



# WARBIRD FLYER

★★★EAA Warbirds Squadron 2 Newsletter★★★



## CO's Cockpit

By Dave Desmon

**H**appy New Year! I hope this finds all of you happy, healthy, and looking forward to another great flying season in 2007 – I know I am!

It was great to see so many of you at the Christmas Party. We had a great dinner, fun party, and many hours of catching up in the hot tub afterwards. We broke our previous record, with about 75 Members in attendance. I can believe it, as it took about 45 minutes to make my way from the door to the bar!

One of the awards we presented at the party went to Doug Owens for his stellar service since 2004 as B-17 tour stop coordinator. Doug's hard work turned Seattle into one of best tour Stops in the United States. Thanks Again, Doug!

"Our" B-17 will return to us and the Museum of Flight May 23-28, 2007. The tour stop coordinator this time will be Warren Nadeau. As always, we need volunteers for all kinds of activities – from getting the word out, to marshalling, to helping with passengers and tours, to selling merchandise, etc. To volunteer, or if you have any questions, call Warren at (360) 697-2583.

What else are we going to do in 2007? Your board is working on the show schedule now and is considering emphasizing more of the smaller, local fly-ins this year. What do you think? Let us know what interests you. We plan to return to Kelso, and Fred is currently taking reservations for the box seats at the Reno Air Races. Oshkosh is July 23-29, and we have once again secured the beautiful house near the lake that we've

rented the last few years. It sleeps about 10, several spots are spoken for already so contact me if you are interested in staying with us at OSH. Even if you think you have contacted me please call to confirm.

I'd like to encourage owners and non-owners to get together and help each other out during flying season. Owners need help, especially at shows. Lending a hand cleaning, displaying, and answering questions on the aircraft is invaluable. Many non-owners would like to be more directly involved with the aircraft, learn something about them, and get occasional rides and/or flights to the shows. This is a perfect opportunity for some synergy! So owners, look around for someone who'd like to help. Non-owners, you have to do your part too and let some owners know you're interested. It works out really well for everyone.

Lastly, at our Jan 13th meeting at the Museum of Flight. Dick Kloppenburg will be receiving a belated Distinguished Flying Cross stemming from his service as a FAC in Vietnam. It will be presented in a ceremony in the Museum Theatre at 2 PM. Greg Anders will also do a "Know Your Warbirds" segment on the P-51 Mustang. Greg currently flies the P-51 in the USAF Heritage Flight. So, be sure to make the Jan. 13th meeting – starting at 10 AM – See you there!

**Keep 'em Flyin'!**

Dave Desmon, C.O. ☺

### Inside this issue:

Editor's Page	2
Squadron News	3
On The Road Again	4
When You're Hot You're Not	5
VF-783 Corsairs in Korea—Part I: Background	6
Media Reviews	7
Check Six	8

# 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

2007 is off to a flying start. In terms of the newsletter this will be the last edition with a regular contribution from Dan Barry. Dan has stepped down as Operations Officer and Dave Bauer has been elected to replace him.

As always, we encourage our members to be an author and share their stories and experiences with the group. Not a writer? No problem. Neither am I. I realize that submitting an article is work, so I will

sponsor a \$100 prize for outstanding contribution to the newsletter, which will be announced at the 2007 Christmas Party. I'll be looking for content, not writing ability. The contest is not open to regular submissions by our officers, but will be open to additional writings. The end goal is to increase the quality of the newsletter by drawing on our diversity. Enjoy!

Let's hear it at [editor@cascadewarbirds.org](mailto:editor@cascadewarbirds.org) ✪

## Correspondence

I would like to comment on Dan Barry's article on the Olympia Airshow, from the July issue of the Warbird Flyer.

I was the pilot whose actions caused one of the performances to be canceled, as described in Dan's article. Dan said that I was "judged to have violated the foul line" and later that "if the lens on your wingtip light is over the line, you've busted the barrier." These two statements, taken together, could lead a person reading the article to believe that I was judged to have crossed the show line, but that is not correct. There was never a suggestion from the Air Boss (or the FAA) that I crossed the show line, and I did not cross it. The performance was stopped because my turn outside the line was judged to have violated the FAA rule concerning energy directed toward the

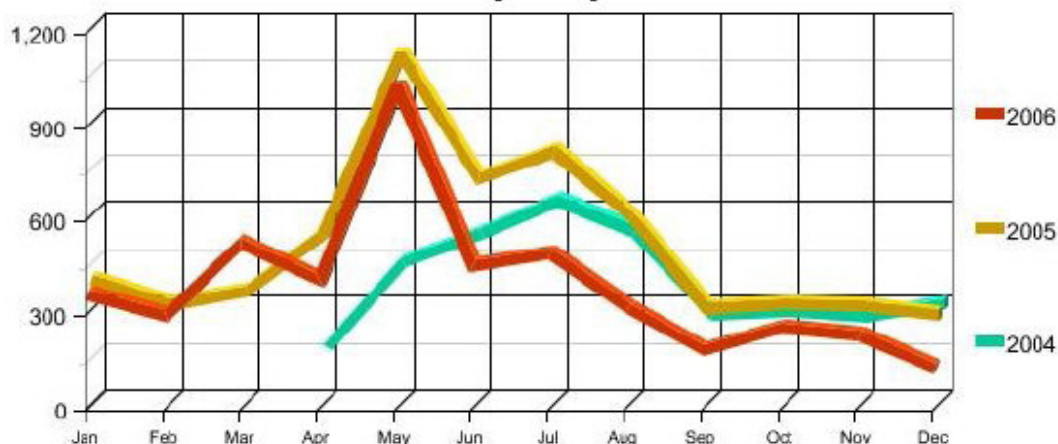
crowd.

This was a completely inadvertent violation of the rule on my part. I can fly that particular manoeuvre in two ways, one of which directs energy toward the crowd (but from outside the line) and one of which does not. I chose to fly the less "conservative" version which, after the briefing and my observations of other performances, I believed was legal. The Air Boss and the FAA thought differently, and I do not question their decision. At no time did I attempt to circumvent or "play brinksmanship" with the rule. I simply misunderstood the FAA's interpretation and application of it.

Tedd McHenry  
Blue 3

## Warbird WebHits

Report Graph



# Squadron News

## CHRISTMAS BANQUET HUGE SUCCESS

Squadron members celebrated the start of the Christmas season at the annual Dinner Banquet, held this year at The Hawthorn Inn in Arlington. Jovial well-wishers teamed with not-so-shy revelers in what one wag described as ". . . the best darn party since one of those Roasts we're always attending." Though the focus of the evening was sharing cocktails and dinner with friends, the after-dinner festivities added to the enjoyment of the evening. Three members received the prestigious Warbird Plaque: Frank Almstead for his superb stint as Newsletter Editor, Liz Johnston of M.O.M.S. for her generosity at the annual Kelso Fly-In, and Doug Owens for his unmatched leadership as our EAA B-17 Tour Stop Coordinator. And then something new was added to the door prize drawing - J. F. Vallee and Charlie Coulter each won a mission ride aboard the Aluminum Overcast when it returns to Seattle in the Spring. You should've been there! For those of you who missed this one, you have only eleven months until we do it all again. ✪

## ALUMINUM OVERCAST RETURNS

Memorial Day weekend will see the return of EAA's Aluminum Overcast to the skies of Seattle. For about a week, 23-28 May, that famous B-17 will be flying missions in our area and that means we need your help. This is our biggest fundraiser of the year and if you have the time, Warren Nadeau would like to hear from you. Whether you can spare a day or the entire week, there are numerous tasks that we volunteer to accomplish. Contact Warren at [wsbluemoon@povn.com](mailto:wsbluemoon@povn.com); he's our new Tour Stop Coordinator and we don't want him to be overwhelmed with this event. ✪

## JOIN US IN RENO

The Squadron has again reserved two boxes at the National Championship Air Races in Reno. The dates this year are 12 - 16 September and you can sit with the rest of us by forwarding your reservation check for \$100 per seat to CWB, 1066 Yates Road, Oak Harbor, WA 98277. Final payments will be due by the end of March. If you have any questions, contact Fred at [fred@fcsmyth.com](mailto:fred@fcsmyth.com). If you want to stay at Circus Circus with the rest of us, contact Betty at [betty.sherman@verizon.net](mailto:betty.sherman@verizon.net). She has the room confirmation numbers for our block of rooms. And for those of you who have not yet joined us for the Races, our boxes are "front and center", though the front one, A-41, is already sold out. Any more of you will have to sit in the second row, B-40. ✪

## YOU ARE NOT FORGOTTEN!

When it comes to paying your dues, that is. January is when the new year starts for us, too, so drop \$20 in the mail to CWB, 1066 Yates Road, Oak Harbor, WA 98277. If you're not sure whether you've paid, have a look at the address label on this newsletter. If you see "12/06" after your name, then "We Want You" to pay up. Any other indication and you're good to go for at least another year. Thanks for taking care of this right away and thanks again for helping to "Keep 'Em Flying." ✪

## 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. ✪



National Archives Photo

*"The best darn party since one of those Roasts..."*



# On The Road Again

By Dan Barry

When the Summer airshow season begins, many of us who spend a lot of time around the flagpole are going to venture off on some cross countries. With GPS and all the magic electronic gadgets we have access to, getting lost is pretty hard to do but there are still great opportunities to run out of gas. A nice easy flight to or from someplace like Spokane, can turn into a real nail biter when you encounter 30 Kts on the nose, and it always seems like it is on the nose!

In the April newsletter, Ed Rombauer had a great article on bingo fuel and how things can unravel, as they usually tend to. Like Ed, I've spent a lot of time sweating fuel in jet fighters so when I left the Air Force I promised myself I was going to get a nice simple general aviation airplane, one that is not IFR capable, doesn't fly very fast and I'll never have to worry about fuel again. Had I done a little research I would have found that in 1993, 14% of all general aviation accidents were caused by trying to run aircraft engines on air, 10 years later it was still the cause for nearly 13% of the accidents.

For those of you who didn't make the trip to the Pendleton Air Show a few years ago, let me tell you about it. Of course it was Spring in Eastern Oregon so it wasn't a surprise the wind was howling. The show went on and only a few us in the kite class stayed on the ground, everyone else fought the turbulence and wind and performed for the small crowd that braved the elements. On Sunday I departed in my L-3 as early as the low ceiling would permit, the wind wasn't too bad as I made my way North to Umatilla and headed West down the Columbia for Troutdale. However; very shortly after heading down the River I noticed the scenery wasn't changing very rapidly and I began to see I was just about holding my own with traffic on the highway. It wasn't too long after that I noticed cars pulling boat trailers were passing me.

Using my version of the moving map display, my finger was creeping along the map very slowly and it looks like I'm now going about 45 MPH at best.

Troutdale soon ceased to be an option and my best hope became Hood River which is a bit protected from the winds in the Gorge. I finally get close enough to pick up The Dalles ATIS and they were calling winds out of the west at 35 gusting to 40 but I didn't want to land there because everyone knows it is probably the windiest place along the River. When I finally reach The Dalles my bouncing fuel float gauges, despite the turbulence, aren't bouncing much because the floats are hitting the bottoms of the tanks. This tells me I'm getting down to my 2 gallon header tank and although Hood River, which is just 20 miles away around the bend in the River, is still ½ an hour away and I'll probably run out of gas 2 or 3 miles short; so I hover my way onto the runway at The Dalles and with a wing walking assist from two guys manage to battle my way to a tie down.

Within the hour I've made cell phone contact with the CWB van, which left Pendleton after my departure and the 6 or so members on board pull into The Dalles for pie and to lend moral support. Many stories have been told of them walking me to the runway following refueling and hand launching me toward Portland, so I won't go into that embarrassing scene; suffice it to say, I fought my way down the River and once I turned the corner at Troutdale I was riding the wind to Apex at a speed which made it difficult to unfold the sectional fast enough.

The moral of the story is whether we fly a jet or an L-3, or anything in between, we have undoubtedly all pressed fuel and most of us have gotten away with it but don't count on your luck lasting forever. With ever increasing gas prices I expect we will see more fuel related accidents as pilots try to stretch their range to make fields with lower fuel prices. Although if you read the reports, you have seen it isn't always the empty tanks that get you; a couple of years ago, in a 6 week period, I personally knew three people who crashed their planes because of fuel problems, only one was out of gas, the other two had fuel on board but failed to select the correct tank. So lets all be fuel conscious or I'll tell you how I managed to get glider time in a T-33! 🍀



Dan Barry taxis at Skagit (John Clark photo)

# When You're Hot You're Not

By Ed Rombauer

Every so often I find a flying story relating to safe flying that is pertinent to our type of operations. This story by Lcdr. Mark A. Johnson of VFA-27 illustrates what can happen when ego gets in the way of experience.

Most Approach articles cover the thirtieth dark night off Gonzo station, a pitching deck in a driving rainstorm and bringing a jet with half a wing or one engine back to safety. Well, most Naval Aviators I've known have also had some experience with civil aviation, and I'm here to tell you that it's just as possible to get in trouble with small, slow civil aircraft as it is with fast jets out over the ocean. Fortunately, I'm lucky enough to still be here to talk about it, so sit back and let me tell you a little tale...

Long ago there were three young aviators, fresh from the training command and convinced of their invincibility, who decided to hit Las Vegas for a quiet little weekend. The road trip from Lemoore was too daunting, so they had a flash of inspiration, "We'll take a Cessna from the Hanford FBO and be there in no time!" Everyone had an instrument qualification, one had been checked out at the FBO, so there should be no problem, right? Sure enough, the trip to Las Vegas was no problem and the weekend involved much gambling and partying at the expense of sleep.

Unfortunately, all good things must come to an end, and Sunday evening (broke but contented) our three bold airmen arrived back at the plane. Unfortunately, the weather wasn't looking so favorable, as a solid wall of clouds over the Sierra Nevada mountains was dumping snow and there appeared to be no way to get through. The first suggestion was to wait it out, and while another night on the Strip was very appealing, their bank

accounts were bingo already and one of them had a lecture at the FRS the next morning. Being late for a lecture because of a weekend in Vegas was inconceivable. So, they rationalized the trip; three Naval Aviators qualified to fly fast jets in instrument conditions would have no problem with a little Cessna, right?

Well, they had agreed to rotate positions during the flights, so one of the aviators climbed in the back and settled down for a little nap on the way home. Mother Nature was conspiring against him though, and the turbulence gradually worsened as they approached the mountain range and forbidding build-ups above them. Off-and-on he listened to the banter from the front seat, and the controller seemed to be pretty busy. Eventually it became clear to the two aviators in the front that continued VFR flight was impossible and they would have to get an IFR clearance. The harried controller quickly fired some instructions to turn to a particular heading for the climb and then turn back on course when above a safe altitude.

This is when things really started to go wrong. The two young aviators in the front seat had not flown 5 hours between them in the last 90 days, while the one who had been trying to sleep in the back was the only one who was current. The two in front missed the call to turn to a particular heading while climbing and continued to press forward. You see, Cessna's don't climb as fast as those powerful warbirds we're used to flying on the job and a large mountain was directly in their flight path. Gradually picking up interest, the aviator in the back leaned over the front seat and gently asked about the heading. Aircrew Coordination Training was not heard of in those

*Continued on page 7*



# VF-783 Corsairs in Korea—Part I: Background

By Walt Spangenberg

When World War II ended in the Pacific the Navy was well stocked with ships, aircraft and qualified people getting ready for the anticipated invasion of the Japanese home islands. Among the aircraft was the F4U-4, which had already replaced the F6F-5 Hellcat in some carrier based fighter squadrons. The Navy stored some of these aircraft for use in the future, and assigned others to Naval Reserve squadrons established near population centers around the country, for use by USNR aviators released from active duty but interested in maintaining their flying proficiency and their contact with the Navy.

Following the re-election of President Truman in 1948, the Secretary of State, Dean Acheson, in a briefing before the Congress described what were then considered the vital interests of the United States. He drew an arc through the Sea of Japan which enclosed all of the Japanese Islands but clearly excluded the mainland of Asia and the Korean Peninsula. This information was published in the press and clearly available to the world.

Concurrently, in an effort to control government expenditures after the massive spending during the war, Truman's Secretary of Defense, Louis Johnson, promised the President a Defense Budget not to exceed \$15 Billion. Louis Johnson was a lawyer with scant background in defense affairs, while Truman's background included only his Army service in WW I. Truman not only did not share President Roosevelt's affection for the Navy, but had expressed publicly his distaste for the Marine Corps. There was even at this time talk of transferring Marine aviation to the then-new US Air Force.

The cut in the Navy budget was severe. Many Naval personnel had been anxious to be released from active duty after the war, or course; but the proportion of aviation personnel was far smaller than the numbers of surface personnel, and there remained on active duty a significant number of USNR aviators who had either fought in the latter stages of the war or been commissioned shortly thereafter. The new super-carrier UNITED STATES was cancelled in June of 1949, and in the Fall of 1949 it was decreed that all Reserve aviators who did not have a college degree would be released to inactive duty, whether they wanted this or not. One senior admiral, in discussing this situation, said that all of these Reserve aviators had at one time or another, an opportunity to apply for transfer to the regular Navy, but

very few had done so.

The Communists presumably did not subscribe to Western Newspapers just to read the comics, so it is reasonable to assume that they took SecState's statement before the Congress to mean that the US would not fight to defend South Korea.

The dust had almost settled in the Naval Aviation world after the mass exodus of USNR aviators when North Korea invaded South Korea on 25 June 1950. No doubt to the astonishment of the North Koreans, US forces in Japan under the direction of General Douglas MacArthur, including US Air Force and US Navy aircraft, were in the thick of it and did indeed fight alongside the South Koreans.

Some individual Reserve aviators were recalled to active duty, and also many squadrons as complete units. At least two fighter squadrons, VF-653 and VF-781, were enthusiastically volunteered for recall by their commanding officers. The other squadrons came when called, and in two cases entire air groups were formed of reserve squadrons, CVG-101, which deployed in USS BOXER (CV-21) and CVG-102, which deployed in USS BON HOMME RICHARD (CV-31). CVG-102 was composed of VF-781 (F9F-2), VF-783 (F4U-4), VF-874 (F4U-4), VA-923 (AD-2I3), plus several splinter groups when they deployed. The squadrons of CVG-102 soon settled into the routine of operations in Korea and by and large did a very fine job. One small but significant indication of how well these Reserves worked together was the procedure adopted by VF-783 and VF-874 by which they pooled their F4U aircraft for flight scheduling purposes and pilots were assigned to fly whichever aircraft were ready and parked most conveniently on the flight deck. This helped both the squadrons and the ship's flight deck crew. At the outset, the pilots were all Reserves except the Air Group Commander, CDR H. N. Funk, USN. In the course of the cruise, some pilots were lost and the replacements were in some cases junior USN officers recently graduated from flight training.

The US Naval Institute book, "Wings at the Ready - 75 Years of the Naval Air Reserve," published in 1991, contains a good summary of Reserve activity during the Korean Hostilities. ☺



# When You're Hot You're Not

Continued from page 5

days, and the response from the front was a sharp, "Just sit back and let us take care of this." An increasing unease in our young pilot was shortly heightened by frantic screams from the controller calling for an immediate turn. As the pilots complied, the controller explained that on his scope they were already in the terrain. Since the plane was IFR, no one will ever know exactly how close they came to the cumulo-granite.

Pretty scary stuff—even if that had been the end of the story. "What," you ask, "There's more?!?" Yep.

See, the clouds had some water in them, and the temperature was right about freezing. After about 20 minutes, when they had finally reached a safe altitude and were back on course, the water began to freeze on the plane, and we all know that isn't a good thing.

In the back of the plane, a running commentary on the thickness of the ice started, and as the airspeed dropped and the VSI began to droop, the pitch and inflection of the commentary began to rise. Ironically that pitch and inflection matched the controller's, who was frantically calling for the plane to maintain altitude. The only response the front seat could give was, "Unable, we are at maximum power."

Descending in the clouds over the mountains (now well below the minimum vectoring altitude) it didn't look like they were going to make the Monday morning lecture. Suddenly, the clouds began to thin and some ground appeared;

fortunately it was well below the aircraft. As the ice on the wings began to thin and three pilots smiled and began to congratulate each other on making it, then they looked to their left and right and realized they were in a valley not 5 miles wide, with the mountains on either side of them rising up into the clouds. The rest of the flight was ominously quiet.

It has been said that every aviator has a bucket of luck to draw from, and it starts out full, but when it is all used, there is no re-filling it. Well, I used a big portion of my bucket that day. What are the lessons to be learned that I placed in my bucket called "experience"?

Get-home-itis can attack anyone, in any aircraft. Never sit back and think someone else is taking care of the aircraft. Whenever you are in a position to do so lend a hand, and be ready to accept input from any properly qualified personnel.

Icing is serious business. Stay out of it if possible, and know the procedures to take if you get into it.

Excess power can get you out of a lot of bad situations.

Y'all be safe, now. ☺

*Editor: Approach Magazine is an excellent safety resource published bimonthly by Commander, Naval Safety Center. Visit them at: [www.safetycenter.navy.mil/media/approach/default.htm](http://www.safetycenter.navy.mil/media/approach/default.htm)*

## Media Review



### **The Hunters (1958)**

Starring: Robert Mitchum, Robert Wagner, Richard Egan, May Britt, Lee Phillips  
Director: Dick Powell  
Studio: 20th Century Fox; 107 Minutes

**T**he Hunters, based on the best-selling novel by veteran fighter pilot James Salter, is set during the height of the Korean War. The plot revolves around Major Cleve Saville falling in love with his wingman's (Carl Abbot) beautiful wife. Abbot goes down and a guilt ridden Saville executes a daring rescue mission which loud-mouthed rookie Ed Pell jumps in on. What is striking about The Hunters is that it was filmed in CinemaScope and Technicolor, which at the time was state of the art. The result is some outstanding footage of the F-86. There are a few bloopers as the MiG-15 is portrayed by the F-84 and a F-100 serves as a stunt double for the F-86 during an accident sequence. In the end, I felt it was well worth the \$12 to capture the classic jet, and acting, in my library. ☺



## CASCADE WARBIRD EAA CHAPTER

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**Have your Dues Expired?  
Check the Expiration Date Below.**

### Cascade Warbirds Quick Look Calendar

#### January

- 13 Squadron Meeting at  
Museum of Flight
- 20 Heritage Flt Museum  
Open House at BLI

#### February

- 10 Squadron Meeting at  
Museum of Flight
- 17 Heritage Flt Museum  
Open House at BLI
- 22-25 National Warbird  
Operators Conference
- 24-25 Northwest Aviation  
Conference

#### March

- 10 Squadron Meeting at  
Museum of Flight
- 17 Heritage Flt Museum  
Open House at BLI

\* Denotes Max Effort Event  
See Website for detailed list

## Check Six



Who says we don't fly in the snow? CWB member Richard Rombauer flies a maintenance flight in the King County Sheriff's UH-1 "Huey" during the November snow storm. (Rich Rombauer Photo)