



WARBIRD FLYER

★★★EAA Warbirds Squadron 2 Newsletter★★★



CO's Cockpit

By Dave Desmon

The Show season is winding down – I'm on my way down to Reno for the National Air Races, which will be in the record books by the time you read this. I hope to see many of you down there.

We've had a good show season this year – participating in nearly 20 Airshows, hosting a highly successful B-17 Tour stop, and kicking off a new Warbird Airshow event at Kelso. CONGRATULATIONS to all who've made these possible, and helped to preserve our Aviation heritage, and "Keep 'em Flyin!"

A couple of things while we are on the subject of Airshows – Your Squadron Liaison and the Airshow Organizers work really hard to make sure that all the arrangements are in place and satisfactory for you and the visitors to have a good time at the show. There are ways that you, as participants, can make their jobs EASIER, and there are ways that you can make them prematurely GRAY..... For instance - we need to sign up early, show up when we say we will, and keep the coordinator informed if problems arise. Often, the show needs to know in advance how many hotel rooms they need to reserve and hold for us – and SOMEBODY gets to pay for those... Organizers need to be able to figure out how much gas they need, and of course, it's nice to fill the ramps and patterns of shows that do go out of their way to host us, and really "Wow!" them, if you want to be invited back. A big "THANKS!!" to all who've participated and helped out this airshow season!

Alan Anders of the Heritage Flight Museum has joined us on several of our recent airshow Fly-bys flying his Skyraider and his T-6. Alan has graciously offered to host an airshow fly-by clinic at their Bellingham Airport Museum, where those wishing to participate in our fly-bys can sit down and discuss airshow flying, and then go out and practice our routine together. Some burgers and 'dogs may even be sacrificed to the cause... This sounds like a great idea – Thanks, Alan!! Look for details to come.

November will also bring a return to our indoor meetings at the Seattle Museum of Flight, as well as the election of Squadron Officers. If you have a desire to serve, please let one of the current Executive Board members know. They are Myself, Curt Kinchen, Fred Smyth, Crash Williams, and Ken Morley. We will shortly be constituting a Nominating Committee as in years past to make recommendations. Meeting / Program / Speaker Ideas are most welcome as well.

CONGRATULATIONS to Colin Powers!! Colin and his L-4 won "Best L-Bird" at Oshkosh 2005, a Silver Wrench, and captured the top prize - The Rolls-Royce Aviation Heritage Trophy, Eastern Region, during the Dayton, OH. Air Show. Way to go, Colin!!

Time to go RACIN'!!

Keep 'em Flyin!

Dave Desmon, C.O. ✪

Inside this issue:

Editor's Page	2
Squadron News	3
Kelso Review	4
Watch out for Cumulus Granite	5
Operations Report	6
Oceana 2005	7
Check Six	8

WARBIRD FLYER

★★★ Cascade Warbirds ★★★
EAA Squadron 2 Newsletter

Commanding Officer:

Dave Desmon

Executive Officer:

Curt Kinchen

Operations Officer

Ken Morley

Veterans Affairs

R.D. "Crash" Williams

Finance Officer

Fred C. Smyth

Newsletter Editor

Frank Almstead

Newsletter Publisher

Ed Rombauer

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!

Business Office:

1066 Yates Road
Oak Harbor, WA 98277

Cascade Warbirds Homepage:

www.cascadewarbirds.org

Editorial E-Mail:

editor@cascadewarbirds.org

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

Annual Newsletter Value: \$2.00
Published Quarterly

Editor's Page

By Frank Almstead

Aviation Week & Space Technology happens to be one of many industry journals that I pay attention to. They have an excellent bi-monthly department called Contrails. It was started as an initiative to capture the untold stories that collectively make up the rich lore of aviation and space. It is for this very reason I took on the role of editor of our newsletter.

I thought that we have such a diverse group of members with so many different experiences to share, surely there will be great stories. The goal then should be to help our members share these stories and to record their contribution to history. I was wrong. Very few people have come forward to share their experiences.

I've asked myself the question, why? I've concluded there are several reasons, the two main ones being the fact that there isn't enough time to sit down and do it, and the fact that people are not comfortable talking about themselves. I can understand these reasons. However, if one doesn't take these steps who will, and will it be accurate? There is simply no substitute for first person narrative.

The year has gone by quickly, and they will continue to do so. Of particular note, this year was the 60th anniversary of the end of WWII. Several veterans groups, including the Tuskegee Airmen, have decided that due to dwindling numbers and

health problems they will no longer hold reunions. This was inevitable.

On a personal note, my Grandfathers served in WWII. One in the U. S. Merchant Marine. He spoke of sailing to Russia, among other places, having made the "Murmansk Run" several times. The other, in the U. S. Army Corps of Engineers, served in the CBI theater of operations. He talked of building airstrips for the Flying Tigers and building the Burma Road.

I was too young at the time to truly understand the value of these experiences and their stories. Every once in a while a Grandpa would let one slip out, when I showed him a model of a shark mouthed P-40 I built, or when I was trying to back splice a line. By the time I was old enough to understand, they had passed. In the quest for knowledge, simple research, such as obtaining one of their personnel files, proved fruitless as they were destroyed in a 1973 fire. I failed.

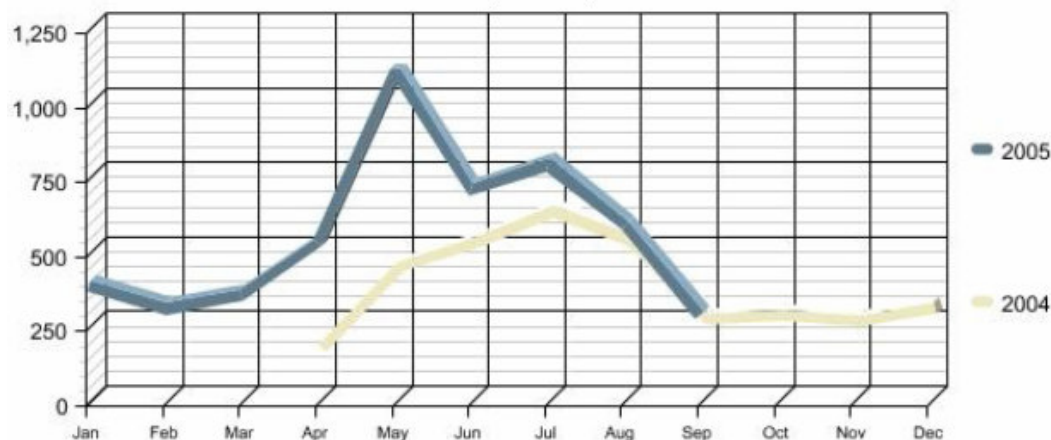
As Budd Davisson notes, the fabric of history is made up of millions of small, personal threads woven together. As we listen to individuals share their stories, we recognize that we are privileged to hear history told firsthand.

Visit www.contrailsmagazine.com to read some of these amazing tales. ☘

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

Warbird WebHits

Report Graph



NOTICE OF ANNUAL MEETING

The Squadron's Annual Meeting this year will be held on Saturday, November 12, 2005, at 10 AM at the Museum of Flight in Seattle - Boeing Field. It's the only meeting mandated by our Bylaws and the chief order of business is the approval of the slate of officers and directors proposed by the nominating committee. Elsewhere in this issue you will find the list of those folks for whom you may vote. Be sure to attend and let your voice be heard. ✪

IT'S PARTY TIME

It may seem early to be thinking about Holiday dinner parties, but the Squadron Annual Christmas Dinner Party is less than eight weeks away. The magic night this year is Saturday, December 3, 2005, and we've changed the venue to the Cascade Warbirds room at the Best Western River's Edge in Tukwila (Southcenter). The cocktail hour starts at 1730 hours and dinner will be served promptly at 1900 hours. River's Edge has graciously agreed to a room rate of only \$49 for our stay. Make your reservation now at the Best Western River's Edge in Tukwila, WA. Call 800-544-9863 and let them know you're with Cascade Warbirds. If you have any problem, ask to speak with Roma Cassel. Dinner tickets are only \$28 this year, and that includes your normally generous gratuity. Send your check for your dinner tickets to CWB, 1066 Yates Road, Oak Harbor, WA 98277. And contrary to a rumor that is circulating, this is NOT a black tie affair. ✪



***“Make your
Reservations
now for the
Annual
Christmas
Dinner Party”***

IT'S NEVER TOO EARLY

Time flies, and it really flies fast when it's time to pay your annual dues. You can get a jump on the year-end rush by sending \$20 for 2006 to CWB, 1066 Yates Road, Oak Harbor, WA 98277. As you are debating how early you want to pay, keep in mind that we spend all we earn on Squadron programs that serve to bring warbirds and their crews directly in contact with the general public. And all but \$2 of your annual dues is tax-deductible to the full extent of the law. Thanks for supporting your squadron. ✪

UPDATE YOUR CONTACT INFO

If you're not getting periodic email missives from your friendly Squadron Commander, we may not have your current email address. Please send an email to David.L.Desmon@Boeing.com with a copy to fred@fcsmyth.com. Both will appreciate it. And check your snail mail address, too, to see if it's as correct as it should be. Since these newsletters are mailed at bulk rates, NONE are returned to us for address corrections. So we must be proactive to make sure you're getting this mailing quarterly. ✪

THANKS FOR JOINING

The reasons for joining our Squadron are as varied as the members themselves. For you Warbird owners, it's an easy guess that you must like the camaraderie of fellow owners and the strength in numbers that makes for so much fun during a massed air assault on some deserving community. It's a certainty that your commitment to your aircraft, as well as to your craft, is well received by the many folks who come into contact with us each year. Those without warbirds, on the other hand, have reasons more difficult to ascertain. Whether it's a desire to volunteer, or an interest in learning, or even just for the sheer joy of being around these airplanes, our non-owners add much to the enjoyment others get from our operations. It's the teamwork displayed by all our members that has resulted in the wide acceptance of our squadron throughout the region.

So, whatever your reasons for being a part of Cascade Warbirds, there are many who appreciate you and what you do for the community. Thank you. ✪



Kelso a Huge Success

By Fred Smyth

Neither wind nor rain was able to stay the turnout at the new Kelso Fly-In in July. With an even two dozen of our warbirds in attendance, plus over three dozen members of the Puget Sound Military Vehicles Collectors Club, a great time was had by all. Liz Johnston of Mothers Of Military Support, the event organizer, personally met all attendees upon arrival and had a fun weekend planned. It started Friday with an exciting arrival program performed by the Fraser Blues; their "low show" thrilled the locals who ventured out on a wet and dreary afternoon.



That evening, for those dozen or so pilots who braved the elements and were able to arrive, plus all the PSMVCC folks, we were treated to a catered reception at The Red Lion. The no-host bar did a wonderful business! Saturday morning, with its clearer weather, saw the arrival of the balance of our aircraft and allowed for nearly unlimited flying all day. Sortie after sortie departed Molt Taylor Airfield and thrilled the onlookers with displays of our air prowess. The day ended with a fitting tribute to America's Veterans, capped off by a 21-gun salute by the local VFW, and our own missing-man formation fly-over. Good luck prevailed on Sunday as the weather remained clear enough for everyone to head home. We later received



the news that the gate count was in excess of 5,000 inquisitive and interested warbird fans. And the City of Kelso was so happy with the event that we have been invited to repeat it again next year. Congratulations and a heartfelt "Thank You" to all who made this such a successful endeavor. ✪



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. ✪

Arland Capelle
Don Generaux
Ron Horne
Laurice Ochs
Sandy Sideroff
Craig Thompson
J. F. Vallee
Art Whitney
Ron McInay

Gresham, OR
Vancouver, WA
Milwaukie, OR
Madras, OR
Langley, BC
Vancouver, WA
Ridgefield, WA
Canby, OR
Kingston, WA

Bill Daniels
Tom Rogers
Graham Dolynuk
Rick Bienenfeld
Brian Beard
Harvey Browne
Jay Cook
Jerry Campey
Ray Buschert

Auburn, WA
White Rock, BC
Delta, BC
Medina, WA
Langley, BC
Ferndale, WA
Mulino, OR
East Helena, MT
Gresham OR

Watch Out for Cumulus Granite

By Ed Rombauer

The following story continues the commemoration of the 60th year since the end of WWII and of all the brave airmen who fought in that conflict.

I was flying a short cross-country the other week, snacking on trail mix and drinking bottled water, when I realized that this airways navigation thing had become pretty routine. The hardest part of my job as pilot was to decide which button to push on the flight guidance computer. The choices of navigation were varied from GPS to VOR to RNAV to TACAN, and if that were not enough, the controller on the ground would give me a radar vector. To back it all up I was also using a highly accurate chart showing the obstructions and minimum altitudes along the route. If I was curious about what was inside the cloud I was about to fly into, I could use the aircraft radar to take a peek inside.

As I am old enough to remember flying without any of these nav aids, there were only L.F. ranges and light beacons at the time—and yes, the lights were electric!—it reminded me of the wartime pilots who flew from India to China over the Himalayan mountains with nothing to guide them. Not only were there no navigation facilities but the weather could be terrible. Frequent

overcasts, heavy ground fogs and haze made flying difficult at best. Maps were unreliable. Still, if the overcast was above the hilltops in the vicinity of the base, and the target was reported clear, a mission would be run. Some missions into North Burma were flown round-trip at 10,000 feet through an overcast into which the tops of the mountains disappeared. This necessitated the formation finding its way delicately between the overcast and the tops of the lower hills. It was not uncommon to find a mountain mapped at 9,000 to 10,000 feet turn out to be actually 14,000 to 16,000 feet or higher.

To add to the excitement, the aircraft would be subjected to constant lightning strikes in the form of St. Elmo's fire and extreme turbulence while flying through the thunder storms. The condensation from the warm moist air at the departure field would freeze and form frost

on the inside and outside of the aircraft making formation flying and bombing runs difficult. Towering cumulus thunder storms would extend up to 50,000 feet with high convective activity causing the aircraft to constantly maneuver around them.

The first group of B-25C bombers (project 157) to arrive in China departed Columbia, S. C. flew to Brazil to Ascension Is. across Africa to Allahabad, India where they were immediately prepared for combat. (This was the group that was to join up with the Doolittle Raiders.) This group of B-25s departed Dinjan, India on their first combat mission with the target being a Japanese airfield at Lashio, Burma and then continued on to their new base at



This photo, taken from a B-25 of the 492nd Bomb Squadron, 7th Bombardment Group, 10th AAF, is of the "Hump" on the Kunming to Luchinow stretch. Photo courtesy of Mel Rapport, 492nd BS, via the 7th Bombardment Group (H)

Kunming, China. After attacking the Japanese airfield under adverse weather conditions the group proceeded to Kunming. Flying through a solid overcast at 10,000 feet all but one aircraft flew into the side of a mountain. That one aircraft, piloted by Capt. Joe Skeldon, turned at the last minute and missed hitting the mountain, surviving to become the first American bomber to land safely in China in support of Gen. Claire Chennault and the Flying Tigers.

Ironically, it was one of the P-40 Flying Tigers that several months later

mistakenly, in very bad weather, shot down Capt. Skeldon's B-25. Fortunately the entire crew successfully bailed out of the aircraft and landed near the home of General Wong. Madame Wong provided them with several cans of American beer she had been saving for the first American flyer she met, along with a few other luxuries. After many "celebrity" appearances for the local Chinese, the crew boarded a train and returned to their base.

What are the lessons learned from these wartime tales in a land far away and a time long ago? First, if you are flying by the seat of your pants in the clouds you're no better off than the pilots were back then. Second, not all clouds have a silver lining. ☘

Operations Report

By Ken Morley

When last you read words from me, we were on the threshold of the Skagit Fly-In in April—and our presence at Arlington was “in the wind.”

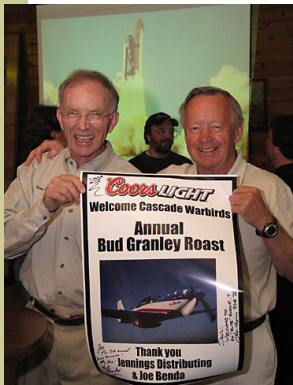
Skagit: I can tell you that the Skagit Fly-In was a well-attended great success. The weather was fine, the hosting friendly, the crowds good and we flew our first warbird



parade of the season there. Much of our success that day—and in the days to follow—was due to the excellent skills of our ground marshalling crews! These

men may not often hear the words that express our pilot’s appreciation for what they do, but they have my word that that appreciation is present among us all. Thank You to Pete and Paul and Charley and Erin and the CAP! (...And if I’ve omitted a name, then a “Thanks” plus a “Sorry” to you as well!)

The Bud Granley Roast: A fine turnout to see Dan Barry become the seventh of our BGR Roastees at Ammirato’s Airshow Pub and Grill in Bremerton. Owner Bill—and our favorite Lady April—did a good job of accommodating our large group in and among his regular clientele... who seemed to be a bit more interested in our proceedings than did some of our own members. This writer suggests that for next year we try two changes: First that we have the Pub to ourselves for a couple hours to get us through the dinner with a bit less “coziness,” and



second that we publish the name of the next roastee in advance so that the audience can be prepared with the anecdotes, personal stories, and embarrassing trivia that is SUPPOSED to attend a “roast.”

C.W.B. Day the M.O.F: A fine day, a fine turnout, good support, and another mutual success.

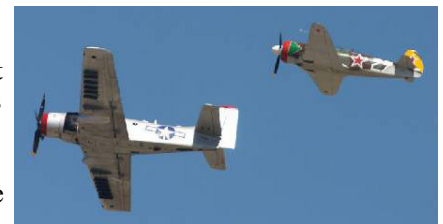
The Olympia Flight Museum’s Gathering of Warbirds: Our string of meteorological successes continued through the sunny weekend of this Father’s Day show. Teri Thorning was at her best in organizing this large event, and the museum was “there for us” with their support. We flew

parades on both Saturday and Sunday that I was proud to watch and which we enhanced on the second day with a formation of “heavy iron” flown for us by Dave Bauer (T-28), Alan Anders (Skyraider), and show performer Bill Shepard (Yak-11). (Was Bud in there as well for a moment in the Wildcat?)

Canada Day at Langley B.C: A robust turnout of aircraft, pilots and crew met in the hospitable shade—yes, more sun!—of the Ander’s Bellingham hangar to gnaw on scallops, crab, and FAA trans-border flight-plans. With the formalities complete, we launched seventeen aircraft across the border and directly into our first Canada Day performance of the two-day show. More accommodating than our own FAA, Canada Customs met us upon our arrival and cleared us with minimum red-tape. What followed was a good time both on and off the show grounds, and a proper way to close out what will be the last Canada Day held at the Langley Airport. Many thanks for the help of George Miller, Dave Arnold, and Nancy Argyle!

WWII + 60 at Kelso: Having not found agreement with the Arlington management to put on this celebration at the NWEAA Fly-in, we accepted the enthusiastic invitation of the Kelso community and airport as a venue to show our appreciation to our country’s veterans—especially our WWII Vets. This time the weather challenged those who would attend Friday, but was fine for the remainder of the weekend. The displays, discourse, flying, military vehicles, support, hospitality, and crowd’s attendance was robust, and we performed a well coordinated vehicle/aircraft parade that could only have been improved by taking two laps—the first lap having alerted this unaccustomed public to our purpose. We must especially thank both the Red Lion Hotel and Kelso Flight Service for the use of their facilities and their generosity. A salute to F/O Smyth as well! Much conversation has occurred over making plans to do this in Kelso again in 2006; what we don’t yet know is if we will be there again during the second weekend in July....

Comox A.B., Vancouver Island, B.C: An overnight show attended by a select cadre of our members who organized a successful warbird parade in support of the bi-annual August air show held on this base. Word filtering back to me suggests a positive experience all-round...well some debate exists about the enroute Friday RON at the Qualicum Heritage Inn....



Operations Report

Continued from page 6

P.S.A.A.C. Air Tour: A week spent flying, eating, drinking, and laughing with friends in fine weather in fine places brought to us—at widely varying speed—by the use of personal flying machines, many of them military veterans.

Abbotsford, B.C.: No report of any CWB participation in this show...other than, of course, that of member Granley, the un-crowned "King of Abbotsford."

N.W.A.A.C. "Evergreen" Fly-In: This event still draws a few of our members, however in declining numbers. It was reported that a CWB parade-of-sorts was launched.

Chilliwack, B.C.: A good show in great weather, this show saw performances from the Granleys, Curt Johnson, and The Fraser Blues, all CWB members and who pretty much represented our squadron at the event...a low turnout which is an unlikely result of its sharing the weekend with "Evergreen...."

Blackberry Festival: More good weather brought out the brethren for this annual Bremerton Labor Day weekend

event. The warbird ramp was well attended and well supported by local sponsor and field FBO, Pat at Avian Aeronautics. A static-only function, no parades were flown.

Oregon International Airshow (Hillsboro): More good weather and hints of good attendance, but a report of this function will have to await another newsletter.

Reno Air Races: Ongoing as this report is being written, sources report good competitive racing. Word is that Mr. Granley--an entrenched occupant of this report--finished sixth in the T-6 gold race flying "Lickety Split." Further snippets indicate that Rare Bear is the dominate racer in the unlimited class. More to come in a future report.

And so do we pass from the summer into fall. This is the time when the phone and/or the internet carries the call to assemble at various favorite spots as weather and will dictate until the start of the next schedule in 2006... although the same dark force that emptied the late summer ramps will continue to influence us at least over the next two seasons: Fuel cost!

Oceana 2005

By John Clark

The last in the line of Grumman's "cats" is rapidly closing out its service with the US Navy. This year's air show at NAS Oceana featured the very last Navy demo performance by an F-14 Tomcat. The US Navy's Master Jet Base hosted one of the largest air shows on the East coast with nearly 7 hours of non-stop military and civilian flying demonstrations for each of the three days on this mid-September weekend.

Despite the threat of a Category 1 hurricane hovering off the Virginia coast, this year's air show in Virginia Beach went on without a hitch. The high temperature and humidity combined to create perfect conditions for wingtip and transonic vapor.

The Tomcat training squadron, VF-101 Grim Reapers, held a decommissioning ceremony on the Thursday prior to the show. This event was an ironic start to an air show that would feature the last Tomcat demo. Only two US Navy squadrons are still flying the legendary Tomcat; The Black Lions of VF-213 and VF-31 Tomcatters. Having left for a cruise in early September, these squadrons have the honor of flying the sunset cruise before retirement of the type in March 2006. VF-32 Swordsmen had their squadron of Tomcats in attendance but were scheduled to begin transition to the Super Hornet by the end of September.



The last F-14 Tomcat demonstration on Sunday was superb mixture of slow speed handling and high speed maneuvers that highlighted the value of its variable geometry wings. When pushed into afterburner, the 25 foot long glowing flames from the engines seemed to rip the sky apart with a crescendo of sound. The crowd was treated to two transonic high-speed passes before the airplane pitched into a break for landing. It is safe to say that a few tears were shed as the engines wound down. The canopy opened and soon the crew was doused with champagne as they stepped onto the tarmac. The very next day, this airplane was flown to Castle AFB for display at their museum. The rest of VF-32's Tomcats were flown to the boneyard or other aviation museums over the course of the next week.

Why is this article in the CWB Newsletter? There are plans underway to de-mil several F-14's for use with a civilian air show group. As improbable as it sounds, the scuttlebutt says that the Navy is fully involved with the plan. F-14's could soon join the ranks of F-104's, F-4's and F-86's now performing on a regular basis on the U.S. air show circuit.



CASCADE WARBIRD EAA CHAPTER

1066 Yates Road
Oak Harbor, WA
98277-3692

Non-Profit Org
U.S. Postage
PAID
Tacoma, WA
Permit No. 00125

Cascade Warbirds Quick Look Calendar

October

1-2 Helicopter Heritage
Olympia, WA

November

12 Squadron Meeting
at Museum of Flight

December

3 Annual Christmas
Dinner Party

January 2006

14 Squadron Meeting
at Museum of Flight

Check Six



The POW/MIA Honoring Field at Kelso. (John Clark Photo)

* Denotes Max Effort Event
See Website for detailed list