

# WARBIRD FLYER



★★★EAA Warbirds Squadron 2 Newsletter★★★



## CO's Cockpit

By Ron Morrell

The flying and gathering amongst others who enjoy the touching and admiring of warbirds is just around the corner. We all need to start looking at our spring and summer schedules and make the hard decisions about what we can attend and how we need to be prepared for this year's activities. It's been a while since our last Cascade Warbird performance in front of an audience and I would like to take the time to talk about the airshow flying we do and how we should be doing that flying.

Some of us probably fall into the trap of taking things for granted when we show up at an event and just cruise through the day waiting to go flying. I would like to see all of us take a little extra time to think about the process and the safety that we all need to keep foremost in our planning and execution of a "routine" fly-by. We are not professional airshow pilots (excepting Bud and Ross for obvious reasons) but we need to take a professional approach during those times we step into our aircraft and show our colors. Actually, we need that professional approach before we step into our aircraft. We need to ensure we are comfortable with the type of flying that we plan to do well before we show up at an event, there should be no surprises and we all must know what we are proficient and have the right attitude before the fly-by briefing.

As all of us that have flown the fly-by pattern knows, we have to be comfortable keeping sight of other airplanes while keeping our own aircraft at the right altitude above the ground as well as keeping the spacing behind your most important adversary...the aircraft in front of you! The key to making it all work out so well is to adhere to the contract that we each must agree to...Number 1: Stay behind the aircraft that you have been assigned to fly behind. Number 2: Don't fly lower than the aircraft that you have been assigned to fly behind. Number 3: Keep your proper spacing using geometry, not speed! (if you slow down, everyone behind you is required to slow down). Number 4: Don't do anything unpredictable in order to not confuse the person who was assigned to follow you.

The last part of the contract is to take care of yourself and be sure both you and your aircraft are ready to

participate. This part of the contract includes doing your crosscheck of your aircraft instruments frequently when you have the time to glance away from the aircraft you have been assigned to follow in a safe manner and at a time that makes sense. If you see a problem, THAT is when you use the most important safety instrument you have; your radio. Call a "knock-it-off" followed by who you are and where you are, all while flying your aircraft to a safe altitude and doing what is necessary to get yourself safely on terra firma. All of these things need to be briefed at the beginning of the flying event and everyone should have a working understanding and not leave the briefing with questions.

While the Cascade Warbird fly-bys are not technically formation flights, I think a primer of important basics for formation flying can be a helpful review:

- Have a knowledgeable Lead Pilot you trust & follow that lead.
- Brief the flight and follow the brief.
- Lead must be smooth and predictable.
- Have a formation or safety frequency and be on that frequency.
- Fly your briefed position and don't change it without prior coordination.
- Do not lose sight of your Lead aircraft. If you do IMMEDIATELY call it out.
- Never leave a briefing with questions.

These basics are all applicable to the flying we do around the fly-by pattern. The discussion can go much deeper and in much greater detail but would take a much larger media to get it all into your hands. If anyone is more interested in formation flying and a desire to become proficient in occupying airspace that is close to other aircraft, find yourself an experienced formation pilot with the time to start teaching you the basics. Formation flying will make you a better pilot, but takes the motivation to practice and keep yourself proficient. Keep 'em Flying! ✪

# WARBIRD FLYER

★★★ Cascade Warbirds ★★★  
EAA Squadron 2 Newsletter

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This is the official publication of the Cascade Warbirds EAA Squadron 2. As such, it serves principally as a communications vehicle for our membership. The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Squadron or the EAA. As members you are encouraged to contribute articles, comments, squadron news, and anything else involving Warbirds or associated subjects to the editor. He will gladly work with you and see that your material is put into print and included in the newsletter, no matter your level of writing experience or computer expertise.

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## Ops Tempo

by Dave Desmon

It's time to start getting ready for a new flying season!

First, Some news on OSHKOSH – Some of you may have heard that the lady whose house we've rented for the last 10 years or so has decided to sell the house. Her health is not so great anymore, and Nevada is a better climate for her than Oshkosh. We all wish Gladys well! If you want her new address to send her a card, let me know.

OSHKOSH - July 29 - Aug 4th, Oshkosh, WI. The GOOD News is that the Squadron has lined up another house EVEN CLOSER to the field – only about 1 mile North of the field. Still a great deal! \$400 for the week, air conditioning, real beds and showers, kitchen privileges, and now TWO Bars within lip-walking distance! It looks like one is only a few doors away! We have 2 or 3 spots remaining in the house for 2013, so let me know if you want one! email [DaveDesmon@Yahoo.com](mailto:DaveDesmon@Yahoo.com). ALSO – It looks like a couple of Sqn airplanes will be flying back to OSH this year, including my Navion, so if you want to arrive in style, and share in the experience of flying there and back - let me know that, too! FMI: <http://www.airventure.org/>

FAA Airplane Registration. It used to be when you registered your plane with the FAA, you were all set until you sold it. NOW you have to re-register every 3 years or it expires, and you are not "Airworthy". If you don't know when yours expires, you'd better check, because it's probably already expired. About 3/4 of the registrations in the US have already expired, and if they haven't been renewed, those airplanes are not legal to fly. Furthermore, if you have an accident or incident and your registration is not current, your Insurance Company may not pay your claim. It's easy to check, just go to <http://www.faa.gov/> and look up your N# in the N# Inquiry box. Registration instructions are available on the same page under "Aircraft" > "Aircraft Certification".

If you haven't been flying for a while, this is a great time to break out the books, and review. Then there's the schedule! Your Board of Directors attended the North West Council of Airshows Convention and is already working on the Air Show Schedule for 2013. Some things

we know:

May 11th we are planning a Cascade Warbirds Kick-Off Fly in and Burger Burn, Probably at Auburn. Come knock the rust off!

May 18 Will be Paine Field GA Day. This is a Max Effort Event!

May 22 our B-17 "Aluminum Overcast" comes back to town. We're trying something a little different this year, Wed & Thurs, May 22-23 we will be doing rides out of Historic Flight Foundation at Paine Field in Everett. Then Friday – Monday, May 24-27, we will be back at the Museum of Flight at Boeing Field. Volunteers are needed at both locations, contact Warren Nadeau, Kerry Edwards, or any member of your Board of Directors to volunteer. The B-17's next stop will be Nampa, Id (Near Boise), so a nice opportunity for a great flight on the airplane will await several of the volunteers!

May 25 will be "Cascade Warbird Day" at the Museum of Flight alongside the B-17. CWB Members get in to the Museum FREE! Another Max Effort Event!!

July 13-14 - the Olympia Air Show will be moving away from their traditional date to the NEW date - July 13-14, for some drier weather! This is a big event for us, and the West Coast "Warbird Wings" qualifying event. So make your plans now! Max Effort!

Aug 17 – CFB Comox and Aug 18 – Chilliwack, B.C. This should be an OUTSTANDING Weekend – great shows and parties at both. It entails taking your Warbird to Canada, but we'll help you! It's not that tough. Details still being finalized, but if you're interested, Let me know and start making plans!

Aug 23-24 Madras, OR. Another great community airshow!

Aug 31 – Sept 1 VAW at Paine Field, and Bremerton Blackberry Festival. Rumors of a Formation Clinic just before, and a Gathering of T-6s at VAW for the 75th Anniversary of the T-6? Stay Tuned!

RENO - Sept. 11-15. The 50th Anniversary of the Reno Air Races! One box is already full, the second still has some availability - Contact Fred for Tickets.

See you in the Pattern!! ☺

# Squadron News

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## SCHOLARSHIPS

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The squadron is in its umpteenth year of our successful scholarship program and we were able to make awards to seven aspiring pilots. In partnership with Galvin Flying in Seattle, the awards this year consist of tuition and books for the Private Pilot Ground School and includes two dual instructional flights.

Carlos Navarro of University Place is a sophomore at Aviation High School. He hopes to attend the Air Force Academy to earn an engineering degree and would like to work for Boeing after his stint in the service.

Alex Yantis of Olympia is a junior at Capitol High School. He has his sights set on attending MIT and hopes this scholarship will help him decide whether to become a pilot or an engineer.

Corey James is a graduate of Emerald Ridge High School in South Hill and is now attending BYU. He looks forward to a career in aviation, though at what level he is not yet certain.

Alex Joens is a senior at Rockport High School and lives in Marblemout. He also is enrolled in the Running Start program at Skagit Valley College. He's headed off to college this Fall to study Computer Science, though he hasn't yet made a career choice.

Bridget Heiland hails from Burien and is a Sophomore at Aviation High School. She is leaning towards becoming a teacher and plans to use what she learns with this scholarship to determine whether she will instruct aviation subjects.

Tristan Newsome, a sophomore at Monroe High School, plans to attend an aviation college. He became enthused about flying after having had the opportunity to meet Al Haynes.

And then there's Taylor Tillson. Living in Renton and now a senior at Liberty Senior High School, Taylor still aspires to become the first female Blue Angels pilot. Taylor won a CWB scholarship last summer to attend EAA's Air Venture and, thus, is the first two-time winner in our program. She is still just as jazzed as ever about becoming a pilot. We congratulate each one of our young scholars and wish them the very best in their aviation endeavors.

## B-17 VISIT

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May 20th sees the return to Seattle of EAA's Aluminum Overcast. Scheduled to be here a week giving rides to all comers, this is our biggest fundraiser of the year. Our Tour Stop Coordinator is Warren Nadeau (BirdogL19@comcast.net) and he's still looking for volunteers to help make this another smooth operation. Whether you can donate several days or several hours, get in touch with Warren and help us all out. Remember - unsold seats oftentimes are offered first to squadron volunteers.

## BACK TO RENO

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Just around the corner, or so it seems. The Squadron has its two reserved boxes again this year and room for more of you. If you're interested, you know whom to contact - fred@fcsmyth.com.

## SAVE THE DATE

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We can't stress this enough - our Annual Dinner Party and Awards Banquet is Saturday, 7 December. We anticipate a larger-than-usual crowd this year due to the historic relevance. Make your plans now.

## BUSH PILOT REUNION AND VINTAGE AIRCRAFT FLY-IN

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The 1st Annual Bush Pilot Reunion and Vintage Aircraft Fly-in will be held at Deer Park Airport (DEW) just north of Spokane, WA July 20th, 2013. It is being built around an event where a Bi-Plane group from Spokane flies in and uses our facilities for a spot landing and flour bombing 'exercise', much to the delight of the spectators. It is a full schedule of events both static and airborne all day on Saturday with arrivals on Friday evening for those wishing to camp overnight on the grounds, and other arrivals Saturday morning and mid day. We would like to invite your members to participate and display their aircraft to our community. Contact Tim Taylor (timtaylor.rrfan@gmail.com) with questions.

## DID YOU HEAR US?

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Are you getting our email blitzes? Or do you feel left out and don't know what's going on. Maybe we don't have your most recent email address. Send your updates to fred@fcsmyth.com.

## DUES

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They're due. If your newsletter mailing label says 12/12, send \$20 to CWB, 1066 Yates Road, Oak Harbor, WA 98277. Don't make me ask again.

## A WARM WELCOME

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Say "Hello" to our newest members and make them feel at home.

Bob Rathburn                      Snohomish, WA  
Alex Tatman                              Seattle, WA

# Do Something

by Ed Rombauer

It was a warm and sunny Florida afternoon, the perfect day to begin to learn how to fly the Navy's basic trainer, a rather student-worn SNJ-3. I had spent the previous week trying to memorize all of the standard operating procedures as well as the emergency procedures. This was required before even getting close to an airplane, which made it difficult as there was no way to coordinate what I had memorized with the movements required to manipulate the various controls.

As I sat there demonstrating my ability to almost fly straight and level with an occasional gentle turn, it happened—a simulated engine failure! At the beginning stages of flight training, the mind and the body tend to be separated from one another, the mind starts to sort through its catalog of check lists to form a series of actions as the body waits for further instruction. Sitting in that front cockpit while recalling the immediate action items on the engine failure procedure, I was frozen with the inactivity that results from inexperience. In a heartbeat there was a loud “clunk” on the top of my helmet as the instructor whacked my head with his removable control stick. Over the intercom he yelled at me, “Do something, even if it's wrong! I'm here to teach you the right way to do things.”

Springing into immediate action would come with further training and practice. Doing something became the foundation upon which all aircraft critical actions were based. However while doing something is always required, the immediacy of the action may be subject to a wide range of times varying from right now to sometime before the aircraft is shut down at the conclusion of a flight. For example, there is a big difference between an engine fire and a whistling door seal in how quickly you respond, however in each case a decision must be made. As the pilot gains experience he or she learns to separate the immediate action items from the items that can wait. This is what happens when there are multiple problems and doing something has to be prioritized. In aircraft, when the use of electric devices became prolific, this was referred to as load shedding.

Sometimes the decision to do something is really a decision to do nothing. If this sounds confusing, I can recall the following incident in which doing nothing made for a better outcome than a “by the book” doing something.

It was to be a normal, if not boring, trans-Pacific flight from Seattle to Hong Kong. Due to the winds and a heavy load, there would be a fuel stop in Okinawa.

We had been flying for a few hours into the afternoon sun when it was time for the highlight of the day—our dinner of salt, fat, and sugar in varying amounts. I heard the door open and close behind me as our meals were delivered and the flight attendant say that she was really busy in the back but would return shortly with our coffee. After about 10 minutes there was a knock on the door as she quickly handed the coffee in through the partly opened door. As she was leaving she stuck her head through the partial opening and said, “Oh, I forgot to tell you that shortly after take-off one of the passengers noticed a hole in the right wing.” With that she was gone.

The three of us were left looking at each other as we tried to decipher the meaning of this piece of information. Since we were in the middle of our dinner and the aircraft was performing normally, and considering the knowledge level of most passengers, we concluded that the hole in the wing was probably a normal vent fitting and was of no consequence. The Second Officer said that he would check it out later when he went to the back on his break.

I had almost forgotten about the hole when the Second Officer returned after being gone for just a short time. He verified that there was indeed a large opening in the top of the wing over the right wing engine pylon. “How big”? I asked. “I'm not sure, the light made it hard to tell,” was his reply. And then he punted, “I think you need to look at it.”

Looking through the window at the top of the wing I could see that there was a large panel of about two feet by four feet missing from over the top of the number three engine pylon. The good news was that there was no fluid or parts coming out of the hole. It was now time to “do something.” Since we couldn't crawl out on the wing and nail on a sheet of plywood over the hole, we were left with deciding what to do when we reached Okinawa. Over the next few hours as we discussed the problem, it was evident that our choices were limited to two. We could report the problem to the company and ground the aircraft. This would mean that all of our passengers would be impounded, as a large number of them were Chinese and did not have the proper visas to visit Okinawa. Until the company could arrange alternate transport this would mean being stranded for a day or two at the airport. Not my idea of a fun time. The other option was to say nothing and rely on the darkness, trusting that no one would be checking the top of the

wing, allowing us to fly out with no one the wiser.

As the flight continued on towards the refueling stop, our conversation centered on option two, as the first option was quite determinate. The problem with not reporting this missing part of the wing was that we had no idea as to how it would affect the aerodynamics of the aircraft at landing and takeoff configurations. This would put us in the position of being test pilots. Also, if we said nothing and there was a problem on take-off for any reason, we would have no excuse. This was looking more like a Hobson's choice.

My training and experience had taught me that we must do something, however in this case both doing something and doing nothing would result in equally distasteful outcomes. There had to be a third choice that allowed us to do something to correct our problem while doing nothing to delay our departure.

As in all things that fly, time eventually compels a decision. In our case the third choice was combining the do something with the do nothing choices. We would wait until the servicing agent met us at the gate and then casually ask him if he could have a mechanic check the top of the wing. There would be no log entry and no call to the company. At the gate the agent assured me that all would be taken care of but that no one could leave the aircraft.

Since I had to file a flight plan to our destination, I was allowed to get off the aircraft to go to the operations building. My escort was a submachine gun toting

security guard with instructions to get me over to operations and back quickly. Climbing down the stairs on the left side of the airplane, I passed under the nose and in front of the right wing. The fuel truck was already filling the tanks as I walked by the right engine and looked up. There, sitting cross-legged on top of the wing was an Okinawan mechanic using a copy of the Tokyo Times to make a template for the missing metal panel.

In thirty five minutes we had been fueled and the missing panel replaced with a sheet of aluminum, screws

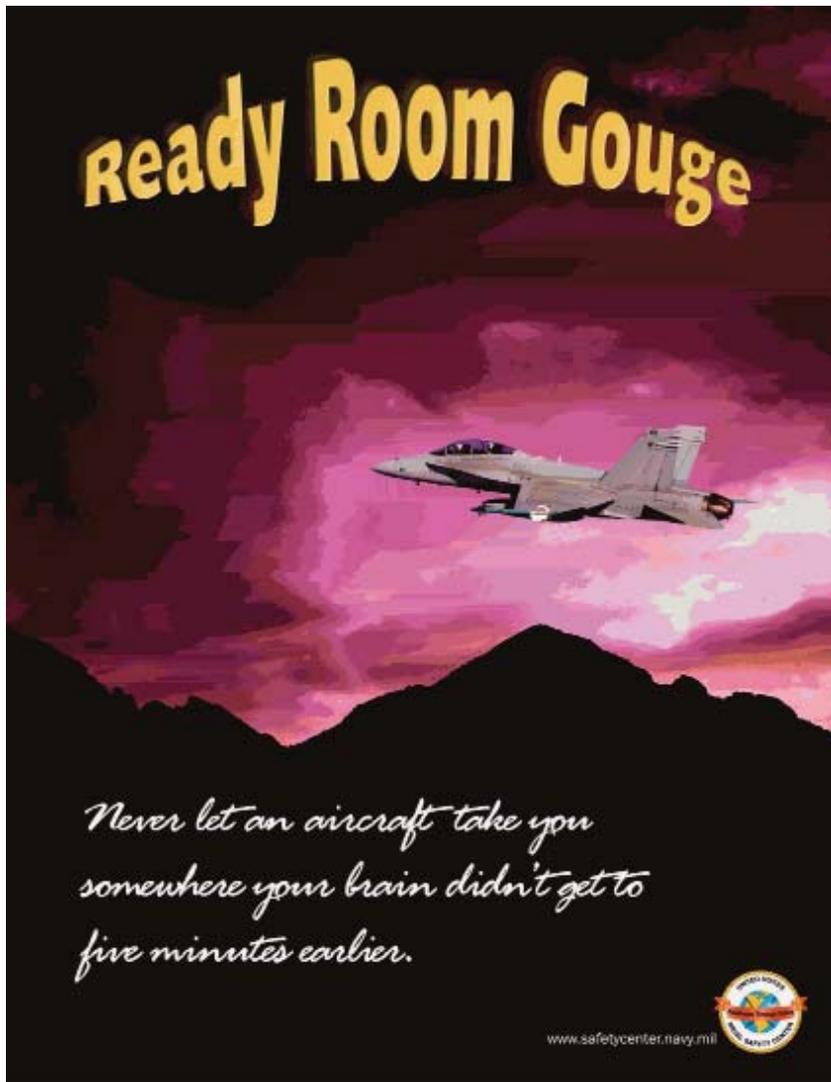
replaced and the seams covered with tape. The agent smiled as he handed us the fuel sheet and informed us that "Everything O.K." There was no mention of the repair – I could tell they really wanted us out of there. We continued our flight to Hong Kong where we arrived (minus the speed tape) with no further problems.

In Hong Kong, a few weeks later, I asked the dispatch representative about the outcome of our "off the books" repair. "Oh," he said, "You did just the right thing. The missing piece was a special titanium panel that had to be made at the factory. It took

a week before they could send it out to us. You would have been in Okinawa for a long time."

I smiled as I remembered that crack over the head and the instructor telling me to "do something." I hoped that in all those intervening years I had learned to do it right.

Fly Safe ✪



# Bill Junjek, A Shot at Freedom - Win or Lose

By Peter Stekel

The face looking out from the Italian immigration service DOCUMENTO D'IDENTIFICAZIONE is gaunt, the eyes tired, the thick mop of curly hair barely kempt. He is wearing a tired black sports coat and a rumpled white shirt open at the collar. He has been sleeping in these clothes for several days and it looks like it. The date of arrival on the documento says 23.9.1963 - September 9, 1963. This is the face of a 19 year old refugee named Zvonimir Djundje, late of Croatia. We know him as Bill Junjek.

Bill Junjek was born December 4, 1943 about nine miles from the town of Zagreb, state of Croatia, country of Yugoslavia. It was the middle of World War II. His father fought with the partisans against the German army - and others - and was killed when Bill was still a babe in arms.

Throughout history Zagreb has been a major European intersection and World War II was no different. Many Allied bombers based in Italy flew over Zagreb on their way to bomb the oil fields of Romania or to bomb parts of Germany. It's probable that people in the United States don't understand the struggle for life Europeans experienced during that time of war. As Bill puts it, "It's because they weren't there. It didn't happen here in the United States." For somebody who lived through the aftermath of World War II, Bill sees the involvement of the United States as "a kind act, a responsible act" for helping end the war.

After Bill's father was killed, he and his mother moved in with Bill's maternal grandmother. "Later, my mother ran off to the world to make a living. That was the end of that." He never saw her again. Times were tough and Bill's grandmother couldn't support both herself and a child so it was, "From one orphanage to another orphanage until I finally got on my own." As a teenager, and living independently, Bill Junjek found himself in a three-year program, studying to be an aircraft mechanic.

At this point it's important to take a step back and recall what Yugoslav life was like in the twenty or so years following World War II. The Soviet economic model following the war had foreign trade controlled entirely by the state. Though many products could be imported for less than it cost to produce them domestically, trade with Western industrialized countries was minimal and internal industrial development consumed most domestic resources.

Marshal Josip Broz Tito (who largely led Yugoslavia between 1943 and his death in 1980) ruled the country with a strong hand. As Bill tells it, "In order to accomplish what he did, I don't think it was an unreasonable thing to do. Ruling the country the way he did was different from Soviet rule and definitely different than Western rule. He was quite successful in rebuilding Yugoslavia after the war. The living was much better than in Russia and some of the other eastern countries."

Bill grew up experiencing the severe impacts from the war. "Yugoslavia lost 1.8 million people out of a population of 12 million. There were gas chambers and concentration camps. Belgrade didn't have one building still standing after the war; not one. After twenty years it was still possible to walk through the town and see entire blocks unchanged since the war. They had not been rebuilt. Yugoslavian people paid a high price for their

freedom."

Politically, Tito had somewhat warm relations with both the USSR and the USA. He had a policy. "If Russians wanted to give him a bunch of MiGs and Il-14s, and tractors and old tanks, he took them. The US gave him a bunch of F-86 Sabres. Tito said, "That's OK. Thank you. But I don't owe you anything and I don't owe the Russians anything. I'm still going to do it my way."

In school, Bill learned not to forget the suffering and sacrifices made by the Yugoslav people in their fight against fascism. Then, after the war, "Yugoslavia became an innocent bystander between fascism and communism." Yugoslavia was nominally a communist government but, "It wasn't Russian communism." Following the war Yugoslavia did promote communism, "to a point," but, "if you dig into it there is a right, and a good part, of the communist system." There were some good ideas: take care of your people, everybody has a job, universal health care. "Where the problem arises is people take advantage of it. And you can't do that. You can't take advantage of any system." As for Tito, "He picked the good things out of communism and that's what made him successful," in uniting the country after the horrible physical devastation of the world war.

For the independent-living 17 year old Junjek, studying to be an aircraft mechanic in 1960 meant long hours of study and work. "It was six days a week, working for six hours. And in the afternoon you went to school for four hours." As for flying, which is what Bill wanted to do all along, "If you were Tito's nephew - maybe you could have gotten into the air force!" The Yugoslav Air Force consisted of "a tight, tight group which was very small." There was no way to learn to fly in Yugoslavia. "There were no private airplanes and there were no flight schools."

After the challenge and excitement of completing his schooling, Bill had an airplane mechanic's licence and a place to work in Belgrade, Serbia. "Then, the days became the same." He would overhaul the center section of a Pratt & Whitney R-1830 1000 horsepower radial engine and, "I would be doing that one after another, one after another, one after another. One of my thoughts was: Is this what I'm going to do for the rest of my life?"

The work was less than exciting, tedious, repetitious, and monotonous. At that time the entire Yugoslav air transport fleet consisted of 12 DC-3s, two Convairs, and four Russian Ilyushin Il-14s. The Il-14 (NATO called them the "Crate") was the Soviet Union's answer to the DC-3. A twin-engine commercial and military personnel and cargo transport aircraft, it entered commercial service in 1954 and soldiered on until the 1980s. "We could only keep two of them in the air because they were breaking down so much." And, "If you rode in one, the wind would whistle through the windows. The stewardess would meet your needs by bringing you a piece of candy. That was the luxury flight!"

The Il-14 operated in lots of poorer countries in Africa, Asia, and Europe in a military capacity. The Algerian Air Force phased out its last Il-14 in 1997 as did the Congolese Air Force. Bill had nothing to do with Yugoslav military aircraft. "The air force was there - we knew about it, didn't see it; it was not public information."

The 1963 earthquake in Skopje, in the Yugoslav state of Macedonia, exposed Bill to the possibilities of how to spend the rest of his life. And remaining in Yugoslavia was not part of the plan. Sent daily from Belgrade to Skopje, as part of the earthquake relief team, Bill worked on keeping the Yugoslav Air Transport in the air so that medical personnel and supplies along with food and shelter could be brought in.

"In the next couple of days, relief airplanes started arriving from Italy, across the Adriatic," and, "some of these airplanes didn't leave empty." They left with people wanting to get out of Yugoslavia. That got Bill to thinking about his future. "I'd had opportunities to read different magazines and different books and get information about the rest of the world and I thought, how far ahead is everybody in the West from us? How far behind are we?"

Around that time 707s were stopping over at the new Belgrade airport on their way to Greece and Turkey. Pan American put an advertisement in the local newspaper offering \$600/month to perform pre-flight inspections on these 707s. "At the same time, I was working for \$30/month. What this person making \$600 could do in one year would take me twenty years to do." That got him thinking.

Not long after that Bill went to the train station one morning instead of going to work and rode to Zagreb from Belgrade. From Zagreb he took a bus towards the Italian border. Near the end of the line, Bill got off the bus and started walking 15 miles to the frontier. He had no passport; no possessions - only what he had in his pockets. When he reached a barbed wire fence, Bill knew he was where he wanted to be. "I managed to crawl underneath and get to the other side." Walking down the road to Trieste he was picked up by the Carabinieri and taken to an immigration camp. "I was dirty and muddy and I looked like a refugee," and he had about \$100 to his name along with the clothes on his back.

At the camp Bill was confined for two days while INTERPOL did a background check to insure he was not an escaped criminal. After three days of hard, exhausting travel, he didn't mind. "It was a shot at freedom - win or lose - completely. I felt good, making it across. That felt good." Bill spent those next two days sleeping.

Released from the camp, Bill got his first document of freedom from the Italian government, his DOCUMENTO D'IDENTIFICAZIONE. He worked in Italy as a day laborer for a year before immigrating to the United States. His first job, from 1964-1965, was in Point Barrow, Alaska, working as an aircraft mechanic at the Arctic Research Station, operated by the University of Alaska. That's where Zvonimir Djundje, late of Croatia, became Bill Junjek.

In Point Barrow, "My job was keeping the airplanes flying - and flying with the airplanes in order to fix them if they broke down." Bill worked on two DC-3s and four Cessna 180s (on

wheels, skis, or floats), and one Cessna 195. There was also a Bell helo to play with.

Bill also started flying. "I didn't have a license but during long flights in the arctic I was given plenty of opportunity to fly the airplane. Even without basic instruction I did a pretty decent job of it! Five hours here, four hours there, and different flights for a year and a half."

Then one day during a long flight, sitting in the right seat of a DC-3 and looking down at Arctic Ocean icebergs that resembled ice cubes, Bill had a thought. "What the hell am I doing here?" It recalled the last time he'd had such a thought while living in Yugoslavia. "What the hell am I doing in this country? It's time to get out."

The very next day he was on a flight from Point Barrow to Seattle! It was the mid-1960s. Aviation was booming, and there were loads of older aircraft that needed work. There were plenty

of start-up companies as well. They all needed experienced mechanics and Bill didn't have trouble getting a job. Among other employers over the years he worked at Renton Aviation and Aerodyne. In the mid-1990s Bill was losing interest in aviation mechanics and needed something new and challenging and different. That's when he moved to Renton Coil Spring. Their high performance springs are custom designed for auto racing, motorcycles, mountain bikes and snowmobiles. They also make titanium springs for aerospace and their product is integral to the Mars and lunar rovers.

After formal flying lessons at Renton Aviation (\$350 in 1965!) Bill's first

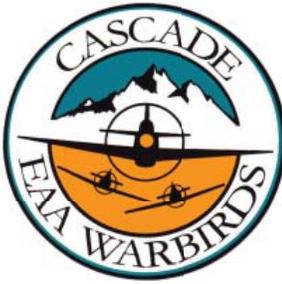
contact with Cascade Warbirds waited until his purchase of an old Navion in 1999. "I kept running into Cascade Warbirds at fly-ins." Along the way Bill got his commercial license - financed, like his private license, solely on his own hook. The great thing about the commercial license is that it allowed Bill the opportunity to fly in the right seat of a DC-3, taking Smokejumpers to forest fires in the Cascade and Siskiyou Mountains. "It was quite an experience and that was probably the most fortunate thing that ever happened to me with airplanes!"

Today, Bill is happily retired. He's never had any interest in returning to Yugoslavia, not even to visit; all of his family is here. He's been married 39 years to Laura; they have two adult children, Mark and Marie. He feels fortunate to have "two good kids."

Looking back on his life, Bill appreciates the advantages he gained by immigrating to the US. He says he can sum up the differences he sees in the world with one word. And that word is: Choice. "You can live under the overpass in this country or you can live like Bill Gates does. The choice is there. Opportunities are here. I didn't have that in Yugoslavia in the old country, where I grew up." Here, "It's up to you what you want to do and how far you want to go. It's how much effort you put into it." 🌟



Bill Junjek - Alaska 1965 (Bill Junjek photo)



# CASCADE WARBIRD EAA CHAPTER

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**Have Your Dues Expired?  
Check The Expiration Date Below.**

## Cascade Warbirds Quick Look Calendar

### April

9-14 Sun'n Fun Fly-In  
20 Heritage Flt Museum  
Open House at BLI

### May

18\* Paine Field GA Day  
18 Heritage Flt Museum  
Open House at BLI  
22-23 EAA B-17 at HFF on  
Paine Field  
24-27 EAA B-17 at Museum  
of Flight  
25\* Cascade Warbird Day  
at Museum of Flight

### June

7-9 Golden West Fly-In  
15\* Heritage Flt Museum  
Warbird Weekend

### July

4 Tacoma Freedom Fair  
and Airshow  
6 Wings and Wheels  
10-14 Arlington Fly-In  
13 American Heros Air  
Show at MoF  
13-14\* Olympic Airshow  
Olympia, WA  
19-21 Concrete  
20 Heritage Flt Museum  
Open House at BLI  
20-21 Alberta Int'l Airshow  
26-28 Southern Oregon Air  
Festival at Medford  
26-28 Tri-City Water Follies  
29-1Aug Oshkosh 2013

\* Denotes Max Effort Event  
See Website for Detailed List

## Check Six



Bill Junjek - Italian Identification Document. (Bill Junjek Photo)