



COMMEMORATIVE AIR FORCE  
HOUSTON WING

# Slips & Skids



## INSIDE THIS ISSUE:

Wing Leader	1-5
Adjutant	6-7
Aviator Safety Corner	8-9
Flight Ops	10-11
Suzie's Safety Corner	12
Maintenance	13-14
Museum News	15
From The Right Seat	16
Marketing	17
Wing Birthdays and Anniversaries	18
Staff Directory	19

## Hello Houston Wing!

Long time no see! I hope each one of you is healthy and doing well.

As Texas is opening back up, so are we! Beginning in June - Saturday, June 6th - Yes D-Day, (How fitting, don't you think?) we will be opening the hangar and museum back to normal schedules of the first and third Saturday's

from 10 am to 3 pm.

Until our original knowledgeable, history buff museum crew feels it is safe to return, we will need members to step up and help man both of these weekends.

We will need 6-8 people for each Saturday. New protocols will be in place for our visitors, such as the recommended social distancing, occupancy limits, no large groups, and enhanced cleaning procedures. Hand sanitizer is



available throughout the hangar, museum, and the O'Club as well as extra soap and water.

*"I believe our flag is more than just cloth and ink. It is a universally recognized symbol that stands for liberty, and freedom. It is the history of our nation, and it's marked by the blood of those who died defending it."*

*- John Thune*

## WING LEADER

### Member Lunches

We will be offering lunch to our members on both the 1st & 3rd Saturday's. We are asking that members contribute a suggested \$5 donation. We will try this and see how it goes. Please let us know your thoughts.

### Flight to the Finish

Wow! What a turn out for the flight. It was overwhelming! There were 21 aircraft plus the photo ship, and it was nationally televised. The CAF had a large presence at this event. The Houston Wing contributed two aircraft, the BT-13 flown by John Cotter, and the AT-6 flown by Ryszard Zadow and Gordon Richardson. Numerous members flew their own aircraft: three Navion's flown by Greg Young, Chris Walker and Kevin Domingue, two T-34's flown by Rob Parrish and Dave Gugemos, and two AT-6's flown by Nathan Harnagel and Skip Harrison. Mike Steiger flew the Lone Star photo crew in a Bo-

nanza (he had the best job of flying all around the formation groups). Gulf Coast's, Little raider flown by John Bixby, Highland Lakes AT-6 flown by Chris Dowell, and Devil Dog flown by Beth Jenkins were also present. Scott Rozzell flew a Beech 18. The Tora Team was there for support, but did not fly. And, just for the record our very own Ed Vesely started the Helldiver and flexed the wings.

Thank you to everyone who had a hand in making this happen. It was a special treat for Mother's Day. I had several phone calls afterwards with gratitude for the CAF in remembering VE-Day. In several areas that we flew over we could see an abundance of people and cars lining the cemetery and streets. This was very important event that I was very proud we were a part of.

### Member Appreciation Day

We had a blast! I counted 71 members

and guests that came out and enjoyed the day. We had beautiful weather, wonderful friends, and the amazing sounds (and smoke) of round engines. Aha!

Thank you to Sam Bulger and Brian Kosior for cooking for us. Also a big THANK YOU to Chris Hammonds and his mom Pam, Chris Walker and his son Colin for getting the N3N put back together. Together with the Fab Four, I would also like to thank Dewey Lockwood, Greg Young, Chris Dowell, Lisa Sanford, Ed Vesely, and of course our Maintenance officer Ryszard Zadow for coordinating the ordering of all of the parts and providing the direction needed from a far to get the BT-13 back in business. Yes, this was a team effort! NO band aids here! The whole brake system and wheel baring's were replaced. The BT is all good now! Well, until the battery died at the end of the day.

## W I N G L E A D E R

No worries, our maintenance department will fix that too!

### Barnstorming

This is what is on the calendar right now. However, it depends upon each city as to whether the event can be held. So if you are planning on going, please check before you leave to make sure everything is still on. We will be working on adding more to our calendar.

**6/20 - Beaumont - WINGS & WHEELS**  
- Cancelled until further notice.

### Wings Over Houston

- I have been asked several times if the Airshow will still happen. Bill Roach, Director of Wings Over Houston has said "We are continuing on until we are told no". Yay!

### Flight Suits

All CAF members are required to wear a flight suit for protection anytime they are flying in ANY CAF aircraft. We have a few of them available

to use for the flight - on a first come basis. They are for the flight only and not to be taken home. Pilots will help you find one as they are stored in the pilot room. Sizes are not guaranteed. So you might want to consider purchasing your own. If you decide to purchase one it should be in the Desert Tan color CWU-27/P and made of Nomex (or Aramid) (if you have a different color already, it is ok). Carter and Propper are two of the authentic manufacturers. If it is made by a different company, it might not be made out of Nomex/Aramid. Both Nomex and Aramid are flame retardant. Cotton is not! A lot of the "work suits" or "coveralls" are a polyester/cotton blend and cost significantly less than Nomex. Polyester is not a good choice to wear while flying as it will adhere to your skin if you are in a fire. Wearing nothing is better than wearing polyester if you are in a fire. You will also need to purchase a name patch,

CAF flight suit patch, and an American Flag patch. These can all be found on the HQ page as well.

Flight suits come in - 32, 34, - 52, 54, etc. and come in short (S), Regular (R), and Tall (T). Personally, I think the Propper suits fit a little looser than the Carter suits. It would be best to go to the company's website and look at their sizing charts for proper fit. Washing - when you wash your flight suit DO NOT use fabric softener or dry it in the dryer as it will ruin the characteristics of the Nomex.

New suits are around \$150 - \$200. Used suits are around \$50-60 and can be found at Army Surplus stores or on Ebay. Please double check the label to see what it is made out of.

[Carterny.com](http://Carterny.com), [Propper.com](http://Propper.com), [USpatriottactical.com](http://USpatriottactical.com), [Mcguire-armynavy.com](http://Mcguire-armynavy.com), [Armysurplus.com](http://Armysurplus.com), [Armysurplus-world.com](http://Armysurplus-world.com), [Allarmyplus.net](http://Allarmyplus.net), and [eBay](http://eBay).

## WING LEADER

**CONGRATULATIONS GRADS of 2020!!!** Yay! Mission Completed!

We have two of our Cadets that are graduating this year. It is unfortunate that they didn't get the full treatment of their "Senior Year", like prom and graduation. Although, I hear a lot of the schools are now going to go ahead with graduation with limited number of guests. Please shake their hand or give them an elbow bump and congratulate them on a job well done.



## WING LEADER



### **Samantha McKee**

Samantha "Sam" has been an active cadet within the Houston Wing for the last 2 years. Sam will be a 2020 graduate from Cypress Ranch High School in Cypress, TX. This summer she will be attending Army basic training. After completing basic training she will be attached to the Conroe Aviation Unit as a 09R (SMP) where she will shadow the pilots. Her hope is after the 4 years of college it will provide her with letters of recommendation to become a Pilot in the Army. In the fall she will begin College at Sam Houston State University to major in physics and minor in

Army ROTC. Once our cadet ground school is completed and she takes her private pilot written test, she wants to start taking flying lessons. However, it may have to wait until she is selected for Army flight training. After graduating from Sam Houston, she will be commissioned as an officer. Her plan will be to go into aviation as an Aviator! Whoo Hoo! You go Girl!

### **Fabian Sisso**

Fabian has been an active cadet within the Houston Wing for the last five years. He will graduate from Seven Lakes High School in Katy, TX. In the fall Fabian plans to attend LoneStar CyFair College in Houston and will pursue an Associates Degree in Science. He will then continue on to the University of Houston or Texas A&M for his Bachelor Degree in Computer Science, Electrical Engineering or Aeronautical Engineering.

Fabian plans on getting his private pilot license and eventually someday he wants his own warbird. He loves being around airplanes, flying and enjoys flying RC airplanes. Currently, he owns several RC airplanes - an AT-6, PT-19, Grumman F6 Hellcat, and Escapade.

All of us here at the Houston Wing are very proud of both of you. Graduating is a major accomplishment in one's life and you should be proud of yourself. Even though you are going off to college and starting your life as a young adult, please don't forget to visit as often as you can. We wish you the very best and know both of you will be successful in whatever path you choose.

Cheers!

Best Wishes for Blue Skies!

Denise Walker

## ADJUTANT REPORT



Greetings fellow Colonels! It was nice to see so many of you at our Member's Appreciation Day over Memorial Day weekend. From what I could see a great time was had by all. Thank you to our pilots for providing a full day of flights for our members and to everyone else that worked hard to prepare and clean up from our event.

I am writing this article on Memorial Day. I hung my American flag this morning with pride in honor of all of those that have died for our freedoms as well as for all of those who served and have now Gone West. This day is also bringing back the recent memo-

ries of our Fight to the Finish Flyover for VE Day just a few weeks ago. That event was a tremendous honor to take part in as we remembered the Greatest Generation and their sacrifices.

A great deal of thanks goes out to Scott Rozzell and Sam Bulger for the months of planning it took to make the Fight to the Finish a reality. Their teamwork allowed for the Lone Star Flight Museum and the CAF to work together and make the event a success. We also want to say thank you to our pilots for flying our aircraft and to the members that flew their privately owned aircraft in this event. We were able to capture the attention of the entire city for the day. It helped us to fulfill of our CAF Mission to Educate, Inspire, and Honor. I think the Fight to the Finish accomplished all three.

The flyover brought in a lot of traffic to our

Facebook page and to our website. We used up our entire monthly bandwidth in one day! Kevin McNulty with Netweave was kept busy keeping our website going and dealing with the heavy traffic on our Facebook page. He was another hero of that day busy behind the scenes keeping the live feeds going and hacker bots at bay. (ask me about that sometime). In the days leading up to and including the flyover day, we had 160 new followers on Facebook. And just for those keeping score at home, we are now up to 6,673 followers.

In chatting with some of our newest members, I was reminded of a few things that need addressed. All members of the Houston Wing should have the standard CAF blue Polo or CAF blue button down shirt. The blue shirt and khaki shorts or pants are our Wing uniform.

## ADJUTANT REPORT

This is also technically the uniform for all of the CAF, although other units have their own shirts. Why do we need this? It helps identify you to the public that you are a member and can ask you questions or come to you if they need help. It also helps when we are barnstorming to be easily identified to our unit as well as giving us a more professional look.

You can order these shirts from the HQ website

[www.commemorativeairforce.org](http://www.commemorativeairforce.org). There are exceptions of course, like the Maintenance Crew shirts, or when you are doing dirty jobs around the hangar. But if you could wear your blue shirt on the first and third Saturday's while the public is present, we would appreciate it.

We have taken on quite a few new members during the last month, so please reach out to them and say hello when they come out to the hangar. To

our new members, don't be afraid to jump right in with any project that you would like to help with. I'm always available if you have any questions. My email is [briankosior@yahoo.com](mailto:briankosior@yahoo.com).

Thanks for being a member of the Houston Wing.

Brian Kosior



Thanks Brian and Sam for slaving over a hot grill and providing some entertainment!!



## AVIATOR SAFETY CORNER WHEN WORDS MATTER

There are many situations in aviation where using exact wording for a situation is vitally important. We know that the following situations require repeating the clearance back exactly:

1. Instrument clearances need to be read back exactly as they are given,
2. Take off clearances should be repeated exactly (including the runway and taxiway where you are departing from.), and
3. Runway crossing clearances should also be read back exactly so there is no misunderstanding between pilots and controllers.

There are a couple of other situations where using the recommended exact wording can not only avoid a misunderstanding but potentially avoid an accident.

### Positive Change of Controls

When we are receiving instruction there are times where the in-

structor may need to take over the controls to demonstrate a maneuver or avoid a conflict, especially in a tandem airplane. The FAA recommends a specific methodology and wording for this common event. It is a three step process:

1. The instructor says, **"I have the Flight Controls"**.
2. The student says, **"You have the Flight Controls"**. Then the student shows hands up to confirm that the instructor has the controls.
3. The instructor repeats **"I have the Flight Controls"**, and then performs a stick wiggle to impart that back to the student.

Use of this process can avoid misunderstandings for this important evolution.

### Staggered Landings during a Formation Flight

During the landing phase of a formation

flight, landings can either be staggered or hot/cold landings. In the NATA and TRARON World, staggered landings are often used. (In the T-34 World, hot/cold landings are favored.) Today we are going to consider the staggered landing and where use of exact wording is critical.

What is a staggered landing? A staggered landing with a four ship flight returning to base usually leads off with a standard overhead break and all four ships in trail throughout the downwind leg, gear extension, turn to base, and turn to final. The spacing on final is normally 1,500 feet minimum.

1. Lead usually lands on the turn off (or cold) side, unless briefed differently. He will commence a taxi and slow down to get his airplane under good control as he progresses to the turn off on the far end of the runway.

## AVIATOR SAFETY CORNER WHEN WORDS MATTER

1. Number 2 then lands on the opposite or non-turn off side (hot side) and slows down to maintain control of his airplane, staying on the hot side. It is called the hot side because if a wingman fails to get his speed and airplane under control, he can pass the airplane ahead of him on the hot (non-turn off) side of the runway.

3. Number 3 then lands on the cold side (same side as lead) and slows down to taxi speed with good control of his airplane. When Number 2 has slowed and Number 3 sees that there is ample room for Number 2 to cross over onto the cold side in front of Number 3 (thus freeing the hot side for Number 4 to pass him if needed), he makes a radio call "Two you are OK to exit". It is vital for Number 3 to use those particular words. Then Number 2 crosses over to the

cold side of the runway behind Number 1.

Often we hear Number 3 say "Two you are Cleared to Cross".

This phrase has been determined by tower controllers to be very confusing.

An example of this confusion would be when multiple flights of four are returning to base at Executive Field in Dallas and landing on Runway 31 (or just any other airplanes). Let's assume the first flight of four has turned onto the Runway 31 taxiway and is awaiting tower clearance to cross Runway 36 and then the second flight of four is in the process of landing. If Number 3 on the second flight says, "Two you are Cleared to Cross" (which is a part of the staggered landing), you can see how the first flight of four might easily confuse that with their expected tower clearance to cross Runway 36.

4. Of course Number 4 lands on the hot side and crosses over to the cold side when able, (unless there are additional airplanes right behind him, where he continues to taxi on the hot side until Number 5 calls "Number 4 you are OK to Exit"). Everyone needs to maintain Situational Awareness at all times.

There are many other situations which require exact words to safely fly our airplanes; the above are only a few for your consideration.

Safety is a part of our culture.

Dave Guggemos

## FLIGHT OPS



Hello everyone! Well, some normalcy is beginning to return to our fleet and hangar. That is a blessing and a much needed breath of fresh air. During the last couple weeks, your pilots and Flight Ops team have been pretty busy.

Two weeks ago the Wing participated in a VE Day flyover in conjunction with the Lone Star Flight Museum. After a weather delay on the 8th, the formation of 21 Warbirds and a photoshop departed for the skies over and around Houston on Sunday the 10th. Over a dozen HW formation rated pilots flew private aircraft and our own AT-6 and BT-13 honored

the 75th Anniversary of the Victory Over Europe in WWII. This event was highly publicized and made some great public relations for the Houston Wing. Thanks to Sam Bulger for all his efforts in getting these opportunities for the Wing.

Last week was full of activity as well. While Warbird Weekend was not to be this year, it did provide an opportunity to catch up on a couple of our favorite Warbirds in some needed maintenance. Myself and a few other sponsor pilots assisted the Maintenance Dept in returning the N3N and BT-13 back to flying status. Thank you to Chris Hammonds and his mother Pam, Greg Young, Dewey Lockwood, Chris Dowell, and cadet Colin for all your efforts to "Keep 'em Flying". Those efforts culminated in pilots getting currency and

mission readiness achieved!



## FLIGHT OPS



your skills and professionalism.

That's all for this month. See you all on the flight line!

Chris Walker

This past Saturday, the Wing was finally able to play a little. Special thanks go to Wing Leader Denise, Adjutant Brian, and Marketing Sam for organizing and making a Membership Appreciation Day at our hangar. This was a small gathering that was very necessary and very well received by all in attendance. A picnic was enjoyed and friendship was shared. All three of our rides airplanes performed well in sharing the gift of flight. Nathan Harnagel flew member rides in the N3N with Dewey Lockwood doing the same in the BT-13. Well done gentlemen and thank you for



## SUZIE'S SAFETY CORNER



Hello my fellow wingsters. Hope this finds everyone well and healthy at this juncture in time. Now I will dazzle you with one of my favorite quotes . “If you don’t have time to do it right, when will you have time to do it over.” That was said by John Wooden. Former UCLA basketball coach and it has a lot to do with safety and aircraft mechanics. All of our girls are former military training birds. Which means they all have TO’s. What does that mean you ask. Those are the technical orders for every military aircraft. They come in dash numbers. Like -4. Which is the

parts manual. The -3 is usually the structure manual. They have a maintenance one also. Now the difference between the ones I learned on and the ones printed 75 to 80 years ago is detail. Seventy five years ago it said in the book get jacks and jack up the plane. Now when you look at a more modern aircraft, even the 1956 B-52 I learned on, you will find step by step instructions that are pretty idiot proof. They will have caution notes every now and then in the instructions which means someone did that and got hurt. When they have a warning it means someone did that and died. So my safety point for this month is to take your time. Read the books for the aircraft you are working on. and you may be flying in that aircraft and you don’t want something to bring

down an aircraft that you were responsible for. Now for my warm and fuzzy,

Before you close any panel make sure the area is clean and there are no more maintenance issues. FOD, Foreign object damage is something you must check for every time you pre-flight or post flight. Every time you do maintenance on the plane you make sure there are no tools, hardware, rags, metal shavings etc. left in your work space. Remember your friends and you may be flying in that aircraft and you don’t want something to bring down an aircraft that you were responsible for. Now for my warm fuzzy I want to give kudos to Chris and Tim for the attention they paid to jacking up the BT-13 and putting wood blocks as a catch under the landing gear. It was also fenced off with a danger sign.

Good going guys, job well done. Now remember pay attention to detail and please don’t make me fill out paperwork.

Suzie Bredlau

## MAINTENANCE



"If there is time to do the job over, there was time to do it right the first time. "

These are the words of my Dad when he observed me doing something over because I started a project without thinking it through. Doing it right the first time is the approach I took to building a "Maintenance Department" for Houston Wing CAF. Things have been progressing, albeit slowly, but that is part of the plan. In the last week we've validated that a "Department" working as a "TEAM" can accomplish great things.

After the VE Day flyover of greater Houston, the BT-13 came back with a MAF write-up for a dragging brake.

With the N3N still waiting the completion of its horizontal stabilizer recover and only a week before the Membership Appreciation Day, we suddenly only had one airplane flyable. Fortunately the N3N stab got done just in time. Thanks to Chris Hammonds, Chris Walker, Pamela Hammonds, Lisa Sanford and many, many others we jumped in and got not just the BT-13 up for the weekend but also the N3N's newly recovered horizontal stabilizer!

Communication is always the most challenging part of any project. To make things more interesting, I was out of town. But with modern technology and good old perseverance we found, ordered, and assembled the needed parts while coordinating with Maintenance personal on site at

Houston Wing and myself 500 miles away. Unbelievably all the parts arrived, fit, and through the tenacity of Wing Mechanics, Pilots, and Volunteers going the extra mile on Saturday all three of our flying aircraft were back together.

In this case it was a luxury of key people being available at a time of need. We can't always be this lucky. We need to continue to grow and develop the maintenance department so we can be more flexible. If one person or one part hadn't fallen into place a lot of effort would have gone to waste. Our ability to handle the expanding line up of aircraft with the L-17 coming online soon, will necessitate recruiting more A&P's and volunteers that enjoy aircraft maintenance.

## MAINTENANCE

Thanks again to all that stepped up to help us pull off a great Member Appreciation Day. Stay tuned, we have more work to do as the summer flying season starts to return to normal!.

Semper Mint Julep

Ryszard Zadow

### Houston Wing Maintenance



*"We keep 'em flying!"*

Chris posing with our newly refinished horizontal stabilizer



Towing the completed BT-13 out to the flight line



VE Day Flyover

# MUSEUM NEWS—WWII PSYCHOLOGICAL WAR LEAFLET

Our museum has a copy of a four page newspaper printed in German which was developed by the O.S.S. and the P.W.E (the British - Political Warfare Executive) during WWII which were air dropped to German troops. These papers gave the German Soldiers the news about the progress of the war that they might not have gotten from their own government.

Our displayed paper "Nachrichten Fur Die Truppe" (News for the troops) is Issue Number 360, Wednesday April 11, 1945 which was air dropped between April 11th and the 16th, 1945. The headline reads Hannover Gefallen (Hannover Fallen) indicating that the

allies had taken Hannover.

It is located in the Black Binder on the table in the museum. This binder contains the Stars and Stripes newspapers and other documents.

Sam Hoynes



Donated for display by Alan Senior (deceased CAF Member and WWII Vet.)

## From The Right Seat



Congratulations to all that organized, supported and participated in the Member Appreciation Day this past Saturday. With special thanks to our W.L. Denise Walker for taking the initiative to organize a much needed distraction from the current economic and pathogenic disaster. Serious fun was had by all while practicing social distancing. The Houston Wing also needs to thank the volunteer pilots, Chris Walker, Nathan Harnagel, and Dewey Lockwood, flying many appreciative members. I hope the tradition continues at some reasonable frequency.

PT-19 update: Lisa Sanford and Stan Turner are making great progress on the rebuilding of the center-section.

Recently I cemented the fabric to the fuselage via the Stitts process

From this point the fabric will be heat shrunk and the fabric process will be continued.

Ed Vessley



## Marketing

Welcome back friends to the continuation of strangest installment of “As the Wing turns.” Read on as we enlighten you of the past month’s activities in the ever so busy marketing and graphics department.

As well-informed members of the Wing you already know the exceptional excitement from the “Flight to the Finish” flyover. This was a great event that was led by our friends at Lone Star Flight Museum. The flyover was to commemorate the 75th anniversary of VE-Day and was the idea of Wing member Scott Rozzell. The Houston Wing and the CAF was honored to participate. As you know it was a tremendous success. The flyover got so much interest that our webpage hit an all time high of bandwidth usage, that has never happened before. The

days following saw a new excitement generated in historic flight experiences from the flyover exposure and we sold 4 flights in our planes. This flyover is a stellar example of different organizations working together to achieve a common goal. I look forward to working with LSFM in future cooperative events for all of our benefit.

For a full feature length article of the “Flight To The Finish” flyover look to the next issue of “The Dispatch” CAF’ national magazine.

Speaking of collaborations with other organizations we are proud to announce we will be working with Houston Motorsports Park this summer. We are going to leverage both organizations social media and marketing presence to create excitement for their stock car racing and our museum/flying activities.

This summer look for their race cars to be displayed at our museum days and we are going to be performing the flyovers for their opening race ceremonies. Let’s face it, the flyover is the best part of any pre-race activity. Watch a race on TV and you now what I mean.

Well that’s all the excitement that’s fit to print this month. Till next time, y’all stay safe and we’ll see ya around the hanger, who knows, you might even be lucky enough to catch me cooking on the griddle next Saturday, tacos anyone?

Sam Bulger

## Wing Birthdays and Anniversaries

### June

#### Birthdays

Bruce Thomas	June 4
Dewey Lockwood	June 6
Franklin Godek	June 17
Howard Jones	June 21
Ed Vesely	June 29

#### Wing Anniversaries

Franklin Godek	6/2/1986
Ken English	6/10/1991
Bob Linguiti	6/18/2003
Daniel Gould	6/21/2006
Howard Quoyeser	6/18/2009
Cornelia Stone	6/25/2009
Frank Vargas	6/30/2009
Chris Wiemuth	6/6/2011
Chuck Waters	6/18/2014
Jay Faver	6/14/2016
Adrian Sisso	6/19/2018



Navion Alley



Ace and the N3N waiting patiently for their first passengers

## Staff Directory

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