

WARBIRD FLYER



★★★EAA Warbirds Squadron 2 Newsletter★★★



CO's Cockpit

By Ron Morrell

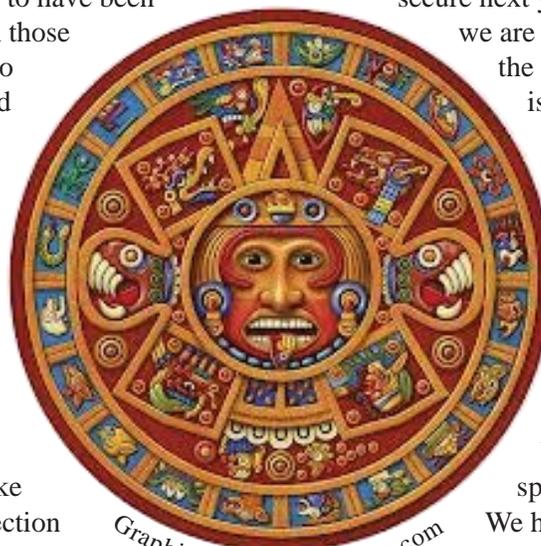
Welcome to the first Cascade Warbird newsletter of 2013...that is IF the Mayans were mistaken or just ran out of rock for their calendar! I am putting words to paper during the holiday season and decided to make this some semblance of a squadron introspective. Just like many of us look back during this time of year at the past 12 months and we evaluate where we were as well as where we want to go in the next year...I would like our to give the squadron members the ability to do the same thing concerning the direction of our organization. Oh, and by the way, I hope everyone has had a great and satisfying holiday season, i wish for all of you to have been able to spend time quality time with those you care about and have been able to reflect on your accomplishments and goals for the future.

I want to look to you, the members of our squadron, to give us the feedback and suggestions we need to keep moving this organization in the direction that is beneficial to all of us. Your 15 member Board of Directors and 5 person Executive Board as well as myself as the Commander, are here to serve YOU...not just make the decisions and determine the direction of our squadron by ourselves...we need and want your input. The members of this squadron are the linchpins to what we do and how we operate, including our mission statement. I would encourage all of you to remind yourself of who has volunteered to help run this organization by visiting the squadron web site at www.cascadewarbirds.org and look at the operation page to get all of your elected board members' contact information. We all look forward to your input, suggestion and constructive comments to help us meet your needs. Your involvement in this squadron is what keeps us moving forward and motivates your board members to keep striving for better activities, more motivational presentations and new ideas.

As many of you know, there has been a great deal of

changes at the Experimental Aircraft Association in the past two year. There is now a new president and many new committee heads and staff. Without intending to be judgmental, there seems to be a great deal of disarray within the organization at this time. our squadron is part of the EAA but we are not obligated to be paralyzed by their disarray...we can and will chart our own path. I need all of your help to do that with conviction and a positive attitude. The Cascade Warbirds two most important ties to the EAA are the B-17 tour and our scholarship program that send kids to the Air Venture camps. We have been unable to secure next year's plans from the EAA as of yet, but we are working the problem and making sure the EAA knows where we stand on these issues. Just to be clear, our members determine the path of our squadron and I value the input of each of you.

Back to the beginning...how did we do in 2012? What can we do better in 2013? Are you ready to influence the Board of Directors and to step in to help us move in the direction we all want to travel? As of the latest information I have, we may be looking at a Fairchild Airshow in the spring and the Olympia Airshow in July. We have no word on the VAW but are hoping to be able to spend time with the Heritage Flight Foundation again in September. What do you think we should emphasize? Should we, as a squadron continue to "ask" to be invited to these events, or should we change our tactics and just decide on our own what to attend and how to create incentives for our aircraft owners to attend? Your input is essential for your Board of Directors to make these decisions. I want to make this squadron, not only the biggest EAA Warbird squadron in the United States, but the most responsive and the BEST Warbird squadron in the United States! Sincerely, YOUR Squadron Commander, Ron. By the way, if the Mayans were right...disregard all of the above! Keep 'em Flying! ✪



Graphic via fineartamerica.com

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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Web Stats

The Cascade Warbirds website continues to generate a steady flow of traffic from users around the world. We set a record, and had great interest in one of our biographies.

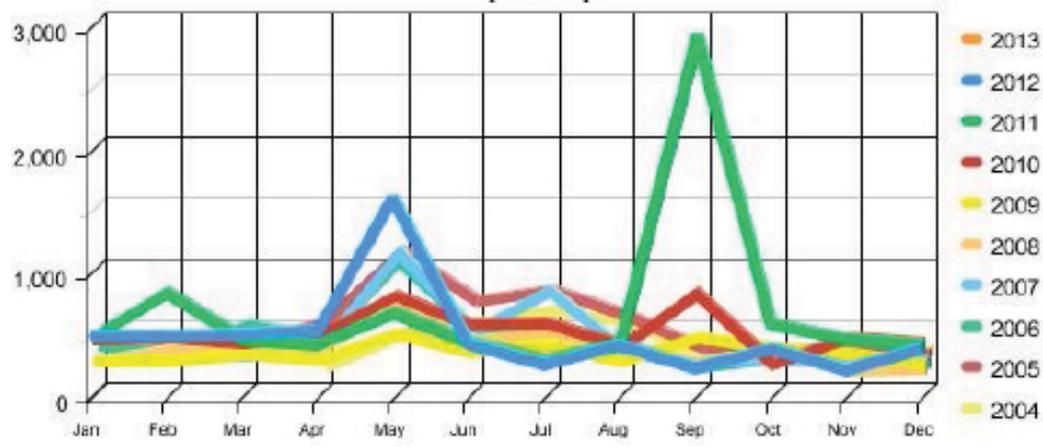
The CWB website page experienced almost 10,000 page views with users that visited from 53 different countries. The U.S., Canada, and Great Britain (UK) are home to the greatest number of visitors with more than 9500 hits. We saw the most amount of hits ever for the month of May (below) this past year with 1576 visits. The site averaged 645 page views from 389 visitors each

month of this year.

The top visited five pages, in order, are the main splash page (5085 views), Walt Spangenberg's biography (1482 views), airshow images (934 view), scholarships (786 views) and the meeting minutes page (692 views).

And finally, during the past year, the CWB website passed our 90,000th hit. Cascadewarbirds.org will likely pass 100,000 hits by the end of the year 2013. We look forward to this event! ✪

Report Graph



John Clark captured the action at the Squadrons Annual Christmas Dinner Party

Squadron News

HOLIDAY GALA

WOW! That was some party! Several dozen members got together on 08 December for the Squadron's annual Christmas dinner party and it was clear to see that a good time was had by all. The long distance award went to Steve and Lorraine Householder who traveled all the way from Yamhill County, Oregon. The international award went to Bonni Reid, Ginny Ivanicki, and Ray Roussy, from our ally to the north. After another very fine dinner put on by The Medallion Hotel staff, we kicked off the annual awards portion of the program.

Our Volunteer of the Year Award went to the team of Rick Bray and Lori Greer. Members for some six years now, the Squadron can always count on Rick and Lori to show up at nearly all our events and fill in wherever they are most needed. Congratulations to the two of them and many "Thanks" for all they do.

Newsletter Editor Frank Almstead and his wife Susan instituted a writers' award several years ago to recognize the quality of submissions to our quarterly Warbird Flyer. This year's entrants were so compelling that two awards were necessary. Michael Rutledge won for his January story Sometimes It Works Out (con't in April) and Bill Wilson won his for April story Jackal 33B. Both these stories can be found online in our newsletter archives.

We next learned the benefit of keeping an eye on the camera. Notice was taken this past year of an individual who always seemed to be "front and center" when film was being exposed. So we honored Dave Desmon with a Most Photogenic Award in recognition of him always facing the camera. Of course, several

self-portraits were snapped of the presentation.

The Member Appreciation drawing closed out the official festivities. Each year two tickets are given for B-17 rides come the following year. Long-time friend (and new member) Larry Cruz was excited to be selected for one of the rides. And, lo and behold, self-promoter extraordinaire Dave Desmon, with his camera clicking in the foreground, won the second ride. He immediately gave his seat to long-time friend (and new member) Tracy Cruz. Now Larry won't have to ride alone.

We also got to meet a couple new spouses. Long-time member Rick Davis introduced us to wife Kim and we promptly forgot about Rick. Al Sauer admitted a November wedding to Sunshine and, this is no play on words, but her smile is even more brilliant than his. Congrats to the four of you.

RENO AIR RACES

The 50th edition of the National Championship Air Races runs September 11 - 15, 2013, and now's a good time to decide whether you'll be attending with the Squadron. They've changed up the payment process a little bit and they've bumped up the price, too. The price is now \$350 each for our A-41 box and \$340 each for our B-40 box - if we pay by March 1st. So, if you have a deposit with the Squadron FO already, send your balance by 18 February. If you are uncertain about how much you owe, or if you would like to retrieve your deposit, or if you have any other question (about the Races), contact him at Fred@FCSmyth.com. Finally, we have been alerted that another price increase is in the works for boxes paid for after March 1. We'll keep you advised.

2013 DUES

While we're talking about price increases, there are NONE for your 2013 dues! So have a look at the mailing label that brought you this newsletter - if 12/12 appears behind your name, send your renewal to CWB, 1066 Yates Road, Oak Harbor, WA 98277. The FO will really appreciate your timely action.

NEW MEMBERS

It's always a pleasure to introduce new members to our group and this past quarter sees some more new faces. Please welcome

Mitch Babarovich	Anacortes, WA
Jon Counsell	Del Rio, TX
Larry Cruz	Graham, WA
Tracy Cruz	Graham, WA
Phil Decker	Bremerton, WA
John Haug	Redmond, WA
Alex Wencel	DesMoines, WA



Chopper Story

by Ed Rombauer

I must confess that in writing these pieces on aircraft safety, they have been fixated on fixed wing aircraft (pun intended). Not counting rockets and balloons, that leaves helicopters as the other type of aircraft that can benefit from a crew safety program. And just because I'm not an expert in flying helicopters doesn't mean I can't write about them, after all the government writes about things it knows nothing about all the time.

With my limited experience flying helicopters I have found that procedurally, fling wing and fixed wing aircraft are much the same. There are switches to be placed in the correct position and controls to be manipulated in the correct manner and an aircraft to be kept off the rocks.

This is why we can learn from the mistakes and experiences of flight crews in both types of aircraft. The following is a true experience that takes place on a U. S. Navy Frigate operating with an assault carrier task force somewhere in the Mediterranean.

The aircraft is an HH60-H Seahawk

multi-role helicopter based aboard the frigate. Since helicopters tend to operate at or near ground level, or rather sea level, the twin engines on the Seahawk besides sucking in a lot of air ingest a lot of salt water. This can cause a buildup of salt on the compressor blades which in turn can lead to engine compressor stalls and the subsequent loss of power. After the loss of several shipboard helicopters due to salt buildup, the manufacturer developed a water wash system to clean the salt off the blades, a system that also works for sand. In setting up for this cleaning, one of the pilots is required to pre-position several switches on the overhead panel and then remain at the controls until the cleaning is completed.

It had been a long day. The Seahawk and its crew of two pilots and two crewmen had been tasked with ferrying sling-loads of supplies from the supply ship

to the frigate. It was tiring and exacting work and it didn't help that they were doing it in a hot aircraft while wearing an exposure suit and helmet. As the sun began to set, Phil, the senior pilot, checked his fuel gauges and then, keying his intercom, said to Carl, his copilot, "Call the ship and let them know we have enough fuel for one more load." Carl turned to him and replied, "That puts us out here after sun down, and remember we're standing rescue duty tonight." As Phil turned the aircraft back to the supply ship he noticed that the sea and wind were starting to build in intensity. Hooking up the last sling-load was more difficult, as the supply ship was now moving around more than it had before; however



U.S. Navy Photo

the Seahawk with its light fuel load and twin 1600 HP engines had more than enough power and agility to compensate for the wind conditions. With the gauges indicating minimum fuel, Phil returned to the frigate and deposited his last load and then hovered off the end of the ship while the deck crew cleared the pallets off the landing pad. In a short time the pad on

the back of the frigate was clear and Phil skillfully set the aircraft down on the small deck.

With the Seahawk locked to the landing deck, Phil neutralized the collective and allowed the rotor RPM to drop to ground idle. Turning to Carl he said, "Whose turn is it for the water wash?" "I did it last time," replied Carl, happy that he could skate out of this time consuming procedure and get down to the ward room for a much needed dinner. "OK go ahead and get some chow, I'll be down there as soon as the wash is done." Phil began to run through the engine wash procedure and as he turned on the engine anti-ice in preparation for the procedure, he looked out the cockpit window and saw Carl and his two crewmen waving at him and running towards the aircraft.

Fearing that something had gone wrong with the helicopter or that someone was about to get into the rotor

arc, Phil immediately shut down the engines and waited for a moment as Carl jumped into the aircraft and moved up to the cockpit. “We’ve got an emergency call out. There’s an injured sailor on a destroyer and they need to get him to the carrier ASAP. I told the crew chief to fuel us as quickly as possible. They’ll download the coordinates to us as soon as we’re ready.”

With a full load of fuel and two crewmen on board, the Seahawk headed off into the dark and increasingly windy night. It was only a twenty minute flight, where with the help of the aircraft’s radar and the ship’s beacon they located the destroyer. Carl was working with the helicopter’s FLIR imager while maintaining contact with the controllers on board the ship. Keying his intercom he turned to Phil and asked, “Can you put it down on the pad?” Phil hesitated a moment before answering. “With this sea state and wind it’s too tight, we’ll have to use the winch.”

Phil was now flying with his NVGs down as he brought the Seahawk around for a stern approach to the ship’s rear deck. Even with his many hours of flying and night lifts off of the smaller ships in the group, it was never easy. This was to be the case this night as Phil watched the green image of the destroyer pitching in the wind tossed sea through his night vision goggles. “I’ll bring us in right to left, let me know if the superstructure gets too close, and call my altitude on the way down.”

Phil deftly and carefully brought the Seahawk down to a hover over the landing pad on the stern of the destroyer. As the crew lowered the hoist cable to the waiting deck crew below, Phil worked hard to hold position while the litter and medic were attached to the cable and began their ascent. Suddenly a particularly

large wave lifted the destroyer up rapidly closing the clearance between the ship’s deck and the litter. The crew chief in the back of the helicopter, who was calling out the position of the cable hook to the pilots, yelled into the intercom, “Pull up!” Phil had seen the bow of the destroyer rise on the oncoming wave and knew that the stern was next. Pulling hard on the collective he was just able pull up slightly faster than the ship was rising. At the same time Carl turned to Phil and excitedly said, “The TGTs are in the red!” Phil backed off on the collective and the turbine temperatures dropped down to just under the caution range. His mind raced as he tried



U.S. Navy Photo

to figure out what had happened to the engines. Thinking about it the aircraft had seemed a little sluggish but that was probably due to the full fuel load and the extra people on board. On the flight back to the carrier he was able to keep the TGT (turbine gas temperature) below the red line limit by being careful with his rotor torque. Landing on the carrier and shutting down, the

two pilots went through the shut-down check list. Carl read the items on the list while Phil verified each switch or control position. As Phil looked up to where the anti-ice switch was located he realized why their temperatures had gone high—he had forgotten to turn the anti-ice off when the engine wash procedure was interrupted with their emergency call-out. The Seahawk had lost about 18 percent of its power with the anti-ice turned on; continuing salt build-up on the compressors had robbed the engines of even more power.

As Phil and Carl fly off in their thirty three million dollar government fun machine, our take-away from this adventure is that memory is a bad checklist and flight time is no substitute for SOP’s. Experience is what takes us back to basics. Fly Safe 🍀

A Rookies's Story

By Kevin O'Keefe

I've been reading the Warbird Flyer for about five years now, and I have yet to be disappointed. After reading so many inspiring stories about members' lives and flight adventures, I wanted to share my journey with the hope that I could help inspire a new generation of Warbird enthusiasts, owners, and operators. I love the biographies about local heroes whose company we are able to enjoy, and whose stories we are lucky enough to hear and re-live. I love the candor with which the squadron views safety in flying and I love the camaraderie amongst all the members I have met at various events: both flying and non-flying. It has been an honor to meet everyone so far; I appreciate all of the advice and stories over the years, and I look forward to meeting more CWB members, pilots, marshallers, GIBs, you name it...I'm just looking forward.

I joined CWB after an indoctrination into warbirds from a few of our members – mainly as a GIB (Guy In Back)— current CO Mr. Morrell, fellow CJ driver, Chris Zimmer, and Navion driver, Curtis Thompson. I started out as a lover of aviation as all of us are and, luckily, found myself as a warbird passenger. “Hey Kevin, I'm headed out this afternoon after work...can you swing it?” ABSOLUTELY! After my first few flights as a GIB in their warbirds, I was flexing my Boeing schedule to accommodate any flight into which I could slide. Lunchtime, sunset, 8am, it didn't matter; I couldn't get enough! Then I started driving their cameras during formation and acro flights. I quickly acquired a g-tolerance, and before long, I was staring at the camera screen in front of my face as we were maneuvering inverted during a formation barrel roll over the Skagit Valley.

My love of airplanes started at the age of...0? 1??? Was it in the blood? Needless to say, I always have been intrigued by airplanes, and with the help of my Army National Guard father, Dennis, I had front-row seats to all air shows in the Philadelphia area while I was growing up. Ft. Dix/Maguire AFB in New Jersey, and Willow Grove NAS just outside of Philly were our go-to shows. I was even privy to a show in Quakertown, PA circa 1996, where I met young legends Patty Wagstaff & Julie Clark, and my love of aviation only grew. Sadly, my father couldn't obtain flight status many years ago during his quest to fly

Loaches (OH-6). However, after a long & rewarding career in the Army in intel & personnel, which included a stint on Staten Island, NY during 9/11, he is now taking flight lessons in St. Petersburg, FL where he's ½ retired. Son of a gun is progressing like an 18-yr-old flyboy, and his instructor can't seem to keep up. After finishing up my Masters in Engineering in spring of 2010, and with all of the concurrent warbird GIB-ing I had been doing for the past two years, I just had to get my license. Finally, with my wife onboard with my expensive hobby choice, I earned my ticket in November of 2010 and we spent most of 2011 flying around in 152s; all the while I had my eye on a warbird. Navions, IARs, 149s, CJs, Yaks, you name it, I just was not satisfied with aircraft rental.

After months of chasing down various models, and accruing a whopping 100hrs total time as PIC, we settled on a Piaggio P-149E. The twin-sister of the more common Focke Wulf Piaggio FWP-149D. She's an aerobatic, 4-place, stick-flown trainer that's good for +6/-3g, has a 274HP GO-480 Lycoming under the cowling, and room to stretch your arms & legs...for all four occupants. No, she won't do snap rolls or cruise at 170kts, but she's a perfect fit for our family.

Many of you have probably seen or met me at various CWB events this past flying season, with or without my pregnant wife in tow. My wife, Brea, has been a great support in my love of aviation, and after agreeing to our 149 purchase last October 2011, she has done nothing but be a heck of a wife and mother to our new baby girl. I am a lucky man. I love sharing the story of a day this past April, during our first annual (always the worst annual!), when she came to the hangar and asked, “How can I help?” I showed her the basics of cotter pin removal, cotter pin installation, and what an inspector would be looking for. By the end of the day, she had removed and replaced, with stainless, all the cotter pins in the flying surfaces. All of this while being 4mos pregnant. And yes, I got a picture.

I (we) never realized the love/hate relationship owning an aircraft can invoke. We had heard stories, but come on...you never really know until you're in that specific situation, right? So here we are. It's sunny out and you're flying every weekend, and it's nothing but a “love” relationship with your bird.

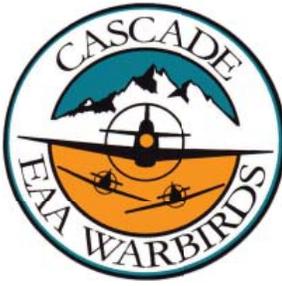
You can't get enough of the girl (your wife, too... HAH!). Then the X breaks, and during the X overhaul and reinstall, you notice the Y and the Z need to be replaced. Now she's down for eight weeks and you're hemorrhaging money. Here comes the "hate". Thousands of dollars and who knows how many man-hours of wrench time and called-in favors of flying buddies later, she's airworthy again; and the love-hate cycle swings back around. Now I have begun to feel the pain that all warbird owner/operators have felt along the way, and want to ask that the non-flying community be understanding when a bird's absent at an airshow. This past flying season, we made about five events, but missed a bunch that were on our wishlist. Brakes. Exhaust. Plugs. Radios. You name it, and we're trying to fix it: trying to get airworthy again. Trying to "Keep 'em Flying".

So, with all of that said, ultimately I would like to say thank you to CWB and its members. Thank you to the members for being cordial at meetings and for

making a new member feel welcome. Thank you to the owners/operators for their willingness to take up a non-flying member and ignite a love of flying that had been long-hibernated. Thank you to the flying community for welcoming a rookie warbird pilot and providing constructive criticism to his flying and last, but not least, thank you to the veterans of our armed services, members and non-members alike. What we do as CWB aims to honor their service and to thank them for their dedication and sacrifice. I look forward to meeting more of them, as well as all CWB members, in the coming months.

Forever walking the Earth with my eyes turned skyward,
Kevin "GIB" O'Keefe...and family
P-149E "Rudy" ✪





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

**Cascade Warbirds
Quick Look Calendar**

January

- 12 Squadron Meeting at
Musuem of Flight
- 19 Heritage Flt Museum
Open House at BLI

February

- 13 Squadron Meeting at
Musuem of Flight
- 20* Heritage Flt Museum
Open House at BLI
- 21-24 National Warbird
Operators Conference
- 23-24 Northwest Aviation
Conference
- 25-27 Copperstate

March

- 1 Northwest Council of
Airshows
- 8 Squadron Meeting at
Musuem of Flight
- 15 Heritage Flt Museum
Open House at BLI

* Denotes Max Effort Event
See Website for Detailed List

Check Six



Co-Volunteer of the year Rick Bray with a motley crew. (John Clark Photo)