



June 2021

Slips & Skids

Wing Leader



May was a whole bunch of fun around the Houston Wing!

Were you there?

This month I would like to take the time to express my gratitude towards all of the Houston Wing volunteers that make this whole unit function. It is you, the dedicated membership, that is truly the heartbeat of this Wing! Without your participation none of our missions would be possible.

Moving forward, I think we should all be focusing on bringing in new members into the CAF and the Houston Wing. We have always had a core group of staff and membership that carry the load and keep the day to day functions happening, but sadly, that is not enough when it comes to big events. We must grow our ranks to expand on the number of frequent volunteers to avoid burning out those that attend constantly. Quite honestly, new members, new energies, and new ideas are the keys to moving forward in any volunteer based organization. We are only as strong as those that carry the torch beyond ourselves and continue the mission to educate, honor, and inspire.



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Wing Leader

Leadership and experience is great and to be respected. Also equally important is the nurturing and development of the future leaders in our group. Jimmy Doolittle once famously quoted, “there is nothing stronger than the heart of a volunteer.” How are we as a unit doing in that department? I ask, not because I have all the answers, but because I want to be part of the solution moving into our future. What ideas do you have to bring more members in? How do we get our current members more active?



Ferrari's and Fighters was a crazy and cool event. Lots of things went right and lots of things could have gone way better. I certainly learned a whole lot in trying to

put this event on. First and foremost, we did not have enough volunteers to staff the event adequately. Most of this was due to lack of participation by the other volunteer group partner which led to an over-abundance of effort required by the Houston Wing. Secondly, being a first time event combined with a late start date on advertising and planning led to a lower than hoped for car show entrance numbers. Extra effort was expended finding last minute sponsors for the event and getting the Ferrari dealership and Club to step up and partially sponsor the

expenses. Believe my family when they say I devoted 24/7 for three months to see this function happen for the benefit of the Houston Wing. The good news is that all of the strife of seeing this project come to life was successful and in the long run worth doing. The airplane side of this event went wonderfully. The airplanes were spectacular. Rides were flown and the fighter presence truly made the ramp a special place. Special thanks to James Bohannon II and James Bohannon III for bringing all of their wonderful warbirds to fill the ramp.

The PX trailer did well and car and airplane people mingled all day and had a blast! Financially the Houston Wing did very well, netting close to \$14,000. It wasn't quite as much as our Warbird Weekend normally makes but an excellent source of revenue for these types of events moving forward. Not to mention this was a first year event. Usually, the goal is to at least break even. The biggest question will be the staffing requirements for events like this balanced against the income it produces. Making money to support our Wing and missions is great, but burning out our membership is not.

Looking forward toward the oncoming summer months, several functions are being discussed and planned.

Wing Leader

We will have our weather make up date for Barnstorming in Beaumont on June the 12th. We would like to take our rides aircraft as well as the PX and Dog Tag machine to sell items during their car show and fly-in. For the 4th of July this year, I think it would be great to have a members appreciation day with airplanes and cook outs at our hangar to celebrate our wonderful membership and our Nation's independence. Lastly, the planning and preparation needs to be in full swing to get ready for our rescheduled Warbird Weekend on Labor Day weekend, September 4-5th.

Once again, thank you for all you do for the Houston Wing. Please help us all moving forward to seek out and attract new membership to grow and protect the legacy of the Houston Wing and the Commemorative Air Force!

Sincerely,
Denise Walker



Wing Leader



Adjutant Report



Hello Fellow Colonels,

I hope that you are doing well this month as we settle in for the hot summer months ahead. Remember to stay hydrated while working in the hangar. The fridge downstairs has cold bottled water for you (please restock when you see

it empty) or you may make use of the water fountain in the southwest corner of the hangar. Try to drink some water even before you arrive so that you stay ahead of it. Remember, soda does not count!

I like to remind members about the gate every once in a while. If there is no guard at the shack and the gate is closed, use the call button on the metal box in the left lane. This will call the workers in the terminal. Explain that you are with the CAF in Hangar B-5 and they should let you in. Please remember, while we want members to come out to the hangar to help or hang out, this should be done at official times during normal day time activities/hours. If you arrive and the hangar is closed, then chances are, you shouldn't be there either. For safety concerns, it's best to never be at the hangar by yourself. Please use your common sense on this. Thanks in advance.

ATTENTION NEW MEMBERS!!!

If you have joined the Houston Wing within the last 6 months (or more if you wish), I would like to host a New Members Meeting at the hangar on **Wednesday, June 16th at 7pm**. This is just a chance for you to meet myself and other staff members that can be present to ask questions that you might have or to simply get to know each other better. I will have a few points to discuss with everyone, but this will be a laid back meeting with some light dinner and beverages provided. I ask that you please put this on your

calendar now and then **RSVP with me by June 15th** if you can attend so that I can have a head count for the evening. Please send your RSVP's to briankosior@yahoo.com.

Blue skies to everyone and I hope to see you around the hangar real soon!

Brian



Who is this masked man??

From The Right Seat/XO



First and foremost: congratulations to all that worked so very hard to put on a fantastic Ferrari's and Fighters day. It was a huge success and all of the Ferrari

members I spoke to were impressed with the event and want to do it again.

PT-19 update: more milestones indeed. The intercom has been installed and operational. Thanks Dan, Stan, Lisa, Duncan and Carlos. Secondly the horizontal stab's repair is nearing completion. The radio/transponder stack is next. In doing research we discovered a "Tech order" to add additional structure to the elevator hinge points. They will be modified and then skin applied. Soon we will be painting the center section, control surfaces and horizontal stabilizer.



Flight Ops



Hello Houston
Wingers,

Happy June and the start of our warmer summer months. A little more sun to dry out all the Spring rains we've been having might be a good thing.

We will miss these rains and temperatures soon enough though. Appreciate all of it when you can.

May turned into a fantastic month for the Wing Ops team. Many pilots were able to work on formation currencies and new skills. We performed a formation flyover for the annual Keels and Wheels event in Clear Lake in rough air that turned out really nice. The formation and flyover team for the HW is really starting to get rolling with events signing on for our services. Our reputation for performance and professionalism is growing still. Look for announcements forthcoming regarding some Memorial Day flyovers coming soon.

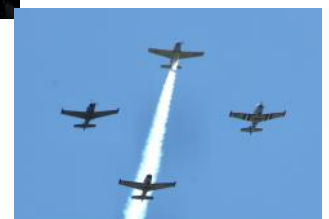
Our first annual Ferraris and Fighters Event went exceptionally well. I will let the Wing Leader expound upon that news but Ops was proud to support the event with static display and revenue rides aircraft. Our BT-13 still seems to have a little performance anxiety and dropped a magneto before getting to fly some rides. Ace the AT-6 picked up the slack though

and performed beautifully all day. Special thanks to Cols Zadow, Vesely and Sanford who worked all day flying rides and trying to fix the BT. Great team!

Looking forward to June sees more love being put into the N3N to finally get the biplane returned to service. Then training can resume for our new Wing pilots. Our MX team has been tirelessly reworking the gear and brakes on that airplane to make sure she is good to go for years. We will be attempting the Barnstorming event at Beaumont again and the weather should give us a better chance this time around. Dates and times and crew requests forthcoming for that day trip.

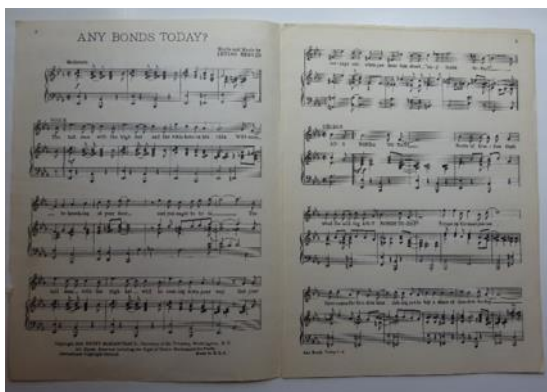
That's it for this month. I look forward to seeing y'all around the hangar. Remember, if you see a MX Dept volunteer, give them a high five or a hug for a job well done this whole year. Better yet, do that and come volunteer to help in the hangar when you have time.

Chris



Museum News - Song: "Any Bonds Today?" (Sheet Music)

Our museum has a copy of the original sheet music for Irving Berlin's song "Any Bonds Today?" which was copyrighted on June 16, 1941. It is displayed in our Home Front display cabinet in an area dedicated to War Bond sales.



Sheet Music Donated by Col Bob Linguiti

The song "Any Bonds Today?" was based on Berlin's own "Any Yams Today," sung by Ginger Rogers in the 1938 movie "Carefree", which in turn was a modified version of "Any Love Today", which he wrote in 1931 but didn't have recorded. Berlin wrote the tune "at the request" of Henry Morgenthau, Jr., then U.S. Secretary of the Treasury, to promote the Treasury Department's defense bond and savings stamp drive, the National Defense Savings Program. The United States Treasury adopted the piece as the official song of the National Defense Savings Program in 1941.

The song was the first broadcast on radio, "in late June 1941;" it was performed by the Andrews Sisters, the Tommy Dorsey Orchestra, Dick Robertson, Kay Kyser, and Gene Autry in the 1942 film "Home in Wyomin".

Berlin signed over his royalty payments from the song to the war bond drive, as he did with several of his songs during the war.

A 90-second cartoon, commissioned by the Treasury Department was designed to encourage movie theater audiences to buy defense bonds and stamps. Its title card identifies it as *Leon Schlesinger Presents Bugs Bunny*, but it is more widely known as "Any Bonds Today?" It was neither considered a *Looney Tunes* nor *Merrie Melodies* cartoon and was not part of the Bugs Bunny series (but a spin-off).

Museum News



Bob Clampett wrote and directed the film, which started production in late November 1941 and was completed eight days after the attack on Pearl Harbor. According to an article of *The Hollywood Reporter*, it took three weeks to complete from the drawing of the first sketch to the shipping of the first print. The paper reported that production would typically last two months. It was reportedly produced "free of charge."

The cartoon was initially conceived to promote the sales of "defense bonds," which were renamed war bonds by the spring of 1942. Between feature films, or between the feature films and the animated shorts, the lights of the movie theater would come on and ushers would collect monetary contributions from the audience, to help finance the war effort. Bonds and stamps were also available at the box office on a daily basis - "including Saturdays, Sundays and Holidays"- for the duration of the

conflict.

In this cartoon, Bugs Bunny approaches the audience while fife-playing "The Girl I Left Behind Me" on his carrot. He then sings a portion of Berlin's "Any Bonds Today?" against a patriotic backdrop, at one point going into a blackface parody of Al Jolson.

For the song's last refrain, he is joined by Porky Pig in a Navy uniform and Elmer Fudd in Army garb.

The short cartoon ends with a graphic



encouraging the audience "For defense, buy United States Savings Bonds and Stamps." Another graphic briefly followed, reminding audiences they could buy bonds and stamps "At This Theatre."

Museum News



Lyrics to the song “Any Bonds Today?”

The tall man with the high hat and
the whiskers on his chin
Will soon be knocking at your
door and you ought to be in
The tall man with the high hat will
be coming down your way
Get your savings out when you
hear him shout “Any bonds
today?”

Any bonds today?
Bonds of freedom
That’s what I’m selling
Any bonds today?
Scrape up the most you can
Here comes the freedom man
Asking you to buy a share of
freedom today

Any Stamps today?
We’ll be blest
If we all invest
In the U.S.A.

Here comes the freedom man
Can’t make tomorrow’s plan
Not unless you buy a share of
freedom today

First Came the Czechs and then
came the Poles
And then the Norwegians with
three million souls
Then came the Dutch, the
Belgians and France
Then all of the Balkans with
hardly a chance
It’s all in the Book if only you
look
It’s there if you read the text
They fell ev’ry one at the point
of a gun
America mustn’t be next

Any bonds today?
All you give
Will be spent to live
In the Yankee way
Scrape up the most you can
Here comes the freedom man
Asking you to buy a share of
freedom today

Article Written by Sam Hoynes

Safety Corner



I hope everyone had a great Memorial Day Holiday. It is a time to reflect on all the veterans that have sacrificed to guarantee our freedom. Also, a thank you, to all

that made Ferrari's and Fighters a success. Hopefully this will be the start of another tradition for the Houston Wing in addition to Warbird weekend. One item I would like to address this month is to remind all of us to label liquids that will be left for others to use after we leave the hangar. As I was grabbing a spray bottle from the cabinet last week, I noticed that we had several bottles that were unknowns. It is important to label spray bottles, or cups used to clean brushes etc.. so the next person to use the container is aware of the contents, which could be anything from mineral spirits to soap and water. I am sensitive to this as it is an item that is often overlooked in the lab at the plant. This takes me back to my high school days in our drafting class when we did drawings in ink and made copies through a blue print machine that use ammonia/water. Yes, I was in high school in B.D. (before dirt). A student in the class spilled india ink and had to clean up the mess. The instructor told the student that

the soap/water solution was in the cabinet in the corner of the class room. As it happened, there were two containers (unlabeled) that contained the soap/water and ammonia solution for the blue print machine. The instructor told the student that they could tell which bottle was which by the smell. Well, the student took a big snort of the ammonia water and went running out of class screaming. Luckily the student was not hurt, but their sense of smell was off for a couple of days. This would not have happened if the containers were labeled. But then, the Jethro Bodine award would have not have been born. We were all (at least the nerds) influenced by the Beverly Hillbillies in those days. Anyway, the purpose of this story is that we should always make sure we label solvents and liquids used for cleaning so the next person using that area will not have to deal with unknown. The label does not have to be fancy, duct tape and a sharpie will suffice. It may prevent accidents when the next person uses that area.

Ed B

Maintenance



Unobtainium

In 1869 Dmitri Mendeleev created the Periodic Table. He was inspired by how some elements had similar properties while others did not fit the pattern. He organized elements into the table to better understand these wide variances and similarities. These are labeled by groups such as Metalloids, Actinides, Noble Gases, Lanthanides, Alkaline Earth Metals and even Halogens. Amazingly Dmitri had them all covered, so he thought, I have bad news for you D, you missed one.

A standard periodic table of elements, color-coded by groups. It includes the title "Periodic Table of the Elements" at the top. The elements are arranged in rows and columns, with their symbols and atomic numbers. The table is divided into sections for Lanthanides and Actinides at the bottom.

As the Maintenance Officer for the Houston Wing of the Commemorative Air Force, myself and our group of dedicated volunteers struggle to keep old historic airplanes flying. It's safe to say the designers probably never envisioned their creations would be flying nearly 80 years later. In fact, during World War II these were considered "expendable". Consider then that our Government spared no dollars ordering the manufacturers of these "expendable" war machines to produce more spare parts than there even had airplanes to supply them for. It never ceases to amaze me how many new old stock parts are still out there. A few years ago a crack was found in the AT-6 Texans rear cockpit right rudder pedal. 75 years of pressure on that pedal finally made the cast aluminum give way. With just a few phone calls one was located, and even for a reasonable price. It arrived still wrapped in its 1940's era wax paper and coated in cosmoline. Once cleaned up it looked just like it did before Rosie the Riveters' sister wrapped it up.

While there might be a plethora of parts for common items, another exactly opposite condition exists. Some items are impossible to find. We've been working on the Houston Wings Naval Air Factory N3N for 5 months.

Maintenance

Amongst other things like its airbox having been shaken for 80 years by a Lycoming R-680 radial engine, the landing gear wear has plagued that airplane to the point it had reputation for having “a mind of it’s own” on landings. Careful analysis revealed the tail wheel locking mechanism was shot and the main landing gear scissors were rattling. There’s no way to really jack the N3N completely off the ground to relieve the load from all the gear but once the gear legs were dangling the wear became very apparent. The “Network” of those that love these old airplanes brought forth a phone number for Bill Hirtzle, in Toledo, Ohio, who has probably the last stockpile of N3N parts on the face of the earth, everything but what we needed. Thanks to Cory Baldwin and his friends at Karatech Machining, a part was made that fit and the Yellow Peril and it is steps closer to flying again soon.



It’s evident that without the ability to fabricate some parts, Houston Wing will not be able to sustain maintaining these historic aircraft into the future, so we are standing up our own machine shop. A Bridgeport Mill has been acquired and soon we hope to have a lathe, radial arm drill press, shaper and many other pieces of equipment. We’re so fortunate to have in our Wing our own expert machinist Dan Wedel who is heading up this new department.



It’s not just pieces of metal that can be of short supply, or in many instances no supply. The expertise and corporate knowledge needed to maintain old structures and round engines is fast nearing crisis levels.

Maintenance

The many noble man and women from that era are few and far between. A&P schools hardly mention tube, fabric, or round engine maintenance. The curriculums are all focused on turbines and modern electronic airliners.

I used to think the element Dmitir missed was just a physical thing, but I realize that's not true. This element is so elusive, so rare that it's hardly seen in nature. To make things more difficult the element changes not just shapes but composition. It is without argument the most difficult element to identify, to capture, to hold. To label it into one of the Periodic Tables categories is impossible as it can appear as a single element or ALL of them. It even can appear as flesh and bone. I saw this for my own eyes when I stopped to visit friends last month at the Texas Air Museum in Slayton Texas. There was someone vaguely familiar who turned out to be Skip Kelly, the original Maintenance Officer of the Houston Wing CAF (Houston Squadron back then). At 92 Skip is still turning wrenches on radial engines.



Then I almost held this element in my hand when Brian Lang told me he had the BT-13 part I've been searching the globe for. He took me to a hangar full of Vultee remnants, and on the shelf where it was, it was gone. He swore it was there before, but It had scampered off like a mouse. Lately I started looking for someone that could help us with our leaky Hamilton-Standard propeller on the Wings AT-6. In Houston, a city of 4,5 million people, there is no one. I called San Antonio Propeller and was told they might be able to help. Then I called a prop shop in Beaumont and they said the same thing. But like that BT-13 part that was there then gone, no one has yet appeared.

I used to believe this element was just about parts, but now I now it's also about people. I never got to hold that BT-13 part in my hand and Brian still can't find it, but Skip Kelly was real, not a ghost. I'm a believer. Dmitri I have a name for the element you missed, whether it takes the form of a piece of an airplane or the skill set of a human, they are both made of the same thing and it's called Unobtainium. The kryptonite of old airplane parts and maintainers.

Maintenance

One thing I also know about this element. It does not exist in the core of the Houston Wing Volunteers. Thank you to all that are there when there's nothing glamorous about the job that needs to be done and when there isn't just fun to be had. When sweat and aching muscles accompany the end of the days award that's the satisfaction of a job well done.

Sempir Mint Julep

Ryszard Zadow
Houston Wing
Maintenance Officer



Worn out Tail Wheel Lock



Aviator Safety Corner - Stall Spin Accidents (from AOPA Aviation Safety Institute)

Data Analysis

Stall Spin accidents are still a major cause of both fatal and non-fatal accidents in the General Aviation (GA) community. AOPA has reviewed the statistics for a 15 year period of from 2000 through 2014, with the following results.

While there has been a downtrend in accidents overall from 2000 to 2014, the stall accidents are still a major cause for 10% of non-commercial accidents and 24% of fatal accidents. **Nearly 50% of stall accidents were fatal, while only 17% of non-stall accidents were fatal.**

For Commercial flying (Part 135 and Part 137, aerial application) 30% of stall accidents were fatal and 13% of non-stall accidents were fatal. This tells us that stall accidents are dangerous for everyone because the airplane is usually at a high nose-down angle resulting in a high G impact.

Spin or No Spin

It is difficult to be sure of whether or not a spin played a part in any given accident so the number of stall accidents which resulted in a spin is more difficult to say, as no black boxes are part of GA aircraft.

An interesting fact from a NASA study

from the 1970s was that a well executed recovery from a spin generally required approximately 1,200 feet. Thus, if a spin was entered at pattern altitude of 1,000 feet, it is unrecoverable. Spin entry and recovery training is beneficial as it relates to low altitude flight, due to the awareness of what conditions and control inputs are necessary to initiate a spin.

Personal Flights and Instructional Flights

Personal flights accounted for 74% of non-commercial stall accident flights. Flight instruction accounted for 13% of non-commercial stall accidents flights. Stall accidents and non-stall accidents had about the same percentages for personal flights and flight instruction. Nearly 50% of those stall accidents for personal flights and 38% of stall accidents for flight instruction were fatal. **Conclusion: stalls are often fatal.**

Pilot Qualifications

The certificate levels of stall accidents pilots is about the same as those for non-stall accidents. About 46% of stall accident pilots are private pilots, 31% held commercial certificates and 13% were ATPs. About 5% of stall accident pilots were student pilots on solo flights.

Aviator Safety Corner

Fatality rate increases with certificate level. 22% of stall accidents for student pilots were fatal; 36% for sport pilots; 47% for private pilots; 51% for commercial and 56% of stall accidents for ATPs were fatal.

Stall Spin Development and Recovery

Stalls occur when the critical angle of attack is exceeded. This is independent of gross weight, airspeed, or attitude. When the critical angle of attack is exceeded, the otherwise smooth airflow above the wing becomes turbulent and lift is reduced suddenly, causing a stall. If the airplane is stalled in coordinated flight (with the ball centered) it is much more likely to stall straight ahead without entering a spin.

If you want to enter a spin (Please do this only with airplanes certified for spins) first climb to at least 5,000 feet; then enter a power off full stall and when it departs apply full rudder in the direction of the desired spin. You may need to keep the rudder and elevators applied to hold the airplane in a spin. When you want to recover from a spin, the POH recommended procedure for your airplane should be used. Most will use the **PARE** procedure: **Power** off, **Ailerons** neutral, **Rudder** full in opposite direction of the spin, neutralize when spin stops; **Elevators** forward of

neutral (unload the airplane); then when flying airspeed is attained pull out of the dive and then add power.

Stall Spin Prevention

Keep control movements gentle below 1,000 Feet AGL.

Maintain coordinated flight at low altitudes with a maximum angle of bank (AOB) of 30 degrees.

Don't try to save a botched landing. If a coordinated 30 degree AOB can't restore line-up on a turn to final, **just go around**. Regularly practice stalls and stall recovery at a safe altitude.

Consider spin training from an experienced instructor, in an airplane certified for spins, to identify the control inputs which could cause a spin, and recover from one.

Since stall spin accidents are almost always preventable, concentrating on training, awareness of spins, and their prevention, can save lives.

Happy Flying!

Safety is a part of our culture.

Dave Guggemos

Eyes on the Horizon

June

5th - Museum Day
12th - Barnstorming Beaumont
19th - Museum Day
21st - Membership Meeting 2pm

July

3rd - Museum Day
4th - Flyover
17th - Museum Day
18th - Membership Meeting - 2pm
26-1st - Oshkosh

August

7th - Museum Day
15th - Membership Meeting - 2pm
21st - Museum Day

September

4th-5th - Warbird Weekend
4th - Museum Day
18th - Museum Day
19th - Membership Meeting - 2pm

October

2nd - Museum Day
8th-10th - Wings Over Houston
16th - Museum Day
17th - Membership Meeting - 2pm

November

6th - Barnstorming Fredericksburg
6th - Museum Day
13th - Veteran's Day Dance
20th - Museum Day
21st - Membership Meeting 2pm

December

4th - Museum Day
18th - Museum Day
19th - Membership Meeting - 2pm

Birthdays and Anniversaries

June Birthday's

Bruce Thomas	6/4
Dewey Lockwood	6/6
Ashley Pickhardt	6/15
Franklin Godek	6/17
Howard Jones	6/21
Ed Vesely	6/29

June Anniversaries

Franklin Godek	6/2/86
Ken English	6/10/91
Bob Linguiti	6/18/03
Daniel Gould	6/21/06
Howard Quoyeser	6/18/09
Cornelia Stone	6/25/09
Frank Vargas	6/30/09
Chuck Waters	6/18/14
Jack Faver	6/14/ 16

Staff Directory

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Mission Statement:

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

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 on.

