



January 2021

# Slips & Skids

## Wing Leader



### HAPPY NEW YEAR!

I hope everyone had a fabulous holiday season.

As I reflect back upon 2020, many things did happen and there was a lot of good that came out of last year. We learned things! Many of us figured out that we can work at home and homeschooling isn't that bad as long as you embrace and commit to it. Who knew we would be Zooming! But it worked and has kept us connected. If there was a time to have a fixed income, 2020 was it. Many of us took pay cuts or got laid off, unfortunate, and yet somehow we still managed to survive.

We still were able to pull together and keep our doors open and had people coming out on each museum day. Sometimes there were even record numbers. We still had flyovers including the "Flight to the Finish" with our friends at Lone Star Flight Museum and "Fly 4th of July" with our friends at Cen-Tex over our great Capital in Austin. We managed to have one barnstorming event in Galveston with our friends at the Gulf Coast Wing. Unfortunately, we were weathered out, but we did it in a safe and fun way showing that life could still happen.



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## Wing Leader

It was good for everyone to get out and see each other, have a good time and to also realize that we were NOT totally shut down. Financially not a good weekend, but mentally it was priceless, very uplifting and much needed for morale.

Wings Over Houston was a fabulous success in that it opened doors to the City that we didn't have before. It set the stage for others to know all the protocols to follow and to hold additional events. Our Wing received a disbursement of \$25,000.

Our dedicated volunteers still came out each weekend and our amazing restoration crews on the L-17 Navion and PT-19 filled their extra time off by coming out on Tuesday's and Wednesday's to continue their work on both of the aircraft.

Warbird rides still came in and most of them were completed.

Several building repairs took place, we replaced the upstairs water heater, A/C units were replaced and upgraded, painting, parts inventory has been started and our three flying aircraft got some extra love.

A lot of this would not have been possible if everyone was going full speed with "normal" life.

Our membership has also grown. There is a lot to be thankful for.

As we look forward into 2021, things seem to be looking up and events are being added to the calendar. Regardless of which side we are on, the vaccine brings many hopes for a more normal life once again. It can't come soon enough!

**On Saturday, January 23rd we will hold our Awards Dinner** to recognize our outstanding volunteers. Will you join us? To save costs, we will be catering the event in our hangar. Tickets are \$40 per person. We don't want you to be left out if you feel it would be in your best interest to not be around other members. We understand and have made special arrangements to offer "Take Out". If you live close and would like to come pick up meals to take home, it is an option. We are also going to ZOOM the Dinner and Awards Ceremony. So tune in!

## Wing Leader

Because we are having the Awards Dinner, there will not be a membership meeting this month.

**Ground School** will take place on **February 6th.**

On **March 13th** we will be hosting **Ferrari's and Fighter's**. More details to come soon. March also brings us to our first AirShow - The **Bluebonnet Airshow in Burnet, TX on March 20th**. The awesome A-10 will also be flying. Our Tour Planning team is working to add more events to the calendar.

**Warbird Weekend - TBA.** I know, not what you wanted to see! As you know, normally it would be held in April. However, we feel we need to push it back a bit to allow more of the public to receive the covid vaccine first. We feel it would be better to "Schedule" than to have to "Cancel or Reschedule" it. We are looking at dates now and as soon as we have confirmation, we will Eblast information out to everyone.

**Please help me congratulate our new 2021 Staff.** Ed Vesely will officially be our new Executive Officer. He was appointed last year and officially voted in this year. Please welcome Tony Bohnert as

our new Financial Officer. Brian Kosior remained in the Adjutant position as well as Sam Bulger for Marketing & Development, and Sam Hoynes as our Education Officer and Museum Director. I want to thank our fabulous Staff Team for all of their dedication and hard work. The Houston Wing wouldn't be what it is without you. Thank You!

I wish you many blessing for a happy, healthy, and prosperous 2021 New Year!

Cheers!

Denise

## Second Seat / XO Report



First let me thank all of you that voted for me to continue as your XO, and for those that didn't, I want to thank you for staying involved in

our Wing.

Recently I ran across the term: the "Pareto Principal". It is a principal applicable to all organizations but most importantly to our Wing, our Staff, and all within the CAF. The Pareto principal speaks about "the law of the vital few" It is also addresses the 80/20 rule where the few/20% do 80% of the work in a volunteer organization.

For the past three years that I have been working on the PT-19 rebuild it is very apparent that without the few highly active volunteers that show up regularly on all the projects and hangar operations we would have a dying static Wing.

What my interpretation of the Pareto principal means to our Wing are as follows:

1. We all need to embrace, expand, and recruit more of the "vital few"
2. We cannot afford to lose any of our "vital few"
3. The "few" need to be graciously recognized and thanked. Let's move

forward together in all aspects of our organizational goals and ambitions as a cohesive group for the sake of the commemoration of our heroes, past, present and future.

PT-19 update: I recently discovered that one of the wings has a "McKee Garage Door" manufacturing data plate, Serial number 75. Imagine a door company building wings: the diversity of production during WWII amazes me still. On that note: thanks to lots of volunteer help last Saturday the first plywood skin surface was glued and nailed on to the right upper center section. Please come out to see it. It is a fascinating process. Maybe when this project is over we could form the Houston CAF Garage Door Company!

Organizationally we survived 2020, we will prosper in 2021.

Ed Vesely  
XO



## Adjutant



Happy New Year to you all! Let's hope for clear skies and fair winds for this coming year. I know that we are all looking forward to getting back to what we do best, flying! Be looking out for opportunities to

barnstorm with us or volunteer for events at the hangar. We will need your help.

January is here, and that means we need for you to renew your Wing membership if you have not already. The deadline is January 31st. You must be a member in good standing to participate in Wing events both at home and on the road. Remember that you pay your National dues on the anniversary of your joining the CAF, but the Wing dues are due now. You have several options to take care of this.

Option 1: In person at the hangar in the O'club. Please see myself (Brian Kosior), Denise Walker, or Tony Bohnert.

Option 2: Print the membership form attached to the end of this newsletter, fill it out and mail it to the address on the form with your payment.

Option 3: Visit our website at [www.houstonwing.org](http://www.houstonwing.org) and click on the "Join Us" section to complete an online application and payment.

Please choose an option and take care of this at your earliest convenience.

On to other news, we are doing very well with our online presence. We are well over 7,000 followers now. We might not have a big four engine bomber, but we are gathering followers pretty well without it! Most of our visitors to the museum have heard of us now because of our Facebook presence. Your staff came up with an excellent idea in the last meeting to advertise a special on our rides aircraft before the prices increase on January first. I'm proud to say there was a large uptick in rides sales to give us a strong finish to 2020 because of this special offer. The special offer was a free T-shirt. Great idea everyone! And thanks to Netweave for working with us so well and promoting all that our Wing does.

Again, Happy New Year to you all. I sincerely hope that this year will be better and will allow your return to our hangar soon!

Brian



## Flight Ops



Happy 2021  
Houston Wing  
faithful! A new year  
hopefully brings new  
opportunities for us to  
fly and return to our  
busy ways. Your Flight  
Operations team is  
certainly ready to

engage in Barnstorming missions,  
formation flyovers, ride programs, and our  
hugely missed Warbird Weekend! Plans  
for January will include meetings to  
develop our plan of attack for the year. The  
Covid response of our government along  
with vaccine delivery timelines make the  
planning of these events challenging to say  
the least.

Our yearly recurrent pilot ground school is  
being scheduled for February 6th at our  
hangar for systems reviews and testing. It  
is exciting to be adding the L-17 to our  
curriculums this year in anticipation of her  
return to flight status. The PT-19, while  
moving along nicely in its restoration, will  
likely return late in the year. Work is still  
ongoing in winter maintenance in  
completing the annual inspections for the  
AT-6, BT-13, and N3N. As of this writing,  
one of our new biplane pilots has begun  
training and I am hoping one or two more  
will begin soon.

March has our first event of the year  
already scheduled with our invitation to  
the Highland Lakes Squadron's  
Bluebonnet Airshow. This is planned for  
the 20th and the AT-6, BT-13, and N3N  
have signed contracts to attend. The  
Airshow has secured the A-10  
Demonstration Team. I know we are  
excited to go and hope their show is a  
big success.

That's about it for this update. I hope to  
see you all around the hangar. I cannot  
stress enough the affect volunteering to  
help our MX team means during this  
time of year. It is a huge effort to get  
these airplanes ready for a season's  
worth of flying. Sponsor pilots  
especially, please come help and spend  
some time keeping our beautiful birds in  
fine shape.

Chris



## Maintenance



### December started Winter Maintenance

In early December saw a great turnout to help get the BT-13 annual inspection started. Thanks to everyone who helped and especially those that continue to help. We will begin the N3N annual in January followed by the AT-6 inspection in February. These are the Maintenance Departments busiest months but really an “all –hands’ effort.

We are still in dire need of more qualified A&P mechanics. Please keep recruiting!

Work on the BT-13 has consumed over **450 Volunteer work-hours**. Just think what that would’ve cost the Wing if our annual inspections and maintenance was outsourced!



### Houston Wing Maintenance



*"We keep 'em flying!"*

## Maintenance

### AMAZON CHARITABLE CONTRIBUTIONS and WISH LIST

We continue to get great support via the Amazon Wish list. For those that purchase a lot of items via Amazon please be aware that logging in to <https://smile.amazon.com> and registering Houston Wing as the charity of your choice helps the Wing because each purchase you make Amazon contributes a small percentage of the purchase to the Wing. Please check the wish list periodically for any other items we will be posting.

#### [Houston Wing Amazon Wish List](#)

The PT-19 team has been diligently making progress. The end of December a milestone was reached when the first center-section plywood skin was installed. If you like making sawdust this would be a great place to volunteer. Come see the great woodwork being done before it gets covered up!



Thank you for all you do!

Semper Mint Julep  
Ryszard Zadow



## Museum News

We are trying something new in the museum that we hope will allow us to display some of the more unusual items we have in storage by having an area in the museum that will contain a rotating exhibit that will remain on display for 90 days at a time. (The present exhibit is on display now through March 2021.)

We have dedicated the east side of the display cabinet in the middle of the museum for this rotating exhibit. The first of these exhibits will highlight a WWII pilot's unusual path from enlisting in the Navy as an aviation cadet to becoming an Army Air Corp pilot.

### **Lt. William Edward "Ed" Watson (1921 – 2015)**



### **WWII Navy and Army Air Corps Aviation Cadet**



*Ed in Navy Flight Gear*

Ed Watson was born in Oklahoma on Nov. 29, 1921 and lived there through the dust bowl and the depression. He then moved to the Oak Cliff neighborhood of Dallas, Texas for High School.

In 1942 Ed enlisted in the Navy as part of their V-6 Pilot Training Program that had changed allowing high school graduates to apply and not just applicants with 2 years of college.

## Museum News

In this exhibit we will follow Ed's unusual progress through the Navy and then Army Air Corps Flight Training programs and his subsequent flight experience in the military. (Using his actual flight training records, Pilot Training Year Books, B-17 Pilot Training Manual and Photos.)

After earning his wings Ed was sent to fly AT-11 'Kansan' aircraft training navigators and bombardiers which allowed him to accumulate more multi-engine hours. After some time flying AT-11 he was sent to B-17 school and qualified as a B-17 pilot. He then received orders to B-29 school in route to the Pacific.

Ed was on leave in Oak Cliff before B-29 School when the war ended and he was quickly discharged from the Military.

After the war Ed entered the banking business and learned it from the ground up. In 1959 he moved his family to Beaumont, Texas to open Gateway National Bank where he was named President and Chairman of the Board and remained so until his retirement in 1987.

Ed continued to enjoy flying and flew many cross-country trips with his hunting and fishing buddies.

Items on loan for display by his son Stephen "Doc" Watson in Beaumont.



*Ed in front of BT-13*



Ed's Goodfellow AAF Pilot Training

## Marketing

HO ho ho happy Houston Wingsters. I hope this note today finds everyone well safe and Merry from Christmas and Happy for an exciting New Year.

As we sit here at the world famous Backyard Grill I'm enjoying fresh boiled crawfish. Crawfish in December, 2020, go figure, weird world this year. Beginning in January we are going to begin working again on the Interactive Educational Facility project again. Are you interested in helping? We need all the help we can get. What is your vision for this new facility?

Unfortunately, the Navion 12 planes project wasn't as successful as we would have liked. That failure falls on the marketing department for not promoting it well enough. One item we are looking to improve upon is direct marketing to the fans of the Houston Wing through the email eblast program. Did you get an eblast from the wing promoting the 12 planes Navion program? Please let me know at [wohphotopit@gmail.com](mailto:wohphotopit@gmail.com). The marketing department is also actively working with the tour planning group to figure out what airshows and barnstorming events we can go to next year; and we are actively working on sponsors for Warbird Weekend, which will be here before you know it.

Speaking of Warbird Weekend, make plans now to come out and enjoy all the fun and help your favorite Wing in the whole wide world.

Till next month see ya around the hangar.

Sam B





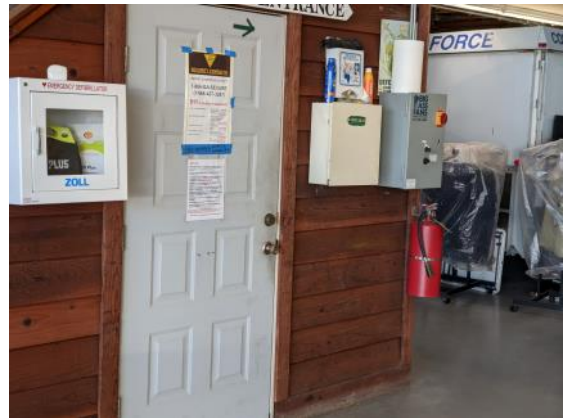
## Safety Corner



I hope everyone had a safe Merry Christmas and Happy New Year. I am positive that 2021 will be a more productive year for us than 2020. While catching up on the

computer-based training at work it occurred to me that we have personal protective equipment (PPE) that some of the newer people may not be aware that we have for their use. I have attached a few photos of the location of some of the PPE we have on-site. We have a variety of gloves in the tool room area as well as safety glasses and face shield. Please do not hesitate to use these. We deal with materials that can be irritating to skin and so I want everyone to be aware that gloves are available for use. But, more importantly please use the safety glasses and face shield if you are grinding or doing any activity that may cause solvents to splash, such as cleaning parts at the degreasing station. We do not want anyone to endanger their eyesight. PPE is easy to replace, but your sight is precious and cannot be replaced. Also, safety is a team effort, so don't hesitate to let your others know that they may want to use gloves while using solvents

or cleaning parts. We want everyone to be safe while enjoying the passion that we all share for these airplanes.



Ear Plugs and First Aid Kit



Degreaser



Safety Glasses and Gloves

Ed B



## Aviator Safety Corner - Formation Flying - Terms We Need to Know

There are a number of terms and flight conditions all formation pilots need to be not only familiar with but fluent in their execution. Most of these are described in the Formation Pilot's Knowledge Guide (FKG), which has become one of the main training guides for formation pilots not only for FAST, but most of the relevant signatories, including NATA, TRARON, T-34 Assn., and Redstar Pilots Assn.

**Go verses Push** - The Flight Lead has the option of using Go or Push when directing the flight to change frequencies. When Go (or anything else but Push) is used, all wingmen will acknowledge with full call sign or position as briefed. When Push is used, wingmen will not acknowledge the command and will simply switch to the new frequency.

This is an important part of any formation flight, and it falls on number 2 to set the stage for the rest of the flight. If #2 fails to acknowledge the "Go" frequency switch, then often times #3 and #4 also fail to acknowledge the frequency change, which can result in missed communications about the frequency change. Lead will normally wait a few seconds and then check in the flight on the new frequency.

At times (particularly for congested

frequencies), Lead may elect to use "Push" to change frequencies. Wingman simply make the change and wait on the new frequency for Lead to check them in.

### **Knock It Off (KIO) verses Terminate**

The Knock it Off call is used to cease maneuvering of all aircraft in the flight when safety of flight is a factor or doubt or confusion exists. Any flight member can call KIO whenever he/she sees the need. There are a number of KIO examples listed in the FKG; when in doubt call KIO. When a KIO call is received, the procedure is:

1. To cease maneuvering and establish a stable predictable flight path which allows all wingmen to maintain visual contact and remain in their relative position (Everyone is still flying formation).
2. Lead will then initiate a radio KIO call, which is acknowledged by all flight members.
3. Lead will determine the reason for the KIO call and take corrective action, which may include a return to base (RTB).

Terminate is used to cease the maneuvering of all aircraft in the flight when the learning objectives are achieved or completed for that maneuver.

## Aviator Safety Corner - Formation Flying - Terms We Need to Know

The terminate call can be used by an IP to stop one type of maneuver in the flight plan and move on to another planned maneuver when the IP believes his student has performed enough of the first kind of maneuvers.

**BINGO or JOKER Fuel State** – Bingo Fuel State is a pre-briefed minimum fuel state such that the aircraft RTB and land with minimum VFR fuel reserves (30 minutes fuel remaining). For normal formation training flights this would be a minimum of 45 minutes fuel remaining (15 minutes to RTB, plus 30 minutes fuel reserve after landing). When a flight member calls BINGO fuel; that means the flight lead needs to acknowledge the BINGO call, collect the flight and immediately RTB.

Joker Fuel State is a pre-briefed fuel state with enough fuel to complete the pre-briefed flight objectives, RTB, and still land with a minimum 30 minutes fuel reserve after landing. For normal formation training flights this would be a minimum of 60 minutes fuel remaining (15 minutes to complete the remaining training objectives, plus 15 minutes to RTB, plus 30 minutes fuel reserve after landing).

Of course every flight member is responsible for keeping track of his fuel state and making lead aware if he/she

gets to BINGO or JOKER fuel state. If someone calls JOKER fuel, lead could complete the current maneuver and then RTB. **As Lead, I wouldn't want to cut the fuel reserves that close, so I would want to head on back to base anytime a flight member is at JOKER fuel, and not push the fuel reserve as low as 30 minutes fuel remaining.**

**Breakout** – The purpose of a Breakout is to ensure immediate separation and avoid a mid-air collision. Some reasons for a wingman to Break Out include:

1. Wingman loses sight of his reference aircraft,
2. Wingman is unable to rejoin or stay in formation,
3. Wingman feels his presence in the formation constitutes a danger, or
4. When directed by Lead.

If wingman has lost sight, clear, then maneuver (not necessarily break) in the safest direction away from the last known position or flight path of Lead or other aircraft. Call your Breakout, heading and altitude ASAP so everyone knows what you are doing. Lead will then call with a Visual or Blind call and will be directive for the flight to get back together. Once an altitude differential is established, Lead will direct the Blind wingman to a geographical location or a direction which will place him on a path back towards the formation.

## Aviator Safety Corner - Formation Flying - Terms We Need to Know

The term “**Blue Sky and Pull**” may not always be the best approach. If you are the low airplane in the flight, then you may want the Breakout with a slight descent. Some tools Lead can use to find a lost wingman include smoke, and/or ask wingman to turn his ADS-B on until he locates him/her and can direct a rejoin.

Every formation member should think about what his/her Breakout maneuver should be for their position in the flight; before the flight takes place. For example, what are you going to do if you run out of gas while in formation (perhaps you forgot to switch tanks)? When that happens, you immediately start to back out of formation faster than anyone can react, because you lost all power. Since you lost all power, the tendency is to lose some altitude as well. If you are in the middle of a large formation (that means there could be many airplanes low and behind you); some back stick may be necessary as you turn away from the formation.

Thus, a breakout could be necessary for any one of us at any time, so we need to review the FKG at regular intervals to ensure we are up to date on the procedure, and it is fresh on our minds.

**Chase Position** – Chase position is required when someone in the flight has

an emergency and has to leave the formation. When the aircraft with the emergency aircraft tells lead what his problem is, Lead will direct him to depart the formation along with his section mate. There are many things which could cause an emergency such as mechanical failures or bird strikes, or midair strike damage. If the emergency aircraft (EA) has radio capability, is controllable, and can navigate his way home, then the EA should probably take the lead. The section mate is now flying chase position (CA). Chase position is aft of the 45 degree bearing line on either side, and as far away from the EA as necessary so that there is no danger of collision or distraction to the EA pilot (only as close as necessary).

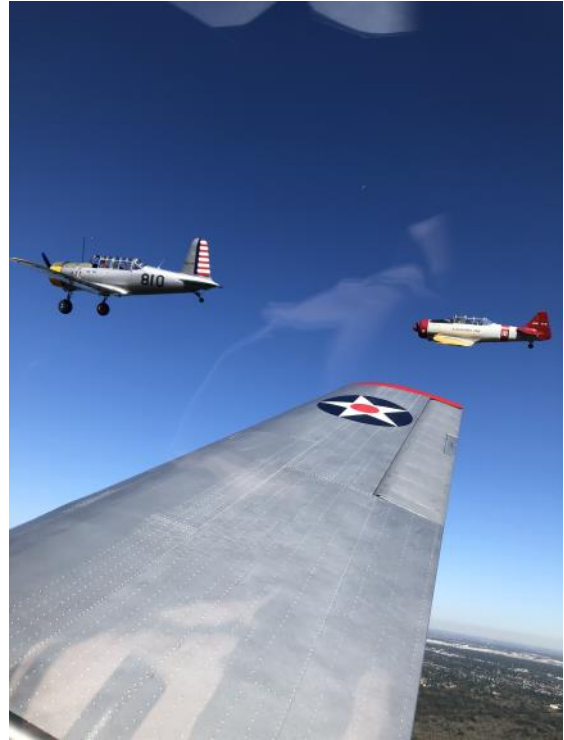
The chase pilot can help with

1. Checklists,
2. Radio communication,
3. Finding a landing place,
4. Visual inspection (but not too close), and
5. Guiding emergency rescue equipment to the landing site, etc.

The chase pilot should be mindful of not gabbing too much, as that may distract the affected pilot's concentration.

## Aviator Safety Corner - Formation Flying - Terms We Need to Know

There have recently been preliminary reports of a mid-air collision between two Bonanzas doing formation work, when one had a landing gear problem and the other flew underneath to inspect the damage. It was said that the chase airplane may have gotten too close to inspect the landing gear of the damaged airplane and a mid-air resulted. The EA may not have known he was there. The recommendation for that kind of situation is; the CA shouldn't get that close, as you really can't see landing gear detailed malfunctions anyway, only that it isn't down. The CA should let the EA perform as he believes is best without getting in the way; after all the EA pilot is the PIC.



Safety is a part of our culture.

Dave Guggemos





## Member Birthday's and Anniversaries

### January Birthday's

Bill Stone	1/2
Alex Perez	1/4
Chris Hammons	1/5
Frank Vargas	1/6
Bob Henry	1/7
Christine Kauffman	1/8
Jamie Shore	1/8
Bill Schulz	1/9
Nitzel Burgos	1/10
Tammi Lockwood	1/10
Rafael Rodriguez	1/11
Michael Phillips	1/15
Kelly Walker	1/15
Buck Willis	1/16
James Bixby	1/19
John Bixby	1/19
Carlos Sisso	1/22
Rob Parrish	1/23
Chris Dunin	1/25
Tony Bohnert	1/31
Susan Vaculik	1/31

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!!

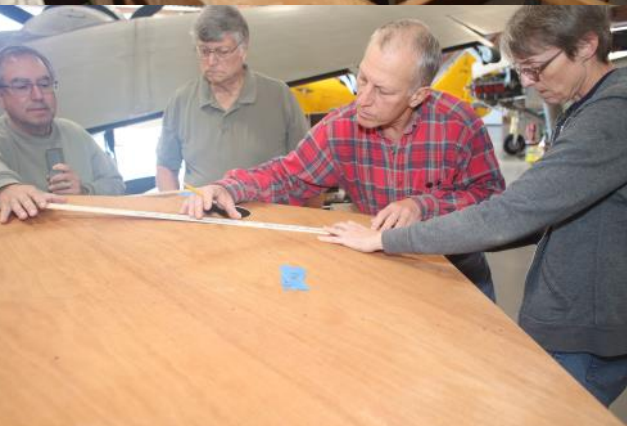
### Anniversaries

Scott Rozzell	1/09/87
Buck Willis	1/09/92
Steve Sehnert	1/16/98
Mike Steiger	1/5/09
Rafael Rodriguez	1/11/16
Linda Bush	1/25/16
John Ryan	1/25/18
Rick Croasdale	1/31/20

## BT-13 Annual Inspection







## Eyes on the Horizon

### January

2nd - Museum Day

16th - Museum Day

23rd - Awards Banquet - Houston Wing Hangar

### February

6th - Museum Day and Ground School

20th - Museum Day

21st - Membership Meeting - 2pm

### March

6th - Museum Day

13th - Ferrari's and Fighter's

20th - Museum Day

20th - Blue Bonnet (Burnet) Airshow

21st - Membership Meeting - 2pm

### April

3rd - Museum Day

17th - Museum Day

18th - Membership Meeting - 2pm





# Membership Form

## 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!**

<b>Houston Wing Dues</b>	<b>Amount: \$50.00</b>
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: _____
<b>TOTAL:</b>	_____

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: \_\_\_\_\_  
City State ZIP Office: \_\_\_\_\_

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: \_\_\_\_\_

## Calendar Recycling

**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**





## Staff Directory

**Wing Leader**

Col Denise Walker

[texflyers@gmail.com](mailto:texflyers@gmail.com)**Executive Officer**

Col Ed Vesely

[aviatored@comcast.net](mailto:aviatored@comcast.net)**Adjutant/Membership**

Col Brian Kosior

[briankosior@yahoo.com](mailto:briankosior@yahoo.com)**Finance Officer**

Col Tony Bohnert

[bgsnet1a@aol.com](mailto:bgsnet1a@aol.com)**Marketing Officer**

Col Sam Bulger

[wohphotopit@gmail.com](mailto:wohphotopit@gmail.com)**Rides Coordinator**

Col Denise Walker

[texflyers@gmail.com](mailto:texflyers@gmail.com)**Education Officer**

Col Sam Hoynes

[s.h.hoynes@sbcglobal.net](mailto:s.h.hoynes@sbcglobal.net)**Cadet Program  
Coordinator - Open****Maintenance Officer**

Col Ryszard Zadow

[rysardzadow@att.net](mailto:rysardzadow@att.net)**Operations Officer**

Col Chris Walker

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Col Susan Vaculik

[svaculikjm@gmail.com](mailto:svaculikjm@gmail.com)**Safety Officer**

Col Ed Bergman

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

## Houston Wing Commemorative Air Force, Inc.

Hanger B-5, West Houston Airport  
18000 Groschke Road  
Houston, TX 77084

Phone: 281-579-2131  
Email: [info@HoustonWing.org](mailto:info@HoustonWing.org)

**We're on the  
Web at  
[HoustonWing.org](http://HoustonWing.org)**



The Commemorative Air Force® (CAF) was founded to preserve history by restoring historic World War II aircraft back to flying condition and to educate new generations of Americans on the value of military aviation in assuring our nation's freedom. These airplanes, and the men and women who built, flew and maintained them – changed the world forever! We can never let them be forgotten.

More than just a collection of airworthy warplanes, our fleet of more than 165 aircraft, known as the CAF Ghost Squadron®, recreate, remind and reinforce the lessons learned from a defining moment in American history.

*This history is worth saving... and worth passing*

