

WARBIRD FLYER



★★★EAA Warbirds Squadron 2 Newsletter★★★



CO's Cockpit

By Ron Morrell

It's hard to believe we have already made our way to the post season. The flying days will now be fewer and farther between but we will still be doing our best to stay proficient and maybe even improve the skills we didn't use too much during the sunny days. Part of my message for this quarter's newsletter is to remind us all of lessons we can learn from and others' lessons we can be reminded of during the quiet days to come. This past summer was not the best for all of our pilots. We have had multiple aircraft owners having to stand down for some time for maintenance issues and unfortunate events that created larger maintenance issues. We can all learn from these situations. I am looking forward to a meeting presentation from Kevin about his incident at Friday Harbor when he landed his FW with a "less than optimum" landing configuration. I am even hoping for a good article for the newsletter for all of you who don't get to be at the meeting with

Kevin. It is important for all of us not to attempt to do any "Monday morning quarterbacking" but to hear the details, put yourself in the cockpit, and remember that real time does not equate to a measured, no-time dynamic analysis. We can always learn something from hangar flying and throwing out options, considerations and what-ifs, as long as we all remember, real time is a different reality and good decision making results from learning from others' situations that they are willing to share with you. Some of my favorite articles in the various aviation publications I

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read are the ones that start with, "There I was...", "Lessons learned", or "Oops!" I commend those who will agree to help the rest of us by admitting their foibles or their job well done when faced with a non-routine situation; they help us all be better pilots. In my former days as a fighter pilot (notice I did not say the "good old days") some of our lessons turned into adages like, "The most useless thing for a Hog pilot is fuel left on the ground and runway behind you" (insert any aircraft you want). Another good one is, "If you develop a problem, never overfly a perfectly good runway just to end up crashing short of your intended runway". The other lessons learned this summer involved maintenance and finding important flaws in some of our aircraft BEFORE they became big problems or "lessons learned". Our airplanes, just like our bodies, are constantly getting older and require a good amount of attention. It may not always be apparent but finding a problem on the ground and before a flight is always

better than finding the issue while airborne. Keep up the diligence. Here's my personal lesson: My North American T-28 came into my possession last November with a pretty typical civilian configuration. It was set up for a pilot and a passenger with no rear seat communications abilities. When I decided last month to replace my 20-year-old radio and intercom, I did the extra work and spent some extra money to ensure the rear seat microphone and push-to-talk intercom switch were rendered fully operational again. I wish I could see the future of the stock market so well!



CO briefing the masses at OLY (John Clark Photo)

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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EAA Cascade Warbirds Squadron 2 is a tax-exempt charitable organization as described in section 501(c)(3) of the IRS Code.

Annual Newsletter Value: \$2.00
Published Quarterly

CO's Cockpit (continued)

While bringing my Trojan home from the National Aviation Heritage Invitational, I had a friend and Box 69's "Blender Master" in my back set. Yes, you can probably guess, just 15 miles south of McChord's runway, my transmit switch in the front seat fizzled and went kaput (that is proper terminology for aircraft radios). Thanks to a little forethought, an experienced pilot in the back seat, and a passenger briefing that included the capability for radio communications from the rear seat (and which throttle switch was the right one) we had very little disruption to the flight and no need for tower lights or flying around the Puget Sound while



CO performing a fly-by in his T-28 (John Clark Photo)

Nordo. Good passenger briefings as well as simple formation hand signals if you are in a tandem aircraft can do wonders for unusual situations...briefings are important.

Now for the squadron briefing part of my message. Recently the squadron and, more specifically, our warbird owners, have been criticized from within our membership and some outside our membership. There is no need for specifics or quotes, just the fact that people who don't participate in our decision making process, don't attend our meetings, or even attend our events, feel the need to criticize what we do and how we adhere to our squadron purposes, concerns me. Since I have been a general member of our squadron, a member of the Board of Directors, and now as part of the squadron leadership, I have always been impressed by how this squadron gives the owners and non-owners alike, the tools,

information and motivation to attend events around the Pacific Northwest, without trying to dictate to anyone which events to attend. Our Board has always had the choice to designate some events as "Max Effort" which has always been used to designate events that our squadron has specifically been offered some sort of preferred position, perks or special considerations. Our membership, every member of our squadron, has the ability to bring special attention to events and have their voices heard concerning the events we

support. I refuse to dwell in the past and always attempt to look forward to what we can do next and how we can do things better. EVERY event that I have attended over the past ten years that has had a single member

of the Cascade Warbirds in attendance, has included those members "showing the colors", talking with adults and kids about their aircraft, promoting warbird aviation and generally supporting nearly every aspect of our squadron purposes and bylaws. Being critical of which events get attended and by how many of our aircraft at each event is simply NOT part of our leadership's job and should be left to the individual owners, who have their own schedules, checkbooks, and aircraft requirements. I would like to see the membership embrace our successes and look toward making them bigger and more numerous and "Keep 'em Flying". ✪

Ops Tempo

By Robert Hill

WOW! Where did the time go?

One thing I've noticed as I've gotten older is that the years appear to just speed by, each one faster than the previous, and so far 2014 has stayed true to this feeling.

It seems like just yesterday I was writing to you about the exciting upcoming 2014 flying season.

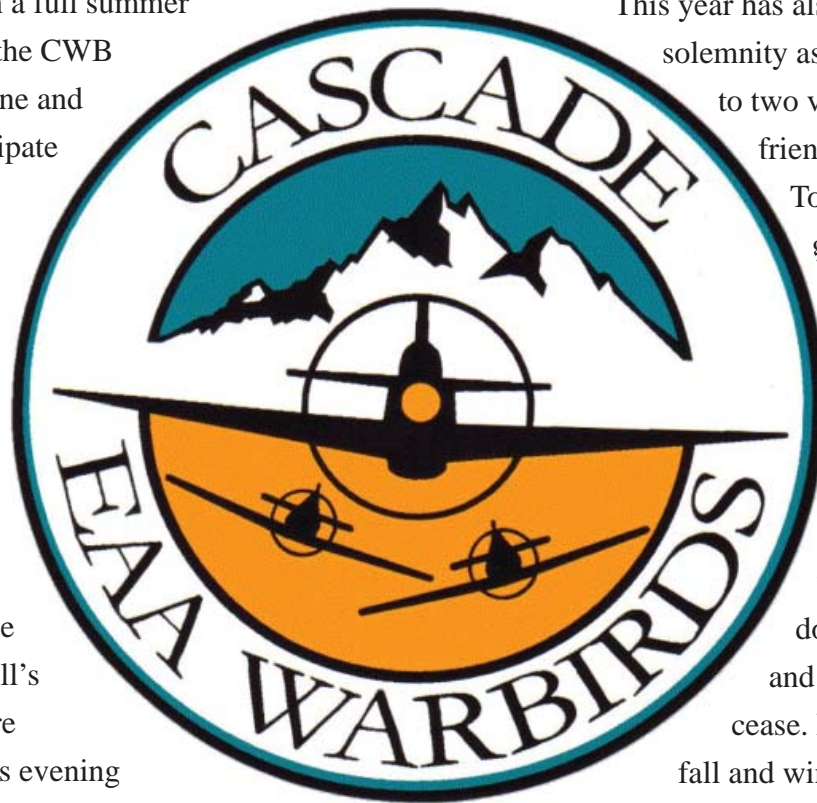
Since then we've flown a full summer schedule that has seen the CWB go to places like Spokane and Idaho, as well as participate in fly-ins and airshows around the local Puget Sound region.

Our season opener was the mid-May Paine Field Aviation Day, and we had a very good turnout followed by a fantastic and fun BBQ and movie night at CO Ron Morrell's hangar. These events are becoming a do-not-miss evening of good food and camaraderie all topped off with the showing of a flying-related movie. The next one is scheduled for October 4th. These events are great ways for people in the Squadron to connect outside of our fly-ins and wintertime meetings. I highly encourage everyone to attend.

After that first flying event the season just seemed to fly by (no pun intended). Fairchild. Olympia. Grangeville Warbird Weekend. Tacoma. Arlington. VAW. And in between so many different small community fly-ins that would make your head spin and cater to every need. Oysters? Check. Biplanes?

Check. Racing? A big double-check!

And for the first time in a long time we have members with new airplanes bringing them to events to show them to the public. Showing those of us with an interest in owning an airplane that it CAN be done, even with today's costs. I'm hopeful that going forward more CWB members will choose to become airplane owners.



This year has also been a year of solemnity as we said good bye to two very good Squadron friends: Warren Nadeau and Tony Caruso. Godspeed, gentlemen. Your devotion to the CWB will be remembered fondly by all of us.

So now our "official" flying schedule has come to a close. But that doesn't mean that flying and squadron activities will cease. Flying will continue this fall and winter as we aim to train more certified formation pilots. And of course we will still see one another as we restart our new monthly meeting cycle in October with subjects and speakers guaranteed to pique your interest.

And of course let's not forget our Christmas Party, which always brings together a large crowd.

So thank you to all of our members. From marshallers to pilots to board members to those who join us just to further their interest in military aviation. Thank you all for a great and safe 2014. ✪

Squadron News

SAVE THE DATE

You knew it was coming, especially if you'd been paying attention these past several years. Our annual holiday dinner party and awards banquet is set for Saturday, 06 December, at the Medallion Hotel in Smokey Point, WA – Exit 206 off of I-5. The cocktail hour starts at 1730 hours and dinner commences at 1900 hours. The awards and other frivolity will follow dinner. The price is still only \$39 each; so send your checks to CWB, 1066 Yates Road, Oak Harbor, WA 98277. Additionally, this is the venue where we “take the elevator home.” We've arranged for preferential rates at the hotel; just call 360.657.0500 and make sure you mention that you're part of CWB. Guests (of the adult persuasion) are welcome, so this is a great opportunity to introduce your friends to what we do best.

WINTER MEETINGS

We spend our non-flying winter months at the Museum of Flight at Boeing Field learning about the aircraft and crews that make up our summer flying activity. Join us on the second Saturday of Oct, Nov, Jan, Feb, or Mar as we learn first-hand from the folks who were actually there. The subjects are varied and the time frames run the gamut from WWII through present day. Meetings always start promptly at 10:00 AM (by 10:15 aviator time) and we strive to be done by noon. We then meet downstairs at the Wings Café for a no-host luncheon and more camaraderie and war stories. Plan to join us each month.

MASSIVE FAILURE

If, by chance, you're feeling left out because you're not hearing from us

regularly, well, the problem is with the keeper of the database. He suffered a “blue screen of death” and had to recreate the squadron email roster from original sources. So, if you're not hearing from us, send your current (and preferred) address to fred@fcsmyth.com.

RENO AIR RACES 2015

You may have just returned from the 2014 races, but it's never too early to begin thinking about next year. This may be more important to you when you reflect on how crowded our two boxes were – we had but a single seat that went begging. We are now taking deposits for next year - \$100 per seat, sent to HQ (CWB, 1066, etc.). By the way, our front-row A-41 box is already full! We're just saying . . .

WELCOME WAGON

We are pleased to welcome several new members over these past few months. It is a tribute to what we do when others find it worthwhile to join our efforts. These folks will be around our events and meetings, so introduce yourselves and make them feel welcome:

Steve Baldwin	Lakebay, WA
Lathan Collins	Lancaster, CA
Brandon Edwards	Lynnwood, WA
Geoff Hicks	Bonney Lake, WA
Gary Jones	Sequim, WA
Ken Snyder	Spring, Texas
Edwin Ulrich	Narol, Manitoba
Scarlette Ulrich	Narol, Manitoba

Steve is the owner of a Ryan L-17B and is also the owner of Baldwin Aircraft Services, doing a/c maintenance and annual inspections.

Why these folks are coming from so far afield is beyond us, but they are warmly welcomed and we look forward to making their acquaintance. In fact, Edwin and Scarlette joined us in Reno for the races this year.

LETTER TO THE EDITOR

Cascade Warbirds,

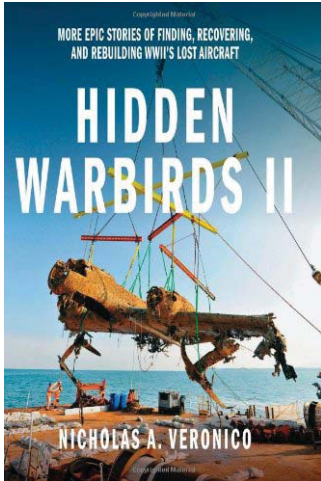
I wanted to send you a quick email saying thanks for being selected back in March 2013 for the ground school scholarship at Galvin Flight Training at Boeing Field. I wanted you and the organization to know that their investment in me paid off - I passed my private pilot practical exam last week! It took 4.5 hours to get it done (we had to wait for marginal weather to pass through), but I made it! I'm one of the newest private pilots in the area! I'm so grateful for the Cascade Warbirds for sponsoring me through ground school. Going through ground school confirmed to me that I want to pursue a career in aviation. Right now I'm in my last year of college, with plans of getting into the US Air Force Reserve.

Again, many thanks for being selected last year. I'm looking forward to continuing my aviation education!

Corey S. James

Media Review

By Frank Almstead



Hidden Warbirds II: More Epic Stories of Finding, Recovering, and Rebuilding WWII's Lost Aircraft

Author: Nicholas A. Veronico

Hardcover - 256 pages

Zenith Press (June 1, 2014)

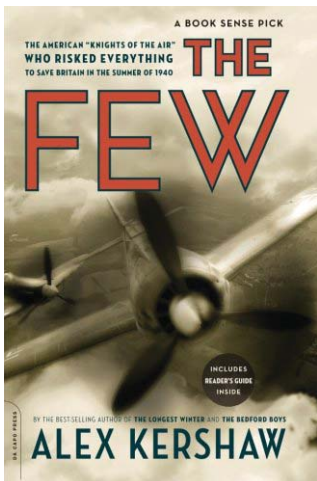
ISBN-10: 0760346011

Once in a while being the newsletter editor has its benefits. That was the case recently when the Zenith Press sent an e-mail asking if I would like to read, and write a review on their latest release *Hidden Warbirds II* by Nicholas Veronico. Without hesitation I agreed.

Unwrapping the book and flipping through it revealed fantastic glossy pages with amazing photographs documenting the history, recovery and restoration of these treasures. Diving right into it, the book is broken out into three parts, underwater recoveries, recoveries in swamps and jungles, and recoveries from unusual places. Veronico writes in an easy to read, almost conversational style, and when combined with topic of warbirds, makes for quick work. You come away feeling as if you were part of the recovery and restoration team. Furthermore, he includes a bibliography and suggested reading section, as well as pages of internet resources for those seeking more information.

I appreciated the varied, and detailed, stories of recovery and restoration. They ran the gamut from large scale operations spending hundreds of thousands of dollars, like the RAF Museum recovering the Battle of Britain DO-17 from the English Channel, to Randy Ferris and his friends recovering a P-47 from North Carolina's Green Swamp on a shoestring budget in comparison. Veronico paints a bright picture for the future of warbird restoration, citing technology as an enabler, while advances in restorations have made it possible for extinct types to return to flight.

Closing the book, I was once again inspired to take up the search for my hidden warbird. There's no doubt they're out there, and all it takes is a few dollars and a dream. The question is; what piece of history am I going to preserve? ✪



The Few: The American "Knights of the Air" Who Risked Everything to Save Britain in the Summer of 1940

Author: Alex Kershaw

Paperback - 360 pages

Da Capo Press; Reprint edition (August 28, 2007)

ISBN-10: 0306815729

My wife picked this book up at a used bookstore in Snohomish thinking it would be a good read for me as it had an airplane on the cover (Yes, she's a keeper...). It didn't take long for me to get deep into the book, and it's one that is hard to put down.

According to RAF roster in 1940 there were seven Americans who flew in the Battle of Britain. An eighth, was listed as a Canadian, although he was American. These are "The Few" that Alex Kershaw has thoroughly researched, and masterfully written this book about.

What is striking about the story is that the motivation for these Americans was similar and fairly simple; a chance to fly the hottest aircraft in the world while stopping evil. After escaping from the United States, becoming mercenaries, you come to understand the great adventure they were on, and the epic challenges they faced getting into action. You are forced to ask yourself, given the same situation, what would you have done? Kershaw gives great perspective on the air war by researching and writing from a few of the Luftwaffe aces point of view as well. It becomes clear there was bravery and sacrifice by both sides over the Channel. The book is written in a style that is part history text book, and part hangar flying, such that you will find yourself sweating in the cockpit during combat and hanging on every word as if *your* life depended on it. These few paved the way as eventually 244 Americans flew with the RAF Eagle Squadrons during the war.

In the end, combat is a nasty business and all but one of the eight made the ultimate sacrifice for Britain. Inscribed on Billy Fiske's headstone is; An American Citizen Who Died That England Might Live. Powerful words for a small group of pilots that I'm glad I now know a lot more about. ✪

Flying the Gripen

By Stan 'Sundance' Kasprzyk

OK, I'm going to have a hard time topping this one!

A big advantage of my current job is that I get to work with teammates from Saab, and have begun to develop a rapport and appreciation for their aircraft design skills. Their team has a lot of experience with the Gripen fighter design, and I've been enjoying learning about that impressive aircraft. I mentioned that if a Gripen flight was ever a possibility in the future, I would not be shy about accepting. Amazingly, the invitation was given by the Saab team for a future Gripen flight to better understand the Gripen cockpit design and the overall mission systems capability of the aircraft, and I gladly accepted!

Since I was already planning a London visit to Martin-Baker in the early spring, a combined trip to the Saab facility at Linköping, Sweden made sense to minimize business expenses. After a day of avionics and aircraft systems discussions with Saab engineers, I was scheduled for an 8:30AM start for my Gripen fly day. I first met with Richard Ljungberg, the Saab Chief Test Pilot, who would be the front seat pilot for my flight in the JAS-39D Gripen. After introductions with Richard and Hans Einerth, the Wing Commander Flying for Saab, I started with Life Support equipment sizing.

Since we were planning to fly over the very chilly Baltic Sea, I was first fitted for an exposure suit, then an Anti-G suit, flight boots, a harness with a flotation device, and finally a flight helmet. I changed into a more comfortable standard flight suit for an extensive Gripen pilot-vehicle interface and systems overview. Richard then provided me instruction for an hour in a nearby Gripen cockpit flight simulator, reviewing the cockpit and display switchology, the weapon system operation for air-to-air and air-to-ground, the Ground Collision Avoidance System, and our mission profile review. A private lunch followed in the operations building.

Richard and I suited up into our full flight gear, reviewed

the mission profile in detail, and then stepped outside into a glorious, cool sunny day with nearly clear skies and excellent visibility. We proceeded to accomplish a pre-flight walkaround of Gripen tail number 822 with three other Gripens on the local ramp. During the walkaround, I noted the compact size of the Gripen, the standard angle-of-attack (pitch) probes, but also the Beta (yaw) probes, wing hardpoints, and the Volvo RM12 variant of the GE F404-402 engine.

With Richard's help, I strapped into the snug rear cockpit, connected the arm and leg restraints on the Martin-Baker Mk.10LS ejection seat, and was still able to check six with good visibility fore and aft from the back seat. After



The impressive Gripen cockpit. (Saab photo)

starting the APU, closing the canopy and checking our intercom, Richard initiated the very automated aircraft startup. After a surprisingly short timeframe, we were ready for taxi. The flight that followed greatly exceeded my expectations, and reminded me how great it is to fly fighters!

As we rolled onto runway 11 at Linköping, Richard completed a tight 360-degree turn on the runway without engaging any special nosewheel steering modes, showing off the excellent ground maneuvering capability. We were cleared for takeoff, and I felt the very welcome push back in my seat from the afterburner

engaging. The burner felt great,

and combined with an aft stick input to the soft stop, we leaped off the ground and started climbing southeast to the M2 working area off the east coast of Sweden. In the climb, I maneuvered lightly to get a feel for the smooth flight control harmony and tight response, and found out I could get the nearby canards to 'wave' with slight fore/aft stick movements. Overall, handling was exquisite.

As we continued past the coastline and climbed into the working area over the Baltic Sea, I tried some high Angle-Of-Attack (AOA) maneuvering, to 26 degrees AOA, and roll response was phenomenal even at low speeds. Picking up some speed, I flew with autopilot aiding modes selected, demonstrating the impressive level turn capability with up

to 60 degrees of bank using only the rudder pedals, with the autopilot keeping us in fully coordinated flight. I then checked out the equivalent of 'control stick steering' with autopilot selected. The autopilot will return the aircraft to level flight after pilot inputs have stopped, and in the case of a climb at 30 degrees above the horizon, the autopilot aggressively rolls inverted with a pull to the horizon for recovery on its own. You can tell the system was designed and refined with fighter pilot input, since the autopilot maneuvering is crisp, uses rolls and positive G's, and minimizes negative G inputs.

Richard and I checked out the ground radar mapping capability, acquiring and targeting some ships of interest in

Baltic, then flying to within visual range to confirm the track/target. I wanted to check out the Ground Collision Avoidance System (GCAS), so I manually descended to below 2000 feet while moving from the water to the inlets and islands along the Swedish east coast. We wanted to be over land to get a better estimation of altitude, since overwater height awareness is often

misleading. Richard took over and demoed the warnings and pull-up commands as we descended at 325 knots with 10 degrees of descent to below 300 feet, and flew two impressive low-level descents and pull-ups. Coupling the visual and aural cues with automatic pull-up, the system will be a significant help in avoiding controlled flight into terrain accidents.

I climbed to altitude again as we used the air-to-air radar to intercept and join up with Gripen 815, which was also in the overwater flying area. Richard let me fly close fingertip formation with Hans Einerth, the Wing Commander Flying. I was impressed with both the Gripen's stability and responsiveness in close formation, allowing me to stay effortlessly locked in close. The Gripen can definitely make an old fighter pilot look good!

I departed the formation and we descended in full afterburner for a run at low level to 550 knots +, followed by a 7G pull-up to the vertical, rolling out inverted above

28,000 feet. Richard then talked me into two consecutive maximum performance Spilt-S maneuvers while I pulled back to the soft stop on the stick throughout the maneuvers. Impressive performance and handling.

Unfortunately, we had to begin exiting the area for some approaches back at Linköping, so Richard gave me a suggested altitude and heading as we descended back inland. Richard flew the first demonstration of a Military ILS, and after I got a good view of the first approach from the backseat, he handed over the controls as we climbed out from the touch and go. Using some of the autopilot modes initially, I made a wide circuit of the airfield and positioned myself on final. Although I had a decent view through the

forward widescreen, I was aided with a nice backup view of flight parameters on the HUD repeater in the backseat, which I used for my airspeed and AOA reference on final. Given the Gripen's stability on the approach, I was able to hold a smooth 12-unit AOA approach, giving us a nice touchdown and go around from the backseat after only seeing it once.

After the backseat landing and go around,

I handed the control off to Richard for a very impressive 14-degree AOA approach and short field landing. Richard touched down with full brakes on, and after touchdown the canards were an impressive sight with full canard tips down. We slowed rapidly in around 1100 feet, and then relaxed the brakes to make it to the turnoff.

The class act by the Saab team did not end with the landing, however. As I climbed down with a wide grin on my face, Gripen Pilot #1, Stig Holmström, greeted me. Immediately after returning to the Operations building, Richard, Hans and a few other Gripen pilots joined me with Stig as he inducted me, with all due ceremony, into the Order of the Gripen, followed by an appropriate Swedish Skål (Salute).

Richard, Hans, Stig, Thomas, Eddy, Ted - Thank you for this outstanding opportunity to understand the amazing aircraft that is the Gripen, and to get a glimpse into the impressive design capability of the Saab team. Now I really need to talk Boeing into buying me a Gripen! ✪



Feeling great after my Gripen flight. (Per Kustvik Photo)

Decision Chain in an L-4

By John H. Clark

Some say accidents and incidents are created or avoided by the chains formed or broken in a series of decisions. I prefer to think that every outcome, good or bad, has a decision chain. In flying, the way that the links are formed determines the success (or lack thereof) of the flight.

It was a warm VFR day at Bremerton National Airport in May 2014 and what little wind blew, came in from the North. On this day I would have my third flight in a recently purchased L-4 and my second flight with local high-time Piper Cub instructor Jeff Armstrong.

In conjunction with the dual-time required for insurance, it was a chance to run the engine at high power to help seat the rings after a top-end overhaul.

My instructor and I discussed a flight to Sequim to the North. I suggested

a course to the west of Bangor sub base to enjoy the scenery over Hood Canal. Jeff countered and suggested a course to the East of the sub base. He reasoned that there are more landing opportunities on the East side of the peninsula. Jeff has experienced several engine-out conditions in Cubs over the years and I agreed with the suggestion based on sound wisdom. Chain link number one was formed.

Even at high power, we weren't going to break any speed records to Sequim; bending the throttle forward gives a 78 mph cruise instead of 75 mph. Our plan was to cruise North at 3000' to Port Townsend and turn West for a landing at Sequim. After refueling, the plan would have us return along the same route.

The hand-propped start and s-turn taxi went

normally. Once on the runway, the throttle was brought up to full power with a slight hiccup due to the lack of an accelerator pump in the carburetor. With the tail slightly low and neutral stick, the L-4 lifted easily from the runway with no additional prompting. Setting a cruise-climb speed of 65mph, we proceeded to climb to 3000 feet with several clearing turns to check for traffic. The Cub cheerfully settled into level cruise of almost 80mph at 2200rpm with only a slight decrease in the throttle setting and a few forward turns of the elevator trim. The view below through the open right-

side door and window was spectacular!

In flight, my panel scan from the back seat goes something like this: Glance outside at the natural attitude indicator which wraps all the way around the airplane. Then, look at the airspeed to the left of the instructor's shoulder and



The view from the cockpit, including the oil gauge. (John Clark Photo)

finally watch the needles on the combined oil temp and pressure gauge on the right side of the instructor's shoulder. When the front seat passenger shifts around to get comfortable or to look outside, it is possible to steal glances at the tach gauge, the compass and the altimeter in the middle of the panel.

I noted how smooth the air seemed despite the potential for thermals which the Cub seems to delight in riding. During one scan I saw that the oil temperature held steady at 180°F but the oil pressure was on the low end of the green arc. Two more scans revealed that the oil pressure seemed to be dropping into the yellow arc. Jeff suggested we keep an eye on it. Sure enough, the pointer was falling toward the 20 PSI marking. We discussed the situation. The oil pressure was dropping

slowly but steadily, we were at cruise at 3000 feet and about 15 minutes North of Bremerton. We should turn back. Link number two was formed.

The oil pressure continued to drop and another 5 minutes of powered flight was in question. Jeff and I discussed options. Bremerton now seemed too far away but Apex Airpark was passing to the West and now under our right wing. Time to commit and form the third link. We turned west and heading direct Apex. When gliding distance was assured, the carb heat was pulled out and the throttle reduced to idle. With the throttle reduction went the last indication of a positive pressure in the oil system.

There were no aircraft in the pattern or operating on the airport. Time was better spent on aviating and navigating tasks than communicating, which would have stolen much needed attention away from a safe and successful pattern entry. We were set up for an overhead 270° approach from a high key position and turned to a left downwind. The airplane steadily descended in a continuous left turn but left us quite high on a 1/2 mile final thanks to the L-4's great glide ratio. I applied cross control to increase the descent rate rapidly without an increase in speed, a maneuver in which this aircraft excels. At the round out for the flare, right over the numbers, the cross control was released and the main wheels touched the pavement moments later. The uphill runway helped slow the L-4.

The aircraft was taxied to a runup area and shutdown. Upon exiting the aircraft, we inspected the engine and fuselage for signs of an oil leak. Everything was perfectly clean. The engine ticked as it cooled and

there were no tell tale scents of burned oil from the block, exhaust manifolds or cylinder heads. A quick call to Avian Flight Center's Pat Heseltine, owner of the shop that performed the recent top end overhaul, revealed a few possible causes and solutions. He would fly out to Apex for a house call with a set of tools. Upon inspection, he speculated that the oil temperature had affected the oil pressure control spring and possibly the readings on the gauge. A few turns of the regulator and a restart soon revealed a normal oil pressure

indication. We returned the L-4 to Bremerton but saw another steady decline of the oil pressure, but this time it bottomed around 25psi. It would go into the shop, where it remains today as I write this. Further troubleshooting points to a failing oil pump in addition to a weak oil pressure regulator spring and an inaccurate gauge.

I took several lessons away from this experience. A thorough plan for a flight was created and a route of flight was chosen to provide the most options should a problem arise. When the first indication of a problem was noted, a discussion of available options occurred. As the problem appeared to get worse and options

involving extended flying time were discounted, we committed to a plan of action with the best possible outcome before the problem worsened. Thanks to sound and timely decision making, when oil pressure eventually reached zero, we were in a position to make a safe landing. The chains in this decision tree yielded an intact airplane with intact passengers, all of which could fly again. 🔄



Pat Heseltine from Avian Flight Center works on the L-4 at Apex.
(John Clark Photo)

Paine Field History

By Dan Barry

This year's Historic Flight Foundation Vintage Aircraft Weekend was, as usual, a great event. Among the programs there was one on the history of Paine Field, unfortunately I only saw parts of it since I was in a flight briefing during that time. The parts of the presentation I heard covered many significant events on the Field but I'm sure it didn't include one of my memories from the early 1960's. Although technically not historical, it is vivid in my mind and involved Ez a long time Air Force friend who was stationed at Paine over 50 years ago flying F-102's.

I first saw Ez in the mid-50's at Geiger Field in Spokane. I was fresh out of pilot training assigned to a Squadron which had just received the early model F-102's and wasn't flying much. The sister squadron, an F-86D unit headed for Madrid Spain, had a pilot fatality and needed a replacement who could move quickly. As a brand new 2/Lt who was single and could put my worldly possessions in a footlocker, I jumped at the chance to switch squadrons.

I was sitting in the F-86 Sq CO's office being asked some penetrating questions about why I was volunteering, what were my career goals, plus some detailed technical questions about the F-86. I was relieved when the red crash phone on his desk rang. One of his planes was up on a maintenance test hop and had a flame out, the

pilot couldn't get a re-light and he was trying to glide back to Geiger. Of course everyone in the Ops Building went outside to look for the inbound aircraft and it wasn't long before we saw it come out of a high overcast north of the Field and hit a high key at about 5,000 feet. He started a left hand pattern for runway 21, the gear came down on base and he slipped it a bit for a smooth touchdown about 2,000 feet down the runway, the drag chute came out and he coasted off the runway with a couple of thousand feet to spare. The pilot was Ez, who I went on to be stationed with in 3 different squadrons flying F-102's, F-105's and F-106's, over a period of nearly 20 years. However, the following event is about Ez when he was stationed at Paine Field. At that time I was not in the same squadron, but the incident was well publicized, even written up in the Air Defense Interceptor Magazine in the early 1960's.

Once again, Ez as a squadron pilot, was attached to maintenance because he was a good stick and had a good understanding of aircraft maintenance. He always had an

active social life and had made arrangements to meet a friend at an Air Force Base someplace back in the Midwest. He had approval for a T-33 navigation flight to make that connection, but he needed to get the plane through a phase inspection and if it passed his test hop he is good to go. At the same time there was a young Lt in the squadron, fresh out of the Air Force Academy, who wants to take a cross country to Colorado Springs where he is looking forward to attending an Academy football game. Of course Ez has the approved request, plus he is flying the test hop and isn't interested in going to a football game. The Lt pleads and cajoles, but nothing changes Ez's mind, and the Lt finally rolls over and decides any flying is better than sitting on the ground and decides to go with Ez.

The Lt offers to do the flight plan and fill out the clearance but he is too junior to sign it so he gets the Ops Officer to sign it. How complicit the Ops Officer



T-33 on the ramp (Photo via www.318fis.com)

was in the following scam is unknown. Ez completes the test hop, the bird is ready to go, meanwhile the Lt has filed the clearance and everything looks on track. Since Ez has just flown the test hop his gear is in the front seat so the Lt gives Ez the navigation card to his Midwest base and he crawls in the back seat. They crank up and Ez calls for taxi and clearance, the Lt has said he'll copy the clearance but tells

Ez there seems to be some kind of intercom problem and he is getting a loud feedback, he suggests Ez disconnect his comm leads and check his connections and once the Lt has the clearance he'll shake the stick and Ez can plug in and they can see how the intercom works. A great plan - Ez unplugs, soon gets the stick shake, plugs in and the Lt says the intercom is loud and clear and he has the clearance. They are now holding number one and Ez gets cleared for takeoff with a turn on course and is cleared to contact Seattle Center.

I don't recall the precise details but as you have probably guessed, the Lieutenant has them filed to Colorado Springs. As they proceed East the fixes gradually take them further South of what Ez had expected and I can only guess what the cockpit conversation must have sounded like when he finally figured out he'd been tricked. I'm sure the Lt made it more acceptable with promises of a great weekend at the Academy and there is no doubt in my mind it was because wherever Ez went he had a good time. ✪

Thin Orange Line

By Paul Youman

What the heck did the “Thin Orange Line” do this flying season? A little bit of in-state traveling, a number of events at HFF and some A/C recovery help with the CAF at Olympia. The season was quite a bit open since the EAA decided NOT to send the B-17 on a West Coast tour this year [or I understand in the future, your EAA/WARBIRD membership dues at work?]. That didn’t allow a lot of training for any new marshalling crew members, luckily a combined session was held at HFF to qualify for marshalling at HFF and CWB. The first event was at Skagit for the HFM opening on April 26th, good plane count but small parking ramp [can you say “postage stamp”] with five marshallers in attendance. The second event was the Paine Field Aviation Day on May 17th, part of the group was on the HFF side and the rest was stationed on the west side of the runway where the planes gathered before doing their fly-by’s [this is where the CWB marshallers were inducted to John Session’s manual moving of the DC-3 due to a broken tow bar, I think a shoulder patch is in order for this endeavor for both HFF and the CWB marshallers], some good flying at that event. Followed that night by a barbecue and movie

at Ron’s hangar, many WW II cartoons and the screening of “The Bridges at ToKo-Ri”, good flick {I’m Naval Air}.

The Fairchild event on May 30th through June 1st presented an interesting problem in that a request for CWB marshallers was made and accepted by the Air Force to handle the CWB A/C. The problem was two-fold for me: 1. Volunteers for the event and 2. Transportation to and from the event. The request for transportation was handled by Ron Morrell and Dave Desmon who found rides for Peter and myself, with Liggett Taylor and his wife driving from Yakima, Mike Wiesner and his wife flying commercial and Victor Norris [recent Warbird owner] flying his own plane in, the marshalling side was handled for the two days. A little side story here, I flew as the “GIB” with Victor and his wife which allowed Victor to discover some “interesting things” about his “new” A/C, like his elevator trim needed to be re-rigged, the firewall needed the holes plugged [gassed the “GIB”] and vents on the cockpit canopies. I

found after landing that Victor had to push the stick forward to keep the plane level. Between all of the group Victor was able to get the elevator trim fixed and it was decided to move my return ride to Justin’s CJ-6 due to a vacant seat in Justin’s A/C. A slight concern of no cushion for Justin’s backseat was overcome with the use of Ron’s T-28A canopy cover as a cushion, I sat so low that the canopy rail was the prominent view to either side. Also the mike plug wasn’t working so I could only hear. I did communicate to Justin when I had to plus I had a full bottle of water to make any points. Yes the canopy cover is very lumpy and not in the right places; I had to loosen the belts and stand up to rearrange my derriere with the canopy closed, a mean feat. At least Tom Elliot got a good laugh as he came within sight of Justin, Justin up front and a brown haired dome in

the aft cockpit; remember I would’ve had to stand up a little to see over the canopy rail, some “Int’l “ hand/ finger gestures got a lot of laughs from the rest of the group. But Justin delivered the two of us safely to Paine. So ended a great weekend and fantastic flights.

No B-17 so no CWB Day at the MOF. So the next event was the Olympic Flight Museum Fly-in on June 13 through June 15. A good turnout of marshaller volunteers



The Thin Orange Line at work (John Clark Photo)

was available at this event. I was even able to get Charlie Coulter to rejoin the Squadron and greatly help on all three days for this event. Thanks to all of the CWB marshallers who helped at this event with all the things that took place, from the CAF’s B-29 blowing tires on the runway to its recovery to the stupid restrictions the state put on the museum’s event. So after this event the CWB marshallers helped with many events at HFF. These included the Bi-plane Fly-in, Challenge Air event, and of course the Vintage Aircraft Weekend to round off the season. It was a lot of work by a group of aviation “nuts” who get pleasure in helping put on a SAFE and SMOOTH airshow event. If you don’t mind some intense, short period, work that accomplishes this, then feel free to contact me at pdyouman@frontier.com to find out more about becoming a member of the CWB MARSHALLER UNIT.

I’ll see you at the monthly meetings. 🍀



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**Cascade Warbirds
Quick Look Calendar**

October

- 11* Squadron Meeting at
Museum of Flight
- 10-13 San Fran Fleet Week
- 18 Heritage Flt Museum
Open House at BVS
- 23-25 Copperstate

November

- 8 Squadron Meeting at
Museum of Flight
- 15 Heritage Flt Museum
Open House at BVS

December

- 6 Annual Christmas
Dinner Banquet
Arlington, WA
- 20 Heritage Flt Museum
Open House at BVS

January

- 10 Annual Squadron
Meeting at MoF
- 17 Heritage Flt Museum
Open House at BVS

* Denotes Max Effort Event
See Website for Detailed List

Check Six



A Messerschmitt Bf-109E forced down in Sussex due to engine failure during the Battle of Britain (johnstroysoldiers.blogspot.com Photo)