



WARBIRD FLYER

★★★EAA Warbirds Squadron 2 Newsletter★★★



KELSO!

August is Veterans Appreciation Month in Kelso, WA, and it all starts the weekend of 4, 5, & 6 with the Second Annual Kelso Fly-In. CWB members have been invited to attend and show their warbirds to the local citizenry. As we go to press, we know that our host Liz will be providing us with a welcoming reception Friday evening, hotel rooms on Friday night, and a lot of avgas. As donations continue to flow in, more will likely be added to the mix.

The two dozen of us who attended last year, despite the terrible weather in July, felt that this was a very worthwhile event and well worth a return visit. The locals enjoyed all the flying we did for them and really appreciated the "up close and personal" look they got at our airplanes. The community is still talking about what they saw and learned.

Puget Sound Military Vehicles will again join the festivities and has issued another challenge to us on who will provide more pieces of history, CWB or PSMVCC. It would be nice to have more airplanes this year than OD green rolling stock!

Many of our airplanes are now featured at www.mothersofmilitarysupport.org. Go there, click on a button to find a drop-down menu, then click on 'Warbirds Fly-In'. If your airplane isn't shown, email a photo to Fred and he'll get it posted ASAP.

If you're flying a warbird to Kelso for this event and would like a free room, free food, and free avgas, all you have to do is register with Fred at fred@fcsmyth.com (and make sure your 2006 dues are current!). We have room this year for only 45 airplanes. Plus, any members desiring to attend who have NOT arranged for rooms with Fred can call our friends at the Red Lion (360.636.4400) to make a reservation under the "Cascade Warbirds" block at \$62.95 (plus tax). Hope to see you there. ✪

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CO's Cockpit

By Dave Desmon

We've just finished the annual "Gathering of Warbirds" Airshow at Olympia. It was great to get out and fly, and to see so many of you there. We had dinner Saturday night with over 2 dozen members present! The show went well. There were some scheduling issues that swallowed up our flying slot on Saturday but we made up for it on Sunday, including an after the show group run to Bremerton for fish & chips!

Secondly, several members were asking

about the status of Arlington '06, so please allow me recap. In short, the Cascade Warbirds will not be providing an organized presence at Arlington this year, although we hope to do so in the future. We arrived at this difficult conclusion after a series of meetings, exchange of letters and E-mail, as well as various discussions between the Airshow and CWB organizations at every level.

Our position in 2006 remained the same, for the Airshow to match our

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★★★ 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

I had an editorial all lined up for this quarter, but this week was so interesting to me I've gone and changed it. Oddly enough, what prompted the change is the announcement that Bill Gates was stepping down from daily operations at MSFT to devote more time to his charitable foundation. The other thing was Warren Buffett's announcement that he's donating most of his \$44 billion fortune to the Bill and Melinda Gates Foundation. Personally, I applaud both of these men and the sound reasoning behind their decisions. Of course this is headline business news and drives the buzzword of the moment, "venture philanthropy."

Venture philanthropy takes venture capital strategies and applies them to charitable giving. Most significantly, it focuses on leadership, bold ideas, innovation, long-term funding and organizational development. Venture philanthropists work in partnership with the nonprofits they support, volunteering their expertise, contacts, and general business acumen. Some claim this new approach allows one to think differently about their charitable giving.

While it may be challenging to compare such noble causes as seeking cures for the world's worst diseases and improving American education, which these funds are

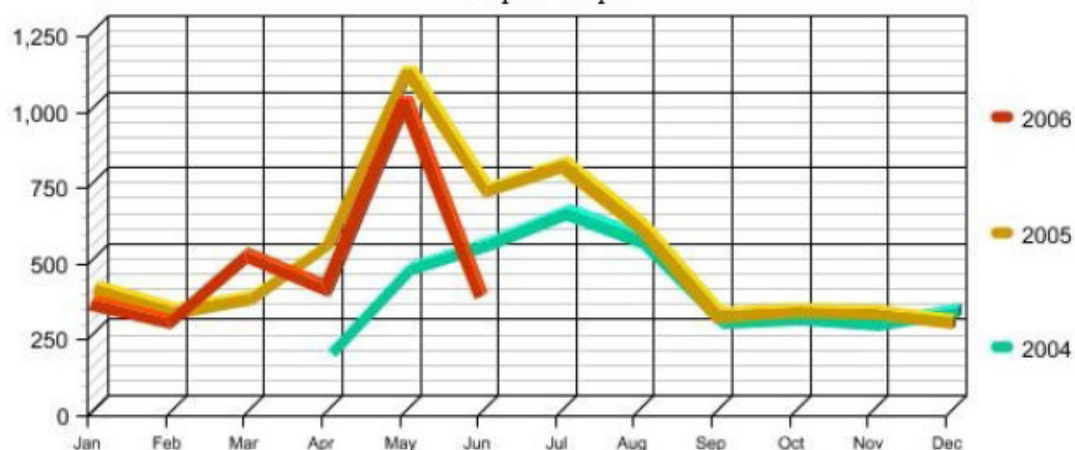
earmarked for, to the educational and charitable purposes of our organization, it is easy to find parallels in the character of those involved. I believe people want to make a significant impact, one that can be seen and measured. Furthermore, I believe that individuals want to apply their professional skills and use their networks in achieving the organizational goals. So, take the time to thoroughly evaluate what you can contribute to your non-profit; the results may be surprising. Then, most importantly, take action.

Lastly, I wanted to mention the loss of another hero, Charles Herman Older. Older flew in the Marine Corps Reserve, but resigned his commission as a second lieutenant to join the Flying Tigers 3rd Pursuit Squadron (Hell's Angels) in Burma. He was credited with downing 10 enemy planes, making him a double ace. He then joined the Army Air Forces and shot down eight more enemy planes. Older went on to earn a law degree from USC and practiced law until Gov. Ronald Reagan named him to Los Angeles Superior Court in 1967. He gained prominence as the presiding judge in the Charles Manson mass murder trial. He was 88. No doubt one of the greatest.

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

Warbird WebHits

Report Graph



Squadron News

OSHKOSH

Once again, the Squadron has reserved the house near the lake in Oshkosh for the Fly-in. We have a couple of beds left, at only \$250 for the entire week! If you're going, and need a place to flop - THIS IS IT!! But I need your reservation now - once these last beds are gone - they're gone! Catch me at david.l.desmon@boeing.com or 360-710-9504. ☘

FAIRCHILD

We have been invited to Fairchild AFB (Spokane) July 28-30 for their huge Skyfest 2006. The Thunderbirds will be there along with many other acts. Gas, rooms, hospitality, and we think, use of the simulator and/or altitude chamber will be available to our aircrews. They'll accommodate arrivals and billet us as early as Thursday (7/27), but we need to let them know now, as well as sending in the usual DD forms to get landing clearance. Due to the paperwork involved with landing on a military base, we won't be able to accommodate last-minute additions. The USAF has always treated us very well and we've always had a great time! The DD Forms you'll need can be found on our website. Mail completed DD forms to:

Stephen B. Matthews, Maj, USAF
92 ARS/ADO
800 S. Hansel Ave
Fairchild AFB, WA 99011

Be sure to keep a copy and let Dave know you've sent them in. ☘

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. ☘

THE LAST NEWSLETTER?

This is the last issue of the Warbird Flyer - at least for those of you who haven't renewed your membership. Have a look at the mailing label - if the date behind your name is 12/05, your membership has expired. We'd like to have you renew because there is strength in numbers and we do good deeds with all the funds we raise. But if we've done something - or failed to do something - that you want us to know about, then get in touch with a board member and make your thoughts known. There's no value in you just quietly fading away - be a part of us as we "Keep 'em Flying". ☘

DO YOU NEED A NEW PARACHUTE?

One of the new links on our website is www.softieparachutes.com. Softie Parachutes is a product of PARA-PHERNALIA, INC. located in Arlington, Washington. This fine company has agreed to extend Cascade Warbirds members a discount on certain merchandise. Please contact Dan Tarasievich at info@softieparachutes.com for more details or call Toll Free: 800-877-9584. ☘

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Fairchild's Skyfest air show and open house is a free event that will feature a variety of aerial acts and displays to give an expected 100,000 visitors an up-close-and-personal look at the U.S. Air Force.

CO's Cockpit

Continued from page 1

proposed budget for Arlington dollar for dollar. While there was improved communication this year, together, we were unable to negotiate an outcome that was "win-win." In addition, a valuable lesson learned for next year is that we should start discussions much earlier as scheduling the dwindling "Big Iron" was a constraint.

Third, Memorial Day brought the EAA B-17 Aluminum Overcast back to Seattle for the second most successful stop in the Nation! Denver edged us by 13 seats, but they did not have to change a blown cylinder and lose a day – we did. In the end, over 220 people flew with us this year. The EAA crew was amazed by

the fantastic support they got from Squadron 2 – the best they'd seen anywhere! Congratulations to our event coordinator, Doug Owens, and all the members who chipped in to volunteer. You guys and gals are the best! "BZ!"

Lastly, congratulations as well to member David Dryer, son of member Jack Allen. David has just completed his Private Pilot's License. The skies around Portland will never be the same. Well Done David.

Keep 'em Flyin!

Dave Desmon, C.O. ✪

Squadron News

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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. ✪

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 and mail your check to Cascade Warbirds, 1066 Yates Road, Oak Harbor, WA 98277. Make sure your fellow Squadron members know who you are. ✪

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. ✪

Charlie Bright

Kelly Bruun

Bonnie Dunbar

Cliff Hubbard

Richard Lavin, Sr

Robert Mitka

Ron Morrell

Bothell, WA

Portland, OR

Seattle, WA

Oak Harbor, WA

Redmond, WA

Mukilteo, WA

Woodinville, WA

Jim Riley

Michael Rutledge

Dave Toomey

Ron Vandervort

Paul Walter

Boyce Wadsworth

John Wolcott

Mill Creek, WA

Tumwater, WA

Camano Island, WA

Silverdale, WA

Milwaukee, WI

Orting, WA

Arlington, WA

Can We Talk

By Ed Rombauer

Hey, flyboy, can we talk about your underwear – or for that matter, what you’re wearing over your underwear?

Several years ago the comedienne Joan Rivers had a trashy TV show called, “Can We Talk.” In it she would ask the guests embarrassing questions of a personal nature, trying, I suppose, to enhance the shows ratings through the unseemliness of the questions. One after another the guests were asked to reveal facts about their private lives that were designed to embarrass and fluster them, thus providing a comic foil for the star. In the long run it didn’t work and the show was cancelled. Ms. Rivers had obviously never run up against any of the old, hard-living pilots that I’ve worked with. They would have had her for lunch and the only embarrassment would have been her speechlessness. As the saying goes, “You can always tell a pilot – just not much.” At the risk of being cancelled and losing my cushy part-time writing job – can we talk about what you wear when flying?

If flying were a no-risk sport, loafers and aloha shirts would be the uniform of the day and style would be our guide. However, 100LL is no respecter of style; it sits there waiting, waiting for just the right spark to turn it into an uncontrollable incinerator that will turn the bravest aviator into a pile of carbon. Although no one expects all pilots and crew members/passengers to dress as though they are going to drive in the Indianapolis 500, a little common sense in what you wear will go a long way in keeping you from being a barbecue. One item of clothing that should be banned from all aircraft is anything made from a synthetic, oil-based fiber; this includes your skivvies. When subjected to even moderate amounts of heat these fibers will melt into your skin and you’ll be wearing them for the rest of your life. What you wear under your flight suit, or whatever, provides the basis of protection from fire, which is why the first layer is so important. A Nomex or Aramid flight suit is only designed to give up to 3 seconds of protection from third-degree burns. With no cotton undergarments, the total burn injury is 52% in a 3 second flash fire. Wearing a regular cotton T-shirt and shorts reduces this to 34% total burn injury, and with cotton long johns it is reduced to a low 9%. Remember this is with a Nomex flight suit.

Many years ago I witnessed an example of why

proper flight clothing is a good idea. Jon was a young, good looking fighter pilot. With his blond hair, deep tan and surfer boy demeanor, he fit right into the San Diego beach community where he lived with his surfer friends. His flying attire consisted of pull-on Jodhpur boots, an old flight suit with the zipper permanently pulled down halfway, a very salty looking bridge cap and not much else. Even in a squadron full of hard-living fighter pilots, he was a standout.

One sunny afternoon, while on a carrier steaming just off San Diego, Jon was assigned to ferry one of the squadrons aircraft back to the air station at Miramar. With the warm summer day and his flight suit zipper at half-mast, Jon decided a few moments before launch that he needed a quick trip to the nearest head. Upon leaving, in his haste to get back out on deck for his launch, he managed to jam the lower zipper up tight against the upper zipper, which was already far too low. Never one to worry about a dress code, Jon scrambled out on deck and into his aircraft while the deck crew looked on in disbelief.

With his salt-aged bridge cap jammed into a corner of the glare shield and his flight suit barely hanging on, the aircraft was catapulted off the ship for the short flight back to Miramar. Unfortunately, during the launch the aircraft received what is called a bridle lash, the steel launch cable punctured the aft belly tank, causing jet fuel to start pouring out the underside of the fuselage and right into the flame path of the jet exhaust. With the afterburner acting as an igniter, it wasn’t long before the fuel caught fire and the aircraft became a giant roman candle. Seeing the city of San Diego below him and the airplane burning behind him, Jon banked sharply to the left in an attempt to head out to sea. As the aircraft rolled into the left turn, the fire burned through the hydraulic lines powering the flight controls, leaving the aircraft an unguided missile. Jon realized that if he ever wanted to “hang ten” again it was time to leave (as I recall, saying goodbye to his old bridge cap was the hard part).

After ejection, the first separation was the seat, followed by the flight suit, followed by the pull-on boots. Jon was now floating down over a San Diego freeway at rush hour clad only in his flight helmet, parachute and birthday suit. Panic set in when he thought that he had survived the ejection only to be

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Olympic Airshow

By Dan Barry

What was for most of us the first show of the season, was a few weeks ago down at Olympia, where the Olympic Flight Museum hosted their annual Gathering of Warbirds. The weather couldn't have been better, the Museum hospitality was great and there were good crowds both Saturday and Sunday, when we had about a dozen Cascade Warbirds signed up to fly. Unfortunately the Saturday show ran long and our routine, which was the last act on the schedule, had to be cancelled as the time was expiring on the TFR. Unfortunately some of our members were only committed for that day so they ended up returning home without flying. We picked up a few new airplanes for Sunday so we still had about a dozen participate in that flyby, which this time went off on schedule.

Dave Lehman, now retired from the FAA, was the Air Boss and he presented a detailed flight briefing, including some rule changes which I will not go into here. In addition there were two FAA inspectors present to check paperwork and aircraft, they were pleasant to work with but thorough and we had some members who were unable to fly because their paperwork was not in order. The lesson there is be prepared, know what you need and it is best to be able to produce the required paperwork without having to dig a document out of your plane or return to the motel to get it out of your suitcase, or worse yet, admit you keep the item in your hangar instead of in the airplane where it should be.

Now to the flying; this year at Olympia, one of the acts was judged to have violated the foul line and the Air Boss/FAA terminated the routine and directed them

to land. In other cases warning calls were made which could have easily resulted in the same sanction. In a conversation with the Air Boss following Sundays show, he acknowledged that he is making his



A trio of L-17's fly-by while the Olympic Flight Museum P-51 American Beauty taxis. (John Clark Photo)

observations from ground level 500' from the show line, but he makes the best decisions he can and of course his decision is final. Just a word about two of the most common flight limits we face, the first is the minimum altitude, which at Olympia was 200'. When we are 500' from the crowd there is little value to being lower since the spectators start losing sight of you and when everyone else is on their altitude, it is pretty easy to spot an offender who may be flying by at 150'.

Finally, the "foul" line, which at Olympia was marked by the usual snow fence laying on the ground, and on day two had a vehicle parked at the end of it for improved visibility. It seems like these lines, however marked, are frequently difficult to pick up and can also be a bit deceiving when they don't line up parallel with



A pair of Hueys pass in close formation at Gathering of Warbirds 2006 (John Clark Photo)

more obvious landmarks like runways or taxiways. However, most important, these are not run in lines, they are FOUL lines and if we fly down the line and directly over the vehicle at the end, half of our plane was over the line. If the lens on your wingtip light is over the line, you've busted the barrier. Throw in the fact the Air Boss / FAA are observing aircraft from 500' away, do you really want to bet you can get away with playing brinksmanship with these limits.

We have a well established fly by routine which has worked for years, it seems to be a crowd pleaser and more important, FAA has been accepting it, so let's be professional and keep safe. ✪

Can We Talk

Continued from page 5

hit by a car on the busy freeway. Ripping his oxygen mask off, Jon threw it down below him hoping to attract someone's attention. Unbeknownst to Surfer Boy, due to a news flash on the radio, a large part of the city was already watching him float to earth. His oxygen mask bounced off of a police car that was there to clear traffic, and as the TV cameras recorded the event, a very undressed Naval aviator landed in the middle of the San Diego freeway. All modesty was not lost however, as the parachute provided immediate cover and the police car his mask had hit provided a quick escape.

Ok, I know that surfer Jon didn't need a flameproof flight suit to escape from his crippled plane. But I

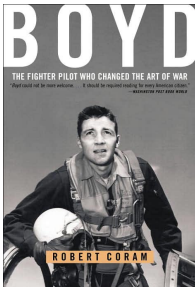
would rather write about an incident in which the pilot survives, albeit with a loss of dignity, and we can all have a good laugh, than write about the poor CWB member that didn't survive the 100LL flash fire because he was wearing polyester and Birkenstocks.

Checked your underwear lately? It might be the one thing that saves your life.

Oh, and Jon's airplane? It impacted in a vacant lot next to a grade school.

FLY SAFE ✪

Media Review



Boyd: The Fighter Pilot Who Changed the Art of War

Author: Robert Coram

Paperback - 484 pages (April 2004)

Little, Brown & Company; ISBN 0316796883

Boyd: *The Fighter Pilot Who Changed the Art of War* is a very well written biography about a US Air Force pilot that started out as a grunt in WWII and eventually influenced the way we fight wars and do business. This book gave me a "can't put it down" feeling despite the fact that this is not a Clancy-like action packed thriller.

Author Robert Coram breathes life into the man, and dare I say, undiscovered legend that was John Boyd. Coram's writing style brings some of the highly complex theories described by Boyd to a level that mere mortal readers can understand. The enormous amount of research into Boyd's life and work is evident throughout. The life and legacy of this fighter pilot, math whiz, military strategist, and more importantly teacher and mentor is covered throughout this gripping text.

Col. John Boyd was no "punch card" Air Force officer, as we discover in this account of someone who could have been a high ranking general. He was an aggressive, loud talking, and highly opinionated man with a passion for improving the tools and strategies that U.S. forces use in the defense of the country. He was known to his contemporaries as "40 Second Boyd" while an instructor at what is now known as Red Flag. This title referenced his boast that he could turn a disadvantaged position in air combat to a shooting solution in 40 seconds or less. He even offered \$40 to anyone that beat his challenge. No one ever collected and there were many takers. Although not a test pilot, he is said to have solved the lethal low speed aileron reversal that plagued the F-100 Super Sabre in its early years.

Col. Boyd's military career spanned WWII, Korea, and Vietnam before becoming a consultant for military and business leaders. Boyd developed a cadre of acolytes that were composed of some of the brightest minds in the US; surely a result of his intellectual ability and broad scope of influence. He was also a key figure in the infamous "Fighter Mafia" that bred such aircraft legends as the F-16 and F/A-18. Not bad for someone that was tested with an IQ of only 90! It was quite intriguing to see how his ground breaking concepts of maneuver warfare were integrated and finally used with great success during the first Gulf War.

All in all, "Boyd" is an excellent read about an individual that should have received a lot more press for his contributions to the military and business worlds.

John Clark ✪



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Have your Dues Expired?
Check the Expiration Date Below.

Cascade Warbirds Quick Look Calendar

July

- 2-8 Navion Society Con.
Sedona, AZ
- 5-9 Arlington 2006
- 14-16 Oregon Int'l Airshow
- 15 Heritage Flt Museum
Open House at BLI
- 22-23 Concrete
- 24-30 Oshkosh 2006
- 28-30 Tri-Cities
- 29 Baker City, OR Fly-in
- 29-30 Inland Skyfest
Fairchild AFB
- 29-30 Chilliwack Flight Fest

August

- 4-6* Kelso Warbird Fly-In
- 11-13 Abbotsford
- 12 WINFC Fly-In
NAS Whidbey
- 12 IAC Fly-In
Museum of Flight
- 18-20 NWAAC Evergreen
Fly-In @ McMinnville
- 18-19* Heritage Flt Museum
Warbird Fly-In, Big
Band Dinner/Dance,
Open House @ BLI
- 20 Pitt Meadows Fly-In
- 26 Madras, OR

September

- 2 Bremerton Blkbry Fest
- 9-10 Calgary Aviation Days
- 13-17 Reno Air Races 2006
- 16 Heritage Flt Museum
Open House at BLI
- 30-1Oct Redding Airshow
- 30-1Oct Salinas

October

- 8-10 San Fran. Fleet Week

* Denotes Max Effort Event
See Website for detailed list

Check Six



Doug Owens and his team recorded the second best stop ever in the history of the EAA's Aluminum Overcast tour, in spite of the hurdles that seem to have become the norm. Congratulations to the volunteers and passengers who continue to make this a success. (Robert Mitka Photo)