



WARBIRD FLYER

★★★EAA Warbirds Squadron 2 Newsletter★★★



CO's Cockpit

By Dave Desmon

Well, Summer is supposedly here, and by the time you read this, we will have the Annual "Gathering of Warbirds" at Olympia in the bag, and be well on our way to a full schedule of flying!

We had 19 of our aircraft and many more members at the annual "Cascade Warbirds Day" at the Museum of Flight May 21 – A great turnout! It was good to see everybody, and the Museum crowds really enjoyed it, too. Ten days later, we hosted the EAA B-17, also at the Museum. I want to send out a BIG "BZ" (Well Done) to Doug Owens, and all of his hard-working volunteers.

I've been involved in hosting the B-17 for five years now, and this one was the most challenging tour stop we've had. We had to contend with broken vehicles, unexpected last minute changes to our site plan, additional requirements imposed by the Airport Management, a "Cranky" B-17 landing gear (just ask the crew chief who had to crank it down!!), 4 retract motors and 2 sessions on jacks, runway closures, and as if that wasn't enough – a visit by VP Cheney, and the attendant TFR which shut us down again.

The B-17 Foundation Head Man was along on the tour, and also said this was the toughest one he could recall. He also said he wouldn't have wanted to face it anywhere else, with any other host organization than the Cascade Warbirds – Your support was Outstanding! – We STILL managed to get in 25 Passenger and 4 Media/Museum Flights, more than nearly any other location ever gets in a problem-free stop. THEN you helped with a week-long 100 hour inspection and Engine Change! I don't know what to say but THANKS, and GREAT JOB!

As always, the Payoff came afterwards – 8 of our volunteers got to ride the B-17 to its next tour stop, Caldwell, Idaho. The 3 Hour flight through the Columbia River Gorge was fabulous, and Doug doesn't remember a thing

about any problems, – but anything you want to know about flying a B-17 – well, just ask him!

In addition, the Squadron's share of the proceeds will sustain us for much of the next year, plus we had some really unbelievable experiences. We flew a 102 year-old "Rosie the riveter," who had worked on Curtiss Jennys in WWI and B-17 parts in WWII, but had never seen a completed B-17. We did a Photo Shoot with an up and coming singer – Look for the B-17 on her album cover! We had several men who flew them in WWII helping us out all week, and conducting tours of the flight deck, and we saw Air Force 2 land right in front of the B-17. Working the B-17 brings out these kind of experiences – I'd highly encourage you to volunteer the next time we host it!

Up and coming is our 60th Anniversary of the End of WWII Celebration at Kelso-Longview Airport, July 8-10. Plan to show up there for a great celebration with some of our Vet friends, and lots of Warbirds and Military Vehicles! BTW, the support we've been getting from the Community for this event has been terrific! Contact Fred at fred@fcsmyth.com if you're bringing a warbird and want a room plus gas.

We also have several forays into Canada planned this Summer, and our Canadian hosts are pulling out all the stops. Canada Day in Langley, the Comox Military Base show Aug 7, and hopefully, our presence at the huge Abbotsford Show Aug 12-14. If you haven't flown into Canada, why not join one of these expeditions and let the pros help show you how! The Air is cleaner the moment you cross the border, ATC is friendlier, you get more lift, better gas mileage, and bugs fly around your windshield rather than splatting on it.

Keep 'em Flyin'!

Dave Desmon, C.O. ✪

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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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Editor's Page

By Frank Almstead

An editorial in the March 21, 2005 Aviation Week & Space Technology discussing "performance cultures" got me thinking about our very own Cascade Warbirds. The article basically stated that the USAF Thunderbirds and USN Blue Angels organizations embody the pursuit of excellence, and that corporate leaders would do well to study them. The article struck me at the time and recent activities have made me take a critical look at our organization. Is the Cascade Warbirds an "excellent organization?"

In order to answer that question one has to answer a more fundamental question. What makes an organization excellent? If you ask a leader they will describe being focused on results, maintaining a bottom line, staying the course, and maximizing membership value. If you ask a member one would describe an organization that supports and advances their cause, sets a clear direction, and communicates that direction to engage and involve them. Lastly, and perhaps most important in our case, society is interested in an organization which plays by the rules, which does not exploit its members or its environment, which puts something back into the community, and which has a sense of moral purpose.

As I see it, the AWO situation forced the Cascade Warbirds through a process of developmental change. The stages included;

denial (I can't believe AWO isn't partnering with us after all we bring to the table); fear (If we don't participate at AWO, what will happen to us); anger (AWO is threatening us with severe consequences); resignation (Ok, now what); and triumph (Kelso-Longview). While navigating this course was not easy to be sure, I feel the results hold true to the basic fundamentals of what makes an organization excellent. Our leadership made a solid business decision. Members will provide a salute to veterans in commemoration of the 60th anniversary of the end of WWII, and the Kelso-Longview community is very excited to be hosting this event with the Cascade Warbirds.

An interesting observation is that pride, whether it be in running an effective organization, being involved with and recognizing veterans, or the pride a community takes in its veterans, is the common thread. When all's said and done, taking pride in the Cascade Warbirds could be the ultimate motivator in what will make the Cascade Warbirds "excellent."

In closing, while I would not put the Cascade Warbirds on the same airfield as the "Birds" or the "Blues" in terms of organizational excellence, I would say that we continue to develop and I'm proud to play a small part in it. So should you. ✪

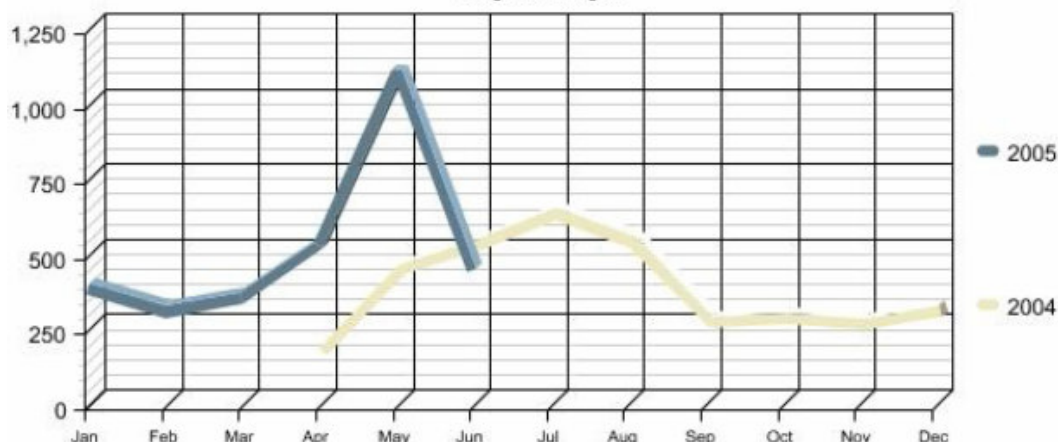
Let's hear it at editor@cascadewarbirds.org.

Warbird WebHits

Reporting Period: June 22, 2005

Report Generated On: Wed, Jun 22, 2005 at 05:51:33 PM

Report Graph



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. If you want to go September 14th through 18th, get in touch with Fred ASAP at 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. ✪

OUR THANKS TO YOU

Annual dues paid to the squadron are but one way we help fund our programs. To those of you who have already renewed your membership for 2005, we offer a hearty thank you for your continued support. To those few who have yet to renew, please send your \$20 to CWB, 1066 Yates Road, Oak Harbor, WA 98277. If you'd like to be dropped from these rolls and bothered no more, please send an email to fred@fcsmyth.com. We'll take you off the list. ✪

E-MAIL UPDATES

If you didn't receive an E-Mail from me about the Olympia show, I don't have your current E-Mail Address – Drop me an E-Mail at: david.l.desmon@boeing.com and cc: fred@fcsmyth.com and let us know, and we'll get the list updated. We do lots of our communication via E-Mail, and often have last-minute things pop up, like TFRs, ADs or other things you'll want to know about. ✪



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

Media Reviews



Aircraft Films DVD

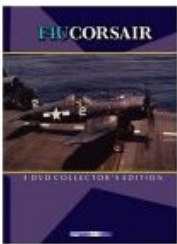
New this year to the aviation video market is a series of high quality DVD's by Aircraft Films productions. Aircraft covered in this review are the F4U Corsair, F4F Wildcat and North American F-86 Sabre. Aircraft Films has the other features in production including the movie Memphis Belle, and Mach 3, the XB-70A. Aircraft Films DVD volumes consist of a feature presentation accompanied by music and narration, along with hours of original black and white archival footage; the likes of which are seldom seen in their entirety. Much of this original footage is presented as originally shot; without sound. Despite the silence, the cameramen share a visual history from a bygone era when Corsairs, Wildcats and Sabres were built and flown in the thousands.

The Grumman F4F Wildcat and its twin General Motors FM2 are featured in the first of the series. Here we see original color footage of pre-Midway flying, actual footage during the Midway attack, and post Midway flying and combat. The Wildcat release even includes never seen before Brewster F2A Buffalo carrier landings. Also included is actual footage shot from the crow's nest of a carrier while under attack from Japanese dive bombers.

The F4U Corsair DVD contains more than 6 hours of footage ranging from training with the first Navy units to combat footage late into the Korean War. Video footage includes flight and weapons testing along with carrier and land-based action in the South Pacific and Korea. US Navy, Marine, and Fleet Air Arm Corsairs are featured in this comprehensive three-DVD set.

The North American F-86 Sabre video features original color footage and nearly an hour of gun camera footage. This video, similar to others in the series, contains many digital still shots of the aircraft from prototype and development images through combat action with active units.

These films benefit greatly from modern digitization where the original footage was cleaned up without looking like a Ted Turner film. I have been collecting aviation videos and DVD's for more than 15 years and Aircraft Films has produced a set of aviation DVD's that are unsurpassed. Point your browsers to www.aircraftfilms.com or check out the Museum of Flight gift shop to find these video gems. ✪



John Clark

Media Reviews Continued on Page 7

KELSO-LONGVIEW REGIONAL AIRPORT **KELSO FLIGHT SERVICE**

AND

MOTHERS OF MILITARY SUPPORT

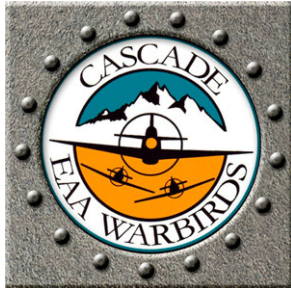
PROUDLY PRESENT

CASCADE WARBIRDS

AND

PUGET SOUND MILITARY VEHICLE COLLECTORS CLUB

Friday July 8, Noon—5pm
Saturday July 9, 10am—6pm
Sunday July 10, 9am—2pm



WORLD WAR II+60 COMMEMORATION HONORING VETERANS & RETURNING TROOPS

IN COMMEMORATION OF THE 60TH ANNIVERSARY OF THE END OF WORLD WAR TWO AND TO HONOR ALL OF AMERICA'S VETERAN AND RETURNING OIF TROOPS, CASCADE WARBIRDS AND PSMVCC WILL BE DISPLAYING THEIR AIRCRAFT AND VEHICLES AT THE AIRPORT, IN THE AIR, AND IN A CONVOY TO AND FROM THREE RIVERS MALL. YOU CAN SEE THESE VINTAGE AIRCRAFT AND MILITARY VEHICLES, TALK WITH THE OWNERS, MEET VETERANS OF WORLD WAR II, VIETNAM, AND IRAQ, AS WELL AS THANK THEM FOR THEIR SERVICE TO AMERICA. THERE WILL BE STATIC DISPLAYS OF AIRCRAFT AND VEHICLES,

CONCESSIONAIRES AND VENDORS WILL BE PRESENT

WE WILL HAVE A POW/MIA HONORING FIELD ON-SITE

\$1.00 PER PERSON DONATION AT THE GATE
ALL VETERANS ARE WELCOME WITHOUT DONATION



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Just Call Me “Lucky”

By Ed Rombauer

On this 60th anniversary of “The Big One,” a “before told tale” sometimes bears repeating. Therefore, I would like to digress from the usual cause and effect illustrations of aircraft safety and relate a story that not only honors our courageous airman from WWII, but also has a point.

On 16 June 1942, Martin Stack graduated from Naval flight training and was commissioned an Ensign in the U.S. Navy, after which he was assigned to Carrier Air Group 11 flying TBF torpedo bombers out of Nandi, Fiji. A few months later Ensign Stack and his Air Group Commander (later, this writer's first C.O.!) flew alone from Fiji to Espirito Santos, 625 nm, then on to Guadalcanal, 575nm, all over open ocean with no nav. aids. Ensign Stack then spent the next several months in combat earning what was to become his nickname. Being a skilled airman doesn't always cut it when you are being hit by anti-aircraft fire, bombed, or your ship is dodging torpedoes, all of which happened. Stack writes of one incident in which he was preparing to take-off from Henderson Field, Guadalcanal, when “washing machine Charlie” came by and dropped a string of bombs. “I watched them come down in the searchlights. They were headed right for me. They landed a short distance away. They were duds. They hadn't armed them.”

We tend to see air combat today through the experiences of a jet pilot. While heart stopping, it is over in a short period of time. The following report illustrates that in 1943 combat in the air was measured in hours not minutes.

30 June 1943, “Supported amphibious landing on Munda. Covered landing of small force joining a coast watcher in jungle east of Munda airstrip. Then sent to recon north of force. Spotted and reported large incoming 22 plane, Betty bomber raid. Then spotted and reported about thirty five bombers and lots of fighters headed for force. Was attacked by numerous Zero fighters NW of Kolombangara Island. Gunner Combs shot one down, probably downed two fighters. Remained in the combat area for over seven hours. During second attack,

several hours later, I pulled alongside the lead dive bomber and my gunner scored a probable kill. He was smoking as he went into a cloud.”

In 1945 Lt. Stack, now a TBM instructor, had an experience that would forever give him the name “Lucky.” “While taking off at NAS Opa Locka in a TBM Avenger, I was airborne, over the middle of the runway and checking my instruments when I could hear my prop biting away at the runway. Suddenly everything was quiet. The engine had fallen off! I heard the WAVE in the tower let out a scream as she



VT-11 TBM Avengers return to Hornet from a mission in August 1944. (National Archives)

was giving landing instructions to another plane. I remember pushing the control stick forward and banging it there trying to get the nose down. All I could see was sky. Without the weight of the engine, the plane zoomed up.

Witnesses said about 200 feet. I did a kind of falling leaf back to the runway, landing three point. Except for the engine, the plane was undamaged. The crewman in the turret was a bit shook! A propeller blade had

broken off causing the engine to break loose. A rare experience.”

Capt. Stack served 28 years in the U. S. Navy and received among many other awards, 2-Distinguished Flying Crosses, and 6-Air Medals.

What has this have to do with aircraft safety, you ask? Well, when you're in that aluminum bird, and you are out of airspeed, altitude and ideas—when you're trying to get back home on a dark and stormy night with the rain hitting you like buckshot, and the wind is a screaming crosswind—when you've done everything right but it's getting worse—well, just maybe it's better to be called “Lucky” rather than “Ace.” ✪

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. ✪

John Jackson Newcastle, WA
Cindy Brooke Hansville, WA
David Ebeling Kirkland, WA
Ron Ochs Madras, OR

Dick Nelms Mercer Island, WA
(Dick is a WWII B-17 pilot)
R. B. Calkins Seattle, WA
John Johnson Wasilla, AK

Operation Bolero

By Frank Almstead

On a recent business trip I was tasked to go to London. This pretty much means flying British Airways flight 48, which isn't a bad thing. BA48 is a nonstop, 9.5 hour, 747-400 flight from Seattle to London. Our track would take us over Canada, Greenland, the North Atlantic, and into the United Kingdom (UK). As I settled into the pod seat with a glass of Merlot I reflected on the fact that 60 years ago the trip wasn't nearly as pleasant.

By the summer of 1941 War Department planners had come to believe that very large ground force operations in Europe would be necessary in order to defeat Germany. But neither then nor thereafter had they even tried to work out any plan of operations in Europe. Nor would it have been to any purpose as the future scope and scale of American involvement in the Pacific remained entirely undefined and indefinable. Eisenhower asserted that the United Kingdom offered the only point from which effective land and air operations against Germany could be attempted and pointed out that the gathering of forces in the British Isles for a cross-Channel assault would also protect the UK and North Atlantic sea lanes.

In Mar42 the Joint U. S. Strategic Committee agreed. American

representatives met with the British Chiefs of Staff in London to discuss this proposal. Marshall emphasized the importance of arriving at a "decision in principle" as soon as possible so that production, allocation of material, training, and troop movements could go forward. On 14Apr42 the British Chiefs of Staff accepted the American proposal, agreeing that planning should begin immediately

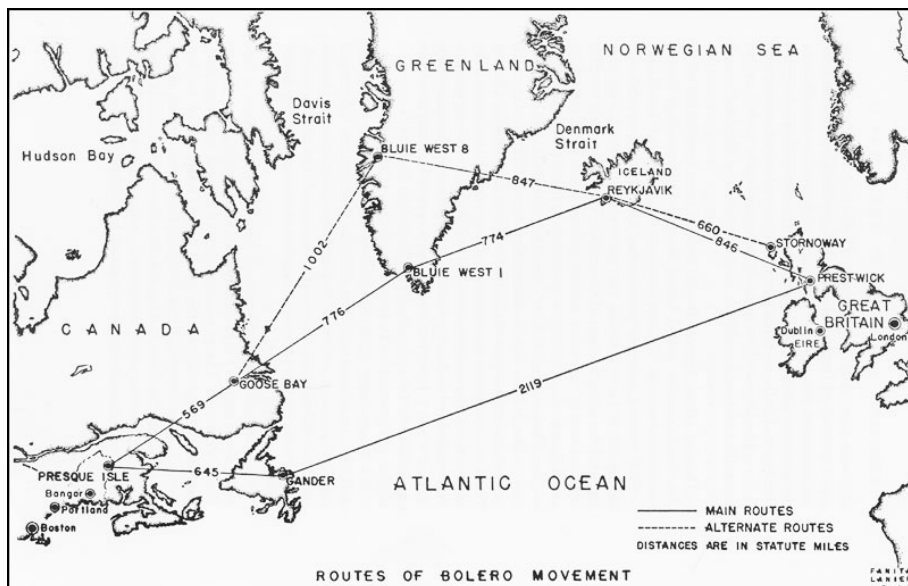
for a major offensive in Europe in 1943 and for an emergency landing, if necessary, in 1942. That evening, at a meeting of the War Cabinet Defense Committee attended by Marshall and Hopkins, the Prime Minister formally accepted the "momentous proposal" of the American representatives and predicted that the "two nations would march ahead together in noble brotherhood of arms."

The BOLERO plan covered the preparatory phase of mounting the cross-Channel operation, involving: 1) immediate coordination of procurement priorities, allocations of material and movements of troops and equipment and 2) the establishment of a preliminary active front. While BOLERO considered all war materials, this writing will concentrate on the movement of aircraft. During 1941 and 1942, P-38s, A-20s and B-25s were being lashed to the main decks of freighters for conveyance from U.S. East Coast ports to the UK. These were the backbone fighters and short range bombers for the U.S. participation in the first years of the European air war. A major threat to shipping, and therefore movement of aircraft, was

the German U-boat patrols operating in the Atlantic. Losses were staggering. Thus, the question of how to get aircraft safely over to the UK in order to begin the fight remained. While a trans-Atlantic flight was feasible for most bombers and transports, the fighter aircraft, with their shorter ranges, required a route consisting of a series of legs.

As most U.S. aircraft production was concentrated on the Pacific coast. A Polar route to the British Isles would have been the most direct. A potential set of landing stations was actually examined for flight along such a route, but Germany's failure to invade Britain bought a little more time for U.S. military planners. Consequently, the risks of flying a Polar route persuaded the planners to go back to the North Atlantic rim alternative. The distance savings in a northern route were so persuasive that an all out effort to learn how to make flying that route as routine as possible would have tremendous returns. Presque Isle, Maine became headquarters of the North Atlantic sector of the Air Corps Ferrying Command in Jan42. The Ferrying Command's responsibility began at their headquarters and extended to

Prestwick, Scotland. The route that would be taken ran from Presque Isle to Goose Bay, Labrador, then to Greenland, Iceland and finally Scotland. A single, primitive, 1,500 foot gravel runway at Goose Bay, Labrador, was in operation by Dec41. Different locations on Greenland were also ready for air traffic in 1941. One of these was located on its Southwestern tip, another on its West Coast. These bore the now familiar names Blui West One



(BW1) and Blui West Eight (BW8), respectively. In addition to Reykjavik, two more bases on Iceland were completed later. The distance concept of these landing field choices was that a P-38 need not fly more than 850 miles to advance to the next base, leaving the aircraft enough fuel to return all the way to its departure base if the destination base went down for weather.

The 1st, 14th, 78th Pursuit Groups were to make the initial crossings. Units of the 97th Bomb Group would also ferry their bombers at the same time. Each 24 plane P-38 squadron was divided into three 8-plane sections. Four P-38s would accompany each B-17, two off each wing. The B-17 would be given the task to act as a pathfinder aircraft and perform the navigation for the P-38s. The P-38 pilots would only have to fly in formation and follow the bomber. The C-47s would head for England on their own, using the new base structure along the way as dictated by fuel and weather. The C-47s would carry ground crews and equipment to support the fighters when they became part of the Eighth Air Force in England.

Continued on Page 7

Operation Bolero

Continued from page 6

Bolero would get off to a slow start as there was a change-of-orders to endure. On June 2nd and 3rd, the P-38s, the C-47s and the B-17s were ordered to head back to the west coast. The Battle of Midway was being joined and the U.S. Pacific coast had been denuded of air support. It was day by day for the United States in the summer of 1942. The success at Midway caused a reversal of these orders, which had only been partially carried out.

On 23Jun, seven P-38s in the company of two B-17s left for Goose Bay, a 569-mile leg. 18 B-17s and 20 C-47s also made that same leg on that day. Ten B-17s of the 97th Bomber Group departed Goose Bay for BW1 on the 27Jun and did not fare well. They flew into one of the support "gaps." The weather turned foul 400 miles out. Seven of the B-17 aircraft returned to Labrador. Three pressed on and ran short of gas. One of those made it into BW8 further up the west coast of Greenland and the other two ditched at sea and the crews rescued. On 1Jul42 the first aircraft, a B-17 operating independently, from Operation Bolero reached the UK. The first seven fighters along with their B-17s reached England on 9Jul.

There was discussion of abandonment of the project but the fighter groups did not want to give up. Two P-38s with senior pilots tried it by themselves on 2Jul and made it into BW1. 24 P-38s then made it with six B-17s and finally 24 more with B-17s made it that same day. C-47s and B-17s not engaged in path finding had gotten into BW-1 earlier that day, each proceeding independently. One group got out the next day and made it to Reykjavik, Iceland. The 94th Flight Squadron was the next in line to make the trip to Britain. On 6Jul42, four elements of this squad, 16 P-38 fighters with their four B-17s left Goose Bay. Four fighters and their B-17 made it to BW8 but foul weather caused the rest to head back to Goose Bay and all had a hard time getting back in. By 10Jul, all had made it to BW1 though there was considerable shuttling up to BW8 because of overcrowding on the ramp at BW1.

Six P-38s in company with two B-17s attempted to make the 845-mile jaunt to Iceland from BW8 on 14Jul. A fast moving front played havoc with this flight. The destination, Iceland, proved to be out of the question. Now in icing conditions, they headed back to

BW8 but it had closed in so they tried for BW1, which was in the clear. Short by 200 miles, one by one all but one bellied onto the ice cap, with one B-17 able to send an SOS before landing. The first P-38 tried to make it down with his landing gear extended and flipped over but the pilot was not severely injured. The others elected wheels-up landings. Miraculously, all personnel had survived. A sea rescue party reached a point 15 miles from the downed group on 17Jul. Now with dog sled, the rescue party obtained guidance from a Navy PBY to the location of the downed aviators. All were returned to BW1. These abandoned aircraft came to be known as the "The Lost Squadron." In 1992 Roy Shoffner recovered a single P-38 from under the icecap and it is now flying as Glacier Girl.

The "tail end charlies" of this first main aircraft movement involved in the Bolero operation left Presque Isle, Maine on 18Jul and except for some aircraft intentionally left at Reykjavik, all had arrived in England or Scotland by 26Jul. The Iceland group came on to the UK on 28Aug. A second Bolero movement with much the same complement and planning followed almost immediately. Their losses were one P-38 and one B-17. The 8th Air Force in Britain was now in business.

Operation Bolero would continue and weather reporting gaps, radio gaps and decision gaps were gradually filled. By Jan43, 179 P-38s, 366 heavy bombers, 150 medium bombers and 180 transport planes had made it over. Success rates improved dramatically with flight experience and facility improvements. 10,000 aircraft were finally delivered over the North Atlantic route. Multi-engine transport aircraft were finally able to make it almost routinely across the northern route. Bolero, flawed by equipment and experience gaps in its early days, made aviation history, almost by a brute force conquering of the elements. ☺

References:

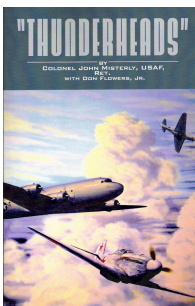
<http://p-38online.com/bolero.html>

http://www.geocities.com/amyjo1_geo/bolero.html

<http://www.daileyint.com/flying/flywar4.htm>

<http://www.army.mil/cmh-pg/books/wwii/Sp1941-42/chapter8.htm>

Media Reviews



Thunderheads

Author: Colonel John Mysterly, USAF, Ret.

Paperback - 580 pages (2005)

NTF Publications

At first glance I thought that there was no way that I was going to be able to finish reading the book in time to publish a review this month, but once started it's difficult to put down. In *Thunderheads* Mysterly continues to chronicle the life of "Johnny Lea" started in *Over and Under*. Picking up postwar, Johnny decides to become career military and earns his pilot wings and a new beginning. *Thunderheads* is an intricate work with emphasis placed on missions flown during the Berlin Airlift, Korea and Vietnam.

Aside from the action-packed description of combat missions, the book is laced with technical, as well as historical references. A reader can follow the development of air power and tactics employed in fighting the F-51 to the F-4. However, what I think sets this book apart is that it provides an interesting glimpse into the mind of a career military flyer, and the stresses one faces along with their family. It is a book about the reality of war and the reality of the lives of those who choose this profession. With 35 years of service to his country, numerous decorations and citations, Col. Mysterly is an authority on the subject. ☺

Frank Almstead



CASCADE WARBIRD EAA CHAPTER

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Cascade Warbirds Quick Look Calendar

July

- 4-5 Tacoma Freedom Fair
- 8-10* World War II+60
Commemoration
Kelso-Longview
- 18-22 PSAAC Antique Air
Tour
- 25-31 Oshkosh 2005
- 29-31 Tri-Cities Columbia
Cup Airshow
- 30-31 McChord AFB Air
Expo '05
- 30-31 Alberta Int'l Airshow

August

- 4-7 Jim Wright Memorial
Stearman Fly-In
- 5-7 SEAFAIR
- 6-7* Comox
- 6-7 Eugene Air Fair
- 9 White Rock
- 12-14* Abbotsford
- 12-14 Klamath Falls
- 13 Baker City Fly-In
- 19-21 NWAAC "Evergreen"
Fly-in, McMinnville
- 20-21 Chilliwack Flight Fest
- 27-28 Madras

September

- 3 Bremerton Blackberry
Fest
- 9-11* Oregon Int'l Airshow
- 14-18 Reno Air Races
- 17-18 Mountain Home AFB
- 23-25 Oliver, BC Yak Fly-In
FAST Clinic
- 24-25 Pearson Air Museum
Alexander Pearson
Day Fly-In

October

- 1-2 Helicopter Heritage
Olympia, WA

* Denotes Max Effort Event
See Website for detailed list

Check Six



Again, a thank you to the volunteers and passengers who made the B-17 tour a success for the Cascade Warbirds and Seattle. (John Clark Photo)