



# WARBIRD FLYER

★★★EAA Warbirds Squadron 2 Newsletter★★★



## CO's Cockpit

By Dave Desmon

We've just returned from flying our L-17 to the Reno Air Races – which means the 2007 flying season is quickly wrapping up. It's time for our Winter meeting schedule, and to start thinking about 2008. I love flying our plane around the US. The flight doesn't leave until we're ready, every seat is a window seat, and we don't have to take our shoes off to board! The races are made even better because we share them with dozens of our Cascade Warbird friends – In the boxes, in the Heritage area, the Pits, the Race Planes, and in Town. We couldn't go 100 yards without running into another member!

You have probably all heard that this was the deadliest year ever in Reno with 3 fatal crashes, one each in Bi Plane and Jet, and a mid-air in Formula I. One F-I pilot managed to get his crippled racer down in what my Dad would call a "Good Landing" – he walked away. "Great Landing" Dad reserves for those after which the plane is re-usable. This wasn't great. The other F-I pilot was lost. He was well known to many around the NW. All 3 will be missed.

This Winter the Museum of Flight has some great programs. Oct 13, along with our first meeting at the Museum, there will be a panel of WASPs – the courageous ladies who during WWII flew everything in the US inventory from PT-17s to B-29s. They will be joined by some of the Russian "Night Witches", women who flew WWII combat missions in antique Bi Planes. The Airline Collectables show will also be underway. Then on Nov. 10th, along with our annual meeting, the Museum will feature a panel of the American Fighter Aces.

December 1st brings the return of the fabulous Cascade Warbird Squadron Christmas Party, look for details in this issue. We are also working on the introduction of new Northwest fly-in / airshow venues for next year. Stay tuned for further announcements.

Lastly - for those who think the user fee fight is over, think again. The new acting FAA

Administrator, Bobby Sturgell, has continued in the footsteps of the recently departed Marion Blakey, who has joined an Airline Industry Lobbying group at 3 times her government salary. Sturgell is making speeches to Congress filled with complete untruths, aimed at cramming user fees down our throats and giving the Big Airlines a huge Tax Break with the proceeds. In Sturgell's speeches, however, one can now clearly see what we've said all along, that the intent of the FAA in pushing user fees is to tax FA out of the air! He said in a recent speech to the Senate Commerce, Science and Transportation Committee, "the FAA's current system of taxes and airport fees encourages more frequent flights on smaller planes." Despite GAO and CBO assurances to the contrary, Sturgell says "the failure to link the FAA's revenue to its operating cost will continue to put major capital programs at risk and slow down implementation."

The FAA's own data shows that 7 big airports, specifically Kennedy, LaGuardia, Newark, Philadelphia, Atlanta, O'Hare, and Houston account for 72 percent of all delays, yet the FAA and the big Airlines continue to beat the drum for User Fees to tax GA out of "Their" Skies, under the pretense of "Reducing Passenger Delays". How many of you have ever flown a GA airplane into one of those 7 airports?

It is starting to look positive for a GA win in the House, and the Senate might go our way, so the FAA and the Big Airlines have turned to the President, who is threatening to veto any bill without user fees attached. We need to be more vigilant now than ever – our input has made a huge difference so far, don't slack off now! For the latest info check [www.AOPA.org](http://www.AOPA.org).

**Keep 'em Flyin!**

Dave Desmon, C.O. ✪

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# WARBIRD FLYER

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

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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!

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## Editors Page

By Frank Almstead

Another year of the *Warbird Flyer* has come to a close with the publication of this issue. Again, I would like to thank the regular contributors who make this possible, Dave Desmon, Fred Smyth, Dave Bauer, John Clark, and last but not least, Ed Rombauer, who also runs the printing operation. I've got a feeling that if flying didn't work out for Ed he would've made a great newspaperman.

In addition, this year we ran a contest, with prize money, to draw more content out of our members. I'd like to thank the few that took up the challenge. They are Walt Spangenberg, Carter Teeters, Fred Smyth and Ron Morrell. The winner is to be announced at the Annual Christmas party.

In the last few newsletters we have not been able to fit in any media reviews. As such, I'd like to take a little space and fill you in on a few good books I've read lately. I picked *The Last Stand of the Tin Can Sailors* by James D.

Hornfischer up at the U bookstore on my way to the airport on my latest business trip. Four days later somewhere over Northern Canada on the return I had finished it. It is a riveting and detailed account of the Battle off Samar which I will not soon forget.

*Shattered Sword: The Untold Story of the Battle of Midway* by Jonathan Parshall and Anthony Tully is another astonishing work. The authors, through extensive research and solid analysis demonstrate that most writings about the battle are bunk and in a very readable way explain why Japan lost the battle.

In *Rescue of Streetcar 304: A Navy Pilot's*

*Forty Hours on the Run in Laos*, Kenny Wayne Fields describes in intimate detail the forty hours on the ground after his A-7 was shot down until his rescue. To effect his rescue 189 sorties were flown, seven planes lost or heavily damaged, four pilots ejected and one, Ed Leonard, of Winlock, WA spent five years as a POW.

Lastly on PBS, *The War*, directed and produced by Ken Burns and Lynn Novick documents the personal experiences of a handful of men and women from four towns across the U.S. during WWII. It is unlike any documentary I've ever seen, simple, powerful, and in their own words.

As mentioned throughout the newsletter, 10Nov is our Annual Meeting. This year elections will take place and the nominating committee has provided the following slate of candidates to be presented to membership:

**Executive Board & Principal Officers**

(Class I Directors)

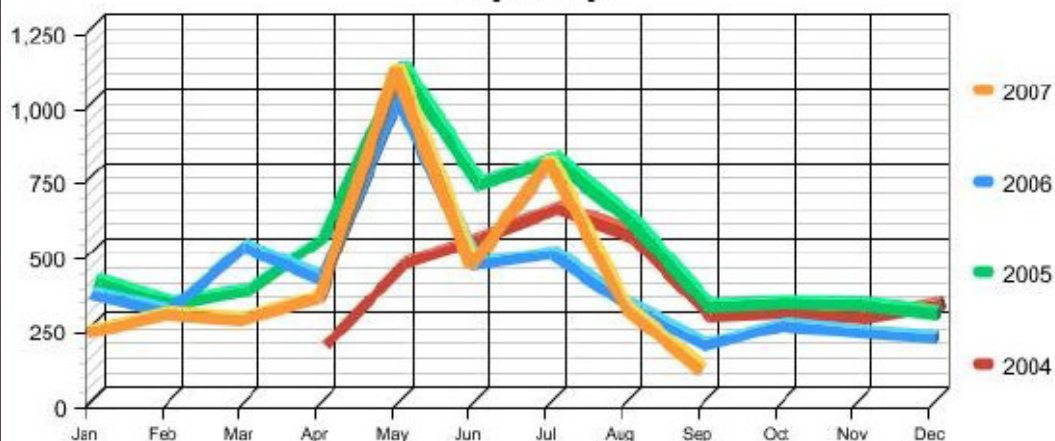
CO	Greg Anders
XO	Curt Kinchen
Adj/Financial	Fred Smyth
Ops	Dave Bauer
At Large	Dave Desmon

**Remainder of the Board** (Class II Directors)

Bill High	Betty Sherman
Ed Rombauer	Pete Jackson
Frank Almstead	Carter Teeters
Tony Caruso	Doug Owens
Crash Williams	Warren Nadeau ☻

## Warbird WebHits

Report Graph



# Squadron News

## GALA DINNER PARTY

It's hard to believe that the holiday season is upon us in less than two months! The big shindig for the Squadron is our Annual Christmas Dinner Party and this year we'll enjoy it on Saturday, 1 December. It will be held at the Hawthorn Inn & Suites, Smokey Point, WA - that's Exit 206 off of I-5. Cocktails commence at 1730 hours and dinner is at 1900 hours. The price this year is only \$36 per person and that includes dinner, dessert, and tip. You need to reserve your place in advance by sending your check to CWB, 1066 Yates Road, Oak Harbor, WA 98277. Appropriate attire for this event is whatever makes you feel comfortable. Some folks will be in their Squadron regalia, some will be wearing business casual, and some coats and ties. Make yourself comfortable!

If you desire to stay overnight at the hotel, we have negotiated a special rate of \$79. Call the Hawthorn at 360.657.0500 and mention Cascade Warbirds to get that price. The cut-off date for this special price is 8 November. If you have any questions, email Fred at fred@fcsmyth.com. We hope you'll join us; it's always been quite a party.

By the way, the Squadron has set aside funds to invite some of our Veterans to dinner, but we have no money set aside for rooms for them. If you would like to contribute to that worthy endeavor, just add an appropriate amount to your dinner reservation check. And our thanks to you for doing so. 🌟

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## AIRPLANES APPRECIATED

Several of our members won awards for their aircraft at events this Summer, so congratulate these folks when you see them again.

At the Northwest EAA Fly-In, Preservation awards went to Bill Sleeper for his DHC-1 Chipmunk, to Stu and Kitty Smith for their DHC-1 Chipmunk, to Richard Kloppenburg for his O-2A, to Tom Elliott for his CJ-6, and to Dave Bauer for his T-28B. The Judges' Choice award went to Bill Shepherd for his YAK 11 and the Best Liaison/Observation award went to the Heritage Flight Museum for their O-2A. The Reserve Grand Champion Warbird was awarded to Hank and Judy Bullock for their Auster MK6.

At AirVenture 2007, the Reserve Grand Champion-World War II award went to Colin and June Powers for their L-4H Grasshopper. What a long way to go to get that well-earned award! 🌟

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## RENO RUMORS TRUE!!

Squadron box seat tickets are getting to be a hot commodity. We are already nearly sold out for 2008 and the front box is nearly full in 2009. If you want to assure you'll have a seat with us, then get your deposit tendered soon. Mail \$100 per seat to CWB, 1066 Yates Road, Oak Harbor, WA 98277. Specify which year you're interested in - we already have deposits on seats all the way until 2018! Final payments for your reservations will be due in February of each year. If you have questions, email Fred at fred@fcsmyth.com. 🌟

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## FUEL DISCOUNT!!

I'm pleased to announce that one of our newest members, Pat Heseltine, owner of Avian Flight Center – the FBO at Bremerton Airport, is extending a 10 cent per gallon Fuel Discount to all of his Cascade Warbird Squadron Mates. All you have to do is drop by the front desk at Avian and register. According to AirNav.com, Pat already has the lowest fuel price in the Puget Sound Area. – Thanks Pat! 🌟



U.S. Army Photo

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



Jason Pineau Photo



Ron Morrell Photo





# Ops Office

By Dave Bauer

This Fall edition of the Warbird Flyer also marks the end of the Cascade Warbird's flying season. We had a great year, with many new faces and aircraft at the various shows we attended. The always popular Warbirds are in great demand at these events.

Our participation at the NWEAA Arlington Fly-In in early July marked our first appearance there in over three years. Along with our friends with the PSMVCC (Puget Sound Military Vehicle Collector's Club), who joined us with their period displays, encampments, personnel, and vehicles, made for an exciting week. The many hours and days that our dedicated planners and members put into AWO made the event turn out flawlessly. We had a great group of individuals for our forums in the Warbird tent. The forums were well attended and the subjects so interesting that it was hard to keep the schedule and not run over on time. We had several new speakers, who provided us with some fresh program material many had not heard before. There were as many as 23 of our Cascade Warbird airplanes in the weekend fly-by. The flyby of so many different warbirds is always a crowd pleaser, but along with the PSMVCC vehicles, the trip down "Broadway" at the conclusion of the show is a spectacle that is not replicated anywhere. I've had many seasoned airshow veterans, who fly in shows all across the country, come up to me and say how impressive it is. This was all made possible, thanks to your enthusiasm, your good attention at the flyby briefings, and your great airmanship. I'd like to thank our marshaller's for the outstanding job they did every day to keep our areas safe for spectators, as well as choreographing our aircraft in order for the show. The show on Saturday was capped off with a BBQ at "AWO Island", which was well attended, and made for great camaraderie. I'm sure this year's return of the CWB's marks the beginning of a new relationship with NWEAA Fly-In, and we'll do nothing but get better in the future.

Many of you attended the 3rd Annual Kelso Fly-In in



PSMVCC Parade (John Clark photo) John.H.Clark, arphoto.com



Kelso 2007 (John Clark photo)

early August. We had a great turnout for this event. We were hosted by Mothers of Military Support (M.O.M.S.). And, a great job of hosting they did. Hotel rooms, a welcome Mexican Fiesta on Friday night, lunches, and fuel were all greatly appreciated by us. Although the PSMVCC folks were also at the airport, we were not able to get police escort support this year for a convoy of their vehicles through the surrounding area for a parade. We were especially pleased to have Skeets Mehrer and several of his entourage and vintage aircraft, as well as a few other older warbirds fly-in. Although there was not a posted schedule, I would like to again

thank everyone for paying close attention in the briefings which made for a safe and fun flyby. With all the various aircraft flying (19 on Saturday), from Stearmans to a AD4 Skyraider, in the same airspace at the same time at this uncontrolled airport, we did good! It was a lot of fun, and although the crowds didn't

appear to be very large, our organizer and founder of M.O.M.S., Liz Johnston, said that the expenses were covered and at least at this time, we can expect to be back again next year.

Kelso pretty much wound up our CWB flying season, but there still was the Heritage Flight Museum's Open House and Dinner/Dance at the Bellingham Airport to attend in early September. Hosted by the Anders' family, the Friday evening entertainment and food was excellent. The weather was great, and just outside the hangar doors was a spectacular display of warbirds. On Saturday, the crowds came and enjoyed seeing some great aircraft fly, as well as viewing the array of

memorabilia collected and on display at the museum.

In mid-September, many of us made the annual pilgrimage to the Reno Air Races. The CWB's have two boxes at the race, available for our members on a first-come, first-served basis. The boxes are literally front-row center-stage, and provide the best vantage point for viewing the races. For those who haven't been there, the races not only provide you with the

Continued on page 7

# Waiting in Line

By Ed Rombauer

As a young lad, I hated standing in a line for some event. It was boring, it was too hot or too cold, and it was tiring. Most of the time, especially when I was with my parents, there was no one my age to talk with, and time dragged on. Later, after I had left home to find fame and fortune, I was rewarded for my early years of patience by having to stand in line for everything. There was the line to eat, the line to use the bathroom, the line to check-in, the line to check-out, and best of all the line to find out where to go for the next line. I soon realized that while my chosen career of flying was filled with lots of waiting, and not wanting to be totally bored while waiting, I found that talking to the other people in these lines was both interesting and informative. At first these conversations were only within my peer group, as upper classmen did not have much to do with lower classmen. That ended when assigned to a real flying job. It's amazing how flying a few feet away from someone's wing tip has a way of opening the lines of communication and promoting camaraderie.

It was during one of my first squadron assignments, while waiting in whatever line was occurring that day, that I met Bill. A quiet, unassuming, professional pilot with a couple of thousand hours of jet fighter time to his credit, Bill was just the kind of pilot you could learn from. As an instructor at the Fleet Air Gunnery School (actually the school was a unit, so the acronym was FAGU not FAGS) he was able to impart a lot of wisdom on not only air to air gunnery, but also the nuances of getting the most out of the aircraft. One day Bill told me that he had just received orders to the Blue Angels. Needless to say he was elated; this would be the high point of his career. All of us who had flown with him knew that the Blues had made an outstanding selection for their team. The next afternoon, while returning from his last instructor flight, Bill didn't make it back to the airfield. He and his aircraft were in a thirty foot crater in the middle of the desert. The line that I was waiting in was a little shorter that day, and unknowingly I had advanced slightly towards the head of the line.

As the years rolled by, I realized that as aviators we are all part of a long line that starts with our first airplane

ride and continues until we no longer leave the earth in a metal machine. The only way out of this line is either to quit flying by choice, or to quit flying not by choice. There are many instances of pilots quitting by choice rather than face an uncertain future in which there would be no choice. One pilot that I remember flew out to a carrier for his carquals on a particular nasty day, took one look at the pitching deck, did a u-turn, went back to the beach and handed his wings to the C.O. During the Second World War this was not uncommon, and kept the shrinks quite busy.

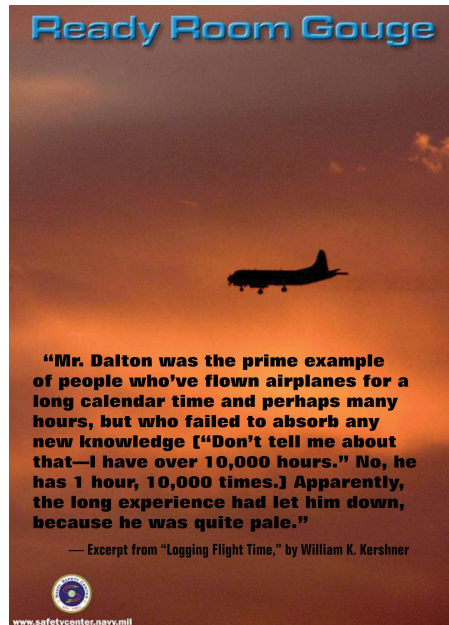
There were a lot more dropouts in the line in the years ahead. Some of the dropouts were caused by fatal crashes, but interestingly many more left the line by choice after realizing that they weren't as bullet proof as they used to be. Fortunately, there is a never ending supply of invincible young men and women who want to be pilots. Years ago I transferred into a squadron where many of the pilots were old friends that I had flown with before. What a difference a few years had made! Where they had been young aggressive fighter pilots when I first knew them, now with a family

and a mortgage they sat in the ready room with a worried look. I moved up further in line.

Civil flying has its own problems in communicating with other pilots. Where the military has organized meetings where pilots can share stories and learn from one another, civil pilots normally don't have this opportunity. The average weekend light plane pilot, even though he is part of that long line, doesn't get to talk to and learn from many of the others in the line. This is where we as members of C.W.B. have an advantage. With the depth of experience and knowledge available in our organization, there is an unending source of flying wisdom available. Since we are all waiting in this long line of aviators, we might as well talk to the others in line and continue our education. By doing this we are better able to make safe choices ourselves rather than have fate make the choice for us.

Someone once wrote that "the history of aviation is written in blood." Don't make it yours!

FLY SAFE ✪



# Pilots, Pylons, and new People

By Ron Morrell

Fifteen years ago, the weekend of my first Wedding Anniversary, I spent a memorable four days in Reno, Nevada. It just happened to be a weekend full of loud noises, fast movements, and continuous stimulation of the senses. Guess again, The National Championship Air Races!

In spite of all of our experience flying airplanes and attending Air Shows, the Reno Air Races are unique. Where in the world can flying enthusiasts share in the exhilaration of the world's fastest motor sport? Where in the world do men and women spend thousands of dollars, weeks of their lives, and expend so much sweat, sometimes blood, and sometimes tears for our entertainment? Where in the world do tens of thousands of people stand silently with their hands over their hearts while they listen to an anthem and watch four of their fellow pilots dedicate a fly-by to a fallen comrade, whom they may have never met?

This year's Reno Races were unique in another way to my wife, Anne, and me. We've spent every one of the past 14 years in another Reserve Box, enjoying the races with other friends and yearly acquaintances. This year we spent the five eventful days with the Cascade Warbirds. This year helped me learn more about the special group of people who join the Cascade Warbirds and we think we made new friends and acquaintances who will not turn into merely a once-a-year gathering. We can look forward to seeing those we've met during the rest of the year, local air shows, gatherings of non-feathered wings, and maybe even something that resembles a party or two. Thanks for the invite!

Unfortunately, this year's races were unique in another way. I'm sure every pilot, co-pilot, spouse of a pilot, and child of a pilot, will join me in remembering the dedicated flyers who lost their lives this year while doing what they loved. None of us can know exactly what happened, why it happened, or if these accidents could have been prevented. That's for others to contemplate and make judgments about. None of us can adequately describe the emotions we are overcome with when we see a cloud of dust or a fireball where an aircraft should be. What we can know is that it could have been any of us and we are among friends who share those feelings in the

unique way that all of us in aviation felt. How do we manage; we stand by, we stand strong, and we go on! The dedication, professionalism, and courage of those who push up the throttles for the next race is how we get over the bad days in aviation. And we lean on each other when we need to!

Saturday and Sunday of this year's races proved that dedication, professionalism and courage! We saw some of the best competition ever. The races that led up to the Unlimited Gold on Sunday afternoon were outstanding. The tension and apprehension that started the day melted away as the Pilots and Airmen of Reno came out to show their stuff. The racing was safe, intense and competitive. We all looked forward to the



The Nanchang (Ron Morrell photo)

ultimate contest on Sunday afternoon and it proved worth the wait! Of course, there was one last gasp from the crowd when September Fury pulled off the course during the final lap... then Rare Bear took the checkered flag while we all watched the Fury land safely on the emergency runway. Oh, by the way, Rare Bear has a stuck throttle! The celebration of the Bear's victory was the shortest ever! We all held our breath

for the next 8 minutes while the Bear circled the airfield and its pilot contemplated how to put down the difficult-to-land-on-a-good-day clipped-wing-speedster. What came next was the proof that aviators are a special breed. The Bear touched down with hardly a squeak, and the crowd cheered louder than when it flew past the checkered flag at nearly 500 miles per hour!

Back to the beginning. Fifteen years ago, I asked my wife what she thought about the Reno Air Races and should we plan to return the next year. Her answer, "yeah, I do want to go again, but don't plan on spending every anniversary with all these pilots and airplanes". This year marked the 15<sup>th</sup> straight year we've attended the Air Races. This year I asked, "Should we plan on going back to the Cascade Warbird box seats?" She answered, "Yeah, they seem like a great bunch but don't plan on spending every anniversary with all these pilots and airplanes." (Actually our anniversary was two days after the Races this year but who's counting). We came back to

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## Ops Office

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opportunity to see great aircraft on display and awesome racing, it's also like a reunion, where we see many old friends we haven't seen in awhile. Usually it takes a couple of hours to move a couple of hundred feet because we're so busy. The races were indeed a thrill and we had a great time, but it was a tough year, in light of the three fatalities that occurred.

So, this brings us up-to-date, and the planning begins soon for next year's events. The first scheduled meeting of the CWB's will be held at the Museum of Flight (MOF) in October. E-mail reminders and the Cascade Warbird website at [www.cascadewarbirds.org](http://www.cascadewarbirds.org) will have the meeting schedule posted there, as well as a wealth of

other info for your reading pleasure. Please make every effort to attend and participate, as we will be electing a new slate of officers for the next two years, as well as discussing some possible changes and updating of our bylaws.

In closing, I'd like to say, it's with your great enthusiasm and generosity that we can all share in the passion of flight, make new friends, and discover the joy of being involved with these aircraft that we call "Warbirds", and those who hold them dear. With this, the future will continue to embody the tradition of the EAA Warbirds, which of course is, "Keep 'em Flying". ✪

## Pilots, Pylons, and new People

Continued from Page 6

Washington and concentrated on our recovery so well that we both forgot that Tuesday was our anniversary!

And just who is this Reno addict who admits that the Races are more important than another anniversary?

Ron Morrell. Others of you may have seen him at Boeing field over the summer while the B-17 was there. He tried to make sure the tower didn't miss his Nanchang doing a couple of closed pattern/pylon around their perch. Ron spent the seven years, after graduating from the United States Air Force Academy, flying single-seat A-10 Warthogs in nearly every theater that the A-10 flies. Then earlier this year, he and Keith McKinney got together and formed a partnership in an existing Real Estate franchise. They later discovered they had a connection at a sub-atomic pilot level. Keith, the original sole partner, spent three years flying an A-

4D with the Navy, most of it off the USS Coral Sea and into a small country named Viet Nam. What makes their company, Realty Executive of Kirkland, unique is that they have a great affinity for all things that fly and even use pilot jargon while discussing daily business.

Ron states that they are dedicated to giving great service to any Cascade Warbird members who come to them for their Real Estate needs. With about 30 years of Real Estate experience between them that should be easy. They have special commission rates for all those who come to them from the squadron and will contribute to the squadron through donations from transactions by its members. Give them a call at the Kirkland office at 425-463-6519 or drop him an email at [RonMorrell@RealtyExecutives.com](mailto:RonMorrell@RealtyExecutives.com). ✪

## New Members

The following folks have "seen the light" - or been sucked into the maelstrom. Be sure to welcome them warmly into our midst and include them in our events, whether it's asking for their help where appropriate or offering them an empty seat when you fly out somewhere. ✪

John McKibbin	Vancouver, WA
Robin Hemmett	Richmond, BC
Anthony Inglis	Winlock, WA
Patrick Thomson	Chilliwack, BC
Jim Cawley	Buckley, WA
Laura Junjek	Renton, WA
Brad Newell	Port Ludlow, WA
Richard Bach	Eastsound, WA

Tom Casey
John Koelbel
Bill Pearson
Jim Unger
Pat Heseltine
Scot Walstra
Sam Richardson
Al Laurie

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St. Maries, ID
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Sammamish, WA
Port Orchard, WA
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**Have your Dues Expired?  
Check the Expiration Date Below.**

### Cascade Warbirds Quick Look Calendar

#### October

- 4-9 San Fran. Fleet Week
- 13 Squadron Meeting at  
Museum of Flight
- 20 Heritage Flt Museum  
Open House at BLI
- 25-28 Copperstate

#### November

- 10\* Annual Meeting at  
Museum of Flight
- 17 Heritage Flt Museum  
Open House at BLI

#### December

- 1\* Annual Christmas  
Dinner Party
- 15 Heritage Flt Museum  
Open House at BLI

#### January

- 12 Squadron Meeting at  
Museum of Flight
- 19 Heritage Flt Museum  
Open House at BLI

\* Denotes Max Effort Event  
See Website for detailed list

## Check Six



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Tail end of the chow line at the Warbirds BBQ, NWEAA 2007. (John Clark Photo)