



## COMMEMORATIVE AIR FORCE HOUSTON WING

February 2020

# Slips & Skids

## Wing Leader

“The way to love anything is to realize that it may be lost.” —

**Gilbert K. Chesterton**



Hello All! I hope everyone is healthy and well as we start out our new year. It is up to us to keep the love alive for our planes. Educate, Honor and Inspire! It takes us all!

You may have noticed that the newsletter came out in the first part of the month. This will be our new normal.

For those of you who missed the Awards Dinner - we missed you too! It was a fun evening! Thank you to all who attended. Special thanks to John Cotter for all of the behind the scenes work, setting up the audio and video equipment and announcing, Brian for greeting and checking in everyone, Stan for presenting the awards, Sam Bulger for putting together the video presentation and my boys who helped put all the airplanes

together. We had a very enthusiastic speaker with a great message.

Our 50/50 raffle brought in \$200 for the Hangar Fund and put \$200 in Philippe and Esmeralda Heer's pocket as well. Our silent auction brought in \$825. Thank you to Tony Bohnert for getting the Symphony tickets, and Sam Bulger for his help and donations.

“Love many things, for therein lies the true strength, and whosoever loves much performs much, and can accomplish much, and what is done in love is done well.” —  
Vincent Van Gogh

Congratulations to all of our recipients. The awards are well deserved. I wanted to share with you all of the Award Recipients and their achievements. It truly takes all of us to make the year come together to be successful. So once again, THANK YOU to all of our members who made 2019 possible!

### **Colonel of the Year** – Brian Kosior

The 2019 colonel of the year recipient this year is long overdue for this award. Brian Kosior has made one of the largest impacts to the overall success of the Wing seen in recent memory. He is a shining example of the values the Commemorative Air Force

exemplifies. When Brian joined the Houston Wing he jumped with both feet. Brian has brought a new energy to the wing that it really needed. Brian's experience as an educator has brought a big boost to the museum group. Early on Brian found enjoyment in the Wing's barnstorming activities and has become a cornerstone to the traveling group. When the staff looked for someone to take over a lagging social media Facebook program, Brian took the lead. Working as the Wing information officer Brian has increased our Facebook presence to where we have almost six thousand followers. From there the Wing asked Brian to lead the website revamp project. His tireless work, organizational skills and leadership facilitated in the successful launch of our new website. He has also taken over the newsletter editor position bringing a new look to our monthly rag. Brian is a fixture around the hangar nearly every weekend performing any task he sees that needs done. He has also been critical to the success of the marketing department. Brian contributes calm thoughtfulness to every aspect of the Wing. When the adjutant position opened up at the end of 2019, Brian stepped into that position where he now has a vote on the Houston Wing Staff. Without further ado please congratulate the 2019 Houston Wing Colonel of the Year, Brian Kosior.

## **Eyes On the Horizon!**

### **February 1**

-Ground School (1<sup>st</sup> day pilots only) in conjunction with Gulf Coast Wing

-Cadet Ground School - Session 1

9am - 12pm, Maintenance 1pm - 3pm.

Mrs. Benton will be sponsoring them by bringing lunch - pizza's.

-Museum Day

### **February 9**

Staff Meeting @ 1pm

### **February 15**

- Cadet Ground School - Session 2

9am - 12pm, Maintenance 1pm - 3pm.

-Museum Day

### **February 16**

General Meeting @ ? pm, Hangar B-5

Guest Speaker: Rich Welsh

Potluck following the meeting.

\*Meeting time may need to be adjusted to accommodate a Flyover on the same day.

### **February 22**

-Ground School,

Houston Wing Specific

-Hangar Dance

### **February 28 – March 1**

Winter Staff Conference, Dallas



### **2019 Airman of the Year - Chris Dowell**

Criteria: To the Wing Colonel who most exemplifies the qualities desired and required of CAF pilots or Maintenance/Restoration personnel. CAF pilots will have given freely of their time in flying one or more CAF aircraft at Wing and/or CAF events in accomplishing the CAF objective of displaying our aircraft to the nation. All flight must have been accomplished in a safe and accident free manner. Maintenance/ Restoration personnel will have given freely of their time and talents in maintaining and restoring CAF aircraft in a manner that brings credit upon the CAF by all that view their work. Chris joined the Houston Wing and immediately began making contributions to the flying of our aircraft for revenue rides and other flyover activities. He initially checked out in the BT-13 and has flown it more than any other pilot in 2019. He also supported Houston Wing events in his personal Cessna 310 painted in U.S. Army U-3 markings. Chris had already checked out in another unit's T-6 Texan and offered to help Houston Wing fly ride and airshow flights to meet mission requirements in our AT-6. He has begun honing his formation flying skills for a future check ride. Chris demonstrated cool headed maturity in an emergency situation with another unit's aircraft. He shared his lessons learned from that event with Houston Wing to help us to better prepare for, and if possible, avoid similar incidents. Chris also has been diligent about maintaining CAF aircraft and has volunteered to conduct post maintenance flights and new avionics installation test flights. He has volunteered many times as a

Pilot Sponsor to help with hands on maintenance. Chris Dowell's superior judgement, skill, and enthusiasm for flying CAF aircraft and supporting our mission have earned his recognition as the Houston Wing Airman of the Year.

### **The Jim Levine Esprit de Corps Award – Dick Harper**

Criteria: Esprit de Corps is defined as a common spirit of enthusiasm, commitment and devotion to a cause among a group. In other words, feeling that you are a part of the team. The Jim Levine Esprit de Corps Award recognizes the Wing Colonel whose actions and contributions best foster this spirit within the Wing.

The recipient of this year's award is a long time member of the CAF. Serving in an informal emeritus roll, he has inspired us with his enthusiasm, commitment and devotion to the Houston Wing and is a mentor to all of us. He is the author of "The Cream" a book he wrote chronicling his cadet training in the US Army Air Corps to earn his Wings. He is a sponsor in the PT-19, N3N-3 (2 donations), BT-13, AT-6 and SB2C and has generously contributed funds to the Wing in times of need.

He has flown many missions for the Wing and has flown more Missing Man Formations than any other active pilot we have. He is an accomplish pilot as evident by the military aircraft that he has flown including the following; B-17, B-24, B-25, B-26, P-40, P-63, RP-63, SB2C, PT-13, PT-17, AT-6, UC-78, AT-10, AT-11, AT-23, PT-19, BT-13, N3N-3 , T-38, T-34, J3 Cub

and Jet Provost. It is an honor to give the 2019 Jim Levine Esprit de Corps Award to Dick Harper, a man who epitomizes someone from ‘The Greatest Generation.’”

**2019 Craig Pridgeon Award** – Sam Hoynes  
Criteria: The Craig Pridgeon is a new award this year. Craig Pridgeon was a member who took on projects with enthusiasm and brought in other members to share the experience. His work was carefully thought out, organized and purposely crafted. This award is given to the member who exemplifies a quiet dedication similar to what Craig gave to the Houston Wing and the CAF in general. The first recipient of this year’s Craig Pridgeon Award is a volunteer who has dedicated himself to organizing and running our museum. He has opened up our hangar to the local schools for field trips furthering the CAF mission to ‘Educate and Inspire.’ He ensures there are sufficient docents available for the two Saturdays each month our hangar is open to the public. He has always understood the importance of opening our museum and facilities to the public to provide some insight to the Greatest Generation. Additionally, he has headed the sign team for Warbird Weekend and Wings Over Houston. His organizational skills have brought efficiency and consistency to this important task. This year’s Craig Pridgeon Award is presented to Sam Hoynes.

### **Above and Beyond Awards**

The title speaks for itself. The following people have contributed in multiple ways to the success of the Houston Wing in 2019. In

some cases their contribution was critical to keeping the Wing moving forward.

**Denise Walker** – In addition to her new role as Wing adjutant last year, Denise took the PX trailer on the road for some barnstorming events. She led a team at the Tyler airshow representing the Houston Wing selling aircraft rides and PX goods. As a result of this experience, Denise was able to bring back some valuable lessons that will improve our ‘away trips’. At Wings over Houston, Denise ran the central PX both days greatly assisting our PX lead Susan Vaculik. For Wings Over Dallas, she pulled the Wing’s PX trailer up to Headquarters and ran the rides sales for several units. This gave the Houston Wing a great presence at a national event. Finally, to round out her first year on the Wing staff, Denise accepted the nomination and was elected our new Wing Leader.

**Steve Sparks** – The first few months as a new staff member can be a little overwhelming. In many cases it requires the staff member to work with Headquarters which can be a challenge onto itself. Pay a few bills they said, make some deposits they said, basic bookkeeping right? When Steve Sparks took over as the Wing Finance Officer, he was faced with working with a new accounting system that is integrated with headquarters oversight. Once he had that under control, our long time bank Chase closed our accounts without explanation. Steve had to reach out to HQ for support and eventually find another bank for the Houston Wing. He also streamlined our credit and debit card management, organized a new

point of purchase system with the help of our PX Officer and trained members in its use. When Wings Over Houston and Wings Over Dallas events took place, the PX sales went flawlessly. All of this happened in the first nine months of his new volunteer job. Thank goodness Steve is a CPA.

**Bob Linguiti-** As a longtime member of the Wing, Bob Linguiti knows the ins and outs of various wing related jobs. He can be counted on to handle any task he accepts with a professional and friendly attitude. In addition to his 'regular' duties as a museum docent, he assists PX lead Susan Vaculik with overseeing one of the PX booths at Wings Over Houston. He is there to help set up and tear down working tirelessly throughout the weekend. For the past two years, Bob has taken on the role of leading the Wing election process. This includes managing the election day activities and the absentee ballots. Bob's trustworthiness and dedication are a true asset to the Houston Wing.

**Carlos Sisso** – Members that can lend their talents in multiple areas are a welcome sight. During the BT-13 and AT-6 avionics upgrades this past summer, Carlos Sisso lend a very welcome hand with troubleshooting, and soldering . His assistance at key times kept the projects moving forward. At Wings Over Houston, Carlos worked at the PX the full weekend helping with sales and anything else that was required. Carlos has solicited donations from his workplace and his employer has graciously donated to our Wing.

**John Ryan** – Few new members jump in from the start. Many find a small place to volunteer their time and gradually contribute more as they become comfortable with the other people in the wing. John Ryan is an exception. John recognized that with all of the Wing aircraft that needed ADS-B upgrades, it was going to be very expensive. John approached the maintenance team with a source he had that would sell the required avionics at a discounted price. He also made recommendations of what units to purchase that would be appropriate for our aircraft along with pricing from his source. From this start, the staff was able to approve funding for the AT-6, N3N, and L-17 Navion. John served as the middle man between the source and the wing. When there was a problem with one of the ADS-B transponders, John was able to expedite shipment back to the shop for service and returned it to the Wing quickly so the installation team could finish the installation. John's efforts have saved the Houston Wing several thousand dollars in avionics purchases.

**Suzie Bredlau** – Consistency is a trait sought after in a volunteer. Without consistency, volunteers will remain silos, clocking in hours instead of joining together as a team. It seems like Suzie is always at the hangar, either working on sheet metal for the aircraft or in the kitchen taking care of the other workers or anyone else who happens to wander in. I have seen her stop working on a project and escort a visitor who happened to drop by on a nonmuseum day. When the Wing upgraded the avionics in the BT-13 and AT-6 this year, Suzie was there taking

care of the sheet metal work, securing the wiring harnesses, and working with the team to optimize the panel layouts. Due to the customization required on the AT-6 panel, it would not have gone as well if it was sent to another shop. There were changes made along the way as the team tried to fit modern avionics in a framework designed for WWII era equipment. The Wing is fortunate to have Suzie.

**Jim Placette** - We would like to recognize Jim Placette for his efforts during 2019 to not only keep our flying aircraft maintained but continue restoration efforts on the PT-19 fuselage. Jim seems to always be at the hangar either working on the aircraft, helping out as a cadet coordinator, assisting in PX inventory and of course leading the yearly hangar dance event. In 2019 the N3N returned from a barnstorming weekend in Tyler in need of multiple repairs including re-skinning one horizontal stabilizer. Jim took time to organize a fabric stitching class for the members and cadets. Two of the more nimble fingered students were selected to stitch the fabric on the N3N stabilizer. So not only was maintenance completed but several volunteers learned something new. Jim finished the project and had the aircraft ready for Wings Over Houston.

### **Certificates of Appreciation**

We would first like to recognize several of the members who consistently volunteer to assist with the Open Saturdays held twice each month, helping visitors tour the museum and hanger and explaining the significance of the sometimes obscure and mysterious artifacts we have on display.

### **Museum “Open Days” Crew:**

- Richard Hamilton
- Jason Delany
- Chuck Waters
- Frank Vargas

### **PX Crew:**

Profits from selling T-shirts and toys are an important part of the Wing’s operating revenue. It requires a direct investment of volunteer time to ‘keep the store open’ during museum days, Warbird Weekend, Wings Over Houston, and various barnstorming trips. Our PX lead Susan Vaculik cannot do this job by herself. The Wing would like to recognize the following members who help out with sales during the past years activities.

- Phillippe Heer
- Connie Stone
- Howard Jones
- Keith Anderson
- Ruth Tucker
- Bill Stone
- Sam Bulger

### **L-17 Navion:**

We would also like to recognize some of the members of the L-17 restoration team. This complex project, more of a remanufacture than a restoration, has made great progress in the past year, in no small part due to the effort of these individuals –

- Ulf Brynjestad
- Lisa Sanford
- Tom Calpouzos
- Craig Young
- Steve Sparks

## **Howard Quoyeser**

For his help in finding volunteers willing to be nominated for your wing staff this past year we would like to thank Howard Quoyeser.

## **Jeremy Wright**

We'd like to recognize Jeremy Wright for all the effort he puts in both behind the scene and as a guide to visitors, supporting our Wing's Open Saturdays and School Field trips to the hangar and museum during the year. In addition, Jeremy is a critical part of our Wing's Sign Team who commit several day of work before our Wing's annual "War Bird Weekend."

The Houston Wing is asked to overfly many events during the year. Some are of a memorial nature involve a missing man formation. These can look spectacular from the ground and add to the tribute being observed at the event. Many of our flyovers are flown by non-CAF aircraft. We would like to thank the following pilots who contribute their personal aircraft to our missions and continue honing their formation flying skills.

- Dave Guggemos T-34
- Rob Parrish T-34
- Greg Young L-17 Navion
- Kevin Domingue L-17 Navion
- Chris Walker L-17 Navion
- Scott Rozzell Beech 18 and SNJ-5
- Chris Dowell Cessna U-3
- Cotter and Bixby T-28 French Pommes frites Fennec gas hog
- Nathan Harnagel AT-6 Dulcinea
- Ryszard Zadow Backwards lawn dart

We are off to a good start for the year.

Formation Ground School went very well and AMAZING! It is always so neat when you get to see old friends - and make new ones, in a learning environment. We are all striving for the same excellence. Sweet!

I hope everyone feels like they know a little more of what is going on at the hangar. It is my goal to put out the information each week. If there is anything you would like to see, but feel it hasn't been provided, please let me know so we can see what we can do to accommodate.

Appreciate every day we have, the friendships we make and the fun we share. The Houston Wing Hangar needs to be a place for everyone. It is each of our choices to come to the hangar and be apart. Together we all can strive to make each and every one feel welcome and like family. A lot of us see each other just as much as our families, some even more. We all need to leave with a smile on our face and looking forward to the next time we all get to come to play again. - That should always be the goal!

Looking forward to seeing you soon!  
Denise

## **Operations Update**



From the Ops Desk,

Hope Winter is being kind to everyone out there. Our newsletter certainly gets around, so it is kind to

remember those not blessed with Houston temperatures in February. I'm sure those same folks would not trade our August highs for theirs either so we are all blessed at some point of the weather year, when you think about it. By the time this column comes out our Day 1 Ground School for pilots should be complete. Day 2 is forthcoming at our facilities on 22Feb. We will begin at the airplanes and then migrate to the FBO Terminal Classroom upstairs for the remainder. We don't want to impede the Hangar Dance efforts that will be happening as well.

For my column this month, I wanted to opine on a subject near to my heart. "What makes a good Warbird Pilot" or "Why do you want to fly for the CAF?" We will examine these questions from a few different angles and I will offer my opinions and perspectives. The important thing to note is that some of this will be obvious to some and completely foreign to others. I do not offer my perspectives as absolute fact or represent them to be the one right answer. There is some subjectivity to all this as different personalities and backgrounds justify the individual pilot's desire to fly these old Warbirds.

Let's tackle the first question of what makes a good Warbird pilot.

First, the obvious ones. Flying skills and knowledge necessary to demonstrate and protect these museum pieces. Most of the Warbirds out there have the smaller wheel on the back end of the airplane and not the front. Taildraggers, as we lovingly call our

conventional geared birds, do not handle the same as nose geared airplanes. They are inherently harder and more unstable on the ground. They require a certain skill set which is perishable if not kept proficient. Insurance companies love em! 5 out of 6 HW airplanes are taildraggers. Next, these old birds usually possess systems and engines that are very different than their modern counterparts. A poorly operated radial engine can be trashed and made into a pile of scrap parts in short order. The radial engines cost of overhaul can start at 40K and easily double from there. There certainly is a method and learning process to running these old birds that isn't taught in local flight schools or many places at all anymore. I applaud those who put the time in to learn these skills and become good at them. That becomes one of the bigger hurdles in pilot recruitment.

Less obvious is the ability to operate these airplanes in challenging human factor conditions. The military did not design these airplanes to be comfortable or convenient. You have to climb, crawl, and hike to get in and out of some of them. They were designed for 160 pound 20 year olds, so, there's that to deal with. There is no heater and there is no air conditioner. Many times you will be wearing layers with a flight suit on 100+ degree ramps during events. There is usually a 1 hour of flight time equals 3 hours of maintenance and cleaning time too. The less glamorous side of things not in the glossy brochure. Oh, and the oil stains are free of charge!

Lastly, as a Warbird pilot, you are an ambassador to history. You may do this in an



airshow or conducting rides or just a hangar day with the public. These airplanes are the story and the connection to the past for our audience. They are not ours, we are only their caretakers for a while on their journey. Our solemn calling is to share these living history museum pieces and their stories and the stories of those who served with them. Heck, I believe they are still serving now. Old stories, still being told, can never die. No matter what the occasion, that should be the calling and mindset of every Warbird pilot.

So, in my opinion, what makes a good Warbird Pilot?

An aviator that continually works on his flying proficiency in old cantankerous taildragger airplanes with outdated systems and archaic radial engines in freezing or blazing temperatures while crawling on, around, and under their airplane to clean and maintain it many times more than they fly all while wearing flight suits and various other free oil stained Airshow T-shirts while sharing the histories and stories of their airplanes with the public through air shows and rides days all while having a sense of history in their heart and a smile on their face. Oh, and you volunteer for all this!

So why do you want to be a Houston Wing CAF pilot?

To be continued.....

Chris Walker

## Adjutant/Membership



At this month's meeting, you will find that we have a new sign-in sheet. Directions are on the top of the sheet, but they are simple. Please sign your name legibly and then mark whether you are a member or a visitor. The last box is where you can update your contact information. I hope that this will streamline our process and making signing in easier.

Please keep those membership forms coming in. We have quite a large pile now, and Denise has almost finished calling everyone on the list to complete any missing information. Missing information also includes birthdays. I ask that you please be patient with our birthday mistakes. We are trying to fix that as quickly as possible. No one is left off intentionally. I promise.

It is my goal to have a new roster sent out to the membership by the end of the first quarter. If you have not renewed your membership for this year, please make every effort to take care of this now so that you will be included in the 2020 Roster. You can find the application on the last page of the newsletter.

We are working on having a membership form available on the website which will include the ability to pay online as well. Stay tuned.

'Keep 'em Flyin' - Brian Kosior

# Maintenance



Flying season is fast approaching. We seem to have a lull here while not much is going on. That doesn't mean we can sit back and relax, there's a lot to do. At the end of

February we will start the annual inspection on the AT-6. Everyone is welcome to come out and help but please keep in mind it is a mandatory requirement that anyone doing maintenance on the CAF airplanes complete the CAF 66-1 online training found at the CAF Operations website and be in the drug testing program. <https://www.cafoperations.org/> Don't worry if you've not completed these requirements or don't care too, there's plenty to do besides actually turning wrenches on airplanes. Our perceived "lull" before flying season means we're tackling reorganizing our workspaces, the tool room and making the hangar a better showcase and workplace at the same time. Recruiting is going well with A&P Chris Hammonds returning back to Houston Wing. If you know an A&P Mechanic that would like to learn about our airplanes and help us maintain them, please direct them our way. We're "hiring".

We are developing a Crew Chief and Plane Captain Program which will allow more people to get involved with the aircraft. Make sure you come to the February monthly meeting and get briefed on this program. Crew Chiefs and Plane Captains will be the front line caretakers of each

aircraft. It will take dedicated individuals but the position will be rewarding. As we all know this is a volunteer organization and we don't get paid, but we do get rewarded. The Maintenance Department gets rewarded each time an airplane departs and returns safely. We don't do it alone. It's the hard work of the maintainers working with everyone in the Wing to accomplish our mission and "Keep 'em Flying". Get involved, join us at 8 am each Saturday morning for Roll Call and Maintenance Briefing, then be ready to roll up your sleeves and make airplanes fly!

Semper Mint Julep  
Ryszard Zadow  
Houston Wing CAF

## Suzie's Safety Corner



This month I would like to speak about our very own Colonel Dick Harper. We have recently awarded Dick with two special awards that I would like to share with you.

The first one is the Jim Levine Esprit de Corps award, which was presented at the Awards Banquet. Here is what was said about Dick:

*The recipient of this year's award is a long time member of the CAF. Serving in an informal emeritus roll, he has inspired us with his enthusiasm, commitment and devotion to the Houston Wing and is a mentor to all of us. He is the author of "The Cream" a book he wrote chronicling his*

*cadet training in the US Army Air Corps to earn his Wings. He is a sponsor in the PT-19, N3N-3 (2 donations), BT-13, AT-6 and SB2C and has generously contributed funds to the Wing in times of need.*

*He has flown many missions for the Wing and has flown more Missing Man Formations than any other active pilot we have. He is an accomplish pilot as evident by the military aircraft that he has flown including the following;*

*B-17, B-24, B-25, B-26, P-40, P-63, RP-63, SB2C, PT-13, PT-17, AT-6, UC-78, AT-10, AT-11, AT-23, PT-19, BT-13, N3N-3 , T-38, T-34, J3 Cub and Jet Provost.*

*It is an honor to give the 2019 Jim Levine Esprit de Corps Award to Dick Harper, a man who epitomizes someone from 'The Greatest Generation'*

And lastly I would like to add that we have made a brass plaque to install in the PT-19 to dedicate the plane to our own Col Dick Harper and his co-pilot in life, Col Nell Harper. Thank you, Dick and Nell for your friendship. Nell was one of the best cooks. She made a lemon dessert that was to die for. She was a PX volunteer at Wings Over Houston. She and Dick flew together for many years. She is very much missed. Thank you Nell for all you did for the Wing.

-Suzie Bredlau



Nell Harper



# Marketing Report



And just like that 2020 is here and in full swing.

Last month we talked about the past and now it's time to leave that and get working this year. Well, we've been busy planning 2020 in months previous. Warbird Weekend is in full swing. By the time you read this the graphics department will have most of the posters created and the handout cards. The marketing department has the sponsor packages completed and we'll be starting to beat the bushes searching for funding.

The graphics department has also been busy creating some new safety signs and a new quarterly publication to be handed out to all our museum guests. Speaking of museums, we are going to look at reaching out to other local museums to share ideas and advertising amongst ourselves.

Keep recycling those old calendars for the kids that come to Warbird Weekend and till next time, enjoy crawfish season and see ya on the web.

-Sam Bulger

## Cadet Coordinator

Recently I was given the opportunity to work with our Wing cadets. I have watched our cadets and wondered if I could not help in some way. So I volunteered with Jim Placette, long-time Cadet Coordinator, to

teach the cadets a ground school. Jim agreed with enthusiasm and so off we go!

Denise approved me as a Cadet Coordinator and has been quick to support with communications and supplies for the classes. Beginning on February 1<sup>st</sup>, I will present a curriculum to the cadets that will enable them to eventually take their Private Pilot written examination. About 14 class sessions (interrupted by the summer) and an intense review and test preparation will result in my authorizing the eligible cadets to take the FAA written.

I was not sure how many cadets wanted a course like this, but when we had a meeting to talk about it, the proposal was met with enthusiasm and cheers. What parents attended the meeting, were pretty happy about the idea and I hope that this level of support from the parents continues.

It appears that using a combination of online FAA material and some minor supplies will make the course a zero cost proposition for the cadets and their parents, always a welcome note. Fellow Cadet Coordinator Jim Placette will supplement the classroom with hands on maintenance classes in the afternoons that will show the cadets the practical side of what they are learning. The airfoil shapes on different aircraft, how the various aircraft systems work and the construction of our aircraft will all be subjects that Jim will present.

Our plan is to have the cadet classes in the meeting room the 1<sup>st</sup> and 3<sup>rd</sup> Saturday of the month, from 0900-1200. After a break for

lunch, they will either get with Jim in the hangar for a session or assist with the museum or tours. Please offer encouragement and support to the cadets in this class. They may well be the future of the Commemorative Air Force.

-John Ryan

## Aviator Safety Corner

One of several safety of flight conditions for which aviators commit the checklist to memory is a Go Around. There are many reasons a Go Around may be needed:

1. Overshooting the turn to base which leaves you low and slow. If you need more than 35-40 degrees of bank to line up, a Go Around should be made.
2. Runway line up which leaves you wondering if a safe landing can be made.
3. Unstable approach trying to keep on speed and not maintaining a correct and constant glide path.
4. If the airplane ahead of you is getting larger and larger in your windscreen, you may be getting too close.
5. Losing sight of the aircraft ahead.
6. Getting hit with a large wind gust close in which throws the aircraft off its steady approach path.
7. Being late with remembering to extend the gear. Think GUMP. Maybe you forgot your landing checklist.
8. Tower could direct a Go Around late on the approach.

The point of all this is that it is never a mistake to execute a Go Around. No points are ever deducted for making a decision to Go Around for any reason. So, if you find yourself on final with any safety concern, just initiate a Go Around.

We often read about accidents which could have been prevented by a simple Go Around. When we do decide to Go Around, we may not have a lot of time to think through the procedure and where we need to point the aircraft, thus the procedure needs to be committed to memory.



## Go Around

Once that we have decided to Go Around, full power should be added. (Mixture and prop should already be advanced on downwind so the engine is ready to take the throttle advance.) Establish positive climb and speed, then retract the flaps, then retract the gear. Reenter the landing pattern as a single ship and make a normal landing.

Know where you need to point the aircraft ahead of time. Sometimes it is obvious and doesn't take much thought. I recall a Go Around on runway 17 at Hobby where an immediate right turn was needed to avoid airliners taking off on runway 22. Crossing paths with a stream of airliners is probably not the best plan.

If you are leading a section and need to Go Around, make a radio call and indicate the power increase to your wingman with an arm with clenched fist rotating forward, then add section climb power. Establish a positive climb and speed, then indicate flaps up and with head nod retract flaps, then indicate gear up and with a head nod retract gear. If you are on final and have a question as to whether or not a safe landing can be made, the best decision is to Go Around.

Safety is a part of our culture.

Dave Guggemos

## Museum Moment

### **Museum Item of the Month The Cross of Honor of the German Mother or (Mother's Cross) 3<sup>rd</sup> Class displayed in our Museum**

In recognition of the substantial importance a woman's role and motherhood was in support of a strong Germany, the Cross of Honor of the German Mother was introduced by decree in Berlin on 16 December 1938 by Führer und Reichskanzler (leader and chancellor) Adolf

Hitler. The preamble of the statutory decree declared:

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 crosses were awarded annually on the second Sunday in May (Mothering Sunday or Mother's Day), but also extended to include other national annual occasions of celebration. So despite its institution in 1938, the first awards were rendered in May 1939.

#### **This award was given in three Classes:**

- **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**

The cross design is a slender elongated form of the [Iron Cross](#) and very similar in design to the Marian Cross of the [Teutonic Knights](#) Order, [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.

Inscribed on the reverse side of the crosses produced from 1939 to 1945 is the date of the decoration decree *16. Dezember 1938*. Directly beneath this is the inscribed [facsimile](#) signature of Adolf Hitler; a style variation in this signature exists between the initial and succeeding versions.

#### **Note:**

***We have two of these Mother's Cross decorations on display in our museum (courtesy of Ed Vesely) so that both sides of the decoration are on visible.***



**Front View**



**Rear View**

### Nomination

A recommendation presented collectively at the beginning of each month to the Presidential Chancellery of the Chancellery of Honors in [Berlin](#) for the Mother's Cross honor, could only be instigated by the local [mayor](#)'s office, or on

application from the *Ortsgruppenleiter* (local political [Party leader](#)) of the [National Socialist German Workers Party](#) (NSDAP), or the *Kreiswart des Reichsbundes der Kinderreichen* (District Warden of the [Reichs Union of Children-rich](#) families).

### 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. The conferral of the Mother's Cross was so highly regarded by the government in Berlin that additional bureaucratic resources assigned to lesser civil and military decorations were pulled for the exhaustive administrative procedures that this decoration alone required. Its precedence especially during Germany's wartime period saw all other civil honors and decorations but the Mother's Cross temporarily suspended since the original purpose for its establishment was now more significant. Local government agencies such as the Social Welfare Agency (*Wohlfahrtsamt*), Public Health Department (*Gesundheitsamt*), Youth Welfare Agency (*Jugendamt*), Police (*Polizei*) 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 *deutschblütig* (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.

### Benefits and privileges

Various privileges were bound to the 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 butchers 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".

### 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](#), the central application archives held at the Presidential Chancellery in Berlin were lost or otherwise destroyed by closing war events, however, it's estimated that up until September 1941 there were a total of 4.7 million recipient mothers honored with the Mother's Cross decoration.

By Sam Hoynes

## Gate Entry Process

Here are a few options:

1. If the gate is down and the guard is in the shack, all you need to do is tell the guard that you are going to Hangar B-5 with the CAF and they will open the gate.
2. The gate is supposed to remain open if there is no guard in the shack. Simply drive on in. If this is not the case, then see option 3
3. If the gate is down and there is NO guard in the shack, simply press the "Call Button" on the silver box near the guard shack. When they answer, tell them that you

are with the CAF in hangar B-5 and they will open the gate for you.



## Potluck Lunch after the Meeting

It's time to break out the slow cooker! Do you have a good pot roast recipe? Or maybe a nice pork tenderloin? Throw something in the crockpot to finish cooking during our meeting, and we can all share a meal afterwards. You can always bring some nice rolls or a dessert.

## Member Birthdays!

Our roster is currently being updated and we apologize if your birthday is missing. We are currently calling members to update and verify your information. Thank you for your understanding, we hope to have everything fixed soon.



# HAPPY BIRTHDAY!

## January

Bill Stone	January 2
Frank Vargas	January 6
Christie Kaufman	January 8
Bill Schultz	January 9
Mike Phillips	January 15
Kelly Walker	January 15
Garnet McClure	January 16
Buck "Doc" Willis	January 16
Jim Bixby	January 19
John Bixby	January 19
Carlos Sisso	January 22
Rob Parrish	January 23
Bruce Gispanski	January 24
Chris Dunin	January 25
Tony Bohert	January 31
Susan Vaculik	January 31

## February

Sylvia Withrow	February 4
Robert Plunkett	February 8
John Cotter	February 16
Steve Sehnert	February 17
Jeremy Wright	February 18
Hugh Alexander III	February 22
Bruce Bevers	February 22
Marty Huvar	February 25
Jeff Brown	February 26

## Wing Anniversaries

Volunteering for the Wing takes commitment and we want to celebrate the following members for all of their help over the years. Again, we are editing our updating our files and apologize if you were not on this list and should be. We will have everything up to date soon.



## January

Scott Rozzell	1/9/1987
Buck "Doc" Willis	1/9/1992
Steve Sehnert	1/16/1998
Suzie Bredlau	1/10/2006
Mike Steiger	1/05/2009
Linda Bush	1/25/2016
John Ryan	1/25/2018

## February

Rich Welsh	2/16/80
John Szalkowski	2/16/87
Jim Miles Jr.	2/12/01
Charlie Lindley	2/22/06
Dewey Lockwood III	2/25/07
Jim Placette	2/21/11
Carole Vesley	2/4/19
Kevin Domingue	2/18/19
Zach Bean	2/20/19
Dante Reimann	2/20/19
Keith Albertson	2/21/19
Samantha McKee	2/27/19

# Around the Hangar



Cadet Colin working on the N3N



Ryszard signing off on the first maintenance item for the N3N this year.



Newly installed PT-19 seats



PT-19 Center Section Work



# Awards Banquet



Dr. Hua- Guest Speaker



Happy Birthday, Chris!



# Staff Directory

**Wing Leader**

Col Denise Walker  
[texflyers@gmail.com](mailto:texflyers@gmail.com)

**Executive Officer**

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**Adjutant/Membership**

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**Cadet Program Officer**

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**Finance Officer**

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**Maintenance Officer**

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**Museum and Education Officer**

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**Marketing Officer**

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**Operations Officer**

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**Public Information Officer**

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**PX Officer**

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**Safety Officer**

Col Susie Bredlau  
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**Rides Coordinator**

Col Denise Walker  
[texflyers@gmail.com](mailto:texflyers@gmail.com)

## Mission Statement

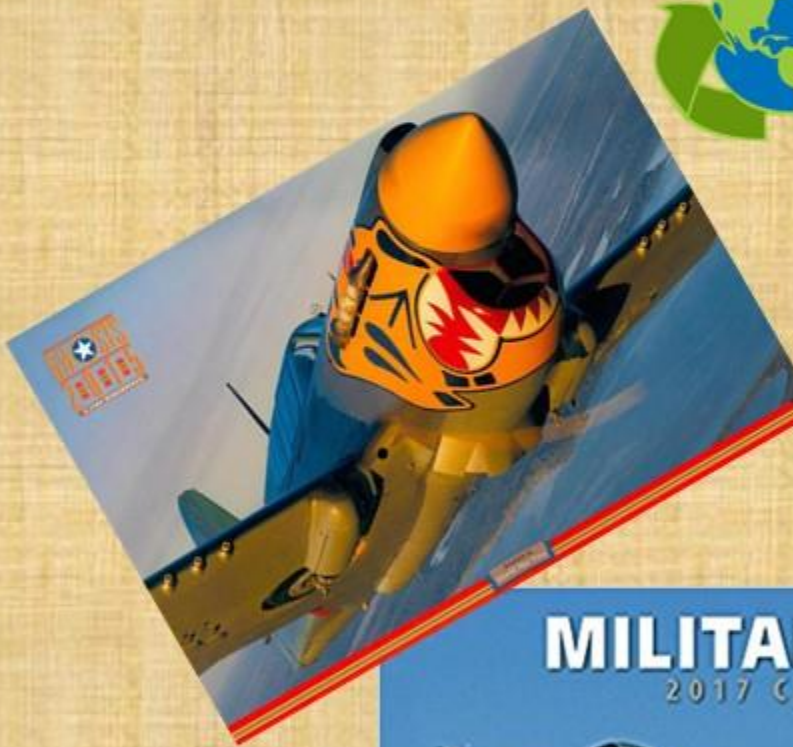
The Houston Wing of the Commemorative Air Force is an organization that Educates, Inspires, and Honors our Veterans through the use of our vintage aircraft and our collection of artifacts to tell the story of the brave men and women that have served their country in times of war.



**We ask that you please consider recycling your old aviation calendars so we can hand out the photos at the gate to the children who will be attending Warbird Weekend**



Leave them in the  
"O" club and we'll  
do the rest



\* In reality  
whoever we give  
these too will  
probably throw  
them away in the  
trash.....but  
John, we tried



## HOUSTON WING DUES - \$ 50.00



You must be a current CAF regular, life, or Honorary member to be eligible for Houston Wing membership.

Tax deductible contributions will be accepted by the Houston Wing for any specified Commemorative Air Force aircraft or project. If you wish to make a contribution along with your Wing dues, please specify the aircraft and/or project along with the amounts(s) and include in your check total.

**PLEASE PRINT CLEARLY!**

### Houston Wing Dues

**Amount: \$50.00**

Enclosed is my tax deductible contribution to: \_\_\_\_\_ Amount: \_\_\_\_\_

Enclosed is my tax deductible contribution to the AT-6 Amount: \_\_\_\_\_

Enclosed is my tax deductible contribution to the BT-13 Amount: \_\_\_\_\_

Enclosed is my tax deductible contribution to the N3N Amount: \_\_\_\_\_

Enclosed is my tax deductible contribution to the PT-19 Amount: \_\_\_\_\_

Enclosed is my tax deductible contribution to the C-60 Amount: \_\_\_\_\_

Enclosed is my tax deductible contribution to the L-17 Amount: \_\_\_\_\_

**TOTAL: \_\_\_\_\_**

Please make your check payable to the  
**HOUSTON WING - CAF**  
and mail with this form to:

**Houston Wing-CAF**  
**Attn.: MEMBERSHIP**  
**18000 Groeschke Road - Hangar B-5**  
**Houston, TX. 77084**

Name: \_\_\_\_\_ Nickname: \_\_\_\_\_  
*First MI Last*

**RENEWING MEMBERS - Please fill in any information which has changed in the past year**  
**NEW MEMBERS - Please fill in all applicable information**

Address: \_\_\_\_\_ Phone numbers  
(include area code):  
Home: \_\_\_\_\_  
Office: \_\_\_\_\_  
City State ZIP

Email Address: \_\_\_\_\_ Fax: \_\_\_\_\_

Spouse: \_\_\_\_\_ Cell: \_\_\_\_\_

CAF Col. Number: \_\_\_\_\_ CAF Life Number: \_\_\_\_\_ Birthday (mm/dd/yy): \_\_\_\_\_

WHS Staff Past Unit Staff  
Office Interest: \_\_\_\_\_ Office: \_\_\_\_\_

Note: Phone Numbers and Email Addresses will be published in the Directory. If you do not want a phone number or email address published, do not provide it!

CAF Aircraft Sponsored: \_\_\_\_\_

WWII Aircraft Owned: \_\_\_\_\_

Other Aircraft Owned: \_\_\_\_\_

Squadrons, Wings and  
Detachments: \_\_\_\_\_

Interests: \_\_\_\_\_