takes the ones who design, order and market t-shirts. It takes those who organize and promote events. It takes those who purchase, prepare and serve the food. It takes those who set up and clean up. Without all of you the Houston Wing could not fly. I thank you all. And when major events are not on, we still need you. There is always work to do around the hangar.

Right now the **AT-6**, **BT-13** are doing ok. The **N3N** is about to get new tires and keep flying. It is nice to see her doing that. The **C-60** is getting a new intercom system and having a cylinder repaired on the left engine. The **PT-19** is going to have her propeller touched up. She has gotten new main gear springs. She is also still having her tail strut worked on. I am also working on the seat cushions. Recently the **AT-6** got new wing bolt cover seals. I need to look at the right rear rudder pedal return spring again too.

The delayed **C-60** engine should be here by the first of June finally. The **engine change date** has moved to start now **June 8th** . I plan to **pull the prop and engine on the June 13th**, and **that will be the subject for maintenance school that day**. Once that is done, we will move on to the Navion for the remainder of the day and pull and route control cables.

So if you wish to attend school that day, plan to work hard. **Next school Saturday will be the 27th**, and we will see what needs to be done by then. I might be ready to reassemble the C-60 by then. We shall see.

From the Museum



By: Sam Hoynes

Sam, is doing a bit of traveling, but things are moving right along in the Museum and attendance is holding steady with continuous and growing numbers of visitors on the 1st and 3rd Saturdays of each month.

Of course, with growing numbers there is always a need to volunteers to come and help out. Another thing that is needed is someone to volunteer at the PX table when the Museum is open.

We need your help!

As the Wing Flies

By: Sam Bulger

Welcome back friends to the early summer installment of (imagine a big announcer voice) “As the Wing Flies.” Elsewhere in this issue you’ve already read all the other goings on and other miscellaneous ramblings. Sit back, enjoy your favorite libation and enjoy the literary excellence that is the April showers brings May flowers marketing report.

April showers brought our Open House in full bloom. Many thanks to those who worked tirelessly before and during the event. Looking to the future the marketing group is working on multimedia slideshows for our hangar TV, revising the information handouts, creating new posters and displays, trying to get new flyover clients and starting to think about Open House next year.

We have a busy May and June coming up as you've read in the operations report. **We need help with PX at these events, wanna come out and play? Contact me and I will do the rest. Did I mention we have FUN?** Watch your Email boxes for exceptional literary 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.

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Member News

"O" Club

By:
Marilee Turner

Hello Members and Friends;

This month dinner is "**Italian**" so let's see who can bring their best family favorite dish, salad and of course we must have bread to go with those yummy dishes!!

Join us on May 17th for some great food, conversation and laughter!

Look Forward to seeing everyone at the meeting and breaking bread with you!



May Birthdays

Allen Placette	May 7
Rick Baker	May 19
Ken English	May 29



Bits & Pieces

We had an extremely busy month since our last newsletter, but, it seems that all our newsletters are getting a bit longer and more detailed. To that end it is my hope that you grab your favorite beverage each month and take a short break from the day or evening and sit back and enjoy what is about to come your way!

From the Editor

By: Winona Morton

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