

WARBIRD FLYER



★★★EAA Warbirds Squadron 2 Newsletter★★★



CO's Cockpit

By Ron Morrell

It has always been amazing to me how we travel through each summer flying season at top speed and continually look forward to our annual trip to the National Championship Air Races in Reno. At least that has been my experience for the last 23 years and I know there are plenty others out there that have the same sensation. The more interesting phenomenon happens when I get home from Reno. All of a sudden the pace slows down and we look out at the Puget Sound that is significantly cooler and cloudier. Then some of the first things that comes to mind, after the recovery finally begins to take hold, are the thoughts; "Now what? Its fall! How much work does the airplane need to keep it ready to take advantage of the occasional sunny winter day?"

It does seem like a good time to fully evaluate our airplanes (how many small irritants and minor maintenance items have we put off), and ourselves (maybe even plan to polish up our knowledge base while we spend more of our time indoors). That is my plan for this time of year,

except of course the second Saturday of each month when I will be spending time with the squadron members at the Boeing Museum of Flight. I look forward to those times that we can talk about how we spent our flying days and what we should be planning to do next summer. Hopefully, we can also plan a CWB Hangar Party and spend more hours talking with our hands and embellishing the stories that we have probably already repeated a couple of times.

One of the more important discussions we need the members to be involved in this fall is concerning the squadron direction and leadership. According to our bylaws, this is the meeting season that we create a nomination committee and they do the research and make recommendations for who will be the next leadership team for our squadron. Make no mistake, the squadron always needs new talent to step up and help move us forward.

WARBIRD FLYER, October 2015

There is always the need for new ideas and new members to become more interested and willing to help mold our operations. I ask all of you to consider your role in the squadron and assess whether you have the willingness and drive to help us in the many areas that keep us supporting the purposes and goals of our membership.

Speaking of goals, where do you think we should be concentrating our efforts in the next few years? Have we been meeting the needs of you, the members? Have we done a good job of promoting our mission and making sure we support the written goals contained in our bylaws?



Seafair Ramp (Ron Morrell Photo)

Another important part of our meeting season is to recap this past summer's activities and find ways to improve before we start again next year. Please feel free to bring your opinions to the meetings, don't be hesitant to let us know what can be done better. I was very happy with most of our activities but was not everywhere and didn't see all that we accomplished, or maybe didn't accomplish. What was

your opinion of our participation at the Olympia Air Show, how was the Arlington Air Show from a Cascade Warbird perspective, did we have a good showing at VAW and our first invitation to be static during SeaFair, why did we not have a good showing at Tacoma over the 4th of July? All of these subjects will be discussed during the times that our Board of Directors meets, but we also want input from all of the members. We will also have an in depth discussion of the visit of the EAA's Aluminum Overcast and how we can overcome the many obstacles that we encountered this year. Your help is imperative and I personally look forward to all the feedback!

In the meantime, welcome to fall in the Pacific Northwest and thanks to all of you who participate in the best and largest Warbird Squadron in the country and helping 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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Letters

Dear Fred (and the members of the Cascade Warbirds),

The Warbirds graciously awarded me a scholarship to attend ground school and begin flight training back in 2012, and although it took me a couple years to get the inertia going on that pursuit, I am ecstatic to say that I earned my private pilot rating just before I left for my freshman year of college this fall! This would not have been remotely possible without the financial assistance, but I think the most important effect your scholarship had on my goal was helping me convince my parents that I truly wanted to learn how to fly. Mentioning it quite frequently at dinner is one thing. Showing up with the support of an entire organization of people imploring my family about how important it is to learn how to fly tipped the scales and I am immensely grateful. I trained in the dependable but fun Cessna 172, and I plan on continuing my training up to a commercial or CFI rating because I see myself sharing my love of aviation in the form of instruction one day.

A quick update about myself: I graduated from Liberty High School and am now attending the Massachusetts Institute of Technology to study Aeronautical Engineering. I plan on specializing in material science so I can apply my knowledge to improving the design and structural stability of aircraft. I attribute my acceptance into MIT to my specialization in aviation, which would not have been nearly as successful without your support.

For all of those reasons, I am immensely grateful. Your scholarship had an extremely positive effect on my life, and I wish the same success to all of the youngsters that come your way looking for role models in aviation.

Sincerely,
Christine Chappelle

Help return Precious Metal (#38) to the Races!

The racing at Reno was fabulous this year, the only thing missing was Precious Metal, Race # 38, the Mustang with the Griffon engine and contra rotating props.

Many of you have probably heard by now that PM was on her way from her home base in Florida to Reno, when she caught fire on the ground taxiing away from her first fuel stop. A bystander flagged down the pilot, Thom Richard as he taxied away and informed him he was on fire! (Note: Buy that guy a Beer!) Thom got out fine, but Precious Metal burned for 20 minutes before the fire was extinguished.

The airplane is almost completely intact, but with unknown structural heat damage. Thom Richard, who by the way is one of the nicest guys in racing, initially said she was done, but based on the outpouring of fan support, has decided to fix her, and return her to where she belongs, the skies over Reno!

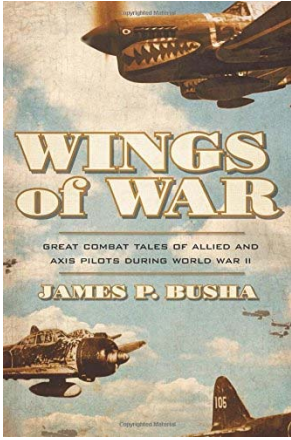
Here's where we come in. They need help to make this happen. Their plan is to sell 1" x 1" squares on the restored Airplane that fans can adorn with whatever picture they like. It will be quite a mosaic!

My thought is that WE as Cascade Warbirds members buy as many squares as we all can, and band them together to put a large Cascade Warbird logo on Precious Metal, as she races for Reno Gold!

I talked to Thom at Reno, and he loves the idea! There are two ways we can help Precious Metal back to the skies, and send our Cascade Warbirds logo around the Reno pylons at 480 miles per hour: Several members have already given cash contributions to Dave Desmon to be used to purchase squares, or you can go to Precious Metal website, contribute directly, and let them know you want your squares in the Cascade Warbirds block. If you do that, please let Dave know, so he can coordinate getting them all together for the logo. Precious Metal's website is: www.AirRaceTeam.com or <http://warbirdadventures.com/inc/sdetail/160/3086> Contact Dave Desmon : DaveDesmon@Yahoo.com

Media Reviews

By Frank Almstead



Wings of War: Great Combat Tales of Allied and Axis Pilots During World War II

Author: James P. Busha

Hardcover: 256 pages

Zenith Press (September 25, 2015)

ISBN-10: 0760348529

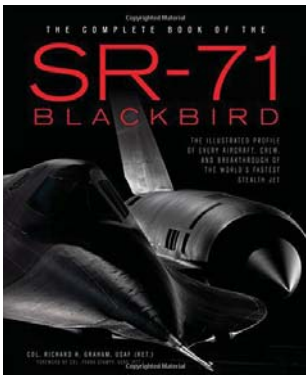
Zenith Press continues to impress me with the selection of material they send to us for review. I was greeted a few weeks ago with another release from them. *Wings of War* by James Busha. The author will sound familiar to you as he is the editor for EAA Warbirds magazine and also contributes to EAA Sport Aviation.

Wings of War is a collection of short stories, from both Allied and Axis pilots, from late 1939 through 1945. In total there are over 36 stories from pilots of different aircraft in every theater of the war. The stories are punctuated with fantastic photography, both color, and black and white as well as various wartime illustrations and advertisements. Graphically, the book draws you in from the start and once you start, you won't be able to put it down.

There are stories from pilots you know, like James Swett, Alex Vraciu, Oscar Boesch, Bob Rankin, George Novotny and Philip Adair. But, to me, what was most captivating, were the stories of the lesser known pilots, and their experience in the less familiar aircraft. I especially appreciated the Axis stories, probably due to the fact that they are fewer of them to consume. For example, Gunther Voltz, who flew the Fieseler Storch on the Russian front, describes his mission as an air ambulance flying wounded soldiers to field hospitals. When it was clear Germany was being pushed back, he tells of having to remove the propeller from his aircraft and hiding it, to ensure nobody took his plane to escape the advance. Those types of stories, the one's rarely told, are what pulled me into the book. Gunther eventually uses the STOL capabilities of the aircraft to land at his mother's house, where he ended his war and became a civilian again. If you are interested in the people, their stories, then I highly recommend the *Wings of War*. ✪



ZENITH
PRESS



The Complete Book of the SR-71 Blackbird: The Illustrated

Profile of Every Aircraft, Crew, and Breakthrough of the World's Fastest Stealth Jet

Author: Col. Richard H. Graham, USAF (Ret.)

Hardcover: 288 pages

Zenith Press (October 26, 2015)

ISBN-10: 0760348499

The SR-71 is an awesome aircraft, and way ahead of its time. Col. Graham's book is every bit as awesome, and yes, this is a book you can judge by its cover. Just look at it! When he says it's the complete book of the SR-71, he means it. The book is 288 pages and it is packed with information. In addition, it is loaded with powerful photography, both of the aircraft, and the people, who maintained and flew this amazing aircraft.

Col. Graham knows the Blackbird, he was a crew member, instruction pilot, chief pilot of the standardization/evaluation division and a SR-71 Squadron Commander. He has compiled a book that covers the inception and development of the Blackbird. The book covers all 50 of the aircraft produced, discusses their history, unique specs and where they are today. It also covers various projects related to the SR-71 program, such as the D-21 drone, which you can see on aircraft 940 at the Museum of Flight today. The book covers crew selection, training, and special equipment used in the aircraft such as the pressure suit. Col. Graham walks the reader through the aircraft systems, cockpit layout, mission planning, and various mission sensors and avionics. The Col. takes the reader on an operational flight, describing each phase of the flight profile. In the book, technical details are interlaced with gripping personal stories, and photos, from SR-71 crews. For me it was a strong reminder that it takes people to make these amazing machines work.

For any SR-71 aficionados in the squadron, this book is a must have for your shelf, you won't be disappointed. ✪

Squadron News

WINTER MEETINGS

Our winter meeting schedule has kicked off and, as always, your family, friends, and anyone who may be interested in what we do are welcome to join you and us. We meet the second Saturday of Oct, Nov, Jan, Feb, and Mar at the Museum of Flight in Seattle. Our start time is 10:00 AM and we adjourn around the noon hour for a no-host luncheon in the Wings Café. Our scheduled speakers run the gamut from WWII through the present day and many (most?) of them are aviators – though we did have one Battle of the Bulge participant. November is always an especially important meeting because we get to hear snippets from all our Veterans in attendance. And this November brings a unique surprise – Col. John Mysterly will be with us and you'll be in awe as he describes his fifth aerial victory. Oh, yeah – bring your checkbook – John has written a couple books and will have copies available for purchase.

SCHOLARS FLYING

In April we introduced our 2015 scholars. We are pleased to report that all four young men successfully completed their ground school classes at partner Galvin Flying and, thus, were each awarded two training flights. Three of the lads have completed their flights so far and one has even gone on to further training in California.

NOMINATING COMMITTEE

January, 2016, is our biennial election of officers and board members. To that end, the board at its monthly meeting on 10 October 2015 will select five individuals to serve as a Nominating Committee. The Nominating Committee will, in turn, search for

suitable candidates for these positions. If you would like to be considered for an elected position, contact either CO Ron at cwbcommander@gmail.com or Adjutant Fred at fred@fcsmyth.com. The pay may not be great and the hours may not be convenient, but you very well could be a part of us fulfilling our mission statement.

DINNER PARTY

The holidays are nearly upon us, as far as prior planning is concerned, so consider this fair warning. Our Annual Christmas Dinner Party and Awards Banquet will be held on Saturday, 12 December, at The Ramada Inn – Tukwila. <http://www.ramada.com/hotels/washington/tukwila/ramada-tukwila-southcenter/hotel-overview>. This is the same property, though under new ownership, where we had our 2005 dinner party. The hotel has guaranteed us room rates at \$84, but if you happen to be an AARP member and book online, you can get it for \$79. Call 425.226.1812 otherwise and be sure to mention CWB. By the way, your hotel stay includes a hot breakfast in the morning – sausage, eggs, bagels, fruits, etc. – but no headache remedies.

For our members from out of town, you should know that the Ramada is just down the hill from Seattle-Tacoma International (KSEA) and the hotel provides free shuttle service in both directions. So you really don't have any excuse for missing the party. In fact, this year there will be a prize for the guest who travelled the furthest.

And now to the dinner. We'll be enjoying a buffet featuring both chicken Picata and flank steak, along with the usual salads and starches. Of course, dessert is part of the affair also. And all this for only \$33 per person, including dinner, tax, and gratuity. Get on the list with an email to Fred

at fred@fcsmyth.com and mail your check to CWB, 1066 Yates Road, Oak Harbor, WA 98277. Fred needs to receive your payment by 01 December.

And when dinner and the party are over, we can all repair to the adult entertainment section of the building. It's newly remodeled and just crying out for some aviation-related usage.

NEW FACES

It is a pleasure to introduce the following new members:

Bruce Herrington	Lakeland, GA
Felipe Irigoyen	Holtville, CA
Dave Osgood	Seattle, WA
John Richardson	Everett, WA

CHARITIES CONTRIBUTE

The Squadron is registered with a couple different charities that make donations to us based on your consumerism. If you have registered with these companies, then every time you make a purchase, a portion of that money finds its way into our coffers. The first is the Amazon Smile Foundation. Simply visit www.smile.amazon.com and register your Amazon account. Thereafter, all your eligible purchases earn us 0.5% bonus. It's an easy and painless way to contribute to our cause. (Be sure to see the letter of thank-you from 2012 scholar Christine Chappelle elsewhere in this issue.) The second charity is the Fred Meyer Community Rewards program. You can register at www.fredmeyer.com/communityrewards. Each quarter we receive a check of approximately \$30.00 based on your patronage at Fred Meyer. We thank those of you who have taken the time to register. And, of course, there are several employers in the greater Puget Sound region that have established matching programs for employees.



CASCADE WARBIRDS SQUADRON 2



Home of Flight, Boeing Field - Seattle, WA

Mail: 1066 Yates Road
Oak Harbor, WA 98277

CWB MBR#: _____
Date: _____
(For Official Use Only)

Welcome all new Warbird of America members from in and around the great Northwest. We're your local warbird squadron and we would be pleased to have you join us.

Member Information

Last Name	First	MI	Spouse
Mailing Address			
City	State/Province		Zip
Home Phone	Cell Phone	Work Phone	Email Address
Pilot Certificates, Ratings			
EAA Membership Number		Warbirds Membership Number	

Warbird currently owned:

A short bio of you as it relates to aviation:

What are your aviation interests:

What prompted you to be interested in joining our squadron?

New members receive a shoulder patch, window decal, and engraved name tag. How do you wish your name tag to read? Three lines maximum:

1) _____ 2) _____ 3) _____

Note: There are three membership options when joining Cascade Warbirds:

- 1) Join Cascade Warbirds by completing this application and sending \$20 to the mail address above.
- 2) Join Cascade Warbirds for \$20 and join EAA for \$40. Complete this application and send one check for \$60 to the mail address above.
- 3) Join Cascade for \$20, join EAA for \$10, and join EAA Warbirds for \$45. Complete this application and send one check for \$75 to the mail address above.

Cascade dues year is the calendar year. New members joining Jan-Aug are paying for the current year; Sep-Dec are paying for the following year.

**WELCOME ABOARD AND THANKS FOR HELPING TO
"KEEP 'EM FLYING"**

CASCADE WARBIRDS

Old Dogs and Children

By Ed Rombauer

On occasion, when the sun is warm and the smell of Avgas hangs like perfume in the afternoon air, I like to relax in the comfort of a deck chair parked under the wing of my airplane and watch the parade of people walk by. It reminds me of the days on the carrier when I would stand up on “vultures’ row” and mentally grade the landing traps of fellow pilots. The difference being that rather than judging the ability of twenty something year old jet jocks to successfully land a high performance jet on a moving steel deck in a couple of hundred feet, I was now relegated to judging whether visitors to the West’s Very Large Air Show and Fly-in could manage a hot dog, cold drink and small children without dropping or losing one of them. As I sat there in the shade of the airplane’s wing sipping on a cold soda, trying not to appear to be staring at the paying guests, my thoughts started to wander and I found myself trying to figure out what the connection was with flying and some of the older people in the parade.

One of these was an older man with a five or six year old boy and a big yellow dog. As he stood there in the hot sun reading the information sign at the front of the aircraft and explaining to the young boy about what they were looking at, the dog would longingly eye the dripping ice cream cone in the boy’s hand and then very carefully steal a lick. I started to call to the boy that his cone was being shared with his dog, when the older gentleman held up his hand and said “it’s ok, that’s why we call him Bandit.” Sensing that there was more to this story, I asked if they would like to sit for awhile in the shade of the plane’s wing.

After the usual “how do you like the air show?” conversation, I asked what brought him out to the air show and why he liked looking at old warbirds. “Well,” he said, “I flew B-24s in the war in Italy, and I wanted to show my great-grandson some of the old planes we flew in.” In our conversation I learned that Del had been a B-24 gunner based in Manduria, Italy and had flown many missions over Germany and Romania, including the Ploesti raids. One of the more interesting stories he told was when he looked out of the waist gun position to see a ME-109, being chased by a P-38, start to burn and then explode. The P-38 passed close under the wing of Del’s B-24 hitting pieces of the 109, and then the 38 exploded sending the bomber up on one wing, filling it with holes.

Del spent the last year of the war in a POW camp, or

rather in several of them, as the Germans kept retreating north. In the last few weeks, the Germans abandoned the prisoners to the Russians and Del and his fellow prisoners were moved by the Russians to another camp. As there was no food, and nothing to keep them warm, the march was long and arduous in the freezing cold. Since freezing to death was more a certainty than starving, Del survived one cold night by burying himself up to his neck in a barnyard manure pile. In the cold light of dawn, Del started to return through the woods to his group of prisoners while trying to stay away from the local residents. (It seems they were not happy with the American airman that had dropped bombs on them.) As he walked back to camp through the snow and woods, he heard a dog bark. Looking back he saw a large dog accompanied by a small boy standing a short

distance away. Del, fearing that the dog’s barking would attract the locals, stopped and waved to the boy. “Hello—Soldier!” he called in German, hoping that the term “soldier” would be ambiguous enough to keep the boy from calling for help. While surveying the emaciated and freezing American airman dressed in rags standing in front of him, the boy and dog slowly moved closer. As Del stood there fearing the worst, the boy stopped and stared at him. Suddenly he reached into a cloth bag he had slung over his shoulder and retrieved a small loaf of bread, which he offered to Del. Quickly

accepting the life saving gift with a soft “thank you,” he turned and walked away, returning to his camp. A few weeks later General Patton, out of fuel and food, arrived at their camp to free Del and his fellow prisoners and start them on their way home.

Sitting there in the lengthening afternoon, listening to this brave American airman tell his stories of the horror of war and the courage that these young men showed against terrible odds, I realized that my flying is much easier. All I have to do to return safely home is to follow a few basic rules of flying and I am pretty well assured of a safe flight. Watching Del, his great-grandson and their dog walk away in that late afternoon, I could almost see a B-24 crewman standing alone in a German forest being helped by a small boy and a dog.

While sitting under the wing watching airplanes is still fun, it’s the people and their stories that bring flying to life.

Fly Safe ✪



A Consolidated B-24 Liberator of the 15th A.F. releases its bombs on the railyards at Muhldorf, Germany on 19 March 1945. (USAF Photo)

Back Seat Driver

By Ed Rombauer

There's nothing more irritating than trying to drive an automobile while someone sits in the back seat telling you which way to go, how fast to get there, watch out for the other drivers, and that you are not taking the fastest route. In my experience, the person in the back seat is usually someone who knows how to get there but has forgotten where they are going. Back seaters in airplanes, at least those of the tandem type, tend to be either passengers or flight instructors. While your passenger may be too busy (trying to keep their lunch down) to say much, the instructor's function is to impart some wisdom by telling you what to do.

There is, however, another category of back seater. This is the young person who is a passenger but who dreams of being a pilot. This back seater would never deign to tell the pilot what to do, but would instead question him in order to further his knowledge. His mind is like a sponge, absorbing every bit of aeronautical information that is imparted to him. All too often we, as older, experienced pilots will ignore or give little time to these young aviation enthusiasts—at our peril! Remember that the back seater of today may be the front seat driver of tomorrow, and the experienced front seat driver of today will sooner or later wind up in the back seat. It would seem then, that having a skilled, well trained, knowledgeable pilot up front, while you are riding in the back, is to your advantage. The accident statistics of commuter airlines supports the thesis that many of the young pilots of today are inexperienced and lack a basic understanding of aerodynamics.

The big DC-8 was flying well above the midnight wintery weather east of Chicago on its way to the east coast. The front cabin in which I was riding was almost empty, allowing me plenty of space to relax and read a little. A pilot had called in sick and I was assigned to fly his mid-morning departure the next day. It would be a short night. As I sat there with the cabin lights dimmed and the mind-dulling noise of an airliner in flight, I soon dropped off to an intermittent sleep. Occasionally, I would open my eyes and look out the window at the black nothingness punctuated only by the flash of the red rotating beacon.

It wasn't until the loud rumble of the landing gear being lowered that I became fully awake. Looking out the window, I could see the landing lights reflecting into a heavy snow fall with the wing disappearing into the white haze. As my mind became more awake, and having not heard an announcement to prepare for landing, I wondered where in the approach we were. Well, maybe the pilot had lowered the gear a little early and we were still a long way out from the airport. My apprehension was increasing as we descended further into the midnight snow; I was becoming the worst kind of back seater—a nervous one with no input. Looking around the cabin, I noticed that people were still curled up under their blankets, and the flight attendants were standing in the galley talking to one another. Perhaps, I thought, in my sleep-induced haze I had missed the landing announcement and at

any moment the cabin lights would be turned up bright and the familiar landing routine would start. Turning to the window, I again tried to see through the brightly illuminated snowfall. Looking intently into the white glare, I suddenly knew where we were, or at least how close to the ground we were, for I was now starting to see the dim form of a forest of snow-covered evergreen trees!

The DC-8 continued down toward the outstretched limbs of these large, snowy creatures, and in just moments the wing appeared to be skimming along only a few feet above the tops. Catching the attention of a flight attendant a few feet away from me, I quietly said, "Landing," and to myself I said, "I hope." The flight attendant glanced out the window, saw the trees, and ran for her seat. I was now concentrating on trying to see some runway lights through the window—my role as a back seat passenger had definitely changed to back seat driver with a locked door between me and the pilots. I suppose that I could have used my key to open the cockpit door and said, "Excuse me, did you know that you guys are flying this airplane into the ground?" Only in fiction does this ever work, as the writer has control of the ending and dictates whether the ending is either good (as in it's only a bad dream), or bad (as in they all died in the crash). In real life, endings to the story are uncertain.

Just as I thought the engine pods were about to play snow plow in the tree tops, the four engines on the aircraft roared into full takeoff power, and then just as suddenly became almost silent as they went to idle thrust. Instantly, the aircraft hit hard on the very end of the runway, driving every passenger's spine down through the seat cushion; fortunately, a bad landing on the airport was better than a good landing off the airport.

You might wonder what this has to do with back seat drivers. As I later found out in a quiet conversation with the second officer (flight engineer), the Captain, who was flying the aircraft, forgot to tell the flight attendants that they were landing. On the approach, both pilots proceeded to drop below the ILS glide slope and were about to land short of the runway when, at the last moment, the second officer reached forward and pushed the thrust levers full forward, saving the day. This young flight engineer had instantly transitioned from a back seater to a back seat driver, because, I would guess, somewhere in his youth, older experienced people in aviation had taken the time, when he was a back seat passenger, to answer his questions.

This month, CWB is awarding scholarships to two young people to further their education and interest in aviation. Not only should all of us support these scholarships, but we should take the time to answer the many questions the newcomer to aviation may have. Someday we will all become back seaters and the young back seater of today will be up front driving. When that happens, I prefer that he or she has most of the answers. ✪



**CASCADE WARBIRD
EAA CHAPTER**

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

**Cascade Warbirds
Quick Look Calendar**

October

- 10* Squadron Meeting at
Museum of Flight
- 5-12 San Fran Fleet Week
- 17 Heritage Flt Museum
Open House at BVS
- 22-24 Copperstate

November

- 14 Squadron Meeting at
Museum of Flight
- 21 Heritage Flt Museum
Open House at BVS

December

- 12 Annual Christmas
Dinner Banquet
Tukwila, WA
- 19 Heritage Flt Museum
Open House at BVS

January

- 9 Annual Squadron
Meeting at MoF
- 16 Heritage Flt Museum
Open House at BVS

* Denotes Max Effort Event
See Website for Detailed List

Check Six



PBY Catalina during the Aleutian Islands campaign (<http://www.photos-albums.com>
Photo)