



# WARBIRD FLYER

★★★EAA Warbirds Squadron 2 Newsletter★★★



## CO's Cockpit

By Dave Desmon

I hate bad news, so let's get that out of the way first. The Cascade Warbirds won't be participating in the 2005 Arlington Fly-in. This will come as a surprise to some of you, but not to many others who have been working tirelessly over the last several months

in an attempt to keep the show on track. I really want to thank everyone who has.

A little background - The Squadron made plans for the largest Warbird presence ever at Arlington '05. We had a full-court press on at the National Warbird Operator's Conference (NWOC) in Seattle, complete with videos, palm trees, photos, and invitations to join us at AWO Island. It was extremely well received, and we were well on the way to having over 100 Warbirds on deck, including several new and exotic Warbirds never seen before at Arlington. AWO has always been our largest budget line item, and the Squadron has always borne the cost of hosting our guests, forum speakers, veterans, etc. We have never received any financial assistance nor any of the gate receipts to support these efforts. The Fly-in has provided the tents, tables and chairs. This year, with the larger planned presence and the belief that it would significantly increase the Fly-In gate, the Cascade Warbirds committed a larger amount of our treasury to AWO than ever before. All we asked was that the Fly-in match our contribution, given that all of the receipts accrue to them. All involved from the Warbirds thought that we'd made an eminently reasonable request for support - the Arlington Fly-In Board saw it otherwise. After 3 months of work attempting to reach an agreement, and several unanimous votes by your Squadron Board of Directors, we informed Arlington that we'd be unable to participate in 2005. If you want more information, please contact our Sqn. AWO Chairs, Pete Jackson & Betty Sherman, or myself or any of the other Board Members. We'd be happy to talk to you.

The GOOD News is that there are plenty of Shows who are delighted to have us. We have invitations to several Canadian Shows, and when we told Fairchild AFB that we would like a session in their Altitude Chamber either during the show, or on a separate date when we could concentrate on it, they said, "Hey, we'll do BOTH!" On top of that, they are providing Hospitality, Lodging, Fuel, AND making a Donation to the Squadron. Let's be sure we really show folks who treat us like that how much we appreciate it with great attendance at their shows. FAFB certainly

rates our "Max Effort"!

Speaking of which, we just this weekend completed our 1st show of 2005 - the Skagit Tulip Festival Fly-in. The Weather was great, they were wonderful hosts, and we had a fine turnout of 24 CWB aircraft. Our Marshalling crew handled the Ramp in fine style, Bill & Jeff High brought in the Artillery Support (they now have a towed 37mm cannon!), and we flew 16 of our planes at once, from Dan Barry's L-3 and Chipmunk Bob's DHC-1, to Don Keating's L-39 Jet, and a pair of T-28s flown by Jeff Jordan and Peter Herzig.

A number of the visitors commented very positively on the variety and harmony of the display. What a great way to start out the season - and the Rust from the Winter's inactivity barely showed!

We have a GREAT 2005 Season lined up! - Don't forget, the B-17 will be here June 1-6 (Including the 61st anniversary of D-Day!), at the Museum of Flight. This is a big fund raiser for us, as well as one of the most fun things we do. We get a chance to meet lots of heroes who flew B-17s in the War, and a few lucky volunteers will get to ride the B-17 to its next stop in Idaho. Contact Doug Owens or Myself for more info and to Volunteer.

The Seventh Annual "Bud Granley Roast" will be May 14th, 6PM at Ammirato's Airshow Bar & Grill in Bremerton. Make your plans now, I want to see you all there! "Cascade Warbird Day" at the Museum of Flight is also right around the corner - May 21st - Armed Forces Day. Let's show Seattle our pride in our Squadron, and overflow the ramp!

Elsewhere in this issue and in coming days you'll find information about our own Cascade Warbirds Commemoration of the end of WWII + 60 years, to be held at the Kelso Airport July 8-10. We will be joined by our Military Vehicle Friends for what should be a top-notch celebration. This is right in the middle of the "Seattle To Portland" Bike race, which should provide plenty of spectators and visitors for us, as well as a chance for us all to get together with our friends and have a truly enjoyable weekend. Look for more details soon! (see page 8, ed.)

We have an amazing group of people in Cascade Warbirds. The "Who's Who" of the Warbird World came to our doorstep at NWOC this Winter, and they came away heartily impressed with what we did there, what we've done all over the Northwest, and what we have plans to do yet. There's no limit to what we can do as long as we all stick together! "BZ" - Well Done! I'm proud to be associated with you all.

Keep 'em Flyin'!

Dave Desmon  
C.O.

# 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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## Operations Report

By Ken Morley

The fine weather that has accompanied our last two months of the Meeting Season has yielded--at last--to the rain that historically attends the kick-off of our Flying Season...and the true beginning of our Squadron's Operations.

The current dampness to the contrary notwithstanding, the forecasters have promised us yet another drought year in 2005, and I think it incumbent upon ourselves to take full advantage of the VFR weather these systems historically bring to Western Washington. However, before we start making new plans, let's take a look at what we did with the 2004 Season:

### 2004

**Arlington:** As a part of our busy summer season, the Cascade Warbirds again brought to the Arlington EAA Fly-In our one-of-a-kind AWO Island presentation of military aircraft and vehicles. Many forums were conducted, mass fly-overs briefed and performed, our unique Power Parade witnessed by standing-room-only crowds, and we served up another Saturday afternoon BBQ to a sold-out house. This Arlington Warbird presence has been solely sponsored by your Squadron's dollars and volunteer hours since the first of our trademark palm trees appeared.

In the Old Days, AWO Warbird Operations were conducted under a bit of minimal shade in the company of a beverage, a fuel chit, and a clear view of the Granley show. Nowadays, your Squadron Leadership has mandated a level of growth for us that is not only going to require some extra effort, but also some extra investment as well. It is toward that end that your Board of Directors—in a show of resolve that swelled this old heart with pride--has gone before the Arlington Management with our requirement for their financial support in 2005. You will see one of either two results: A nice collection of "heavy iron" parked alongside this year's AWO Island palm trees sponsored by that money...or a scarcity of any shade at all...and this Ol' Boy as well. More to follow.

**Fairchild AFB:** A well attended and well enjoyed event by all the reports reaching me. Good weather, good hospitality, and good flying have become trademarks of this favorite CWB airshow-schedule stop. The 2005 welcome mat has been rolled out for our Squadron to once again attend this fine event.

**Oshkosh:** The Fairchild AFB Show provides a good launching-pad for those continuing on to the national air show at the Oshkosh EAA Fly-In in Wisconsin held during the ensuing week. Our resourceful members secured the use of a complete

home in the nearby suburbs, and stories of the experience—while suspiciously guarded—indicate that the endeavor was a success. Sadly, this 2004 return to OSH for Crash Williams signaled the sale of his TBM "Blue Lady" and the end of an era for our squadron.

The home has again been reserved for the 2005 OSH attendees; see your Executive Officer Kinchen.

**Hillsboro:** Your squadron's highly successful appearance at the 2003 Oregon International Airshow was, unfortunately, not reprised in 2004. Operating within the tenets of our operations code—that our participation in events be "fun and treated with respect"—you leadership declined to participate in this event. This action was joined by Warbird Squadron 13, several Oregon National Guard Organizations, and the all-CWB Fraser Blues flight demonstration team.

Earlier this year, your CO and FO met with the Hillsboro O.I.A. staff, and we have been given reason to be optimistic about our presence there in 2005! Stay tuned!

**The Winter Solstice Pagan Ritual:** Ammirato's Airshow Bar and Grill was again the host of this favorite Yuletide event, drawing some 80 of us to celebrate. Named by a former Web Site Officer—with his tongue planted fully in his cheek—this event has drawn some internal fire on both its title and its location. In response, the 2005 event will be held at a Southcenter hotel...and renamed. Word is filtering down to this humble backroom office that these actions alone are not going to be sufficient; a "dress code" is also being rumored...?

### 2005

**MoF Restoration Center Meeting at Paine Field:**

The final meeting of "The Meeting Season" was conducted and well-attended in Tom Cathcart's offices at his Museum of Flight Restoration Center. While the 8 or 9 flown-in aircraft waited outside, we consumed pizza and did important squadron business...and on a very timely basis too, I would like to submit. The donation of a few bottles of beer to the effort by Mr. Baum—not, of course, consumed by any aircrew(!)—gave the event the flavor of rehearsal that will lead us, hopefully, into the upcoming Flying Season!

**Ops. Officer Spring Invitational Events:** As "The Flying Season" develops its good weather during these not-heavily-scheduled Spring weekends, the call will go forward from this humble office to gather at assorted locations around the Puget Sound. Available by air and ground, these locations will welcome any of our members who are still able to generate enough lift to elevate their butts off the sofa

*Continued on page 7*

# Squadron News

## NATIONAL CHAMPIONSHIP AIR RACES 2005

Go fast, turn left, repeat. That's the mantra of the Reno Air Races and there is some room remaining in the squadron reserved boxes. But there isn't much TIME left before we must decide to relinquish a box. If you want to go September 14th through 18<sup>th</sup>, get in touch with Fred ASAP at [fred@fcsmyth.com](mailto:fred@fcsmyth.com). For just \$280 per seat, you can hang out with the rest of the squadron folks and maybe watch history being made. ✪



## YOU MAY ALREADY BE A WINNER

Actually, we just said that to get your attention. This is nothing more than a reminder to pay your 2005 dues. You know we count on you and your \$20 a year is a modest amount for being able to be associated with this cast of characters. Besides that, we put your money to good use. So please send your check this week to CWB, 1066 Yates Road, Oak Harbor, WA 98277. You won't be sorry if you do and you'll continue to receive this nifty newsletter. ✪

## R.O.N. AT BEST WESTERN RIVER'S EDGE, TUKWILA



Cascade Warbirds has established a relationship with this nearby hotel that offers our members both preferential rates and preferential service. Whenever you're in the greater Seattle area, whether for one of our meetings at the Museum of Flight or for any other reason, give The Best Western River's Edge a call for your night's stay. Call 800.544.9863 for reservations; the rate is only \$69 (plus tax, of course) for one adult or two. Be sure to mention that you're with Cascade Warbirds. If you have any difficulty making the reservation, ask for Director of Sales Roma Cassel. She has promised to look after our needs. Traveling between the Museum and the hotel is easy, too. Located at 15901 West Valley Highway, River's Edge is just 4.6 miles from the Museum (no freeway driving is necessary - from the Museum go south on East Marginal Way South to Interurban Avenue South and thence onto West Valley Highway). The hotel even offers shuttle service, not only to nearby Southcenter Mall but, for us, to and from the Museum. ✪

## B-25 FLIGHT TIME

To help get the B-25 "Old Glory" up to Arlington for display, Taigh Ramey has offered members a unique opportunity. A day of Ground School, loggable flight time, and instruction on the flight to and from AWO. Participants will split about 4 hours of flight time each way. Participants will share operating expenses for the trip. If you're interested contact Tony Caruso for details at [t-caruso@msn.com](mailto:t-caruso@msn.com) or Home#:425-454-5036 Cell#:425-443-6200. Capacity is 4 or 5 members each way, so don't delay! Also see; <http://www.twinbeech.com/oldglory.htm> ✪



## GIFT GIVING AND CORPORATE MATCHING

The Squadron is a 501(c)(3) non-profit organization and donations to it are tax deductible to the full extent provided by law. Thus, we are eligible for employer matching of gifts you make to the Squadron, thereby effectively doubling the size of your gift. If you have any questions regarding a gifting program, please contact the Finance Officer or one of the board members. ✪

## ERRORS AND OMISSIONS

The Squadron likes to stay in touch with its members, but it takes your help to do so. Most often missed is an update to your email address. We also don't know when you move, or even when you get a new telephone number. So take a minute and send us any new information. Email it to [fred@fcsmyth.com](mailto:fred@fcsmyth.com) or mail it to Cascade Warbirds, 1066 Yates Road, Oak Harbor, WA 98277. Rest assured we use this strictly for Squadron business. Lastly, we'd like to know if you belong to EAA and Warbirds of America. Would you please include your membership numbers for our records. Thanks for your help. ✪

*"Make your  
Reservations  
now for the  
Reno Air  
Races in  
September  
2005"*

## EAA B-17 TO VISIT SEATTLE'S MUSEUM OF FLIGHT



In an unprecedented move, the EAA has arranged to modify its normal touring schedule for its B-17 bomber to bring the plane to Seattle this summer, arriving May 31 for flight tour operations beginning June 2 and running through June 6. Last year's West Coast tour with the "Aluminum Overcast" was cancelled when the bomber suffered a gear collapse on landing at Van Nuys. This year the EAA has leased the "Fuddy Duddy" for its West Coast tour.

This Seattle tour stop includes the sixty-first anniversary of D Day, and represents an opportunity for the squadron to generate interest in an historic and unique warplane, as well as generate revenues to support our operations. Each "Flight Experience" sold generates \$30 for our squadron. The "Flight Experience" prices are \$355 for current EAA members and guests, \$395 for non EAA members, including \$40 for new EAA membership or \$395 for non EAA members who decline to join EAA. Word of mouth publicity will help generate interest.

In addition, the squadron earns a percentage of the income from ground tours and merchandise sales. I appreciate those who have already volunteered to help in this important effort, and look forward to receiving support from more squadron members. To volunteer for merchandise sales please email Pete Jackson at [songBirdT50@aol.com](mailto:songBirdT50@aol.com). To volunteer for ground tour support, please contact Bill High at 425-486-2252 or email [psicylinders@msn.com](mailto:psicylinders@msn.com). To volunteer to help with publicity such as distributing posters, please contact Tony Caruso at [t-caruso@msn.com](mailto:t-caruso@msn.com). ✪

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## ORDER NAME TAGS

Do you like the Squadron name tags you see others wearing? Does your spouse have one yet? Well, they're still available. Complete with both the Squadron logo and your name, these tags are available with up to three lines of printing, a maximum of 12 letters or numerals per line. Also available is your choice of clasp: military (push pin) \$7.00; safety pin \$7.00; magnetic \$10.00. Add \$2.00 postage for up to 3 tags per order. Contact Fred at [fred@fcsmyth.com](mailto:fred@fcsmyth.com) and mail your check to Cascade Warbirds, 1066 Yates Road, Oak Harbor, WA 98277. Make sure your fellow Squadron members know who you are. ✪



A photo taken at The Reno National Championship Air Races, 1982 from the back seat of Bob Jones' SNJ. RARA allowed passengers during practice time on the course in 1981 and 1982, --the 'good old days.'

(Bob Jones Photo)

# “G”s -- I’d Like to be a Fighter Pilot

By Ed Rombauer

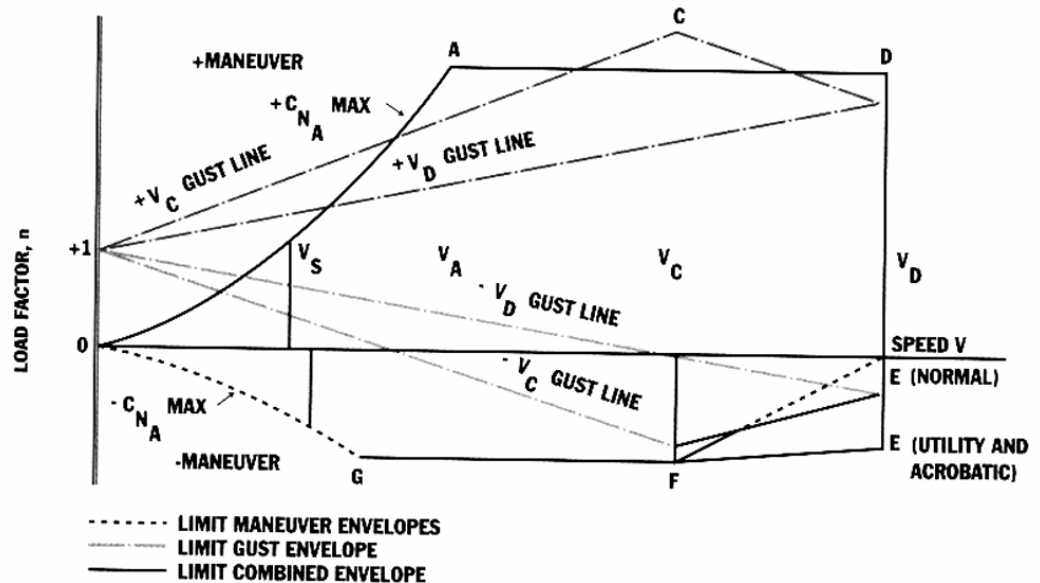
There I was at a thousand feet, abeam the end of the runway. Rolling into a 50 degree bank and dropping the nose I started a 180 degree turn back to the airport while increasing power to 75 percent. My target was to be 200 feet over the end of the runway at maximum maneuvering airspeed for a low pass in front of several thousand people in what was one of the hottest air shows of the year. The aircraft accelerated like it was on greased rails and the airspeed was now well over max maneuvering.

I looked ahead and saw that I (through superior airmanship) had closed the gap on the large SB2C in front of me. This is going to be a good pass, I thought, as I increased bank to stay on show center line. Whoops, almost missed the altitude, well no problem, just pull back a little harder on the wheel. While the bank angle and the ‘g’ load were increasing (yank and bank) the aircraft flew into the air turbulence left by the very large dive bomber ahead. The next event in this scenario is the sound of something on the airplane breaking, what’s breaking doesn’t matter – it’s all bad.

After waking up and finding that it was just a bad dream, I started thinking about load factors and old airplanes. If you study the load limit envelope you will see that just because you are below your max maneuvering airspeed and load limit does not mean that you are home free. The gust

line cuts into the allowable load that can be placed on the aircraft. When you encounter a maximum design gust, your safe maneuvering speed range becomes very narrow, and if the aircraft is light there may be no safe speed at all. As Mac McClellan writes, “When controls are moved in combination, and there is turbulence, the calculation of the loads on the airframe become very complex and  $V_A$  doesn’t offer structural immunity in every situation.”

As our aircraft age, the atomic pieces that hold them together are not holding hands as tightly as they used to, and the aluminum does not take kindly to re-enacting your dreams of being a fighter pilot. We do not want to be one more statistic for the FAA’s old airplane study. Don’t be a test pilot, fly smart, fly safe. ☘



## New Members

Please welcome the following new members to our ranks. When you have a chance to run into one of them along the way, take the time to introduce yourself and make them feel welcome. ☘

Pete Ellis  
 Roy Hafeli  
 Rebecca Clark  
 Tom Clark  
 Henry Geijsbeek  
 John Crothers  
 Bob Brahm

Roy, WA  
 Mission, BC  
 Bend, OR  
 Vancouver, WA  
 Kent, WA  
 Prescott Valley, AZ  
 Mercer Island, WA

Michael Gough  
 Kenny James  
 Dave Larson  
 Mark Pantaleo  
 Nick Rosenblatt  
 Neil Seaton  
 Brad Engbrecht

Burien, WA  
 Bremerton, WA  
 Seattle, WA  
 Bremerton, WA  
 Olympia, WA  
 Mill Creek, WA  
 Victoria, BC

# Yesterday's Missions

By Bob Jones

In 1976 when the DC 10 was quite new with various door problems, we were at Chicago O'Hare airport when we found one door would not close properly. Very soon a gentleman in a suit who identified himself as a Douglas Tech Rep arrived at the plane along with our mechanics. I asked the Douglas man what his previous jobs had been with the company. When he said he had been a Tech Rep on the USN A3's I mentioned that I had intercepted an A3 with a deceased crew in June, 1964. He said he had investigated that crash and would attempt to mail me the accident report from the Douglas archives! Amazingly, the report arrived at my home in June of 1976, almost twelve years from the date of the incident.

Briefly, the incident:

Our squadron, VA 43, the A4 RAG (Replacement Air Group) at NAS Oceana, Virginia Beach, VA was asked to pick up a USN Captain at NAS Pensacola on 6/28/64 and fly him to Oceana. Not one to turn down flight time, I volunteered to make the flight using one of our Instrument Training airplanes a F9F-8T, or as Mr. McNamara renamed it, a TF-9J. The return flight was routine at 33,000 feet until ATC asked us if we could intercept an A3 aircraft about 90 miles north of us. Center advised us the A3 had not answered radio calls for some time, was on an erratic flight path and they were concerned he would soon be over the Atlantic and be lost.



Grumman F9F-8T (Bob Jones)

They gave us an intercept vector and stated the A3's last altitude report was 31,000 feet. We shortly sighted his contrail at what we later determined to be about 44,000 feet. We then started a climb and attempted to rendezvous, however the climb capability of the old Cougar only got us to about 41,000 feet at the A3's 11 O'clock position before he flamed out. The A3 rolled slowly to the left to about 135 degrees of bank and started into an almost vertical diving turn. We joined-up on the outside of the turn pulling 5.5G's in a vertical, diving turn. We had always felt an A3 was good for only about 3G's, and the wings on this one were 'bowed' up from the G load. I felt a wing might come off so we stayed on the outside of the turn holding about .95 Mach.

The person in the B/N's seat had his head up and back against the canopy which was frosted over and we were unable to see if he had his oxygen mask on or not. As we got into more dense air, the A3 started to pitch up and continued

up and down oscillations until the airspeed stabilized at about 210 KT IAS, rate of descent stabilized at about 2,000fpm, wings almost level.

This was a very clear sunny Sunday afternoon in a rural area of North Carolina. A farmhouse with a brick chimney, people in the yard and vehicles around the house, appeared to be the point of impact but at the last minute the A3 cleared the chimney by a very few feet, went through a pine woods slicing soft pine trees off like a razor blade! The airplane went through the small stand of trees and impacted in a corn field, in about a 3 degree nose down attitude.

The crash site was about 20 miles from Seymour-Johnson AFB and they had a helicopter airborne before the impact of the A3. We then diverted to Seymour-Johnson AFB to refuel.

I talked with the investigating Flight Surgeon the following day and he said if the Pilot and Mechanic in the A3 had not been dead from hypoxia they would have lived through the crash.

This A3 had departed Langley AFB after dropping off a passenger and the Pilot and Mechanic did not put their oxygen masks on. Of course, Murphy's Law is always with us and their fate

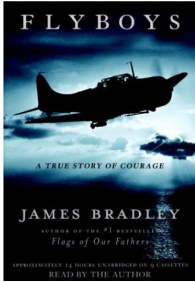
was sealed when the pressurization system failed shortly after take-off due to the lower hatch not being seated properly, an event that apparently went un-noticed by the Pilot and Mechanic.

What can we learn from this? Well, Hypoxia is a killer, follow that check list every time and Aviation is a small world. ✪



VAP-62 Douglas A3D-2P, BuNo 144829  
(US Navy via www.vap61vap62.com)

# Media Reviews



## **Flyboys: A True Story of Courage**

Author: James Bradley

Hardcover - 400 pages (September, 2003) 1

Little, Brown; ISBN: 03161085848

It looks at first as though this will be a story of an Avenger squadron helping to win the war in the South Pacific. But steel yourself for an education in man's inhumanity to man in the name of conquest. From America's subjugation of her West and Southwest to Japan's training of its officer corps with live Chinese prisoners, this is a story that polite folks will wince at as they read and learn.

The reader does hear the compelling saga of our Avenger crews at little-known Chichi Jima. The depth of detail regarding their captivity is astonishing while their ultimate fate incomprehensible. We are left to marvel again at so great a sacrifice paid by our service members. But be forewarned; this is not a flying tale. It is a history lesson and, for that reason, it is a must-read.

Fred C. Smyth ☛

## Operations Report

*Continued from page 2*

and come join their buddies for a beverage, a bite, and some B.S. These calls will be e-mail transmitted from my own "red-hot activity list," not necessarily the leadership's master e-mail list. If you wanna join in, let me know and get your name on my list! (Longevity on that list is highly dependent upon your responding...!)

**Skagit – 4/23/05:** Saturday, April 23<sup>rd</sup>, we have been invited to attend and participate in the Skagit Tulip Festival Fly-In at the Skagit Regional Airport in Burlington. There will be a bit of a show there, the last of which will be our Warbird Fly-Over. In the past we have experienced good hospitality, a variety of meteorological conditions, and lotsa flowers!

**The 7<sup>th</sup> Annual Bud Granley Roast – 5/14/05:** In memory of the old times held in Concrete—and in an effort to keep our namesake from destroying himself unaided—we present the Seventh Annual Roast of Mrs. Granley's little boy Bud...or perhaps some other deserving miscreant...? This year's event will be conducted at 1800 hours at Bill Ammirato's Airshow Bar and Grill in East Bremerton on Saturday, May 14<sup>th</sup>. The price will be reasonable, the food and service will be good, and all spirits dispensed must meet the high standards of the Washington Liquor Control Board! Overnight accommodations (15 rooms) have been arranged at the nearby Midway Motel for the special CWB price of \$55.20 each. Fly-Ins will gather at the PWT airport to be transported by volunteering ground-driving members—volunteering ground driving members will gather at the Airport to service and be rewarded by assembled aviators. Very likely, a breakfast at the Airport Diner will be held to congratulate the Roast survivors....

AMMIRATO'S: (360) 377-0837

MIDWAY MOTEL: (800) 231-0575 / (360) 479-2909

**Cascade Warbird's Day at MOF – 5/21/05:** Gather-up and enjoy your day at the Museum of Flight. Typically we meet there before 1000. If you can get your hands on something that flies, rides or drives, bring it!

### ***The Olympia Flight Museum's Gathering of Warbirds –***

**6/17-19/05:** Always a popular event, and a great opportunity to see how Manager Teri spends Father's Day! Sightings of the elusive Brad Pilgrim have been reported. Lotsa great sounds and warbird flying!

### ***Canada Day at the Langley, BC, Airport – 6/30/05~7/02/05:***

Come help mark our neighbor's Independence Day with a two-day celebration at the Langley Airport as the guests of the airport manager George Miller, the Canada Day sponsoring organization, and the Fraser Blues Demonstration Team. With a "soft" target of 10 warbird aircraft, rooms, fuel, and hospitality will be provided along with an opportunity to fly in two daily parades. See me for more info.

### ***Puget Sound Antique Airplane Club Air Tour – 7/18-22/05:***

This bi-annual event will tour from Western Washington to Idaho and back over its five day duration. Always fun and, while giving priority to antique aircraft, it is not necessarily limited to specialty airplanes. Executive Officer Kinchen is the PSSAC Pres., and CWB member George Renquist will lead the tour. (360) 397-2050.

### ***More later....***

As the summer progresses, many changes in The Schedule will unfold and be reported as they occur. Your Squadron will maximize its use of e-mail to fine-tune its announcements and bring current information concerning oncoming events. If your e-mail info. is not current, now's a good time to fix it by transmitting those changes to CO Desmon and FO Smyth...the keepers of "The List." ...As it should be, your participation in events—or at least your response to invitations—will keep your name on the "red-hot activity list,"....the list I keep! ☛



# CASCADE WARBIRD EAA CHAPTER

1066 Yates Road  
Oak Harbor, WA  
98277-3692

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U.S. Postage  
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Tacoma, WA  
Permit No. 00125

## Cascade Warbirds Quick Look Calendar

### April

23 Skagit Tulip Festival  
Fly-In

### May

14-15\* 7th Annual Bud  
Granley Roast at  
Ammirato's  
21\* Cascade Warbird Day  
at Museum of Flight

### June

2-6 B-17 Fuddy Duddy at  
Museum of Flight  
4-5 Nanaimo Flying Club  
Fly-In  
11-12 Hope, B.C. Flight Fest  
17-19\* Gathering of Warbirds  
Olympia, WA  
30-1\* Canada Day

### July

8-10\* Kelso Fly-In  
18-22 PSAAC Antique Air  
Tour  
23-24\* Inland Skyfest  
Fairchild AFB  
25-31 Oshkosh 2005  
30-31 McChord AFB Air  
Expo '05

### August

5-7 SEFAIR  
6-7\* Comox  
12-14\* Abbotsford  
19-21 NWAAC "Evergreen"  
Fly-in, McMinnville  
20-21 Chilliwack Flight Fest

### September

3 Bremerton Blackberry  
Fest  
9-11\* Oregon Int'l Airshow  
14-18 Reno Air Races

\* Denotes Max Effort Event  
See Website for detailed list

## Check Six

It was about 1958 and I was a young AF Lieutenant flying F-86D's out of Torrejon Air Base, just outside Madrid Spain. One day as I entered the pattern I observed a C-124 Globemaster, known throughout the AF as Old Shaky, making a turn out of traffic and one engine was obviously smoking more than the others. In those days the fighters were

always on a UHF frequency while other traffic usually used VHF; so I called, "Tower this is Mad Dog 25, that departing 124 has an engine on the right wing that is smoking pretty heavily." "Standby Mad Dog we'll advise him." About 30 seconds later the tower came back, "Mad Dog the 124 says that engine is old enough to smoke."

Dan Barry ✪

## CASCADE WARBIRDS

IN COMMEMORATION OF THE 60th ANNIVERSARY OF THE END OF WW II  
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**JULY 8 - 10**

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