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THE COYOTE'S HOWL

Newsletter of the Coyote Squadron
Commemorative Air Force
Corsicana, Texas
January 2023



UNIT LEADER - Howdy Coyotes! Welcome to 2023, I am sure a lot of you agree with me, that this last year was a year that tested our resolve. We had the Covid years and followed by 2022 that might have given us more tragedy than we thought we could endure. As we review what happened last year let us remember our Colonels who have gone west and their families. Our Coyote losses were Candis Wells, our long-time financial officer and the heart of our Airsho. We then lost our beloved Norman Clark the day after our Airsho. Though Norman was only with us a short time, he was definitely Colonel Warnie's wingman, and his hard work, dedication and selflessness defined his character, and he was quickly becoming an important future leader of our squadron.

At Wings over Dallas the CAF was shaken by the collision of the B-17 Texas Raiders and the P-63 King Cobra. We lost Colonels aboard the B-17 (Terry Barker, Kevin "K5" Michels, Dan Ragan, Leonard "Len" Root, and Curtis J. Rowe). Craig Hutain was the pilot of the Bell P-63. Let us not forget these Colonels and their families.

So now we are in a New Year!! As we remember our losses let us remember their service to the CAF and let us make our Squadron the best it can be. We are still looking for an Education Officer and of course recruiting is a big thing we need to concentrate on this year.

This weekend we will be having a more informal meeting and potluck meal and more of a relaxed meeting. Staff meeting still at 930, with general meeting at 1030. We will sit around tables instead of a lecture and we will have open discussions about several things. We have some awards to hand out as well. I look forward to seeing you all there.

Christine and I will be bringing Chicken Tortilla Soup, Thomas Cozart is bringing Chili, and Cornbread and Tom McDermott is bringing Brats all the way from Wisconsin!

Semper Fidelis Colonel Melvin L Hall III Unit Leader

ADJUTANT - Hi Everyone, HAPPY NEW YEAR! The holidays are past, it's a new year! I don't have much at this time. Attached are Coyote Membership and CAF Hold Harmless forms. Please save and print the documents. Please fill out the Membership Document completely. We use this information to update our database. Please join our monthly meeting on Saturday. **Colonel Alan Pavik, Coyote Adjutant**

OPERATIONS - It has been a very slow holiday season as far as flying is concerned. We were fortunate to get two NOS (New Old Stock) brake assemblies for the PT-19 in late November. When we (Thomas Cozart) installed one to replace a faulty one on the left side of the aircraft we thought that we had fixed the problem. Unfortunately, after bleeding the brake and evaluating it multiple times, it unfortunately developed a leak. Thomas has recently used our second brake assembly and we hope that this one will fix our left brake

problem. Hopefully by the time we have our meeting, we will know the outcome as we will be assessing it on the day before the meeting.

Colonel Meisetschleager did a couple of revenue rides last weekend and the riders really enjoyed their time. Hopefully, this will gain us a new member.

Following our meeting this month Col DeArmond will conduct the annual ground school for the T-34. Col Jim Reynolds will conduct our Crew Resource Management (CRM) portion of the annual training. Thanks to both of them for stepping up to do this required critical training. Next month Col Meisetschleager will conduct the PT-19 ground school. Each of our pilots are required to do a couple of on-line training courses annually pertaining to the rules and regulations of the CAF which pertains to flying our aircraft and maintaining the aircraft. These courses ensure that each pilot stays current in CAF procedures and requirements.

This year, CAF HQ has added another financial requirement for each pilot who flies a CAF aircraft. For the privilege of flying these aircraft HQ has mandated that each pilot must contribute an ADDITIONAL \$300 annually before they can fly a CAF aircraft. This is on top of the financial obligations that each unit imposes on the pilots to support the aircraft. As an example, we require each T-34 pilot to pay their fair share of the expenses to maintain the aircraft (comprehensive insurance, repair parts and upgrades made during the year). They additionally pay a per hour fee to fly the aircraft and pay for all of the fuel for each flight they make. "Official" flights are covered by the squadron. These include flyovers for various events, revenue flights, etc.. Last year that amounted to more than \$1200 per pilot exclusive of the fuel costs. Thank you to the pilots who have generously supported the PT-19 and T-34 over the last year.

Colonel Dan Summerall, Operations Officer

SAFETY - Winter storms are dangerous. They can bring cold temperatures and power failures, loss of communication services and icy roads. This could make being outside dangerous, so you should limit your time outside. Although staying indoors as much as possible can help reduce car crashes and falls on the ice, you may also face the risk of hazards in your home. **Colonel Michale Porter, Safety Officer**

PUBLIC INFORMATION OFFICER - Who knows what happened this month back in 1911?? Obviously, something to do with flying! But did you know that on January 18, 1911, the first successful take-off and landing from a naval vessel occurred? If you didn't, now you know. If you did – how awesome was this event?! The name of the pilot was Eugene Burton Ely born on October 21, 1886, in Williamsburg, IA. He earned an engineering degree from Iowa State University and began a career in the automobile industry as a salesman, mechanic and racing driver. He taught himself how to fly in 1910 and had natural skills as an aviator. He toured all around the country with the Curtiss Exhibition team. In October of 1910, Navy Captain Washington Irving Chambers was selected by the Navy to "observe everything that will be of use in the study of aviation and its influence upon the problems of naval warfare." He soon realized that the most important factor was to show that a plane could land and take off from ships. He met Glenn Curtiss and Eugene Ely at a major flying meeting at Belmont Park, NY in October 1910. He proposed that if he supplied the ship would they be willing to demonstrate landing on it? An excited Ely of course said Yes!

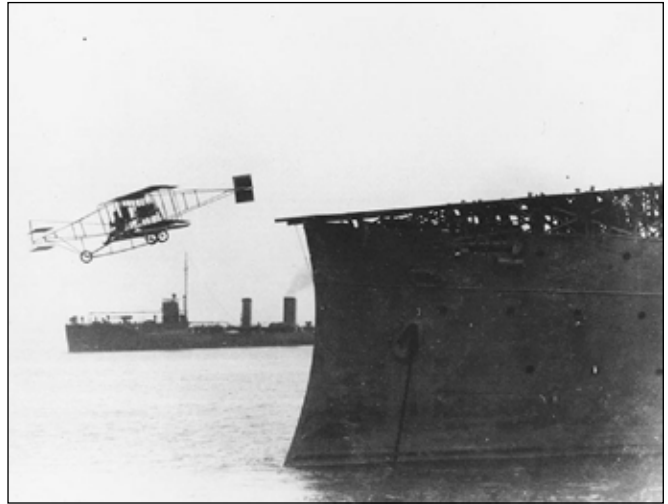
The light cruiser USS Birmingham was chosen as the ship. It was readied at Norfolk, VA with an 80-foot wooden platform erected on the bow. Ely's plane of choice was the Curtiss Pusher. It was equipped with floats under the wings and hoisted on the ship. After the ship moved offshore, Ely barely made the first take-off. The plane rolled off the edge of the platform and skipped across the water which damaged the propeller. Ely stayed airborne and landed 2 ½ miles away on Willoughby Spit.

The landing on the USS Pennsylvania was arranged on the west coast in San Francisco Bay. A 120-foot platform was added along with ropes and sandbags placed across to use as a crude arresting system for landing. An additional stopping measure was constructed of canvas just in case the ropes and sandbags did not work. Added to the plane were longer wings and hooks on the landing gear. Added to Ely was a padded football helmet and bicycle inner tubes – just in case. Crowds gathered along the shore and boats floated in the bay to witness the landing. 11:00 a.m. on January 18, 1911, saw Ely take off from Selfridge Field. Ely safely landed and the arresting equipment worked perfectly! After lunch and a turn into the wind, Ely took off, flew past the crowd and safely landed back at Selfridge. Naval Aviation was born!

Sadly, only 9 months and one day later, Ely lost his life in a crash during a performance in Macon GA on October 19, 1911. He was only 25 years old. The Navy posthumously awarded him the Distinguished Flying Cross in 1933 for his contribution to naval aviation.



Eugene Burton Ely before landing on the USS Pennsylvania on January 18, 1911



Eugene Ely making the first takeoff from the warship USS Birmingham



Eugene Ely landing his Curtiss Model D biplane on the USS Pennsylvania



Eugene and his wife Mabel at a barnstormer event in Birmingham, Alabama

AIRSHO - After deconflicting with other air shows that are on the schedule for next year we have decided to have our 24th Annual Corsicana Airsho on September 30, 2023. Please put that on your schedules and make sure you are available to help out. We need everyone's help to make this a successful show.

Colonel Dan Summerall, Airsho Coordinator



COYOTE SQUADRON

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JANUARY 14, 2023
STAFF MEETING AT 0930
GENERAL MEETING AT 1030

This newsletter is dedicated to the memory of
Colonel John R. Ausley 1928 - 2017

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