



COMMEMORATIVE AIR FORCE  
HOUSTON WING

# Slips & Skids



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## WING LEADER

Hello Houston Wing Members!

Does anyone else just feel the strong desire to change, to travel, to meet new people, to just start over somewhere you've never been? Sorry to say 2021 isn't here yet! But the WINGS OVER HOUSTON AIRSHOW IS!!! YAY!

Yes, friends! We have an Airshow! Who wants to go play? Yep, that means we need volunteers!

We are looking forward to your participation in our airshow this year. **If you haven't signed up yet, please contact Carol Lee at 281-455-7646 or email her at [cjwingsz@hotmail.com](mailto:cjwingsz@hotmail.com) at your earliest convenience.** She is the volunteer coordinator for the Airshow. As you know this year is a challenge in so many ways. We don't have all the volunteers as we normally would. So if you have any time to give, we would really appreciate your help.

The Airshow will be a Drive-In style, three (3) day event Friday, October 9th through Sunday, October 11th. Thursday, October 8th will be the practice day. This is a drive-in show only, no VIP, no Eagle Squadron, no food or merchandise vendors on site either, only minimum services. Our patrons are supposed to stay at their cars except to use the port-a-potty's. Parking outside the fence is reserved for the volunteers only. No one will be allowed to have their car running for an extended period of time.



~ The deeper you get into your purpose . . . The more you'll be tested!  
~ Joanna Rahier

## WING LEADER

This Saturday, October 3rd normally is the work day getting prepped for the following weekend. This year it will be the volunteer meeting for Wings Over Houston. Bill Roach and Natasha Avery would like for anyone who is going to volunteer at the Airshow to come to the meeting if at all possible. **YOU WILL RECEIVE YOUR PARKING PASS AT THAT TIME. The meeting will be from 8am to noonish.**

Our format is going to be quite different from previous years. Below are the Covid protocols negotiated as part of our agreement with the Houston Airport System and the City of Houston.

***Everyone that attends the show, including our volunteers and staff, will have their temperatures taken and answer a verbal health questionnaire every day.*** Once you have your temperature checked, answer the questions, and pass both of those, you will be given a wristband and permission to go onto the field to start your day. You will not be allowed to work without it. **Masks must be worn at all times while working.** This was a deal breaker with the city. In order to make this happen, we had to agree to it. Please help us out and abide by the rules.

Information is constantly changing and being formed, please help everyone out and help roll with it all. We can do this!

### **Barnstorming!**

We are also barnstorming again! Yay!! On Saturday and Sunday, October 24th and October 25th we will be headed to Galveston, Scholes International Airport (GLS) with our friends at the Gulf Coast Wing. They will be bringing all three of their planes and so will we. If you would like to come hangout with friends while working a bit at the PX, we would love to have you. Please let me know if you plan on attending.

If you have any questions please don't hesitate to contact me as soon as possible.

Thanks for all you do for the Houston Wing!

Looking forward to finally playing again!

Blue Skys!  
Denise

## ELECTION DETAILS

### CAF Houston Wing

Nominations for Elections in November 2020

In November we will be holding elections for five staff positions:

Position	Incumbent	Seeking Re-election?	Nominee	Nominee
Executive Officer	Ed Vesely	Yes	OPEN	OPEN
Finance Officer	Steve Sparks	<b><u>No</u></b>	<b>OPEN</b>	<b>OPEN</b>
Adjutant Officer	Brian Kosior	Yes	OPEN	OPEN
Education Officer	Sam Hoynes	Yes	OPEN	OPEN
Development Officer	Sam Bulger	Yes	OPEN	OPEN

**\*\*\*NOTE\*\*\*** *Descriptions of the duties are listed below.*

The Wing needs your help nominating individuals to fill these roles. Please take time to reflect on who you think would be the correct fit for the position. *After your careful consideration, please contact Col. Howard Quoyeser at QUOYEHL@yahoo.com with your nominee's name.* The nominee will be formally contacted by the Nominating Committee to obtain their interest as a candidate.

In November, to be eligible to vote, you must be a member in good standing (National and Wing dues paid) for at least thirty days prior to the election.

Auxiliary and Cadet members are not eligible to vote in elections.

### **Executive Officer**

The Executive Officer is the Assistant to the Unit Leader and will act in their place during their absence. This officer should have similar qualities to the leader:

- background in military or business management
  - ability for good public appearance
  - adept at public speaking
  - a positive demeanor
  - preferably have a background in aviation
- Specific duties include:
- current knowledge of CAF rules and regulations
  - meeting facilities
  - Unit socials
  - other duties as may be assigned by the Unit Leader

## GUEST ARTICLE – ELECTION DETAILS

### **Finance Officer**

The Finance Officer shall have charge of all Unit funds collected, keep accurate records of such funds, and is responsible for Unit compliance with all CAF regulations, policies and directives that relate to financial matters. This person shall submit to CAF Headquarters, in a timely manner, all required reports. This officer insures that all monies and property donated shall become the property of the Commemorative Air Force, Inc., and used in accordance with CAF policies. A CAF Unit may be disbanded for failure to provide accurate and timely financial reports to Headquarters.

Specific duties include coordination of membership files with collection of dues, and payment of approved Unit debts. This person shall determine voting eligibility of members prior to Unit elections. This person oversees finances of all Unit projects, submits Unit records for audit on an annual basis, and communicates with CAF Headquarters through the CFO/Secretary/Treasurer and/or Unit Finance Coordinator. His signature plus one more authorized Unit staff officer's will appear on all Unit checks. See the Unit Finance Guide for detailed information.

### **Adjutant Officer**

The Adjutant Officer shall record and maintain the permanent minutes of all Unit Staff meetings. He shall maintain suitable correspondence files concerning the business and activities of the Unit and assure that all required Unit reports are submitted to CAF Headquarters in a timely fashion. Further, he shall assist the Unit in the timely preparation and dissemination of such correspondence of a general nature. In coordination with the Finance Officer, he shall maintain the Unit personnel records. He shall advise the Headquarters' Membership Department of any changes of the Unit membership, and on a semi-annual (March and July) basis provide a roster of Unit members for verification and updating.

### **Development Officer**

The Development Officer is responsible for overseeing all development activities for the Unit, including creating a Culture of Philanthropy and oversight of fundraising activities. This position assesses the potential for success of any fundraising activity/plan, and provides a recommendation to the Unit Officers. He clears all fundraising activities/plans with the Unit Officers, and as appropriate, with CAF Headquarters. He coordinates and ensures that appropriate recognition of donors is completed in a timely manner, for both cash and in-kind donations. Point of Contact with CAF Headquarters is as follows:

- Solicitation for funds from Foundations and Corporations with a national presence: Chief Relationship Officer.
- Fundraising Events: Chief Aviation Officer
- Fundraising Projects: CAF Secretary/Treasurer

## GUEST ARTICLE – ELECTION DETAILS

### Unit Education Officers

The Education Officer should look for opportunities to engage with youth to promote the CAF, STEM and aviation learning. These opportunities include but are not limited to:

- Airshow or Unit events that include an education area
- Informal education programs, such as scouts or clubs
- Formal education with schools
  1. Inviting classes to the Unit for aviation and STEM activities, special events or guest speakers
  2. Going to the school(s) for Career Day, reading to students (aviation-related book, and/or wearing a flight suit), bringing in aviation or historical tools, providing a STEM or aviation activity for classroom or school event

It is the responsibility of the Education Officer to ensure all volunteers and the Unit are complying with the Youth Protection and Interaction Policy, media use and hold harmless directives. The Education Officer will have access to the Sterling Volunteers dashboard showing the list of volunteers who are cleared through a background check to work with youth.

Thank you,

Col. Howard Quoyeser

Nominating Committee  
Houston Wing

## SECOND SEAT / XO REPORT



From The Right Seat

### PT-19 Progress:

The rudder has been prepped for recovering by Jaimie Shore. Thanks to Stan Turner and Lisa Sanford, the center section now has replacement nose ribs attached. Tom Calpouzos has prepped the fuel tanks for reinstallation once the plywood skins have been glued on.

### History of the Missing Man Flyover

The concept of “Gone West” both in lore and the formation third man “pull” to a heading of 270 is derived from the battle fields of WW I. All “Allied” forces fighting the Germans on the Eastern front: French, British, Canadian, U.S., New Zealand and Australia were West of the “Eastern Front”. As a result when an airman was either KIA or MIA the thought was that he went “home” or went “West”.

The term “bought the farm” per Dick Harper, was derived from WWII when the US government issued a \$10,000 life insurance policy to all pilots. If killed, the funds went to the family allowing them hypothetically to pay off any mortgage on the farm back home.





## SECOND SEAT/XO REPORT



## ADJUTANT REPORT



Fellow Colonels,

October is a great time to begin thinking about renewing your membership to the Houston Wing! You will find a membership renewal form at the end of this newsletter. Print that out, fill it out completely, and then mail that in to the address on the form. You can also pick up extra copies at the hangar where Steve Sparks will be more than happy to collect your form and payment. Your final option is to renew online from our website

[www.houstonwing.org](http://www.houstonwing.org)

Please remember that in order to participate in Wing events, flyovers, barnstorming, and elections; you must be a member in good standing. It is our goal this year to have everyone renewed by December 31. Thanks in advance for your help in this.

Speaking of membership, I would like to welcome our newest members of the Wing: Alejandro Perez, Jamie Shore, and Lee Murphrey. We are happy to have you gentlemen aboard and are lucky to have you guys. Please make sure you reach out and say hello to our newest members when you see them around the hangar. You have asked for more help, so here they are!!!

On a more serious note, I would like each of you to take a moment to remember why it is that you became a member of the Houston Wing. Was it the

aircraft? The history? The opportunity to work on radials? Your love of flying? Or maybe, by chance, it was because of a friendly member that spoke with you and convinced you to become a member. No matter which one describes your path here, remember that we are all here to support the Mission of our unit:

*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.*

When we have our differences, remember why we are here. We have a chance to be a part of something that is bigger than us, bigger than the right here and now. Try not to let your focus on the minute details fog your vision of what we as a Unit are trying to accomplish and preserve for those that come after us. I believe that each and every one of you brings something amazing to the hangar and without you; the Houston Wing would not be possible.

Thank you to all of you that work so hard at the hangar to support our unit, and to all of those that work countless hours from home (behind the scenes) to keep us functioning.

I hope to see you all at the Airshow!!!

Brian Kosior



## FLIGHT OPS



Happy Fall Y'all!

Seems like the summer heat was hanging on this year. Fall is around the corner and with it some more reasonable temps and hopefully some great flying weather. It has always been my favorite season on the calendar.

The flying has been picking up a bit and I'm looking forward to a strong finish to 2020. Flight operations has been supporting our Wings Marketing Team with some formation flyovers over Houston Motorsports Park with some impressive results. I believe the advertising we achieve from these events will have lasting positive effects for the Houston Wing moving forward. Huge thanks go to Sam Bulger and all of the pilots that have made these flyovers possible. Y'all make us proud!

October should be a fun month. There is a racetrack flyover to finish the season. Wings Over Houston is happening. There may not be as much flying for that event for our airplanes due to the Drive-In style format being enforced, but there should be many volunteer opportunities for our members to be a part of our signature event. We are also planning a Barnstorming Weekend in Galveston along

with our friends at Gulf Coast Wing later in the month. That will be a great event to get out with a lot of our membership.

One last note from me. Opportunities to volunteer for staff positions are fast approaching. We are only as successful as our membership allows. I encourage all to engage with the current staff and consider running for a position if you feel you can make a positive contribution. I feel that the Wing is heading in a positive direction and I am looking forward to a time beyond COVID. This year has worn people out and strained civility in our society. Let's not fall into that here in our group. Our group of like-minded volunteers is our strongest asset. Teamwork and putting the Wing first is essential.

Attitude equals altitude, so onward and upward!

No egos, just passions!

Chris

## FLIGHT OPS



## MAINTENANCE



Maintenance does a lot more than work on airplanes. We have PLENTY of things that need love and attention that don't require an A&P certificate. Here are a few tasks within the Maintenance Department that could use someone to take charge of:

**Tug-Meister:** We have two aircraft tugs, the "Woodie" tug and the United Airlines tug. We need two running all the time. If we only had one running tug and it broke how would we get airplanes in and out of the hangar? The Woodie tug is a very simple automobile type vehicle with a Chrysler "Slant-6" engine and automatic transmission. If you like tinkering with old cars this would be right up your alley!

**Electric Vehicle Manager:** If you're a fan of the Tesla or any other electric motor vehicle then you should consider taking our electric vehicles under your wing. The United Airlines tug is all electric with an array of 3 volt batteries that make 110 volts DC! That a lot of current! The wing also has a golf cart and a robotic tug to move the C-60. This is a great position for someone that knows what positive and negative is and can keep our electric vehicle up and running.

## Houston Wing Maintenance



*"We keep 'em flying!"*



## MAINTENANCE

**Maintenance Engineering:** Houston Wing has some very talented Engineers on our membership roster. One project that was talked about earlier in the year but still not getting much progress is building a hydraulic power source for performing gear swings and other hydraulic related maintenance. This will become especially important when the C-60 gets prepped for flight again. Let's get our HW Engineers involved in helping build this!



**Tools:** Our Tool Room and tool boxes have come a long way. No longer do people have to bring their own tools to the hangar to work on things. We'd like to keep things that way. If Houston Wings hangar was a commercial aircraft maintenance facility, tool room manager would be a full time job. If you like keeping things in order consider volunteering to manage our tools. We've had another tool box donated and its ready to foam out and load with tools!



These tasks help Maintenance by freeing up our few A&P's to focus their volunteer time on airplane maintenance.

Thank you for all you do!

Semper Mint Julep

Ryszard Zadow



## AVIATOR SAFETY CORNER

### Aviator Safety Corner – Formation Emergency Procedures: Partial (Reprint from the T-34 Association by Billy (Smitty) Smith)

As per some recently learned information from FAST, Mike Steiger has passed on during one of our recent formation flights, increased emphasis is recommended during briefings concerning emergency procedures. Briefings should cover NORDO (NO RaDiO) procedures and also provide a discussion of some other emergency. Today we will cover the NORDO procedure.

Handling an emergency situation as a single-ship can be challenging. Experiencing an emergency while in formation adds another dimension to the problem. In this discussion, I will discuss a philosophy for maintaining formation integrity throughout the recovery.

Almost all emergencies occurring in formation can/should be handled at the 2-ship level. Whether in a 4-ship or in a Mass Formation of 24 aircraft, it is most efficient to split the element with the emergency away from the rest of the formation. Why a 2-ship? Why not just let the emergency aircraft split off solo and recover? The basic maneuvering element is the Element. Any more than 2 airplanes becomes a more difficult "Boat" to steer. Splitting the emergency element away from the rest of the formation also allows the emergency aircraft more room to maneuver.

The reason for not simply letting the emergency aircraft handle the recovery "solo" has several important facets. First, it's valuable to have a second set of eyes to check for things like FIRE, fuel leaks, gear position, etc. The non-emergency aircraft flies what is called the "Chase" position. The FAST Radio Communication and Visual Signals guide and the Formation Pilot's Knowledge Guide (FKG) describe

Chase as flying no further forward than the 45° bearing line and no closer than what is required to observe, without becoming a distraction to the emergency aircraft. Basically, slide aft of our normal bearing line and stay out his way! The military uses Chase extensively for instructing in single seat fighters and for supporting emergency aircraft. The Chase aircraft can back up the emergency aircraft with checklist support, assist with the radios and clear for other aircraft. If an off-airport landing (or bailout) is required, the Chase will become the SAR coordinator. Lastly, it's always good to have someone else land with you after a serious emergency. This should ensure someone is thinking clearly on the ground. Depending on the experience, proficiency, personality of the pilot involved, coupled with the nature of the emergency can leave some folks pretty rattled.

So, let's say # 4 (in a 4-ship) declares an emergency. Lead should clear the Element out of the formation to handle the emergency. Once clear, #3 should pass the lead to #4. For most emergencies, it makes sense for the emergency aircraft to assume the Lead. The other aircraft now becomes the Chase. The Chase will become the eyes and ears for the Flight as the other pilot is probably going to have his hands full with a bad airplane. Once the emergency aircraft reports the emergency checklists are completed, the Chase should review some of the critical elements of the checklist and discuss the recovery options.



## AVIATOR SAFETY CORNER

### Aviator Safety Corner – Formation Emergency Procedures: Partial (Reprint from the T-34 Association by Billy (Smitty) Smith)

The Chase follows the emergency aircraft back to base, continuing to support the recovery.

Now, let's look at a NORDO scenario. In the same flight as we've been discussing, # 4 has lost the electrical system...and therefore the radios. First, how should # 4 signal he's lost his radios? He does this by moving into a position where # 3 can see him rock his wings. Once # 4 has the attention of #3, he gives the visual signal for Can't Hear/Transmit. Number 3 should advise Lead and get clearance to move the Element out of the formation. NORDO is an instance where the emergency aircraft doesn't get the lead...yet. Once clear, # 3 will lead # 4 to a suitable airport. This should be pre-briefed to cover simple NORDO or NORDO with another emergency. They may or may not be the same airports. How will #3 know if there is anything else wrong with #4's airplane? Number 4 should give the visual signal for an Inflight Emergency, often referred to as HEFOE (Hydraulics, Electrical, Fuel, Oxygen, Engine). It begins with a clenched fist held to the forehead followed by holding up the number of fingers to indicate the problem with the aircraft. In this case, hold up 2 fingers for the electrical system. As a technique (usually briefed), if all I have is a simple radio failure, I will give a thumbs-up to signify all else is OK once I pass the Can't Hear/Transmit signal. Now, number 3 leads the NORDO T-34 to the appropriate recovery base. My technique is to get the flight configured on at least a 5 mile final with gear only. This is a basic configuration that will cover nearly any NORDO emergency we can have in the T-34. This allows time/distance for the gear to be cranked down if required. Once we have clearance to land, number 3 will pass the lead to the NORDO airplane.

If he accepts the lead, number 3 will assume the Chase position, and he can reconfigure with flaps (if able) and land. If he doesn't accept the lead (by shaking his head "NO"), I will offer it again at 300'agl. If he still doesn't want it, I'll lead him to the flare, drop him off and I'll go around. A possible reason for not wanting the lead at this point is the NORDO aircraft may not see the runway yet. Once the NORDO aircraft has the lead, if landing clearance is canceled, the Chase will accelerate to pass the NORDO and begin to rock his wings. This will signal the NORDO plane to execute a go-around.

For further self-study, I recommend a review of the visual signals in the T-34 Formation Manual and the FAST Maneuvers Guide. There is also an excellent discussion of formation emergencies in Chapter 8 of the Formation Pilot's Knowledge Guide (FKG).

Safety is a part of our culture.

Dave Guggemos

## MUSEUM WWII CIVILIAN DEFENSE GAS MASKS

We have two WWII Civilian Defense Gas Masks on display in the museum. The M1A2-1-1 mask was developed for use by noncombatants working in civilian defense and civilians in the U.S. Army-designated "target areas" such as major coastal cities in the United States. The M1A2 was produced by the U.S. Office of Civilian Defense (OCD) with a \$29,000,000 grant. The mask was designed by Randolph Monro in 1942, and the patent was published in 1944.

A majority of the M1A2s produced were never issued, and were redistributed through the surplus market after the war.

The mask is incredibly simple, as it was meant to be mass-produced. The face piece consists of rubberized fabric, celluloid eyepieces, an exhalation valve and an elastic point six point head harness. The filter's casing is made of aluminum with instructions on use of the mask. The filter's contents are incredibly primitive, as most of the filtering material is asbestos and activated carbon.

Our displayed masks include an Adult Medium size gas mask with its cloth carrying case, and its original box. The cloth case is marked "US" with the chemical warfare symbol, and "Noncombatant Gas Mask M1A2-1-1 Medium Adult - Property of the U.S. Government OCD."

The adult size medium noncombatant gas mask is displayed on a head wearing a Civilian Defense Air Raid Warden's helmet.

In addition to the adult gas mask we have a child's gas mask and its cloth carrying case. The child's mask is clearly marked "CHILD" on the mask itself.



# MUSEUM WWII CIVILIAN DEFENSE GAS MASKS



By Sam Hoynes

## S A F E T Y



Safety Thoughts

I hope everyone is well after the recent rain. I was lucky enough to be headed out of town this weekend. I had a few thoughts as I pinched my finger in a slide bolt closing up the house this weekend.

Beware of potential pinch points. It is very easy to ignore little items that can cause painful injuries. Often times we do not think about our hands and other parts of our limbs getting caught between moving parts or in the path of energy sources, but it is always something to think about when positioning ourselves for doing a task.

Houston is very warm, so ventilation is always important. I was working in the hanger one weekend and Jeremy was moving through setting up and adjusting fans in the working area. This is important from the standpoint of personal cooling and not becoming fatigued, but also providing adequate air flow when using solvents, glues, paints etc.. Thank you Jeremy for your attention to detail.

The current projects in the hanger frequently require the use of the drill press, table saw, band saw, grinder or other power tools. Please remember that it may be your intention to come right back to that task. But we have several people working in the same area along with visitors going through the hanger on museum days. Always remember to set equipment so it will not be energized and cause injuries to someone that inadvertently hits a start button. It requires a few extra minutes to unplug the drill press or lower the blade on the table saw but that time is well spent if it prevents a mishap .

We want to be welcoming to all our members. There are some members that are considered high risk for Covid-19. We want those members to feel welcome and valued in returning to the hanger and museum. Working in a well ventilated hanger space allows us to use social distancing instead of a mask in many situations. However it is difficult to do this within the closed confines of the museum. The mask is not meant to protect the person wearing the mask, It is to tell the other person that you care about their health. So, let's default to giving that Hallmark moment to others in the museum, because we want to let others to know we care, and have them recommend visits to friends. Also, we depend upon the public wanting to come see us, and donate to the passion that we all have for these aircraft. So first impressions are very important.

With that I hope everyone stays safe and health

Ed Bergman



## MARKETING

Welcome back friends to another tantalizing installment of "As the Wing turns." What did the marketing department do last month? Read on with padawans.

Last month we were wondering about the world-famous Wings Over Houston Airshow. As of today, IT's ON! It will be a drive-in airshow so this is going to be interesting and we need everyone's help.

The partnership with Houston Motorsports Park is going well. We performed a flyover for them on September 12th for their biggest race of the year but more importantly they were having a tribute to first responders of 9/11. The exceptional flight team performed the standard National Anthem pass and then performed a "Missing Man" pass to honor the first responders and the victims of 9/11. But wait there's more. As most of you are ardent CAF-Houston Wing Facebook followers you know that we had the number one morning radio DJ in Houston in our very own AT-6. None other than radio personality Rod Ryan. Rod and his radio co-workers were extremely impressed with our collection, museum and well the flight pushed them over the top. The next Monday on the radio he talked about his flight with Chris Walker for 6 minutes, in the radio world that amount of time is awfully expensive. Working with the racetrack has allowed us access to iHeart media people for future events. The marketing department is looking ahead to Warbird Weekend 2021, and these building blocks are part of that. The marketing department values most of all creating long term relationships with our clients and vendors. I much

rather like to think of all of them as our business partners and in many cases, they have become friends.

Because of being visible and involved in our community, as well as our Facebook presence we are and will continue to see increased visitors to our museum. Visitors in the museum generate PX sales and a few rides. This success is not only due to doing offsite promotion but the excellent job that our museum staff does by welcoming our guests and sharing their knowledge.

More covid world stuff;

Well as promised last month and the month before let's talk more photography. Unfortunately due to space constraints the last 70 percent of my article was not included. Sooo, picking up where we left off I was saying.....

Let's talk about airshow photography. Bad news for all you phone camera shooters. A camera on your phone is still not a real camera, sorry. It's just something in your pocket. Yes I know any camera (even a phone) in your hand beats none at all. But the curmudgeon that I am, if you are going to an airshow and if you own any sort of camera then bloody well bring it! I was just reading the latest issue of Road and Track automotive magazine. There was an article written about a Bentley convertible automobile, the photography was done by the author of the article, with a phone camera, and in print it showed! Pathetic! Not what print magazines used to (nor should) aspire too; very much a low class effort from a onetime classy magazine! Now on to the show.



## MARKETING

Normally I say that the photographer is more important than the equipment, and that is always true; however when shooting airshows you really need a decent (not expensive) camera body and a decent telephoto (70-300mm or longer) lens. How do people get those great shots of the Blue Angels, Thunderbirds or the exceptional Houston Wing aircraft? Long telephoto lenses.



## MARKETING

These photographers with those lenses were seeing this.



Do you recognize who's flying the Ace? This image was shot with a Canon 100-400mm lens.

Or This..

## MARKETING



When at airshows you want to have a long lens to get images like this or .....

## MARKETING



This was shot with a Canon 300mm f4.0 with a 1.4 extender attached. When you zoom in you can read the instrument panel.

Or how about this image? Do you recognize who is flying the BT-13? Bonus points for who might be in the back seat.

## MARKETING



Next month we'll chat about shutter speed and the effect of motion to your images.

Keep shooting friends and hope to see you at the racetrack or around the hangar.

Sam Bulger



## MARKETING — FLYOVER

Hello from Houston Motorsports Park. I've said it many times when you barnstorm or do offsite promotions for the Wing or the airshow you never know who you'll meet. For the past few months we have been doing offsite promotions and flyovers for the Wing at Houston Motorsports Park. Every event there are two little boys that come by the Houston Wing tent to say hi, we give them our latest racetrack program or coloring book and American flag but first they always ask what planes are doing the flyover; their eyes light up when we talk about the airplanes that will be flying that night. I want to introduce you to Benjamin and Isaiah. Unfortunately, Isaiah is confined to a wheelchair but his enthusiasm for airplanes and race-cars is contagious and uplifting to all around him.

For the race tonight I told Isaiah and Benjamin that we had new pilots doing the flyover and they needed help finding the track; we needed them to wave their flags to guide the pilots in. As the formation approached, they were a little to the south but with Isaiah and Benjamin's guidance and a slight turn to the north our formation found the track perfectly. I want to introduce to you Isaiah and Benjamin the newest members of the Houston Wing Flyover Team.

Sometimes you never know the impact you can have on someone's life, or their impact on yours.

It's been a tremendous journey.



## From The Racetrack



## From The Racetrack





## From The Racetrack

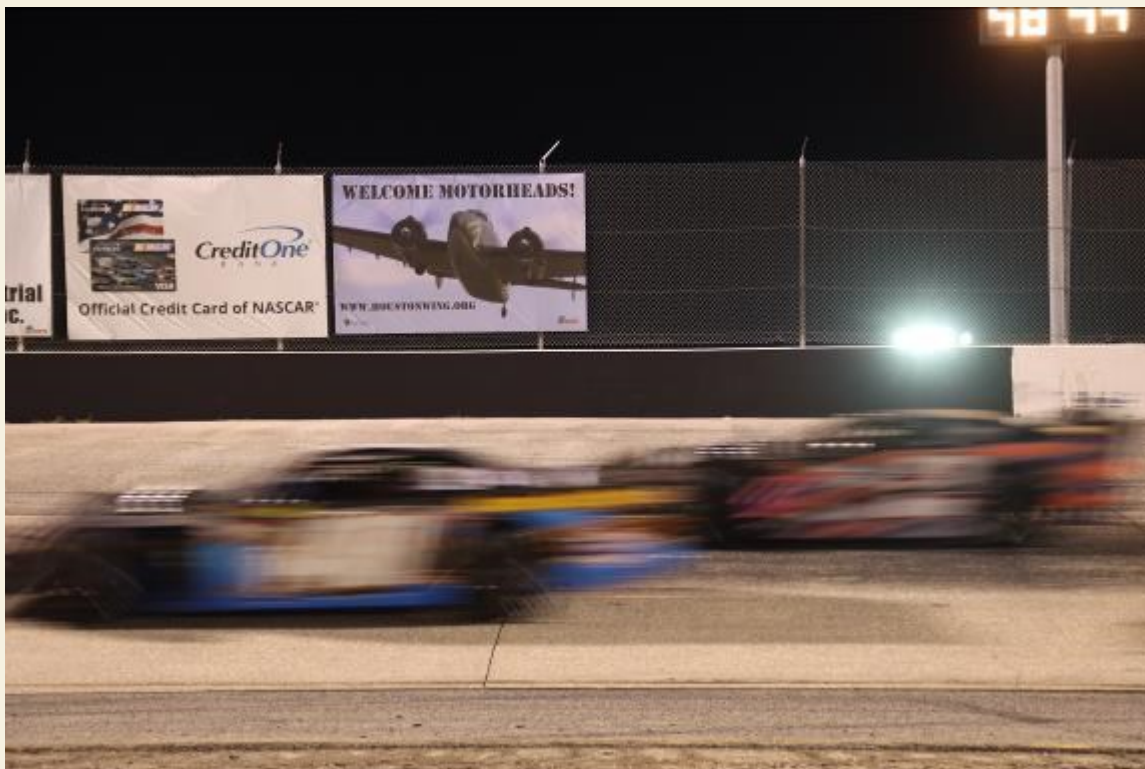


## From The Racetrack





## From The Racetrack



## Former Cadet Clay Waters Solos!!

Former CAF cadet Clay Waters recently completed his first solo flight as part of the private pilot course here at West Houston Airport. On Saturday, September 12, under the watchful eye of flight instructor Jesse Gutierrez, Clay performed three takeoffs and landings to a full stop. Reliable eyewitness reports are that all three approaches were spot on and all three landings greased.

The first entry in Clay's logbook is a September 2015 flight with Dick Harper in the PT-19, signed off as "Dick Harper, WW II pilot." Dick has advised this was the last occasion he flew a passenger. The torch has been passed.

Clay was active in the Wing's Cadet Program from 2014 through 2017. He is an Eagle Scout and a 2020 graduate of Memorial High School. He is presently a "fish," a first-year member of the Corps of Cadets at Texas A&M University, majoring in International Affairs and minoring in the Japanese language. He is enrolled in Air Force ROTC with goals of a commission in the USAF and completion of pilot training. Clay is the son of Christopher and Nichole Waters of Houston and the grandson of Wing member Chuck Waters and his wife, Sandy. The accompanying photo shows Clay and Chuck just after completion of Clay's solo flights. Gig 'em, Aggies!



By Charles Water Jr.

## Eyes on the Horizon

### October

**Museum Days:** Oct 3rd and 17th from 10am-3pm

**Wings Over Houston:** Oct 10-11 @ Ellington Field

**Barnstorming:** Oct 23-24 in Galveston with the Gulf Coast Wing

### November

**Member Appreciation:** November 14th

**Museum Days:** Nov 7th and 21st

**Member Meeting:** November 22nd at 2pm

### December

**Museum Days:** Dec: 5th and 19th

**Member Meeting:** December 20th at 2pm

## Staff Directory

### Executive Officer

Col Ed Vesely

[aviatored@comcast.net](mailto:aviatored@comcast.net)

### Adjutant/ Membership

Col Brian Kosior

[briankosior@yahoo.com](mailto:briankosior@yahoo.com)

### Cadet Program Of- ficer - Open

### Development Officer

Col Sam Bulger

[wohphotopit@gmail.com](mailto:wohphotopit@gmail.com)

### Finance Officer

Col Steve Sparks

[bgsnet1a@aol.com](mailto:bgsnet1a@aol.com)

### Rides Coordinator

Col Denise Walker

[texflyers@gmail.com](mailto:texflyers@gmail.com)

### Wing Leader

Col Denise Walker

[texflyers@gmail.com](mailto:texflyers@gmail.com)



### Safety Officer – Ed Bergmann

[bergma55@yahoo.com](mailto:bergma55@yahoo.com)

### Museum and Educa- tion Officer

Col Sam Hoynes

[s.h.hoynes@sbcglobal.net](mailto:s.h.hoynes@sbcglobal.net)

### Marketing Officer

Col Sam Bulger

[wohphotopit@gmail.com](mailto:wohphotopit@gmail.com)

### Operations Officer

Col Chris Walker

[rcwflyer@gmail.com](mailto:rcwflyer@gmail.com)

### Public Information Officer

Col Brian Kosior

[briankosior@yahoo.com](mailto:briankosior@yahoo.com)

### PX Officer

Col Susan Vaculik

[svaculikjm@gmail.com](mailto:svaculikjm@gmail.com)

### Maintenance Officer

Col Ryszard Zadow

[ryszardzadow@att.net](mailto:ryszardzadow@att.net)

## Member Birthdays and Anniversaries

### October Birthday's

Stephanie Vallarino	10/3
Lisa Sanford	10/5
Don Johnson	10/7
Lee Murphrey	10/20
George Levandowski	10/26
Sandy Lee	10/27
Felipe Borrero	10/28

If we have missed your Birthday it is because we don't have your information. Please send it along to Brian so we don't miss it next year!!

### October Anniversaries

Sandy Lee	10/1/81
Joe Hyatt	10/10/81
Bill Roach	10/3/90
George Doland	10/26/94
Frank Robertson	10/28/98
Sam Bulger	10/10/06
Erin Seidmann	10/27/15
Corey McLean	10/29/19



## 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:

**COL. STEVE SPARKS**

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

## Gate Access

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 Terminal" 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.

