



December 2021

Slips & Skids

Wing Leader



Hello Colonels!

Boy how time flies! Tis the Holiday Season - it is already here!

I hope everyone had a terrific Thanksgiving. We all have a lot to be thankful for.

This sure has been a whirlwind of a Fall season. The Houston Wing has had a busy month with Museum Days, the Hangar Dance, Flyovers, Barnstorming in Beaumont, Member Appreciation and the Membership Meeting. Wow! That's a lot.

Veteran's Day Hangar Dance was pretty amazing! Chad Sandberg stationed his awesome lights all around the hangar. Red-White-Blue! Although it wasn't the crowd we had hoped for, everyone had a blast, the band was great, dance teachers were awesome and of course the food from the Lasagna House was amazing! Thank you to all who helped put this event together.

Beaumont was successful. Weather was fantastic! We took the PX trailer and all three aircraft Piloted by Chris Walker, Chris Dowell, and Ed Vesely and flew 5 rides in the N3N, 1 ride in the BT-13, and 4 rides in the AT-6. Brian Kosior, Chad Sandberg, Felipe Borrero, and Jaylon Hayes had the opportunity to fly in the passenger seats. The rest of our crew was Brian Kosior, Jeremy Wright, Jason Delaney, Kelly Walker, and myself. It was a fun day.



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Wing Leader

Membership Appreciation &

Membership Meeting - This was also a fun day. Thank you to all who were involved. Jeremy Wright did the cooking of the burgers and hot dogs. Chris Walker flew all the rides that day in the N3N and AT-6. Bob Linguiti, Ruth Tucker's granddaughter Emmalyn, Ricky Baker, and Charlotte Brownlee. Ed Vesely flew Jason Morales the Tuesday after the event. The Membership Meeting had the biggest turnout in a long time. Thank you to all who came out to participate.

Tour Planning

I look forward to next year where we can have more of a normal season of events in the seasons we are used to. Yes! Planning for 2022 has already begun. Here is what I know so far. . .

Warbird Weekend - April 30th - May 1st
During a tour planning meeting with Gulf Coast, we opted to change our event date so that Gulf Coast could attend and bring all of their fabulous aircraft - B-17, C-45, and SNJ. The Devil Dog Squadron will also be attend with the B-25. Yay!

Blue Bonnet Airshow - March 19th
We have once again been invited and have committed to the Blue Bonnet Airshow in Burnet.

ICAS (International Counsel of Air Shows) starts next week. As soon as we have the ICAS schedule of events we will start building our 2022 Barnstorming schedule for the Houston Wing. Sooooo looking forward to getting back into

flying, playing, and hanging out with our friends in 2022! Would you like to be involved? Come join the TEAM!

Year End Giving Opportunities

For those of you looking for year end giving opportunities, please consider making a donation directly to the Houston Wing. Please choose if you would like it to go to the general fund or towards the new hangar.

<https://www.houstonwing.org/donate/>

All donations both big and small help to Keep 'Em Flying and a hangar to put them in! Any amount is very much appreciated. Thank you in advance for your help and support!

Awards Dinner

Our annual awards banquet dinner is coming up in January. Once again we will be holding the banquet in our hangar. So please pray for warm weather on that night. I have a call into Master Chef who catered our event last year. We have had rave reviews each time and would like to have him back again. As soon as we have a date confirmed it will be eblasted out to all members along with all of the details. We need to assemble a committee. If you would like to help organize this event, please let us know.

The awards dinner is to recognize our members who have done an amazing job throughout the year. They are members who stand out and go above and beyond the call of duty. Would you like to nominate someone? If so, please send your nomination and a brief statement about their accomplishments to

Wing Leader

info@houstonwing.org. We all are a TEAM and this is a TEAM effort we all should share. No one person can see all that is going on, so please help by sending a nomination of someone you noticed that did a great job at something.

Awards Given Out

Colonel of the Year

Criteria: To the Wing Colonel who has consistently performed work to help the Wing meet its commitments to the CAF goals and objectives. It usually means that the individual has provided support to a broad spectrum of multiple events throughout the Wing and/or CAF and has given consistently and freely of their time and talents towards achieving and sustaining the goals and objectives of the CAF.

Airman of the Year

Criteria: To the Wing Colonel who most exemplifies the qualities desired and required of CAF pilots, Maintenance or Restoration personnel. CAF pilots will have given freely of their time in flying one or more CAF aircraft at Wing and/or CAF events in accomplishing the CAF objective of displaying our aircraft to the nation. All flight must have been accomplished in a safe and accident free manner. Maintenance or Restoration personnel will have given freely of their time and talents in maintaining and restoring CAF aircraft in a manner that brings credit upon the CAF by all that view their work.

New Member of the Year

Criteria: To the Wing Colonel or Cadet who most exemplifies the team effort and the qualities desired by all CAF members. They will have given freely of their time and talents. They exemplify the willingness to jump in and help with anything that is needed at the time.

Jim Levine Esprit de Corps Award

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

Craig Pridgeon Award

Criteria: Craig Pridgeon was a very friendly and meticulous person. His attention to detail was second to none and he loved to teach. The Wing Colonel who most exemplifies the joy for teaching and the attention to detail. They will have given freely of their time and talents. The Craig Pridgeon Award recognizes the Wing Colonel whose actions and contributions best foster this spirit within the Wing.

Among the top awards, **Certificates of Appreciation** and **Above and Beyond Awards** are also given out.

Wing Leader

Membership Meeting

Don't forget the membership meeting on December 19th, 2021 at 2pm. We will find out the results of the Houston Wing Staff Elections for the Wing Leader, Operations Officer, Maintenance Officer, and Safety Officer positions.

Both Chris Walker, Operations Officer and Ryszard Zadow, Maintenance Officer will be stepping down from their positions. Thank you both for all of your hard work and dedication for the past 2 years. The Houston Wing has come a long way and we owe a lot to both of you. Our sincere gratitude towards the work and effort both of you have done for the Wing.

Again, special thanks to our Elections Committee - Bob Linguiti and Sam Bulger and our Nominations Committee - Howard Quoyeser and Jason Delaney. Thank you gentlemen for your help and support in accomplishing this task.

After our Membership meeting we will be having a potluck to enjoy the fellowship of friends. **December is our annual Chili cook off.** Who will be our winner? Do you have a good chili recipe? Beans or NO Beans? That's the question in our house. Cook up your best batch and come participate. **Please bring something to share, perhaps a favorite dish or crockpot full of chili.**

Houston Wing Dues

As this year is coming to a close, please take a moment this month to catch up and pay your 2022 Houston Wing membership dues. Wing dues still remain at \$50.00 for

Colonels and are free for Cadets.

However, Cadets along with Colonels still need to fill out a membership form, please. This way we can verify that we have your most update information. Our Membership Officer, Brian Kosior, is trying to have all dues in by the end of the year. You can pay by printing the form and mailing a check to the Wing, when you are at the Wing or of course anytime using the online feature (checks are always preferred because there is no charge to process the payment). Brian, Tony, Gonzalo or myself would be happy to process your credit card payment. Please put your completed form in the clear plastic box on the staff door.

Being a member of the CAF and the Houston Wing is a choice and a privilege. Where else do you get to be around like-minded friends that share the same passion as you do for the history of the WWII era and aircraft of our Greatest Generation? One day all of this won't be here. Don't you want to look back and know you were apart of the CAF who Honored, Educated, and Inspired people through your own eample of volunteering? Yes! When people are having fun, it's contagious! People want to be apart of that. We have had several new members join this year Let's keep it up!

Don't forget to take a moment for yourself to reflect upon the blessings of the season and what it means to you. Please stay safe and healthy during this holiday season. Wishing y'all Blue Skies and a very Merry Christmas surrounded by the happiness and love of your family and friends! Cheers!
~ Denise

Barnstorming in Beaumont



Member Appreciation



Hanger Dance



Hanger Dance



Hangar Dance



Hanger Dance



Adjutant Report



Fellow Colonels,

I hope that your Thanksgiving day was spent with those that you love and that your meal was everything that you wanted it to be. I was

happy to spend the weekend before turkey day with our fellow Wing members. We had a great time in Beaumont with the Fly-in, followed by our membership appreciation day. It was great seeing so many of our members again. I was also pleased to have so many people renew their membership dues while at the hangar. Remember that you have until January 31st to renew your Wing Membership (even if you are a lifetime member, you must renew your Wing level Membership).

While we gathered at the hangar, we also voted for new staff positions. I would like to say thank you to those that have served for the last two years. We shared many ups and downs, including Covid, but we could not have done it without your service! Thank you for the countless hours of work behind the scenes and for the hours out there in front. Being on staff does take a larger commitment of your time, but it can often be rewarding. I look forward to working with the new staff members in January. If you would like to consider being on staff, we do have positions open, so please feel free to

inquire how you may help.

I wish you all the happiest of holidays ahead, and a bright New Year!

Brian

From The Right Seat/XO



From the Right Seat,

Congratulations to the Houston Wing and staff for a great Hangar dance, Beaumont Fly In, and member appreciation day.

What a great way to end a year following the year of lockdowns and Covid.

Team 19: thanks to the usual suspects of Team 19 and a new addition, Max Grousseau. We have finalized the cosmetics and wing walk on the rebuilt center section. The reattachment of substructure, fuel tanks, etc. continue. Landing gear rebuild and attachment to the center section is soon to follow. When completed the fuselage and center section will be once again united. Many thanks to Greg Young for building and installing a new radio rack to the fuselage and thanks to Lisa, Stan, Carlos, and Tom who built up the radio wiring harness. Hello Unicom and ATC.

All tail feathers are now finished and await their reattachment at a future date. Outer wing panels and flaps are next for review and repair.

Ed



Maintenance



Myopia: noun

1. nearsightedness.
2. lack of imagination, foresight, or intellectual insight.

Regardless of what your visual acuity might actually be, when working on anything mechanical we humans suffer from a phenomenon called mechanics myopia: the longer you look at something, the less you see.

Mechanics myopia is what created quality assurance programs. In our volunteer environment it's imperative we keep in place a functional quality assurance program. Most organizations will create a document that defines the guidelines of their quality assurance program and that's a good thing. Houston Wing should do that and add it to the Maintenance Department Manual. The simplest quality assurance program though is the individuals self-discipline to constantly be open minded to having another qualified person check their work. Distractions and outside influences, combined with myopia, create hazardous scenarios that lead to maintenance mistakes. Don't surrender to

these. Take the time to do the job right, then take the time to have someone check your work. Strive to always have at the minimum two people involved in the job, and put away your tools. It's that simple.

As I look around the hangar I can see the progress of the Maintenance Departments efforts over the last two years. Our three flying aircraft, the AT-6, BT-13 and N3N have undergone scrutiny in a way I truly believe has not been done in years and are in good shape. Proof of that is the few discrepancies we receive these days and more important, the type of those discrepancies. If all we have getting written up is little things that don't affect safety or airworthiness, from a maintenance standpoint that means our efforts are paying off. Our aircraft are aged pieces of history, the highest level of scrutiny should never stop.

At the same time though, looking around the hangar it seems not much has changed. Our toolbox's are nicely organized, but we still have missing tools and tools not put away at the end of the day laying around. If we're to fill the role of professionals, that's not acceptable. Shelves are stocked with spare parts and relics, yet we have many more items that need inventorying. The Woody Tug, once the backbone of our ground support equipment, still doesn't have

Maintenance

functional brakes. Our hangar is our workplace, yet it's cluttered and space is scarce, a sign of many projects going on at the same time. I stated in the beginning of my tenure as Maintenance Officer that we are not in the airplane business as much as we are in the people business. Without volunteers we don't have flying airplanes. It's very difficult to maintain these aircraft without qualified A&Ps in our Volunteer ranks. Recruiting never stops and recruiting is everyone's responsibility.

I am very grateful for all the support given to the Maintenance Department over the last two years. It was an honor to work with great people. I wish the new Maintenance Officer, and all the next staff officers nothing but success and will still be around to help. It's been fun, thank you.

Semper Mint Julep.
Ryszard Zadow

Houston Wing Maintenance



"We keep 'em flying!"

Flight Ops



Howdy Houston Wingers,

Fall has been beautiful around here lately and the flying has been spectacular! October closed out with Wings Over Dallas Airshow up in Dallas at HQ. It was a

big show with lots of success for all the attending units. That show is also really fun because its an all CAF event that is coordinated with the annual membership meeting. The Houston Wing was represented well by many members and our own Ace In The Hole during the event. Ace flew seven rides and flew in three formations during the weekend show.

November has been pretty busy also with several flyovers completed. The Wing also went to Beaumont for a Saturday Barnstorming event and sold rides and PX aplenty. The following weekend saw our membership meeting well attended with elections for four staff positions taking place. Kevin Domingue has stepped up to run and volunteer for the Operations position currently held by yours truly. As he ran unopposed, I think I am safe to congratulate him to his new position. He has been a long time member and a stalwart participant for your Houston Wing Flyover Team. I am looking forward to

working with him in furthering the successes of the unit.

On the near horizon, flyovers and flight training are the big items on the December schedule. We have a flyover scheduled for the 4th over the Battleship Texas as a Pearl Harbor 80th Anniversary event. Also, the Wing will seek to put a large gaggle of airplanes in the sky over the National Cemetery for the annual Wreathes Across America dedication. Planning is also being discussed for annual ground school for pilots and crew members early in 2022. Look for announcements on that forthcoming.

That's it for this month. I hope you all have a wonderful holiday season surrounded by family and friends!

See you around the flight line,



Chris

Safety Corner

I trust everyone had a great Thanksgiving. Christmas season is now upon us and I thought I would throw out a few safety tips for the holiday. After all the gift of a safe holiday is a great Christmas gift.

Make sure smoke & carbon monoxide detectors have working batteries. I say this because my detectors in the house began to “chirp” at about 3:00 am this morning. As I laid in bed for a few minutes detectors in other rooms started to join in the chorus. It was like angry birds on steroids. Luckily, I had some 9 volt batteries on hand to stop the sound. Holidays are always a trigger to plan for changing out batteries in all your detectors. Obviously, this did not work for me.

Did you know that Christmas Day and Eve rank second and third for the peak days for cooking fires. These two days have nearly twice the daily average for this occurrence. The first is Thanksgiving, but you already survived that.

If there is a grease fire in a pan, don't panic, you may be able smother it with baking soda or just putting a metal lid on the pan to cut off oxygen. Water may just spread the fire.

Some things you can do before that Holiday gathering are :

- Gather the family together to talk about what each person can do in case of emergency.
- Look to see if there are enough fire extinguishers to use around the house. They make thoughtful (yet unexciting gifts).
- Make sure everyone in the family knows how to exit the house if there is a fire. Two story houses may require a ladder to be provided at some windows/balconies.
- Conduct a drill.

The main goal is to make sure everyone has a Happy and Safe Christmas and Hanukkah.

Aviator Safety Corner - NATA Formation Clinic in Houston

NATA is planning to hold a **Formation Clinic** in the Houston area early next spring. While the Houston Wing has been conducting formation flyovers throughout our entire history, formation activities have slowed down with the events of the past year or so.

We now have an opportunity to be a part of a **NATA Clinic** here in Houston, which may give several of us a chance to upgrade our FAST status. In fact, NATA is planning to hold a larger number of clinics this year than ever before. There is the expectation that there will be another clinic, perhaps in San Marcos, a bit later in the spring. That gives two opportunities for our beginning formation pilots to gain valuable experience. As most of you already know, the CAF is a FAST signatory, also known as **TRARON**. TRARON is pretty much joined at the hip of NATA, and follows along with their policies.

The Houston NATA Clinic is scheduled to be held on **Thursday March 3, 2022 and terminate on Sunday March 6, 2022**. It will be held over at **Houston Executive Airport (KTME)** for a number of reasons, not the least of which is a long (6600 ft.) x 100 ft. wide runway, good airspace availability, and a control tower. The **local FBO, Henriksen Jet Center**, has graciously agreed to host our clinic. The formal advertisement for this clinic should be

placed on the NATA website and be run in their "Skylines" magazine at the next opportunity.

As many of you know, NATA runs one of the most rigorous and valuable clinics in the FAST organization. The NATA website has some of the best information concerning how they actually run their clinics and what expectations that pilots who attend their clinics should expect. Remember that when you show up for a clinic, all the NATA check pilots and instructor pilots may not be familiar with your level of experience and competence.

Some key issues are:

1. **Training logs** show key milestones such as single ship check outs, two ship experience and qualifications, and then the four ship qualifications as well as recommendations for a check ride and check rides themselves. NATA requires check pilot approvals to be from NATA approved check pilots.
2. Wing candidates (everyone) should have watched the **NATA 2012 Formation video**.
3. All participants in the clinic should have a copy of, read, and study the **Formation Knowledge Guide (FKG) version 2.0**. This document has been included on the NATA website as well as websites for most other signatories. Signatories can adjust the techniques for accomplishing the required FAST maneuvers by adding aircraft specific

Aviator Safety Corner

Appendix D's to the FKG. Those have been completed for T-6, T-28, and Navion aircraft. These are required reading for all attendees.

4. The FAST document titled **“FAST Airshow and Operations (Revision 2, February 2021)”** is available on the FAST website. The FAST card entitles the pilot to fly in airshow, so this document has now been updated and will likely be a topic of the oral portion of any Checkride. A written test on this material is soon to be a requirement for all NATA FAST card reissuance.

The NATA board of directors is now considering a requirement for NATA FAST card reissuance that pilots attend a NATA clinic every 2-3 years. More on that later.

The biggest consideration for making the most of a NATA clinic is to come to it fully prepared. Whether you just want to maintain FAST currency or have serious expectations of upgrading your FAST card, some **preparatory formation flights are highly recommended.** Perhaps you may need more than one preparatory flight.

We will do our best here at the Houston Wing to try to accommodate and schedule some formation flying prior to the clinic for those who wish it. If you get your formation flying documentation up to date, that will also facilitate your

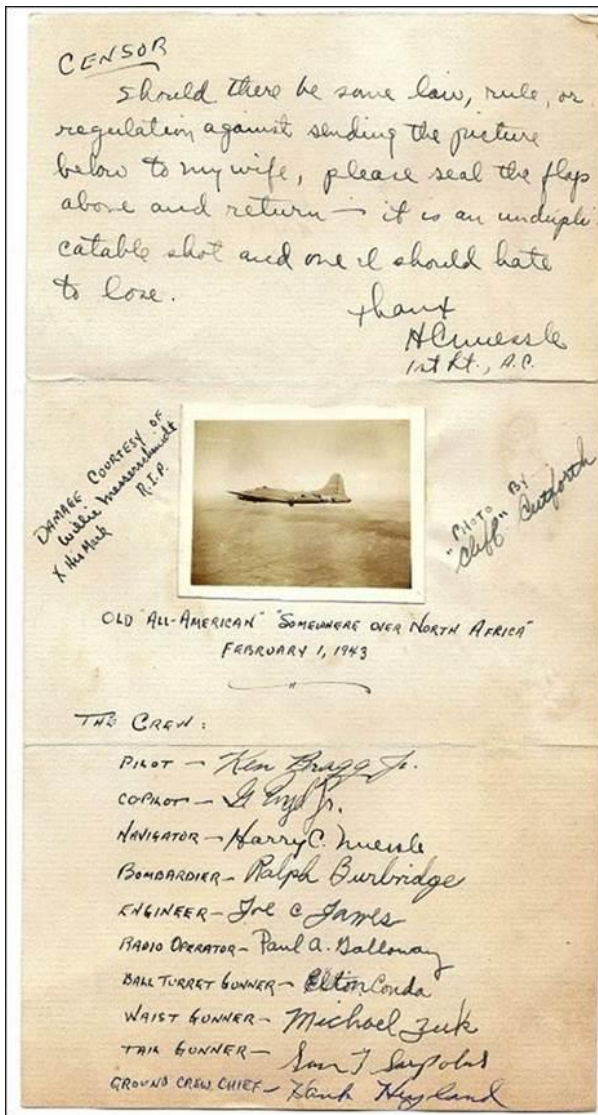
clinic experience. How many formation hours do you have, what kinds of formation flights, and are you just flying around with a couple buddies or are you flying rigorous formation training flights with the full “trainer profile”?

Formation flying is serious and demanding business, and requires that kind of preparation and practice.

We will have more later on both the clinic planning and possible Houston Wing involvement supporting the effort.

Happy Flying!
Safety is a part of our culture.
Dave Guggemos

Member Contributions - B17 All American



B-17 "All American" (414th Squadron, 97BG) Crew

Pilot- Ken Bragg Jr.

Co-pilot- G. Boyd Jr.

Navigator- Harry C. Nuessle

Bombardier- Ralph Burbridge

Engineer- Joe C. James

Radio Operator - Paul A. Galloway

Ball Turret Gunner- Elton Conda

Waist Gunner- Michael Zuk

Tail Gunner- Sam T. Sarpolus

Ground Crew Chief- Hank Hyland

In 1943 a mid-air collision on February 1, 1943, between a B-17 and a German fighter over the Tunis dock area, this became the subject of one of the most famous photographs of WW II.

An enemy fighter attacking a 97th Bomb Group formation went out of control, probably with a wounded pilot, then continued its crashing descent into the rear of the fuselage of a Flying Fortress named "All American", Piloted by Lt. Kendrick R. Bragg, of the 414th Bomb Squadron.

When it struck, the fighter broke apart but left some pieces in the B-17. The left horizontal stabilizer of the Fortress and left elevator were completely torn away. The two right engines were out and one on the left had a serious oil pump leak. The vertical fin and the rudder had been damaged. The fuselage had been cut almost completely through . . . connected only at two small parts of the frame. And the radios, electrical and oxygen systems were damaged.

There was also a hole in the top that was over 16-feet long and 4 feet wide at its widest; the split in the fuselage went all the way to the top gunner's turret.

Although the tail actually bounced and swayed in the wind, and twisted when the plane turned. And all the control cables were severed, except one single elevator cable still worked, and the aircraft miraculously still flew!

Member Contributions



The tail gunner was trapped because there was no floor connecting the tail to the rest of the plane. The waist and tail gunners used parts of the German fighter and their own parachute harnesses in an attempt to keep the tail from ripping off and the two sides of the fuselage from splitting apart.

While the crew was trying to keep the bomber from coming apart, the pilot continued on his bomb run and released his bombs over the target.



When the bomb bay doors were opened, the wind turbulence was so great that it blew one of the waist gunners into the broken tail section. It took several minutes and four crew members to pass him ropes from parachutes and haul him back into the forward part of the plane.

When they tried to do the same for the tail gunner, the tail began flapping so hard that it began to break off. The weight of the gunner was adding some stability to the tail section, so he went back to his position.

The turn back toward England had to be very slow to keep the tail from twisting off. They actually covered almost 70 miles to make the turn home.

The bomber was so badly damaged that it was losing altitude and speed and was soon alone in the sky. For a brief time, two more Me-109 German fighters attacked the "All American".

Despite the extensive damage, all of the machine gunners were able to respond to these attacks and soon drove off the fighters.

The two waist gunners stood up with their heads sticking out through the hole in the top of the fuselage to aim and fire their machine guns.

The tail gunner had to shoot in short bursts because the recoil was actually causing the plane to turn.



Member Contributions

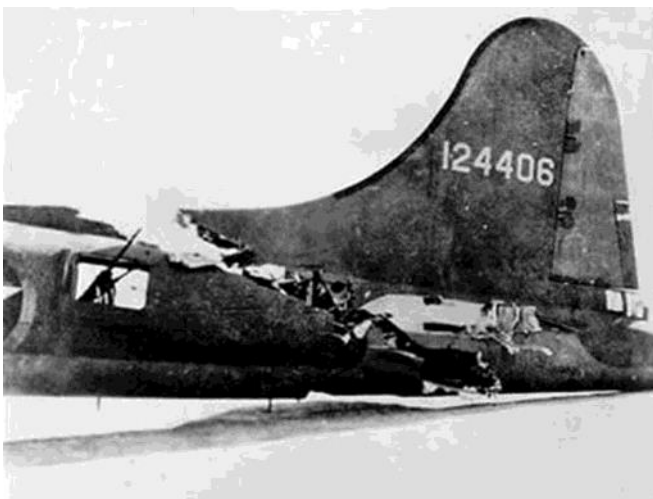
Allied P-51 fighters intercepted the "All American" as it crossed over the Channel and took one of the pictures shown.

They also radioed to the base describing that the appendage was waving like a fishtail . . . and that the plane would not make it and to send out boats to rescue the crew when they bailed out.

The fighters stayed with the Fortress, taking hand signals from Lt. Bragg and relaying them to the base.

Lt. Bragg signaled that 5 parachutes and the spare had been "used" so five of the crew could not bail out. He made the decision that if they could not bail out safely, then he would stay with the plane to land it.

Two and a half hours after being hit, the aircraft made its final turn to line up with the runway while it was still over 40 miles away. It descended into an emergency landing and a normal roll-out on its landing gear.



When the ambulance pulled alongside, it was waved off because not a single member of the crew had been injured.

No one could believe that the aircraft could still fly in such a condition. The Fortress sat placidly until the crew all exited through the door in the fuselage and the tail gunner had climbed down a ladder, at which time the entire rear section of the aircraft collapsed.



This old bird had done its job and brought the entire crew home uninjured.



Curtesy of Tom Calpouzos

Eyes on the Horizon

December

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

January

1st - Museum Day - **CLOSED**
15th - Museum Day
TBD - Awards Banquet - Houston Wing
Hangar

February

5th - Museum Day
19th - Museum Day
18th-20th CAF Conference (Formerly Winter
Staff Conference) - HQ Hangar - All Members
are invited to attend
20th Membership Meeting - 2pm
TBD - Ground School

March

5th - Museum Day
19th - Museum Day
19th - Blue Bonnet (Burnet) Airshow
20th - Membership Meeting - 2pm

April

2nd - Museum Day
16th - Museum Day
17th - Membership Meeting - 2pm
30th-1st - **WARBIRD WEEKEND 2022**

Birthdays and Anniversaries

December Birthday's

12/5 Stan Turner
12/11 Bill Roach
12/13 Manuel Cachutt
12/15 John Parsons
12/21 Thomas Briden
12/22 Ruth Tucker
12/25 Rich Welsh

December Anniversaries

12/06/10 George Levandowski
12/18/11 Greg Young
12/27/11 Tammi Lockwood
12/18/12 Susan Vaculik
12/30/13 Dave Guggemos
12/03/14 Ruth Tucker
12/29/16 Kevin McNulty
12/12/17 Tom Calpouzos
12/20/17 Thomas Briden

Staff Directory

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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 amount(s) and include in your check total.

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:	_____

COL. STEVE SPARKS
18000 Groeschke Road – Hangar B-5
Houston, TX. 77084

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

Email Address: _____ Fax: _____
Spouse : _____ Cell: _____
CAF Col. Number : _____ CAF Life Number : _____ Birthday (mm/dd/yy): _____
WHS Staff _____ Past Unit Staff _____
Office Interest: _____ Office: _____

CAF Aircraft Sponsored: _____

WWII Aircraft Owned: _____

Other Aircraft Owned: _____

Squadrons, Wings and
Detachments: _____

Interests: _____

Houston Wing Commemorative Air Force, Inc.

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**We're on the
Web at
HoustonWing.org**

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.

