



WARBIRD FLYER

★★★ EAA Warbirds Squadron 2 News

ARE YOUR DUES CURRENT?
THE MAILING LABEL NOW INCLUDES YOUR MEMBERSHIP EXPIRATION DATE
PLEASE BE SURE TO RENEW FOR 2006



CO's Cockpit

By Dave Desmon

First of all, a Hearty "WELCOME HOME"!! To our Friends from the Pendleton Army National Guard "Dust Devils" - JUST Home with their CH-47 Chinooks from a year in the Middle East - "BZ" Guys!! Nice to have you home safe!!

Flying Season is just about here - time to dust off your airplane, camera, airshow hat, walking shoes, and other airshow equipment and get them ready for another fun and exciting season of flying in the beautiful Northwest! Time to dust off the old PILOT Skills, too! If you haven't been keeping current over the long, dreary winter please go get a couple of hours with a CFI to get the rust knocked off whether you are flying a P-51 or a 172!

We have a great schedule shaping up this year, culminating with our own Warbird and Military Vehicle Show in Kelso, Aug.4-6. Definitely plan to make that one! The City of Kelso treated us very well last year, and all the attendees had a great time. This year should be even bigger and better.

First Up is member Roger Yorke's "Qualicum Beach (B.C.) Airport Day" Fly-in May 7th. Roger has secured some free gas for Warbirds, so get warmed up and let me know if you're planning to go! Meanwhile, Cascade Warbird Day is coming up at the Museum of Flight Sat., May 20. We want to be sure to fill the ramp with our birds and members. We are currently working on a special deal for admission to the Museum, and are planning to launch an Armed Forces Day fly-by of Ft. Lewis from the Museum. Since we won't be flying in waived airspace, we can take some of our non-owner members along as

passengers on the fly-by. That evening we will hold our Warbirds May Party and the 8th Annual "Bud Granley Roast" at Ammirato's Airshow Bar & Grill in Bremerton. We will have details on location, dinner, and motel discounts on the website soon. It should be a great day! I hope everyone, owners and non-owners alike, plan to come out and participate and have a great time.

A few days later, the EAA will be bringing "Our" B-17 back to Seattle, offering flights from the Museum of Flight. The "Aluminum Overcast" has just completed a nearly 2 year restoration, and is looking and flying better than ever. Volunteers are needed to successfully run the show, and it does not matter how much experience you have around B-17s, or any aircraft for that matter. Folks are needed for everything from marshalling airplanes, to selling T-shirts, to making calls, so plan on volunteering some time with the B-17 at the museum May 24-29 (Memorial Day Weekend). Everyone always has a great time with the -17, and we meet lots of neat people, including many WWII Vets. This is one of the biggest fund raisers for your Squadron, plus some lucky volunteers get flights in the B-17, so call or e-mail Doug Owens and volunteer today!

DNOwens@Qwest.net (h) 206-523-3302. Oshkosh is coming up fast, July 24-30. For the 3rd year running, the Cascade Warbirds have rented a great house about 1 block from the lake in Oshkosh. There is room for 8-10 folks to stay while attending the world's greatest fly-in. The house is

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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

As you'll note the message this quarter is that we are starting the flying season. It's the time of year when our "meetings" move outdoors, around the Sound and beyond. This is the time of year when our owner/pilots take to the sky and dazzle the public with displays of superior airmanship and turn, as Dave likes to note, dinosaurs into airplane noise.

One may think that as a non-owner there is a limited role for us during the flying season. While this is an easy trap to fall into, there are many roles we can fill. As a non-owner let me take a moment to describe a few of my favorites.

There is a need for marshallers who park the aircraft. It is a wonderful opportunity for those who don't fly to work around the aircraft. Training will be mandatory, but in return you'll be issued a trendy orange vest.

There is a call for people to work the PX. Having done this before, my experience is that it's like taking a pop quiz every time a customer walks up, but the people watching is a bonus. So if you want to go 1v1 with the History Channel this is the spot for you.

Many of the aircraft owners would appreciate a docent for their aircraft. As a docent you would be stationed next to the aircraft on the flight line answering various questions and educating the public on the

role the aircraft played. All the while making sure that nobody pokes a hole in the fabric of that bird.

The need for "general laborers" is always there. This job ranges anywhere from helping set up or tear down a show to ferrying folks back and forth from a hotel. It is all a positive contribution. Also, just because we are outdoors doesn't mean that we stop publishing the newsletter and articles on any facet of Warbirds are always welcome.

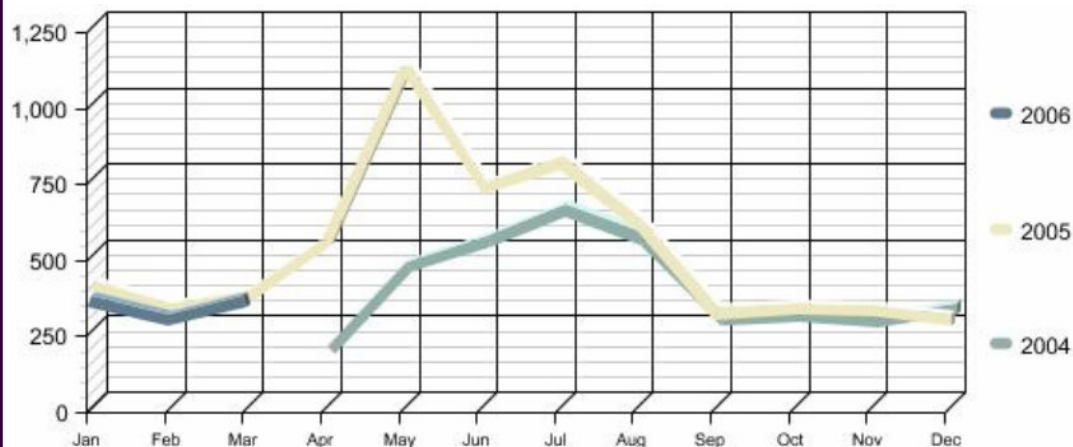
This non-owner's favorite role is that of being on the "callsign committee." In this role we grab a patch of grass, a lawn chair, and a cold one then watch the owners fly these things and listen to the noise, which is really the reason we joined in the first place. Proper etiquette discourages frequent callsign changes, however "unofficial" callsigns may be applied at any time, usually at Beer Call.

The real enjoyment of being involved with Warbirds is the camaraderie associated with other people who are interested in them as much as you are. When everyone is involved, in any capacity, it keeps the movement going.

Let's hear it at editor@cascadewarbirds.org



Warbird WebHits



It is worth noting that this month we've reached 10,000 individual visitors and 25,000 total web page hits. These are the total visitors/hits since we started tracking the webstats in April 2004.

Squadron News

WE NEED YOU

The Boeing B-17 Aluminum Overcast is coming to Seattle's Museum of Flight May 25-29. The Cascade Warbirds are hosts and will provide ground support duties during its visit and we need your help to run the show. Numerous ground crew (that's you) jobs that help make the fabulous Flying Fortress go can be yours. In addition, some lucky (hard working) volunteers will be selected as aircrew, to include pilot, the B-17 Aluminum Overcast to its next destination. Lastly, the squadron earns a percentage of the income from ground tours and merchandise sales. This is a real opportunity for the squadron and we should make the most of it as we usually do. I appreciate those who have already volunteered to help in this important effort, and look forward to receiving support from more squadron members. No experience is necessary. We train! Now is not too soon to commit a day or a few hours. Please contact Doug Owens at (h) 206 523-3302, email DNOwens@Qwest.net or Bill High at 425-486-2252, email at psicylinders@msn.com. ☛

RENO AIR RACES — YES OR NO?

Are you going to the Reno Air Races with the Squadron come September 13 - 17? If so, contact Fred ASAP at fred@fcsmyth.com to reserve your seat. The price this year (for the B-row boxes, because the A-row is sold out) is still \$290 per seat plus \$5 postage per household. For that price you will get five (5) days of reserved box seating, five (5) days of pit passes, and five (5) days of reserved parking (one parking pass for every two seats). And once you decide to go, we'll get you in touch with our keeper of the hotel info so you can share in that as well. ☛

PRIOR PLANNING — KELSO WARBIRD FLY-IN

It's only four months in the future, and that's not too long to get started on your plans. We're talking about the highlight of our summer flying - the Kelso Fly-In, featuring both Warbirds and our military vehicle friends from PSMVCC. This year we'll be there the weekend of 4 -6 August and what makes this such a great venue is that it includes ROOMS, FOOD, GAS and FLYING. If you're ready to commit, email Fred at fred@fcsmyth.com. He's already got the master list started. And if you'd like to see your Warbird on M.O.M.S.'s website - the sponsor of this event - email Fred a photo. The Kelso locals love us down there, so we're going "all out" for this one. ☛

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 2006, we offer a hearty thank you for your continued support. To those 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. ☛

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. ☛



Fuddy Duddy visiting the Museum of Flight on behalf of the Aluminum Overcast last year. (Bill High photo)



"The highlight of our summer flying - the Kelso Fly-In"

(John Clark photo)

CO's Cockpit

Continued from page 1

about 10 Minutes from the field, and the rate is \$250 for the entire week. Most hotels will charge that much per night during the fly-in, if you can find one with vacancy. About ½ of the spots in the house are already spoken for, so if you are interested, drop me a line TODAY. David.L.Desmon@Boeing.com (360) 710-9504.

Our Ops Officer, Col. Dan Barry, has a "Fly-by Practice Day" in the works along with Alan & Greg Anders of the Heritage Flight Museum. Look for details in Dan's column, but basically, we have the opportunity to get together at the HFM in Bellingham April 15th to do some flying together and practice our fly-by routine. This is a good chance for new participants to get comfortable with our routine, as well as for all the "Old Hands" to blow the dust off, warm the birds up, and help bring the newcomers along, as well as do some "Hangar Flying." Rumor has it that there will be some social activity Friday night. The Anders' have an open house at the Heritage Flight Museum the 3rd Saturday of each month, to which all CWB Members are invited and quite welcome.

I need some help from our pilots. When a show commits to give us gas and rooms, and often money as well, they commit a substantial portion of their budget to bring us to their show. They deserve to know what planes to expect and what they'll need to provide for us. I need pilots to help by committing and signing up early for Airshows. I always ensure that Airshows understand that we fly 60 year old airplanes and weather and maintenance are always issues, but I'm asking all of our

pilots to help me sell our act to shows by deciding as early as possible which ones you'll attend, and sticking to your commitment the best you can. We have a great and growing reputation and our strength is in the variety, mass, and teamwork we can bring to a show.

In that vein, we have been invited to participate in the Redding (CA.) Airshow Sept. 30 & Oct. 1. It's about 425nm from Seattle, but it's a big show (the Snowbirds are scheduled), they want us, and will ensure that our rooms and round-trip fuel needs are taken care of. If you are interested, let me know.

The last thing I want to mention this month is a question that your Board of Directors continues to discuss: how do we reach out to all our members, pilots and non-pilots alike, and keep you interested and involved? What sorts of things do you want to do with your Squadron in the future? A few thoughts:

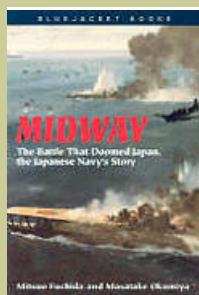
- ★Pairing up aircraft owners and non-owners into teams at shows
- ★Get a Warbird aircraft restoration project that members can work on.
- ★Help organize shows/sell @ PX/develop a book of Squadron aircraft
- ★Work with Veterans

What other talents or ideas do you have? You may be getting a call soon asking for your input. Or E-Mail me at David.L.Desmon@Boeing.com

Keep 'em Flyin!

Dave Desmon, C.O. ☺

Media Review



Midway: The Battle That Doomed Japan, the Japanese Navy's Story

Author: Mitsuo Fuchida & Masatake Okumiya

Paperback - 352 pages (March 2001)

Bluejacket Books; ISBN 1557504288

They knew Jimmy was coming! Though not when or how, the Japanese were convinced that America would retaliate for the attack on Pearl Harbor. This was but one of the interesting details to be learned about the Japanese Naval General Staff's opinion regarding their planned attack against Midway. The authors, a dive-bomber pilot and a commander of a carrier air group, had access to many private papers of participants and many interviews with eyewitnesses. Of course, they also had that "front row" experience to relate. To quote another, the authors were able to "... show the operation to be ill-conceived and poorly planned and executed." Even though 50 years in print, this volume is extremely interesting reading, and especially so for any who have an interest in the war in the Pacific.

Fred Smyth ☺

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BINGO! - More Than Just a Game

By Ed Rombauer

In the world of military aviation the word "Bingo" means more than just a game played in the O'club by retired Colonel's wives. Bingo is the term used to denote the minimum fuel required to fly from wherever you are to a refueling point. This is a pre-calculated amount of fuel that allows the aircraft to get to either a tanker or an airport with a small reserve. Since airplanes tend to keep moving, the Bingo amount is constantly changing and the pilot must be continually alert as to how much fuel is remaining and what is required to return to base or a tanker. Naval aviation has its own set of unique problems in that the "airport" is always moving and may be the only one for miles around. Returning aircraft tend to be at minimum fuel levels, the weather may be bad, and the very nature of carrier flight operations make operating off a carrier at sea a fuel critical operation. As Willie says, fuel was "always on my mind."

In a time long ago, I found myself sitting in the cockpit of a Grumman F11 "Tiger" on the Starboard catapult waiting to launch for a final trap that would complete my car-quals.

Since I had already made several takeoffs and landings, the fuel level was down but more than enough remained for this one last

landing. I thought that this would be a "no sweat" operation, one quick trap, refuel and then a formation flight back to the air station and a well deserved beer. As I brought my arm down from the salute, the catapult fired, slamming me back in my seat. Time to go to work.

My job now was to join up with the other three aircraft in my flight and wait to be called down for my turn in the landing pattern. While concentrating on flying the number four position, I could listen to the radio chatter from the carrier to the group ahead of ours. Everything was running smoothly and as soon as one aircraft was cleared for approach the next

one was called down from the stack until there were only two of us remaining in the hold. It was now my turn. The aircraft in front of me started his approach and I descended to pattern altitude to set up for this last trap of the day. Flying the downwind, I looked out at the very small ship that was to be my runway and watched as the aircraft ahead of me landed. I also noticed that after stopping, he was not clearing the wire as quickly as he should have. When you are flying a fuel thirsty single engine jet fighter over an ocean, and the plane in front of you is blocking your only runway, it does get your attention. Suddenly the radio sprang to life. "Yellow jacket one four this is Allstar, you are Bingo to the beach, we have a fouled deck." I keyed the radio and acknowledged the Bingo instructions while turning around to the heading that would take me to the airfield about 95 miles away. As I completed my turn, I pulled at the stack of pages on my knee board looking for the Bingo fuel chart that would give me the fuel required to get to the air base. "HOLY GUACAMOLE!" The chart said that I need 1400 pounds of fuel and the fuel gage was

reading less than 1100 pounds! Keying the mike switch to let them know that somehow they had to clear that deck, as there was just not

enough fuel to get to the beach, I heard a strange pop in my headset. It was the sound of the old ARC 27 radio going toes-up, the transmitter was now dead. Sometimes fate decides to put a little hate in the game and this was definitely one of those times—this day was not going as planned. I then remembered that the Bingo fuel amount included a 500 pound reserve over the destination, which would give me just enough fuel to get to the air station plus maybe a few gallons to make the landing.

The flight in to the beach was uneventful, if you can call watching the fuel gage drop towards empty over a shark filled ocean, and the red low fuel



F11F Tiger Launched from USS Saratoga (Ed Rombauer)

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Squadron Operations

By Dan Barry

Well the weather has started to improve, the summer schedule of flying events is firming up and Frank says I'd better get a Warbird Ops column in to him for the Newsletter. Several potential subjects ran through my mind before I settled on writing about the dreaded flight briefing, a subject near and dear to the hearts of all aviators. In my flying career I've certainly sat through my share of briefings, some good, some bad but I think we all have to agree they are an essential component of a successful mission, particularly those like we frequently fly, performing in air shows.

While the briefer is the one in the spotlight who has to schedule when and where the briefing will be and has to make preparations like having appropriate visual aids and handouts, he is only part of the ingredient for a good briefing. It is the flight members being briefed who have the responsibility to come away from the briefing with a complete understanding of the mission about to be flown and their part in making it happen. This starts with the need to be on time, not only be on time but a little early, so there is time to get a cup of coffee, spill that one and get another, before finally locating a seat. Then there is usually the need to move seats at least once before the briefing starts, so you can get a better vantage point, sit next to someone you want to ask about yesterday's flight, whatever. Next, flight members need to arrive at the briefing with some degree of preparation, this doesn't require much but having a pencil and preferably two, one to loan the guy next to you who never has one, is a real must. It also helps if you've checked out your plane before the briefing, noted how you're positioned on the flight line, are you going to require being pushed out for an engine start, etc.

I'm embarrassed to even mention the need to PAY ATTENTION; but how many times have we been nudged by the person next to us as he asks, "What did he say the start engine time was," by the time you respond to his question you have now both missed the check in frequency and it is all down hill from there. I have never been in a briefing where the briefer has not asked at least once, "Are there any questions?", so if you miss an item, be patient, there will be opportunities to pick them up later.

Despite what we were all told in the first grade, there are dumb questions (if you don't believe that just listen to any TV press briefing). The briefer will

probably be using a briefing guide but it is just that, a guide. You can expect individual briefers to cover items in a slightly different order than you might, so just hang on and your questions will probably soon be answered. There are some rare exceptions.... which of course reminds me of a story I can't resist telling.

Many years ago I was in a Basic Flight Maneuvers (BFM) briefing, a "dog fight" training mission of 2 vs. 2 F-106's, a fellow captain was lead and I was flying wing on our Lt Col Sq CO who was #3. The CO showed up late and as the briefing progressed he obviously had his mind on things other than our impending supersonic rat race. Lead could hardly tell the CO to pay attention so he began telling his wingman, #2, to be heads up because, "When the Colonel brings his element in on the attack I'm going to break into them and to increase their overshoot we're going to shut down our engines to rapidly reduce airspeed, then as their element overshoots we'll do a re-light as we reverse our turn and we should have them at 12 O'clock." As the briefer continued down this road, having talked about turning 2 Delta Darts into gliders, the CO all at once said, "What did you say!?", under the circumstances, probably not a dumb question and he started paying attention.

Well that is probably enough, and maybe too much, said about briefings, now to flying. You'll find our 2006 flying activities listed in this issue of the Flyer, although keep in mind there are always some add ons for special events. In fact we are looking at having our first organized activity being a "training" session at Bellingham on 15 April. The word training seems to have spooked a few folks so if it makes you feel better call it a social gathering with the opportunity to fly. We'll plan on getting together at the Heritage Flight Museum for a 1000 review of our standard show formation before we flight check it there at BLI. The Anders family has invited us to park at their Museum and will provide us with a place to brief on Saturday. For those interested in flying in Friday for an evening of camaraderie, they have suggested the Hampton Inn, which is adjacent to the airport and provides a shuttle as well as breakfast. Let me know if you're thinking about a Friday arrival as the Hampton says they will give us a group rate if we have enough folks. If you plan to arrive Saturday also let me know so we can advise the Museum of our parking requirements.

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BINGO! - More Than Just a Game

Continued from page 5

warning light vying for your attention uneventful. Sometimes, in the world of aviation, it's a good thing that close, only counts in horseshoes and hand grenades. By now, with the fuel gage on empty as I flew the approach, the engine kept running. As I landed, the engine kept running. As I taxied in to the parking area, the engine kept running, until I was close to the parking spot where the engine flamed out from lack of fuel, and I coasted in silently to the tie-down. A perfect air show arrival, with only a couple of sailors as spectators (they

assumed I had just shut down a little early).

No one would ever know how close I had come that day, to running out of fuel in flight, and I did not want to ever try it again. Sometimes you're lucky if fate hands you a free pass and you learn from it, but in flying airplanes, more often than not, there are no free passes, and by then it's too late to learn. The lesson here is to set a minimum reserve of fuel that you will never fly into except for an emergency, and don't fudge on that amount. ✪

Squadron Operations

Continued from page 6

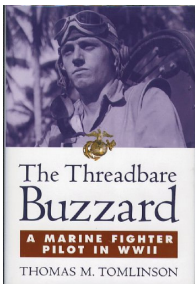
Roger Yorke and the Qualicum Beach crew have invited us up there for their open house on Sunday May 7th, a great site and it has always been a fun event.

On 20 May we're on the Museum of Flight calendar for Warbird Day and hope to also fly out for an Armed Forces Day flyover of Gray Field at Ft Lewis, before returning to the MOF. As this goes to press

arrangements are being made to hold the annual Bud Granley Roast at Ammirato's Airshow Bar & Grill in Bremerton. For lodging call the Midway Inn at 800-231-0575 and mention the CWB for our special rate.

The above activities are just the beginning so check the schedule and mark your calendar; it looks like we are going to have a great flying season! ✪

Media Review



The Threadbare Buzzard: A Marine Fighter Pilot in WWII

Author: Thomas M. Tomlinson

Hardbound - 320 pages (July 2004)

Zenith Press; ISBN 0760320557

When the UPS man dropped a box from Amazon on the doorstep I knew my parents Christmas present had finally made it to us... a month late. No matter, as the kids just like to open boxes. What I didn't realize was that they had slipped this little jewel of a book for me.

The Threadbare Buzzard chronicles author Tomlinson's flying career from start to finish. Prior to the United States entering the war Tomlinson joined the RCAF, improving his flying and "social" skills at a variety of northern training schools that I'm sure some of our members can relate to. Following the attack on Pearl Harbor, he was "repatriated" and chose to join the Marine Corps, serving in the Southwest Pacific and Guadalcanal with VMF-214. In a writing style I find redolent of our own Brad Pilgrim, Tomlinson describes how Boyington came to "fame" including the hijacking of VMF-214 and turning it into the Black Sheep squadron. Late in the war, Tomlinson's division was assigned to be a high-altitude radio relay for forces attacking Japan. During this mission they encountered the, at that time little known, jet stream, were blown off course, ran out of fuel, and then ditched in the Pacific where he and two others were rescued by submarine. Post war, Tomlinson attended the University of Washington and flew with a Marine Reserve squadron out of Sand Point. The description he affords of our local flying scene makes one wish to have been his wingman during that period. Interestingly, he closes his career flying lobsters in PBM's on the East Coast. Tomlinson, who one can tell is a consummate storyteller, captures his youthful spirit and wit that was a requirement in such hostile environs, and blends it with a maturity gained over the years. His memoir is well written, emotional, funny, disturbing at times, and highly recommended.

Frank Almstead ✪



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Have your Dues Expired?
Check the Expiration Date Below.

Cascade Warbirds Quick Look Calendar

April

15 Heritage Flt Museum
Open House at BLI

May

3-7 Yak Formation Clinic
Castle AFB

7 Qualicum Beach
Airport Day

20* Cascade Warbird Day
at Museum of Flight

20* 8th Annual Bud
Granley Roast

20 Heritage Flt Museum
Open House at BLI

24-29* EAA B-17 at
Museum of Flight

June

3-4 Nanaimo Flying Club
Fly-In

9-11 Golden West EAA
Fly-in

10-11 Southern Oregon Air
Festival at Medford

17 Heritage Flt Museum
Open House at BLI

17-18* Gathering of Warbirds
Olympia, WA

30-7/5 Collings Bombers at
Museum of Flight

July

4 Tacoma Freedom Fair
Arlington 2006

14-16 Oregon Int'l Airshow
Heritage Flt Museum

15 Open House at BLI
Yellowknife Int'l

Airshow

24-30 Oshkosh 2006
Tri-Cities

29 Baker City, OR Fly-in
Inland Skyfest

29-30 Fairchild AFB
Chilliwack Flight Fest

* Denotes Max Effort Event
See Website for detailed list

Check Six



F-14D Tomcats from VF-213 and VF-31 conduct a flyover of Naval Air Station Oceana completing their final deployment flying the F-14 Tomcat. The F-14 Tomcat will be removed from service and stricken from the inventory in September 2006. (U.S. Navy photo by Photographer's Mate Airman Jason R. Smith)