

WARBIRD FLYER



★★★EAA Warbirds Squadron 2 Newsletter★★★



CO's Cockpit

By Ron Morrell

As we approach the middle of the summer, I hope we are all being satisfied by the flying events and Warbird gatherings. Much of the emphasis for our squadron is to gather and share our "magnificent flying machines" with the kids and adults who may have never seen or touched an authentic military warbird. I hope we all try to keep this in mind when we stand by our airplanes and talk to those who approach us and answer their questions with all the enthusiasm we had when we first became "Warbird Pilots". Most important: demonstrate your professionalism and dedication by doing your ground operations and flying operations in the safest manner possible!

Another sentiment that we all must keep in mind is that these aircraft, that we sometimes take for granted, are unique and built for just one real purpose; to support and carry out the military objectives as dictated by our country's leaders.

Warbirds, by definition, are aircraft that are conceived, designed, built and operated for these objectives: defending our country and freedom from those that want to take both of those away from us! For those of us that own retired warbirds and fly them regularly, we actually still need to consider that we must defend our freedom to continue to fly these aircraft. It doesn't sound right but we are under continual assault on multiple fronts just to exercise the privilege and freedom to bring our aircraft to airshows, fly-ins and to generally "Keep 'em Flying".

While we all consider our country a bastion of freedom, we are under constant regulation and restriction concerning our airplanes. There are multiple organizations attempting to interject their opinion and standards on our pastime. These include, just to name a few; the FAA, our medical doctors, the IRS, state governments, airport operators, and even the United States Fish and Wildlife Service. Do not be fooled by these organizations, they all want to be able to dictate to us how, when and why we fly our airplanes, but we do have some tools to help be heard and attempt to counteract the actions of these organizations. This is just a reminder to all of our squadron members how many organizations there are out there that do advocate for us and I would encourage you to become members and be vocal

with those groups that you feel will best let you be heard and have your best interests at heart. Just so we all realize, General Aviation is a small minority of aviation activities in our country. Of those activities under general aviation, we are an even smaller subset. So, to start at the top; AOPA is a pretty good sized group that I think does a good job talking to those in our government that manage the strings attached to the most important agencies controlling our pastime. AOPA's primary focus is the airplane owner and operator and actually do consider the warbird pilot as one of theirs. As we move down the feeding chain

we have the EAA and the Warbirds of America to add to our sideline. I am members of all these groups and find that, while our squadron may not be immediately on their radar, they can be our advocates for us. We need to keep them in the loop and remember that without speaking up, they won't know what we need. Take for example our problems with hosting the EAA's B-17 this fall; without letting our voice being heard, those that can advocate for us may not know how troubling it is to deal with onerous rules regarding our airports, without voices like ours, nothing will change. Could it be possible that 250 voices could

let AOPA, WOA, our local FSDO, King County, etc know about the fact that we cannot easily bring an historic Boeing airplane to the birthplace of the B-17. Could our voices better enable a charitable organization to highlight Aluminum Overcast and give people a once in a lifetime chance to fly in it? We only have that influence if we exercise it!

Just to add to this discussion and bring up a couple of more organizations, many of us attend airshows with our aircraft, perform in those shows or just attend the shows individually to get to interact and enjoy the show. The International Council of Airshows (ICAS) is the primary group that advocates for these venues and fights continually to improve the safety, visibility and organization of these shows throughout our country and beyond. Even your local regional version of ICAS (the Northwest Council of Airshows) has influence on the rules, help organizers attract airshow acts, and furthers the safety aspects and generally promote our interests. I hope you all will consider how you can help promote our passion, which in turn will help all of us. 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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Ops Tempo

By Robert Hill

As I sit here writing this the 2015 flying season is well underway. Where is the time flying to?

Let's recap what we've done so far and look forward to what we have coming down the centerline through July and into the first part of August.

We started our event year in May with a successful airshow at Paine Field and their General Aviation Day. Your CWB put in a good static and safe flying display that was well received by the spectators. June remained mostly quiet until late in the month when another successful Olympic Airshow concluded with heavy CWB involvement. The squadron also bid Brad and Christine Pilgrim a fond farewell as they depart for their new roles in Texas with the CAF. I know that Brian will miss them dearly as will all of us.

July brings heat to our area and with it some big opportunities to once again showcase our airplanes and our professionalism both in the air and with our marshalling on the ground.

July 5th is the Gig Harbor Wings and Wheels event held at the Tacoma Narrows Airport. Each year has grown larger than the past, with an airshow and car show sharing space on the tarmac. The Gig Harbor community really turns out for this event and it seems like we always luck out with the weather.

The following weekend is of course Arlington. CWB will be officially participating July 10-11 but arrivals are welcome anytime from the 8th to the 12th. We're planning on flying and then leading the armor guys back to the encampment as we have in years past.

What is shaping up to be a huge event for us will take place Aug 1-2 at the Museum of Flight at Boeing Field. You may have noticed that this is the main SeaFair weekend and you're right, the museum has invited us to be a part of the festivities! With lunches, a room Saturday night and fuel when you depart, this is going to be a do not miss event.

Comox was scheduled for August 14-16

but due to a shrinking airshow budget the event has limited us to 6 static aircraft and crew. While this is a bit of a disappointment for a lot of us, it will allow our Canadian members to attend and have the spotlight shine solely on them for a change.

Two events at this point in time are up in the air (no pun intended). For Aug 8-9 it was planned that the CWB would have a squadron fly-out to Prosser. This would be just for all of us to get away and let our hair down for a while. Tour some wineries. Relax. Unfortunately it has been extremely hot in central Washington with temps in Richland approaching 115. While it usually is hot over there in the summer, this one seems unusually hot. I'm proposing that we do something a little closer to home (and maybe a little cooler?) this year with overnight lodging available. Stay tuned for this email with details soon.

Lastly we have Vintage Aircraft Weekend on labor day weekend. CWB has not been invited as a group for a couple of years, and we don't expect that to change. You should see some CWB aircraft participating since some individuals have been invited.

If you don't already do so, please look at our calendar on the website or read our frequent squadron-wide emails to get the latest info on upcoming events. Whether you're a marshaller, pilot, would like to volunteer in some capacity or just come to the event to hang out please sign up and let us know your interests. Our activities are planned with you our members in mind and it would be great to see all of you. If you have any questions about any of the events, please feel free to email me at cwbopso@gmail.com.



Squadron News

SCHOLARLY DOINGS

Two of our four 2015 scholars have commenced their ground school training and one has finished. His name is Kevin Nguyen and he has already taken both of his instructional flights. Kevin says this about his experience: *I'm glad to have been able to take this experience and I can confidently say I enjoyed it. The instructor was kind, always helpful, and funny but serious. I would definitely list this as a great experience. After my two intro flights, and being able to fly in both the 152 and 172, I've decided that my love and passion for airplanes is more towards the Pilot route. I have been trying to decide whether I wanted to become a Pilot or A&P, after those two intro flights, I immediately knew I wanted to become a Pilot. I will not be following through with lessons because I will be flying down in San Diego, California at Coast Flight Training and pursue an AA in Aviation Pilot Training and my commercial license. I think everyone was spot-on and don't have any remarks or comments. Thank you for the amazing opportunity.*

AIR RACING

September is the month to be in Reno watching the world's fastest motor sport. The Squadron has two (count 'em, two) reserved-seat boxes at show-center (our A-41 box was Moya Lear's for years! – but it's already full!) and there are a few seats still available. Only \$360 for the week; contact Fred at fred@fcsmyth.com if you'd like to be a part of the party. And we're staying at Circus Circus – we have preferential rates if you mention you're a member of CWB.

SAVE THE DATE

Now here's a change you may be interested in. Our annual Christmas Dinner Party and Awards Banquet, to be held Saturday, 12 December 2015, will be at the Ramada Inn in Tukwila. It's the same place where we had our 2005 party, though the property has changed hands. We'll have the triple ballroom for dinner and a very nice breakfast room in the morning. Dinner prices will be communicated a bit later (guaranteed less than last year), and we have been offered room rates at only \$84.00. Call 425.226.1812 for your rezzie and be sure to mention that you're with CWB.

SAVE ANOTHER DATE!

Our very own Col. Dan Barry, USAF – Ret., will be at the Museum of Flight in the William M. Allen Theater at 2:00 PM on Saturday, 29 August 2015, talking about his “Wild Weasel” days in Vietnam. If you haven't heard Dan's story yet, you just might want to show up to hear what it was like.

We thank Dan for his contribution to our military.

UPDATE EMAIL ADDY

Have you recently changed your email address? If the only time you hear from us is through this quarterly newsletter, then we're probably using a discontinued address of yours. Update us at Fred at fred@fcsmyth.com. But, of course, that's only if you want to hear from us.

WE HAVE THE GEAR

As you prepare for the upcoming flying season, don't forget your access to our official regalia. We have ball caps, tee

shirts, sweat shirts, shoulder patches, decals, name tags, and more available for very reasonable prices. Just contact your friendly Fred at fred@fcsmyth.com to get yours coming your way. In case you're wondering, we don't advertise these goodies on our web page because the state classifies web pages the same as they do brick-and-mortar stores. And that's not us.

PAY AS YOU GO

We're still a few souls shy of our membership renewal goal, so we encourage those of you who have not yet done so to follow through. Have a look at the address label on the newsletter envelope and if the date following your name is DEC 2014, please send US\$20 to HQ ASAP. You know we're putting your money to good use, so you might as well help out. Thanks.

WINGING

Congratulations to Sam Warren who is the newest member of our pilot fraternity – he just received his Private Pilot certificate. Good job, lad.

WELCOME ABOARD

Please welcome our newest members to the squadron.

Victoria Chan	Point Roberts, WA
Steve Preston	Oregon City, OR
Charles Rehberger	Bellingham, WA

AWO Winners

The Arlington airshow ran this year from July 9-11. Several of our members attended, and some even brought home some “hardware”. The awards earned by our members are follows:

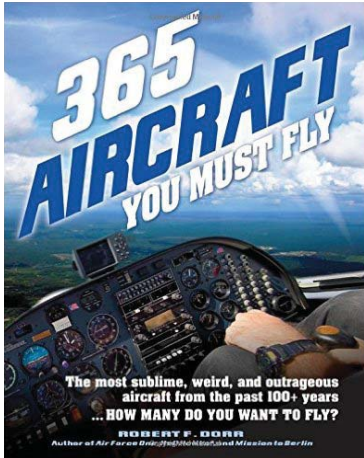
Antique - Champion – Frank Hoogkamer – Stearman
Warbirds – Judges Choice – Jim Herbert – L-19
Warbirds – Most Authentic – John Clark – L-4
Warbirds – Best Liaison – John MacGregor – L-19

Congratulations to you all! ✪



Media Review

By Jackson and Frank Almstead



365 Aircraft You Must Fly

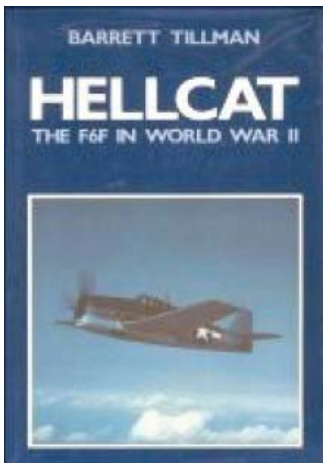
Author: Robert F. Dorr
Paperback: 320 pages
Zenith Press (July 7, 2015)
ISBN-10: 0760347638

When this book arrived at my door it was immediately snatched up by my 10 year old son. Jack took about a week to read through the book, and I asked him to write up a short book review. This is what he had to say about Robert Dorr's latest release.

I liked the book because it has a very wide time line and includes aircraft of unusual design. My favorite plane was the Aero Spacelines Pregnant Guppy. I like it because there was only one and I feel that it makes it special. Another reason I liked this book is it gives so much information on all the planes. I also, would think that some of my friends would enjoy it as much as I did. In conclusion, this book was amazing and I hope there's another one with more planes just like it.

For my part, the book is a fun reference book. For the modelers among us, in particular, it might inspire your next project. The book contains a color picture, short data sheet, and an informative paragraph on a variety of aircraft and helicopters from pre-WWI to today's modern fighters and transports. The book does not go deep on any subject but rather goes very shallow across a very wide range of subjects. As I paged through the book I thought of what it would be like to actually fly all of the aircraft and how far the industry has come in just over 100 years of flight. I wonder if the Wright brothers could have imagined the variety of designs of aircraft today, and what they would think of the advances in the field. I imagine that they would be extremely pleased. It's really quite an amazing business to be involved with.

Lastly, I would like to thank Zenith Press. They have donated 3 copies of this book to the Squadron to be given away to lucky members at the next meeting. ✪



Hellcat: The F6F in World War II

Author: Barrett Tillman
Hardback: 280 pages
Naval Institute Press (July 1, 1979)
ISBN-10: 0870212656

Barrett Tillman is an authority on Naval Aviation, and as an interesting aside, a native of the Pacific Northwest. So it was with great delight that I dove into his work on one of my favorite pieces of big iron, the F6F Hellcat. As you know, the Hellcat, produced by the legendary Grumman "Iron Works" out of Bethpage, Long Island, NY, is widely known for dominating the A6M Mitsubishi Zero with its exceptional speed, range and climb performance. In total, the Hellcat is credited with destroying over 5000 Japanese aircraft in aerial combat.

Tillman follows the F6F chronologically from its inception, into combat with the fast carriers, the Marianas, over Europe, in the Philippines, Okinawa and Japan. He also discusses the aircraft in its night fighter role. Tillman describes the book as an operational history of the Hellcat, but it is more. It's a great mix of personal stories gathered from interviews with many former F6F combat pilots and illustrated with many photographs from personal collections. It contains very technical and detailed writing, developed from many hours reviewing air action reports and unit histories, filled with names and statistics. Tillman includes several appendices filled with specifications, aircraft evaluations, top Hellcat Aces, as well as data on surviving examples of the type.

Navy fliers came to quickly appreciate the aircraft. In fact, Gene Valencia said "I love this airplane so much that if it could cook I'd marry it." Indeed, other carrier based aircrews came to love it as well, as the Hellcat was an excellent escort and saved many from the drink.

In closing, if you'd like to get more familiar with the most important allied aircraft in the Pacific campaign then this is the book for you. ✪



A-26 Invader

By Frank Almstead

I'm currently working on a small project at home regarding the Douglas A-26 Invader. I thought that I would share a little of my research with you as a bit of a know your Warbirds article. As you know, the A-26 Invader is a twin-engined light bomber and attack aircraft built by Douglas Aircraft Company during World War II.

Design work on the A-26 seems to have been triggered by a letter sent to Douglas on 5 Nov 1940 by Major Frank O. Carroll, Chief of the Air Corps' Experimental Engineering Section at Wright Field, possibly in the aftermath of a visit to the base by Edward H. Heinemann. The letter gave a list of those features of the Douglas A-20 that the Air Force thought needed to be improved in a new bomber. The A-20 was considered to have five main faults:

1. The narrow fuselage meant that it wasn't possible for the crew to move between their positions.

2. It didn't carry powerful enough defensive guns – any new bomber should have powered turrets all round, preferably carrying .50in guns.
3. The A-20 was strong enough to resist up to 5.5G of stress, not enough to allow for even moderate dive bombing, and in 1940, having watched the Stuka dominate the skies over France, the Army wanted a dive bomber.

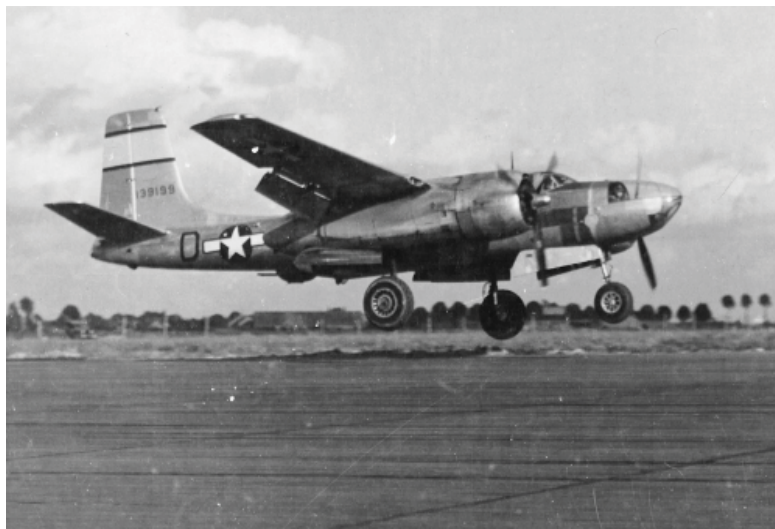
4. Its landing and take off distances were too long for an aircraft that was expected to operate from smaller airfields within 100 miles of the army.
5. Although the A-20 was very fast by the standards of 1940 it was believed that it would be too slow by 1942-43.

After his trip to Wright Field, Heinemann, who was the designer and patent holder for the A-20, began to work on a design for a bomber capable of carrying a 75mm cannon with Robert Donovan, Ted R. Smith, and A.M.O. Smith, the project aerodynamicist. The A-26 was the last of the twelve main Air Force combat aircraft to enter development, and it and the B-29 were the only two to be developed and enter production after Pearl Harbor.

On 2 June 1941 Douglas was given contract W535 ac-17946, for one XA-26 bomber and one XA-26A night fighter, at a price of just over two million dollars. Later in

June a third prototype, the XA-26B armed with a 75mm cannon, was added to the order, and by the end of October 1941, well before the maiden flight of the prototype, Douglas received a contract for the first 500 A-26s.

However, work on the A-26 had begun in earnest before Christmas 1940. Heinemann's basic design was ready early in 1941. The A-26 was an unusual design for an attack bomber of the early 1940s period, as it was designed as a single-pilot aircraft (sharing this characteristic with the RAF's de Havilland Mosquito, among others). It used a NACA 65-215 laminar-flow airfoil, a new aluminium alloy that reduced weight, and slotted wing flaps with multiple airfoil shaped panels that Heinemann claimed were 30% more efficient than the flaps of the A-20 and reduced landing speeds by 10%. Firepower was provided by two remote controlled turrets aimed by a gunner in an internal



A-26C-2-DL Invader 553rd BS, 386th BG, 9th AF Beaumont-sur-Oise Airfield (A-60), France, 2 December 1944 (Wikipedia Photo)

rear compartment. The turrets could thus be shorter than manned turrets, reducing drag.

Douglas had hoped that the new aircraft would make its maiden flight on 15 January 1942, but production was plagued by delays almost from the start. By May the Army Air Force was noting that an inability to get suitable landing gear struts was going to delay that flight until 1 July. Douglas also had problems with the late delivery of self sealing fuel tanks and the remote controlled turrets. The

Army Air Force tended to blame Douglas for the delays, but problems were also caused by late of government-furnished equipment, which included such essential features as the engines, propellers, spinners and electrical generators.

The Army Air Force's inability to decide exactly how they wanted the A-26 to be armed also caused some delays. In the summer of 1942 they decided that the first 500 aircraft would carry the 75mm cannon, and also ordered 200 gun noses carrying six .50in machine guns, which could be installed in the field. A series of experiments were carried out with different combinations of guns, using 75mm, 37mm and 20mm cannon and .50in machine guns. On 17 March 1943, when the second contract was issued for 500 more aircraft, the 75mm cannon was still in favour, but eventually only the XA-26B prototype would carry the big gun, and the .50in machine gun nose became the standard for the A-26B.

The XA-26 finally made its maiden flight on 10 July 1942 at Mines Field, El Segundo, with test pilot Benny Howard at the controls. Flight tests revealed excellent performance and handling, but there were problems with engine cooling which led to cowling changes and omission of the propeller spinners on production aircraft, plus modification of the nose landing gear after repeated collapses during testing. It was found to be a fast aircraft capable of carrying twice its specified bomb load. A range of guns could be fitted to produce a formidable ground-attack aircraft. Benny Howard declared that it was already ready for combat, but Douglas didn't expect deliveries to begin until July 1943. Even this was too optimistic, and the aircraft didn't go into mass production until September 1943. The biggest delays were now being caused by a shortage of production tools, especially milling machines capable of creating the Invader's wing spars. These delays meant the A-26 was not available in large enough numbers to enter combat until 1944. Only by 1945 was production finally running well.

The A-26 was originally built in two different configurations. The A-26B had a "solid" nose, which originally could be equipped with a combination of armament including .50 caliber machine guns, 37mm auto cannon, 20mm or even a 75mm pack howitzer, but normally the solid nose configuration was the "six-gun nose" or "eight-gun nose". The A-26C's "glass" nose, officially termed the "Bombardier nose", contained a Norden bombsight for medium altitude precision bombing. The A-26C nose section included two fixed M-2 guns, later replaced by underwing gun packs or internal wing guns.

After about 1,570 production aircraft, three guns were installed in each wing, coinciding with the introduction of the "eight-gun nose" for A-26Bs, giving some configurations as many as 14 .50 caliber machine guns in a fixed forward mount. An A-26C nose section could be exchanged for an A-26B nose section, or vice versa, in a few man-hours, thus physically (and officially) changing the designation and operational role.

The A-26 made its combat debut in July 1944 with the Fifth Air Force on New Guinea. Four early aircraft were tested out, and the feedback was overwhelming poor. The streamlined cockpit put the pilot between the engine nacelles, greatly limiting visibility. This meant that the A-26 was unsuitable for the low-level formation flying needed in the Pacific, and also made it difficult to spot well hidden Japanese positions in the jungle. General George Kenney, the commander of the Fifth Air Force, stated that 'We do not want the A-26 under any circumstances as a replacement for anything'.

Douglas responded to this feedback by producing a new clamshell style raised cockpit canopy in late 1944, after about 820 production aircraft, which improved visibility, and by the summer of 1945 Kenney was willing to take the A-26. In May 1945 the Army Air Force decided that seven A-26 groups would redeploy to the Pacific from Europe, while all existing medium and light bomb groups in the Pacific, with the exception of three B-25 units, would convert to the A-26. However, the war in the Pacific ended before this ambitious program began, and only a handful of A-26s played an active part in the war against Japan.

The A-26 made a better impression with the Ninth Air Force in Europe. Eighteen aircraft flew on a series of missions in September 1944, and the feedback was positive. The Ninth Air Force used its aircraft on medium level raids, where the poor visibility was less of a problem. The A-26 was faster and had a longer range than the A-20 or B-26, and General Hoyt Vandenberg, the commander of the Ninth Air Force, was happy to replace his existing medium bombers with the Invader. The Ninth Air Force would become the most important WWII user of the Invader.

In December 1944 the Air Force placed two new contracts, for 2,400 aircraft, soon followed by more contracts for 1,600 aircraft including 350 of the improved A-26D, bringing the total number of aircraft ordered up to 5,000. Less than half of these aircraft were ever built. Production was scaled down dramatically in May 1945, and stopped with the 1,355th A-26B and the 1,091th A-26C. A single A-26D was produced, giving a total of 2,446 production aircraft and three prototypes.

The A-26 ended the Second World War with a positive reputation. Major General S. E. Anderson of the Ninth Bombardment Division reported that his pilots came to view it as the best aircraft they had ever flown. General Kenney came to appreciate the firepower offered by later aircraft with six guns in the wings and eight in the nose. However, production delays meant that it wasn't available in large numbers until late in 1944, and it was only used in significant numbers by the Ninth Air Force in Europe. Postwar, it became a mainstay of the Air Force, replacing the A-20, B-25 and B-26 in service. The A-26 went on to serve in large numbers in Korea (as the B-26) and in smaller numbers in Vietnam (initially as the B-26 and later as the A-26A). Despite its troubled development the A-26 Invader remained in front line service for twenty five years, and was not withdrawn until November 1969. ★

References:

https://en.wikipedia.org/wiki/Douglas_A-26_Invader
http://www.historyofwar.org/articles/weapons_A-26_intro.html
<http://www.a26invader.com/abouta26.html>



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

Cascade Warbirds Quick Look Calendar

July

- 4-6 Tacoma Freedom Fair and Airshow
- 4 Moose Jaw
- 10-12 Arlington Fly-In
- 12 Yellowknife Airshow
- 19 Cascade Warbirds Day @ MOF
- 19 Boundary Bay, BC
- 19-20 Cold Lake Airshow
- 19 Heritage Flt Museum Open House at BVS
- 25-27 Thunder Over Utah
- 26 Friday Harbor Fly-In
- 26-27 Tri-City Water Follies
- 28-3Aug Oshkosh 2014
- 30 Kelowna, BC

August

- 2-3 SEAFAIR
- 9-10 Abbotsford
- 16 Heritage Flt Museum Open House at BVS "Props and Ponies"
- 16-17 Chilliwack Flight Fest
- 22-23 Madras, OR
- 29-31* Vintage Aircraft Weekend @ PAE

September

- 6-7 Hood River Fly-In
- 10-14 Reno Air Races 2014
- 19-21 Oregon Intl Air Show
- 20-21 Mountain Home, ID
- 20 Heritage Flt Museum Open House at BVS
- 27-28 Redding Airshow, CA

October

- 3-5 MCAS Miramar
- 10-13 San Francisco Fleet Week
- 11* Squadron Meeting at Museum of Flight
- 18 Heritage Flt Museum Open House at BVS

* Denotes Max Effort Event
See Website for Detailed List

Check Six



2015 Scholarship recipients (L to R) Xavier Ortiz, Kevin Nguyen, Alex Jonson, Tomas Schugurensky. Aviation scholarships presented 14 March 2015 (Victor Norris Photo)