

# WARBIRD FLYER



★★★EAA Warbirds Squadron 2 Newsletter★★★



## CO's Cockpit

By Ron Morrell

We've completed another winter meeting season and I want to thank all of our presenters and story tellers. Without these volunteers and those who ask them to come to our meetings to share their experiences and some history, we would have much different meetings. Thanks again to all of you.

One of our more important functions during the meeting season is the discussions your Board of Directors engage in to help shape our squadron activities and schedule. I would like to share a few of the projects we considered and made decisions about during our board meetings this past year.

One of the more important projects we have been working on is the EAA's Aluminum Overcast tour. We have been

informed of their plan to bring the B-17 to Seattle again but have not decided whether they will accept the onerous indemnity clause that King County imposes on any visiting aircraft that want to sell rides, even if it is a non-profit entity like the EAA. We are continuing to look at alternate venues for the B-17 visit and will be communicating the final

outcome to our members as soon as we can nail down the details. What we do know at this time is that the aircraft will be visiting during the week before Labor Day and will stay in our area until Labor Day. Another important function of the Board of Directors is to analyze the invitations we receive to attend airshows and fly-ins during the upcoming flying season. We look at the information that comes along with the invitations and decide which ones should rate as a "Max Effort" event for our squadron. This year we received an invite from the planners of the Olympia Airshow and it includes the same details as in the past. We voted to make this a "Max Effort" event and will send out details to our aircraft owners and ask for their commitment in the next few weeks. A major change from last years is that the Arlington Airshow planners have decided to invite our squadron and have added details and some funding to attempt to match the type of invite we have always enjoyed from Olympia. This plan will also



John Clark Photo

be communicated to our pilots, owners, and other support personnel in the upcoming weeks. We are hoping that the Arlington plan will support hotel rooms for all the aircraft owners who bring their aircraft as well as some hospitality and more details to be worked out. We all hope this will increase the Arlington participation and lead to bigger and better things in the future. This was also voted in as a "Max Effort" event. For all of you that have attended and enjoyed the Paine Field General Aviation Day, we are planning to participate again on the 16th of May. Please let Bob Hill know you are planning to attend as soon as you can. We are still awaiting possible information concerning Comox, Hillsboro, and VAW but have nothing concrete to report

but will use emails to keep you all informed and utilize our electronic meeting capability to add these events as "Max Effort" events if the details are favorable. Stay tuned!

Now that I've covered the meeting season, we should remember that meeting season leads to flying season!

As we look forward to opening the hangar doors and letting the sun shine

on our aircraft, we need to remember that our flying skills may be a little rusty and may need some polishing in order to be safe. I have always used a technique during those time that I don't get to fly as much as I like. Chair Flying is a great way to mentally prepare for you adventures in the sky. There is proven advantages to mental flying and thinking about the scenarios that you may encounter before you actually strap on the airplane and start burning fuel. I have personally used chair flying throughout my flying career, dating back to the days of Air Force pilot training and the early days of my fighter days. A very important aspect of using this technique is to visualize bad things happening and how you would handle the problem, what options you would consider and what resources you could use to safely conclude your flight. Any good pilot must realize that rusty skills can happen and any techniques that can help polish the mental as well as the physical aspects of flying will be a good *thing*. 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.

Articles can be submitted via e-mail, to the editor's address. Deadline for submission of articles is generally two weeks prior to the next publication, but earlier is always appreciated!

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## Editors Page

By Frank Almstead

After long last, I'm glad to welcome our Publisher and resident Safety expert Ed Rombauer back to duty with this issue. He's been recuperating from surgery over the past several months and that led to our electronic issues. But Ed is on the mend and, thus, this paper version – it's what you pay the big bucks for every year. Additionally Ed has put out another great story for us to consider as the flying season opens. So, Ed, we're glad you're back with us.

I recently visited the San Francisco Bay Area and had the opportunity to spend a few hours at a stop I've wanted to make for a long time. It was to visit the SS *Jeremiah O'Brien*. She's one of three surviving Liberty Ships out of the 2710 that were built, and is one of two that are operational, the other being the SS *John W. Brown* in Baltimore, MD. The trip was important to me as my Grandfather served in the U.S. Merchant Marine during WWII. Like so many others, he never talked much about what he did during the war, but did teach me a lot about tying knots. With some help from my family, and from Fred I was able to piece together a few of his voyages. I now know he sailed between New York, Scotland, Murmansk, Italy, San Francisco, and Japan. I continue to search for more information on his role in history, but sadly the Merchant Marine, while vital to the war effort seems to be somewhat overlooked in

the reference books.

The tour of the *O'Brien* is self guided so you can take as long as you like aboard the ship. It starts in the #2 hold which has a photographic record of construction and wartime use of liberty ships. You move forward to the #1 hold which contains a small museum and gift shop. In these spaces you get a feel of the true capacity of these ships. From there you return to the main deck and can climb to the 3" gun tub on the bow. It still rotates and is aimable. From there you can go aft and enter the Midship House. The galley is located there, as are the messes and staterooms for the seamen. You can also enter the Engine room from this area. The triple expansion engine is an amazing piece of machinery and from the smells you could tell there was life in the ship. The next deck up was the Boat deck. Here you find the Officers cabins. Climbing another ladder you arrive at the Bridge deck. Here you find the Cadets' cabin, the Radio Room, Chartroom, the Wheelhouse and the Captains Cabin. Lastly, the Flying Bridge is on the next level. It is an exposed position on top of the wheelhouse. While a great spot to view the bay from, at sea I could think of better places to be. Climbing down to the main deck you can work your way aft past the cranes, winches, hatch covers, and other gear to the After House which provided quarters for some of the Navy Armed Guard, who manned the guns during wartime.

Overall, my visit to the ship was a great experience. Being able to see, touch and smell a sister ship to the ones my Grandfather sailed was priceless. I intend to take the entire family down for a sailing day in the future. If you are interested, please take a look at their website at [www.ssjeremiahobrien.org](http://www.ssjeremiahobrien.org). It's a great group of people, like us, preserving their part of history. ☘



Wikipedia Photo

# Media Review

By John Clark

## Tex Johnston: Jet-Age Test Pilot

Author: A.M. "Tex" Johnston with Charles Barton  
Publisher: Smithsonian Books (December 17, 2000)  
ISBN-10: 1560989319  
ISBN-13: 978-1560989318

From biplanes to Apollo, Tex Johnston seemed to do it all.

If you thought that Boeing test pilot Tex Johnston's only claim to fame were the two barrel rolls over Lake Washington in a 707 airliner, you are in for a terrific surprise with this fun read about a lifetime of flying adventures. Alvin M. "Tex" Johnston was a man driven by the need to fly from a very young age and knew very early in his aviation career that he was going to be an engineering flight test pilot. Tex seemed to have an uncanny knack of falling into situations and friendships during his career that would make this dream come true.

This book follows Tex's life from a first person account. In many ways it feels like he is talking to you from a nearby armchair with an easy recollection of his experiences that takes the reader quickly from one story to the next.

Starting with a brief but harrowing flight in a Bell XP-59A over Muroc, the story quickly takes the reader back to Tex's first brush with aviation while growing up in the midwest in the mid '20's.

After rebuilding and flying a car-towed glider (with no flying instruction!), Tex discovered a talent as an airplane mechanic where he could trade his time for real flight instruction. He found his way into biplanes and a Ford Trimotor as a student, and soon purchased his own airplane to become a city-hopping barnstormer.

In the year before Pearl Harbor, Tex became a contract flight instructor for the US Army Air Corps which led to a job with the Air Corp Ferry Command as a much-needed multi-engine pilot. The war-time economy handed Tex several options, including a chance to join the USAAC, a job offer fly for an airline or a job with the Bell Company as a production test pilot. He chose Bell and moved his new family to Buffalo New York. His talents and Bell's success led to his dream job as an experimental test pilot. He tested

mid-engine P-39's and P-63's, swept wing L-39's and the first US jet, the XP-59.

As the war ended, Tex helped to hatch a plan to the newly reinstated Thompson Trophy Air Races with a pair of highly modified P-39's. His testing revealed several problems that had plagued the P-39 during wartime service including an incident eerily similar to Jimmy Leeward's Galloping Ghost at Reno. Tex wrestled the airplane to a very fast but successful landing minus several key control surfaces.

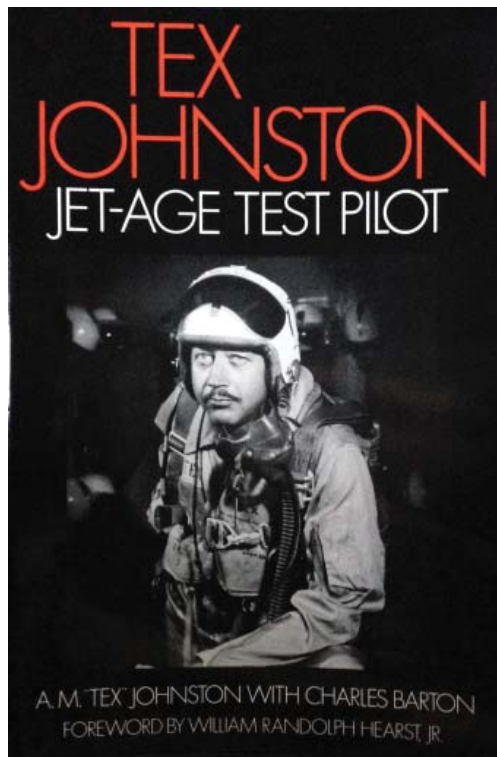
Upon winning first place and the Thompson Trophy, he was re-assigned as the X-1 Program manager. This short-lived position, as a result of an Air Force takeover of the program, resulting in a position to Bell's new Helicopter Division as a salesman-pilot. His genius for marketing, borne from those heady days as a hungry barnstormer, helped pave the way for the new rotorcraft technology in civilian applications. His passions for test flying would soon bring him to Boeing at the leading edge of the jet age.

A position as test pilot for the XB-47 brought Tex to the Northwest and led to additional assignments on the B-52, KC-135 and the Dash 80 (707 prototype). The now legendary barrel rolls over Lake Washington during the summer hydroplane race event in 1955 cemented his place in aviation. He was not done and spent several years in public relations with Boeing as the world adjusted to air travel by jet. It wasn't

always easy and the accidents rates were high. Tex finished his career at Boeing on the DynaSoar and Apollo programs as a Director at Cape Kennedy.

Tex is careful to show appreciation for those that helped nurture his passion for flight, especially his parents and early mentors. Along the way, he rubbed elbows with seemingly every aviation legend including Amelia Earhart and Pancho Barnes. Each person left an impression on him and he remembered the many lessons others had learned before him. He often led the life of a nomadic wanderer, looking for the next flying adventure. Rest assured, he found adventure at every turn.

In many ways, I feel the book shows the author's talents as a salesman where he tries to get the reader to buy into his impact on aviation history. I am sold and I am happy to have shared in Tex's joy of flying and his life as a pilot. ✪



# Squadron News

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## NWCAS BOARD

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We're pleased to report that our very own CO Ron Morrell and airshow-extraordinaire pilot Ross Granley have been appointed to the Board of Directors of the NorthWest Council of Airshows. We're not sure if this means the squadron will be receiving more invitations to events, but we heartily congratulate these gents for the recognition accorded them.

## SCHOLARS

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One of the Squadron's more noteworthy endeavors is our scholarship program. This year, teamed with Galvin Flight Training on Boeing Field, we offered our Private Pilot Ground School and Instructional Flights. Those awarded scholarships will take the FAA-approved ground school at Galvin and, upon successful completion of that course, receive two dual flights to begin their flight training. Here are the first recipients of the 2015 awards:

Tomas Schugurenky of Seattle is a sophomore at The Northwest School. He is planning a career as an aeronautical engineer. He says his career goals include learning to fly and working around airplanes.

Xavier Ortiz of Monroe is a junior at Sky Valley Education Center. He aspires to become a fire-fighting pilot and plans to enlist in the Air Force after graduation. He might even apply to the USAF Academy.

Kevin Nguyen is a senior at Chief Sealth International High School. He has his sights set on becoming an A&P mechanic, but would also like to earn his pilot license. He thinks one day he might like to be a corporate pilot.

Alex Jonson is a sophomore at Issaquah High School. He says his goal is just to become a pilot, whether

military, commercial, or private doesn't matter – he just wants to fly.

He coerced his parents into joining the squadron just so he can volunteer to be around our airplanes.

## PAY THE PIPER

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Now that we're back to a printed newsletter with the address label attached, it is very easy to see the state of your membership. Have a look and if you see DEC 2014 behind your name, we have not yet received your renewal dues. Please send US\$20.00 to CWB, 1066 Yates Road, Oak Harbor, WA 98277. You could be a real champ and DO IT NOW! We're just saying . . .

## MARSHALLERS

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Paul Youman, our Chief of Marshallers, is looking for a few good trainees. If you have a yearning to direct moving aircraft on the tarmac of various airports, to hold your wands high, or just to join in the camaraderie, then get in touch with Paul at [pdyouman@frontier.com](mailto:pdyouman@frontier.com).

## AIR RACING

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That means in Reno, in September, at the fastest motor sport in the world, or so it's been said. We've got a few seats left at \$360 for the week, which includes reserved box seating for five days, pit passes for seven days, and close-to-the-gate reserved parking (one spot per two seats). And we have preferential squadron rates at Circus Circus. If you have any desire to attend, get in touch with Fred at [fred@fcsmyth.com](mailto:fred@fcsmyth.com).

## CAN YOU HEAR US?

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In case there are any of you out there receiving this newsletter but not receiving our email blitzes (there's a least one gent in northern Oregon whose mailbox is full!), send us a shout. We'd like to be in touch with everyone, so it's Fred at [fred@fcsmyth.com](mailto:fred@fcsmyth.com).

## NEW MEMBERS

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We have several new members to introduce to you. They're all wearing name tags now, so be sure to introduce yourselves and offer them a warm welcome:

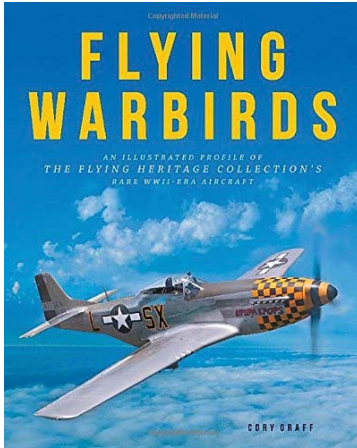
Jim Castino	Fox Island, WA
Kathy Davis	North Bend, WA
Tommy Gantz	Kent, WA
Mark Garner	Point Roberts, WA
Judy Hewitt	Auburn, WA
Catherine Howe	Seattle, WA
Julie Hudson	Bothell, WA
Jeff Jett	Seattle, WA
Barry Johnson	Woodinville, WA
Art Jonson	Issaquah, WA
Roger Kubeck	Minden, NV
Vera Martinovich	Lake Stevens, WA
Jared Patton	Tacoma, WA
Bill Putney	Port Townsend, WA
Mary Schu	Tualatin, OR
Dan Shoemaker	Puyallup, WA
Steve Shull	Fox Island, WA
David Spalding	Olympia, WA
Mike Werner	Kent, WA
Murray Wynne	Seattle, WA

We also welcome back some folks who have spent some time away from our roster. Thanks for catching up and getting back on board.

Pat Barrett	Poulsbo, WA
Shane Morgan	Seaside, OR
Alex Tatman	Seattle, WA

# Media Review

by Frank Almstead



## Flying Warbirds: An Illustrated Profile of The Flying Heritage Collection's Rare WWII-Era Aircraft

Author: Cory Graff

Hardcover - 240 pages

Zenith Press (November 3, 2014)

ISBN-10: 0760346496

Zenith Press has once again made my job as editor a perq. Flying Warbirds is as substantial as the Heavy Iron showcased on the inside. First, it is a sizable book, made up of heavy stock, which contains superb photography of the Flying Heritage Collection. I mean the type of pictures that would make John Clark blush. Secondly, While it may be considered a coffee table book, Cory Graff nonetheless does a masterful job of writing. He intros the central theme of the collection, which is the rapid change in technology during the WWII era and the founder, Paul Allen's early influences. The writing begins with the early biplanes of the era through the early monoplanes, the Bf 109 and Hurricane. From there we move into the skies over China with the P-40 and Ki-43. He covers the icons, the P-51 and A6M3 Zero. From China, he moves to Germany and what I consider the crown jewels of the collection, the FW 190A-5 and FW 190D-13. Cory moves on to the attack aircraft, the FI 156, IL-2M3 and the B-25. He then covers the museums bruisers, the P-47 and F6F-5. Lastly, Cory closes with the pinnacle of technology in WWII, the ME 262 and the ME 163. The narrative flows as smoothly as we transition through time, describing the genesis of each aircraft, and some of their characteristics. Furthermore, Cory shares the pedigree of each of the aircraft. The reading here is facinating, and at the end of it, anyone who is a warbirds fan must thank Paul Allen for going to such extraordinary lengths to preserve these examples of flying history. While the book was able to help me make it through the winter without seeing or hearing these magnificent examples of machinery. The best part is that this collection is housed right here in our back yard on Paine Field. The flying days for the museum are just around the corner and I'll be watching with a whole new perspective. ✪

## New Cascade Warbirds Member Wins Exciting Ride

by Kerry Edwards

Barry Johnson of Woodinville WA got an exciting look at the world from the back seat of a vintage Warbird Bearly this month. Johnson was the lucky winner in a drawing for those who signed up for membership in Cascade Warbirds at last month's 32nd Northwest Aviation Conference & Trade Show at Puyallup. Pilot/Owner "Smokey" Johnson (no relation) offered the ride in his AT-6 Texan as an incentive while he volunteered at the Warbirds information booth.

Built by North American Aviation, the AT-6 Texan was used by the US military as an advanced trainer to prepare cadets to fly the famous P-51 Mustang. Navy versions were identified as SNJ. Smokey and this beautiful Texan are regular competitors at the famous Reno Air Races. (John Clark Photos) ✪



# Hubris or Skill

By Ed Rombauer

Did you know there are people flying airplanes while blind? Not a problem with their eyesight, but more with how they view their ability to fly under different conditions. One of the reasons is that pilots tend to have a non-gradable attitude and they see themselves as a ten on a scale of 1 to 10—even if in truth they fall somewhat lower than that on the skill level. Also, no non-pilot passenger wants to go flying with a marginal pilot—it's better to think of the pilot flying the airplane you are riding in as having good to superior ability than to think that you are going to defy gravity with a klutz.

While it takes a certain amount of self-confidence to be a pilot, there is a fine line between having too much confidence or not enough. Not enough and you would never get off the ground, too much and you are playing a flirtatious game where the odds against you increase as the skill level increases.

When I was a young fighter pilot, I used to do a lot of hand flying. No, I don't mean flying with no autopilot, I'm talking about sitting in the o'club with the other pilots, drinking beer and using our hands as airplanes to show what great pilots we were. What we lacked in skill and experience, we more than made up for in confidence and hubris.

Hubris, an old Greek word meaning overly confident to the point of arrogance, was used in ancient texts to illustrate the old saying that "pride goeth before a fall." The trick to staying out of trouble in airplanes is to keep your skill level just a little bit higher than your confidence level. Otherwise you'll just have to rely on blind luck. Occasionally, you read about pilots that have more confidence than their skill level allows. These are the ones that find their way into the NTSB reports. One of these accident reports caught my attention a while back, and while I didn't know the pilot involved, I thought that it was a good example of what happens when confidence exceeds skill.

The aircraft, an L39MS Albatross, which was basically an early production L59 Super Albatross, had been imported and reassembled by a company in Sitka Alaska. All service and inspections were performed and the zero-zero ejection seats were checked operational.

The pilot, a former Marine Corps FA-18 pilot with time in several other types of jet fighter aircraft, was employed

by the HSA as a Customs patrol and pursuit pilot. He had been hired, on his days off, to ferry a group of the L39's from Sitka to their destinations in the lower 48.

This flight was to get the aircraft from Sitka to Bellingham which, with the headwinds forecast on the day of the flight, was just out of range. Plan B was to fly to Ketchikan, refuel and continue on down to Bellingham. While on the phone with the FSS briefer it was noted that the weather in Ketchikan was starting to deteriorate and the wind was increasing out of the west—not a nice day for flying. As the weather in Ketchikan was going below VFR minimums, the pilot started out by filing an IFR flight plan. After some discussion with the weather briefer and a new destination sequence report, it was noted that the wind was gusting more and was now out of limits for landing on the easterly instrument runway. Abruptly changing his mind, he changed the flight plan to VFR and told the briefer that he'd have to land to the west due to the winds. The stage had

now been set for an accident. The pilot's belief and confidence that he could safely complete the flight had overcome the near certainty of the amount of skill that would be required to accomplish the flight.

Maybe because the pilot was essentially repossessing the aircraft from the company that put it together, and he felt the need to get out of Dodge, or perhaps he felt time pressured to get back to his regular job with Customs,

whatever the reason, he had fallen prey to "get there-itis."

Hurriedly he strapped into the fully fueled L39 and taxied out for takeoff. Looking out at the clear Sitka sky as he took off, it gave him no hint as to the real weather conditions in Ketchikan. With a 750 mile range, he had the option of returning to Sitka or diverting to another airport if necessary, and with a little luck he'd be able to get in, refuel, and get going down to Bellingham before it was dark. Climbing quickly up toward eighteen thousand feet the L39 was operating perfectly, the avionics were all operating normally and the navigation was backed up with a hand held GPS. Somewhere near the middle of the flight, with a portent of what was to come, the clouds began to form, obscuring the ground and reducing the forward visibility to less than three miles. The pilot decided it was time to go back to plan A and file IFR for the remainder of the flight. Contacting the FSS, he filed his new flight plan and received the latest Ketchikan weather—it didn't look good.



The accident aircraft (J.A Dietsch Photo)

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The sequence indicated that the ceiling and visibility were deteriorating, the wind was starting to increase with gusts out of the west, and the visibility was reduced by snow.

Arriving in the Ketchikan area, the pilot called the center to get the latest conditions at the airport. The controller informed him there was a broken layer at 700 feet and a 2700 foot overcast with the wind out of the west at 10 gusting to 20, and visibility of a mile and a half in blowing snow. The pilot responded that he was picking up rime ice and it looked like he would have to make a circling approach to the opposite runway. The controller cleared the L39 down to eight thousand feet and to hold while other traffic landed.

It's always interesting to dissect these reports and see when the pilot had his last chance to escape the accident—or had the ice forming on the wings already sealed his fate?

After a few minutes holding, he called to say he was icing up and needed a lower altitude. He was cleared down to seven thousand and to continue holding. If you are getting ice at eight thousand in snow a thousand feet lower probably won't help much—and it probably didn't help our plucky fighter pilot. He was about to try to beat the odds by believing that he had more ability than he actually did and had moved one step closer to the point of no return.

Holding at seven thousand feet for a few minutes, the controller cleared the pilot for an ILS/ DME 11 approach, circle to land on runway 29. The weather was now 400 broken, 2500 overcast, visibility ½ mile in blowing snow. The wind was out of the northwest at 30 knots. Other pilots in the area would report the conditions as terrible.

Freezing the action for a moment, we can see where our L39 pilot, for all his training and experience, was making bad decisions. He was flying a single pilot, single engine jet aircraft with a high wing loading, on an approach that requires a high level of skill, into weather conditions that should have kept him on the ground. The reason that circling approaches have a high minimum is that they are virtually VFR contact approaches after breaking out of a low overcast. Why this pilot ignored the approach minimums of 2500 feet ceiling, and 1¼ mile visibility is unknown, but during the whole flight he had ignored the lower broken cloud layer—treating the overcast as the ceiling.

The L39 descended on the ILS towards runway 11 in this driving snow storm with an indefinite ceiling. Someone called on the radio saying that the weather was so bad they couldn't see the ferry in the channel, less than a half-mile away. The controller called the L39 and advised him to execute a missed approach due to the poor visibility. Meanwhile, the L39 was nearing the approach end of runway 11 with nothing but the solid white of the clouds and snow to be seen. As the plane's DME was not working, the pilot

was relying on his hand-held GPS to give him his distance and position from the runway; it indicated that he was a mile and a half northwest of the approach runway. What he didn't account for was the thirty knot tailwind pushing him toward the airport which now put him high on the glideslope. With the last chance of escaping the clutches of the Alaskan weather and terrain rapidly diminishing, he pulled the power off and pushed the nose over increasing the rate of descent, hoping to see the airport.

It must have been stressful, those last few minutes of the approach, as the L39 descended steeply out of 400 feet into a blinding snow storm with nothing in sight and a ground speed of over 150 knots. Suddenly, there was the water just a few feet below him. Jamming the throttle full forward and pulling back on the stick, he tried to fly away from impending disaster. Unfortunately, the spool up time on the engine was longer than the time it took to hit the water. With the nose up and the engine not yet starting to produce full thrust, the aircraft hit the surface of the Tongass Narrows sending water flying in all directions. The L39 skipped twice on the surface of the water before the engine could develop enough power to climb back up towards the overcast. The water touch down had sent large amounts of spray into the air and through the engine inlets, damaging the compressor blades, preventing the engine from developing full power. The aircraft struggled to climb to a couple of hundred feet.

There comes time in a damaged aircraft when it's time to say goodbye and this was that moment. But fate had decreed that it was not finished yet. With a modern ejection seat to provide a safe escape, the pilot had only to pull the ejection handle for his safe return to earth. Witnesses on the ground saw the L39 descend out of the overcast at a very low altitude and a steep angle of descent, with the pilot and seat leaving the aircraft. Everything worked perfectly, the canopy opened and flew off, the rockets fired and removed the seat from the plane, and the seat drogue deployed, but before it could pull the main parachute from the seat pack, the pilot hit the ground and was killed. With a steep nose down attitude, the altitude was not quite high enough for deployment of the main parachute.

There were many mistakes and poor decisions made on this flight, from flying an aircraft that was ill equipped for the type of weather encountered, to a pilot that had no experience with winter flying in Alaska. But perhaps the greatest mistake of all was the hubris that led him to believe that his skill level could accomplish this flight under the conditions in which he found himself. With more skill he would not have made this flight. In flying airplanes, a little humility may save your life. Fly Smart 🍀



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EAA CHAPTER**

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

**Cascade Warbirds  
Quick Look Calendar**

*April*

- 18 Heritage Flt Museum  
Open House at BVS
- 21-26 Sun'n Fun Fly-In

*May*

- 2-3 Planes of Fame
- 16 Heritage Flt Museum  
Open House at BVS
- 16\* Paine Field GA Day
- 31-1Jun Skyfest 2015  
Fairchild AFB

*June*

- 6 Skypark Aviation  
Festival, UT
- 19-21 3rd Annual Biplane  
Weekend @ PAE
- 13 Warbirds over the West  
Aurora, OR
- 20 Heritage Flt Museum  
Open House at BVS
- 20-21 Hollister Airshow, CA
- 27-28\* Olympic Airshow  
Olympia, WA

*July*

- 4-5 Tacoma Freedom Fair  
and Airshow
- 5 Gig Harbor
- 9-11\* Arlington Fly-In
- 11 Qualicum Beach
- 17-19 Oregon International  
Airshow - Hillsboro
- 18 Heritage Flt Museum  
Open House at BLI
- 25 Flying Heritage  
Skyfair @ PAE
- 25 Boundary Bay
- 24-26 Tri-City Water Follies
- 20-26 Oshkosh 2015
- 31-2Aug SeaFair

\* Denotes Max Effort Event  
See Website for Detailed List

## Check Six



Barry Johnson and "Smokey" Johnson pose after the winning new member flight. (John Clark Photo)