



WARBIRD FLYER

★★★EAA Warbirds Squadron 2 Newsletter★★★



CO's Cockpit

By Greg Anders

It is with great pride that I take the helm of Cascade Warbird Squadron 2. I am grateful for the vote of confidence from the membership and leadership of the squadron that puts me in the lead of the team entrusted with the stewardship of such a fine organization. It is a great organization that has come a long way since it was officially started in August 1993.

I see the main responsibility of the Commander of CWB to be serving the membership by leading the organization. To lead, you should know where you are and where you are supposed to go. My initial focus will be primarily on these two things. Once we have a good feel for these two things, we will work on establishing squadron goals.

Where we are:

CWB is a great squadron with a lot of energy and commitment. We have approximately 250 members with about 100 of those being the current stewards of the warbirds they own. Those numbers make CWB the largest warbird squadron in the EAA Warbirds of America organization. Squadron leadership should be proud of that accomplishment, and I intend to build on that success.

Part of where we are is the environment in which we operate. The environment in which we operate as a squadron and the environment in which our owner members operate their aircraft has been changing rapidly. In our assessment of where we are, I feel it is appropriate to look at our current policies and procedures to ensure they are appropriate for the current environment. Additionally, we need to continue to work hard to have an impact on the shape of that environment.

Where we are supposed to go:

Before I took the helm I reviewed the squadron bylaws to try to get a feel for where we are supposed to go; according to our legal charter. I found the bylaws somewhat lacking in their establishment of appropriate direction. I then surveyed the Board of Directors and found the vagueness of the bylaws resulted in several different interpretations. The board members' views are similar to my own but differ from what the bylaws articulate. Diversity is a benefit, but we need a common foundation on which to build. So I have asked the board of directors the question, "What is the purpose of the squadron?" with the hope of amending the bylaws with more appropriate direction. Your Board of Directors is already very involved in that question and we are hoping to communicate the result to squadron membership by early summer. Those results can be put forward for bylaw amendment at the next annual meeting in November.

Once we know where we are going, I intend to establish goals for squadron leadership to measure our progress in that direction. Expect the beginning of that in our next edition of the newsletter.

I have inherited the leadership of a great squadron and I don't anticipate a significant course correction. I am simply looking to more effectively articulate what we already know in our hearts.

The sun is out and the Mustang just completed its annual, so it's time to fly!!

Sic Tempus Ad Fugit

Greg Anders, C.O. ☻

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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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Editors Page

By Frank Almstead

Believe it or not 2008 is upon us and it will bring some updates to our newsletter. Starting this month Greg Anders will contribute the CO's Cockpit. As such, I'd like to recognize outgoing CO, Dave Desmon, for his contributions to the newsletter over the past six years. Dave was kind enough to provide a brief retrospective look at the squadron and its accomplishments on page 7 of this edition.

Also, we are discussing the purchase of an advanced software package which would allow greater capability in newsletter design and publishing. Lastly, due to a change in the law we are now able to accept advertising in the newsletter. This is exciting as the newsletter can now provide a revenue stream to the squadron.

Walt Spangenburg was presented, what he titled, the *Warbird Literary Award*, that was offered over the course of last year. Based on feedback I have received I will sponsor the award a second year. The Warbird Literary Award is a \$100 cash prize for outstanding contribution to the newsletter, which will be announced at the 2008 Christmas Party. Not a writer? No problem. Neither am I. 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. As always, we encourage you to be an author and share your stories and experiences with the group.

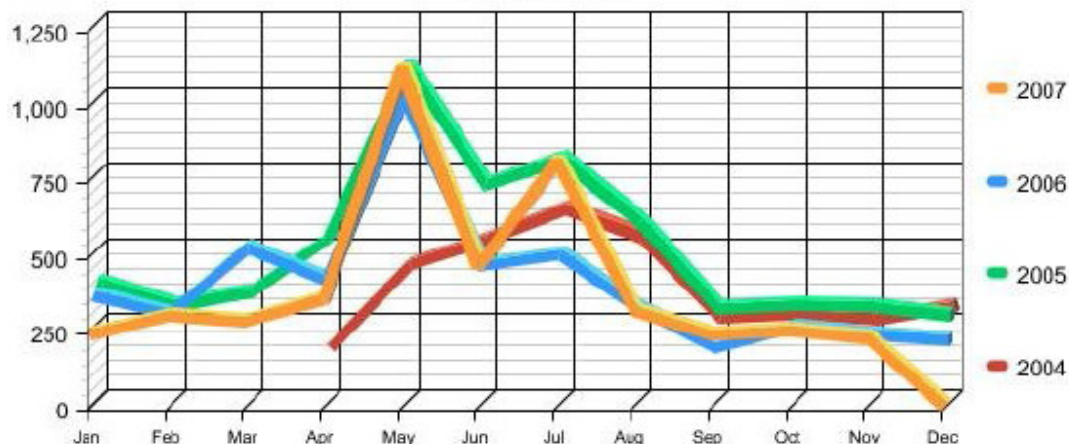
There is a common thread of change through the newsletter this month. Of course, this got me thinking about our organization. For the Cascade Warbirds to progress we must undergo significant change at various points in our development. To that end, our leaders are continually making efforts to accomplish successful and significant change. These changes are not conducted for the sake of change, they are geared towards improving the performance of our organization. Already Greg is addressing squadron goals and metrics to measure progress. Our leaders are focused on continual improvement, a never ending quest to do better, and we get better by changing.

As members we elected for a change in command. The attitude toward the change of command has been positive. In fact, it must be in order for us to succeed. Now we as members should focus on the benefit of this change and ask ourselves what new opportunities will this provide; or, what can I do to help? Remember ultimately change cannot happen without you.

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

Warbird WebHits

Report Graph



BAD WEATHER CAN'T STOP A GOOD PARTY

Mother Nature tried, but failed, to stop the revelry we all enjoyed at the Annual Christmas Dinner Party. A few members chose discretion over valor and remained at home, but nearly sixty of us joined together for the evening's festivities. Good food and adult beverages were the order of the evening and greatly added to the camaraderie felt by all. We welcomed some old-time friends and even placed a Christmas telephone call to John Mysterly, who is at home in Oregon recuperating from a kidney transplant.

The highlight of the evening had to have been the awards presentations. Warren Nadeau, B-17 Tour Stop Coordinator for 2007, was honored for leading his team to the most successful visit the EAA B-17 has ever had in Seattle. Hats off to Warren and ALL the volunteers who worked so hard at that task.

Next was our very own Warbird Marshalling crew. They have done such a fine job year after year and event after event that each member received a separate award: Paul Youman, Head Marshaller; Pete Jackson; Doug Owens; Ron McIlroy; Charlie Coulter; and Rick Bray. (Charlie and Rick actually were AWOL for the evening and will receive their plaques in much more mundane surroundings!) Thanks, gents, for your continued peeled eyeballs and good humor.

Then the drawing for the B-17 rides was held. A feature of the squadron's effort to give a little something back to the membership, two rides are given away each Christmas. Appropriately enough, this year's winners were two of the lowest time and least experienced pilots (see, this is how rumors get started) in our group - Dan Barry and Bob Jones. Lastly, the Warbird Literary award was presented to Walt Spangenberg for his contribution to your Warbird Flyer, *VF-783 Corsairs in Korea*.

To the rest of you, Happy Holidays and we'll see you at the next one in just eleven short months. ✪

JANUARY SPEAKER SET

After extensive negotiations, we are pleased to report that Fred Smyth has agreed to present the "Know Your Warbird" segment in January. Fred was a Scout Pilot in Viet Nam flying the OH-6A LOH for HHC, 1st BDE, 1st CAV (Airmobile). He brings with him a slide show detailing the Army helicopter acquisition program that yielded the Hughes Light Observation Helicopter. Also included will be some discussion about the weapons systems available to Scout pilots. Stationed just outside of Saigon at Tay Ninh, Fred flew some 300 hours of combat time and was awarded the Purple Heart and DFC. \$1 donation at the door. ✪

LETS DO IT ALL OVER AGAIN

It's that time of the year again when we'd be pleased to have you renew your membership and pay your annual dues. Have a look at the mailing label to see where you stand. If the date following your name is 12/07, then it's time for you to make your annual contribution. Dues are only \$20 and you can mail your check to CWB, 1066 Yates Road, Oak Harbor, WA 98277. Thanks for your continued support. ✪

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! ✪



John Clark Photo

“Nearly sixty of us joined together for the evening’s festivities”



Fred Smyth Photo



By Dave Bauer

As I write this article for the January 2008 issue of the Warbird Flyer, I find myself reflecting on the completion of a very successful flying season and other related events in 2007 that the Cascade Warbirds were a party to...from the beginning of our season at the Tulip Festival Airshow at Skagit, through our end of year Christmas (Yes, Christmas!, not Holiday) Party. The Christmas Party was a terrific time to unite our group, experience great camaraderie, good food and libation, and reflect on how fortunate we are to be a part of this organization. We recognized our new Commander, Greg Anders, into his new job of “herding cats”, err.... the members of CWB Sq. 2, which should prove to be a “piece of cake” for him, if only because of the great participation of our members. Greg comes to us with an outstanding resume, and we all wish him the best. At the same time we all are indebted to Dave Desmon’s notable leadership of the squadron during his six years of service. Much was accomplished during these years, and he leaves the squadron in a stronger position than it was when he took over. But, the success of our Squadron, and the bigger picture of the growth and success of the national Warbird movement would not be possible without the continued support of not only owners/pilots, but also the volunteers. This is a good time to thank volunteers that make all areas of our operation a success. The jobs they perform, from pre-event planning, preparation of a site, coordination of the shows, marshalling aircraft, registration, transportation, fund raisers such as the B-17 Aluminum Overcast visit, the PX....the list goes on.... It takes all of them to make it work. The obvious enthusiasm that our members, pilots and volunteers display is a key to attracting attendees to our area. Our goal is to infect them with similar interest and support for our passion—Warbirds!

This leads me to a subject which continues to threaten our movement. The FAA Funding Bill, which we all thought was all but inevitably being put to rest, at least for another four years, has as yet, not been approved. At this point, the FAA’s bill, introduced early in 2007, and its associated user fees and 50-cents-per-gallon tax increase, is essentially dead. Therefore, the full House has passed H.R. 2881, which benefited greatly from lobbying from individuals like you and national aviation organizations lobbying for its passage. The Senate committees have passed two bills that conflict with H.R. 2881, one with a \$25 user fee, and one without. These must be resolved before the bill goes to the full Senate for a floor vote. Although the existing funding was set to expire after Sep. 30, 2007, there have been several extensions, the latest putting it into February 2008. Not only is stable funding necessary for airports, as well as ATC modernization, general aviation is still threatened by onerous user fees. We are willing to accept reasonable increases in aviation fuel taxes to be able to circumnavigate the precedent-setting user fees. Please stay tuned and be alert and ready to once again write and call legislators with your opinion, to defend our being priced out of existence.

With the privatization of the FAA flight service system (FSS) in February 2007, the “new” system has become a real “hairball” for many pilots. Because of so many reports of poor service, the House Aviation subcommittee determined that the FAA needed to conduct more aggressive oversight of the contract with Lockheed-Martin. The Department of Transportation also faulted the FAA for this and also not responding quickly to problems after the transition began. A survey of 15,000 pilots, conducted by AOPA two weeks prior to the hearings, found that 64% of the pilots were satisfied with the current level of service of the new system. But, 64% was deemed as--a failing grade! The system is here to stay, but only through your thoughtful and timely input can it be improved. The FAA has developed a web-based form to automatically track, number, and process complaints in a timely manner. To send your comments to Flight Services Program Operations Office, visit www.FSFeedback.Gosysops.info and follow the on-screen instructions for signing in. To make things even more clear, I had nothing to do with the name of the web link....

An additional item of concern of which I asked for your letter writing skills was the recently proposed rule by the U.S. Custom and Border Protection, which would require all general aviation aircraft that fly internationally to submit electronic passenger manifests as well as arrival/departure notification at least 60 minutes prior to leaving or entering the United States. This would allow time for the TSA to check names against terrorist watch lists prior to travel of the aircraft. (as if they are going to put their names down, but I digress). Three main concerns have been voiced about the NPRM focus: (1) Electronic submission as a sole means to transmit doesn’t lend itself to areas where aircraft often fly. Telephone or radio is often the only means, and allowances must be made for modifications of times and locations. (2) CBP needs to publish procedures for pilots to follow in the event a pax name turns up on a “no-fly” list, and that person may not be stranded, or the flight delayed, in the event of an error. (3) There is no justification for requiring pilots to file for flights departing the U.S. The NPRM period has expired, and hopefully, once again through your letter writing and lobbying on your behalf, this onerous proposal will also find itself in the circular file.

As the 2008 flying season is just around the corner, I encourage all of you to attend our meetings, get to know your Squadron officers, be vocal in your opinions, and volunteer. As more of these ever complex, contentious issues continue to crop up and threaten our beloved hobby of preserving Warbirds, please stay informed and please email, write or call to register your thoughts. There is no doubt that it DOES help! Therefore through your many efforts we continue toward the preservation of our military aviation history, and live by our motto which is, “Keep ‘em Flying”. Thank you again for your support. ☺

Take a Walk (Around)

By Ed Rombauer

The big A-1E Skyraider cruised smoothly at 100 feet over the Eastern Oregon desert. The R-3350 hanging on the front thundered noisily, the sound generated by its 36 spark plugs firing into 115/145 high octane fuel was loud enough to be clearly heard even while wearing a flight helmet. As I cruised at low level over the Oregon desert, the bright desert sun increased the cockpit temperature to a few degrees above uncomfortable. On the plus side there I was, legally flying at jack rabbit altitudes, watching the sand dunes roll by and using my photo recce. chart for a lunch table while pawing through the contents of my government issued box lunch. Life was good, and Uncle Sam was buying the gas.

The mission was simple, fly a low level “Sandblower” simulated ordnance delivery into northern Nevada, land at the local Air Force base, for fuel, and then return home. The best part of the flight was that there were no bad guys to worry about, all I had to do was stay below all radar coverage and find the correct rock pile that was the target. This was something any young, red-blooded, American pilot could do in his sleep, especially the fly low part.

With the government apple core from my lunch slowly dehydrating in the cockpit heat, I identified the correct target rock pile and then turned the Skyraider toward Stead Air Force Base and an uneventful landing. The ground service crew quickly began to fuel and service the aircraft while I caught a ride to base ops to file my return flight plan.

After downing a cold soda and a candy bar, while avoiding the stares of the pristinely dressed Air Force types as they contemplated a foreigner in a dirty flight suit, I filed the required IFR form for the trip home and headed for the flight line. Before I could escape operations, one of the more inquisitive local pilots stopped me to ask what I was flying. I was only too happy to explain the virtues of the Douglas Dump Truck and as the time went by I waxed poetically about how great it was to fly this aircraft, even though it made you look like a sewer rat. Time and conversation went by and I saw that the filed departure time was fast approaching, and I still had to get out to the aircraft and preflight it. Bidding my new friend a quick goodbye I hurried out to the aircraft and started on a very quick walk around.

Now comes the good part, or as Yogi says, “If you see a fork in the road, take it.”

Arriving late at the aircraft my preflight was going to be short and cursory, after all if it flew in it’ll fly out. Signing for the required amount of fuel, I asked if the oil was checked and was assured that it had been topped off and the tank was full. After insuring that both wings and the engine were still attached to the airframe I climbed in, started the engine, and

proceeded to the departure runway. After take off I concentrated on flying the instrument departure and catching up with the airplane. Several minutes later I felt sufficiently caught up to look outside, where to my amazement I saw what looked like rain drops on the wind screen. As the Skyraider climbed through the thin overcast and picked up airspeed, the fine mist was now a heavy coating of – oil! Forward visibility was rapidly decreasing to none as I declared an emergency while thinking that 3350s won’t run long without oil. (The engine oil pump can get rid of 18 gallons in about 30 seconds.) The return flight was not pretty, heavy engine oil totally blocked the windshield and it was difficult to see out

the side, especially in that double wide A-1. On short final with my visor down and the canopy open I could poke my head out the side just enough to see the ground and maintain a semblance of runway alignment. The rest of the story I will leave to the readers imagination as we return to that “fork in the road.”

Arriving late at the aircraft my preflight was going to be—SOP, after all just because it flew in doesn’t mean it will safely fly out. Signing for the fuel I asked the line crew if they had checked the oil level. They

assured me that they had, and I proceeded on my walk around. As I examined the right side of the aircraft from the ground, I had a brief thought about not climbing up on the engine to check the oil since the ground crew had assured me that they had checked it. Oh well, you never know, so up I climbed trying not to become too intimate with all of the oil and exhaust soot on the side of the aircraft. Opening the oil tank cowl cover I reached in to remove the oil cap and dip stick and—it was an empty hole! Where would the oil cap have gone? Stepping back onto the wing my eye caught a brief glimmer of yellow—inside one of the exhaust stacks! It was, of course, the missing oil cap placed there as a convenient receptacle while the line crew filled the tank. By taking a few extra moments to complete a thorough walk around a more serious emergency was averted and the previous scenario never occurred.

There is no substitute for a thorough preflight, and although it doesn’t mean that every problem will be averted it goes a long way towards insuring that the major items on the aircraft are looked at and checked. Too many pilots are running out of fuel in the air because they failed to check it on the ground.

You could say that I was lucky to have discovered the missing oil cap, that long ago day. I say that in flying airplanes, don’t bet on luck.

FLY SAFE ✪

Ready Room Gouge

**THOSE WHO DON'T
LEARN FROM THE
MISTAKES
IN THE PAST
ARE DESTINED TO
REPEAT THEM**



Survey Confirms Military is a Hit at Arlington

By Bill High

The Puget Sound Military Vehicle Collectors Club (PSMVCC), in an effort to determine public interest in the joint Cascade Warbird and Military encampment at the Northwest EAA Arlington Fly-in, conducted a public opinion poll during that event. The findings clearly show that the partnering of these two organizations at such events is well received by the attending public.

The survey was designed to compare what the attending public came to see with what activities were actually enjoyed the most. The survey team believed that prior to arrival, the public was not fully aware of the extensive military presence at that venue and, upon visiting the military area (warbirds and vehicle encampment), they would thoroughly enjoy the experience.

Eleven categories of interest areas were defined. They included (1) experimental aircraft, (2) recreational flying seminars, (3) aerobatic demonstrations, (4) historic military aircraft, (5) historic military vehicles/weapons, (6) Military history seminars, (7) ultra-light aircraft, (8) product/souvenir vendors, (9) food vendors, (10) military aircraft/vehicle parade and (11) other. Attendees, upon entering the show were asked to select three categories of anticipated greatest interest. Upon departure at the end of the show day, attendees were asked to rate which of the 11 activities they enjoyed the most.

More than 500 visitors were polled. Their responses totaled almost 1700 views. The resulting data shows that the most anticipated activities were experimental aircraft (23%), Military aircraft (22%), Aerobatics (16%) and ultra-lights (10%).

After spending the day at the Fly-in, the public came away having most enjoyed some activities they had not anticipated. The 5 most enjoyed activities were (1) aerobatics (22%), Experimental aircraft (20%), Military aircraft (19%), Military vehicles (9%) and the warbird/vehicle parade (9%). Combined, the military activities garnered 37% of the most enjoyed activities at the fly-in.

Two activities showed a significant decline. Ultra-lights dropped 4%, a large loss considering the ultralight flight activities were located immediately in front of the

show entrance and could not be missed by the public. Military aircraft enjoyment versus anticipated interest dropped 2.5%. Conversations with those polled show two primary causes. First, the warbird area is remotely located and there was little or no signage, or, other means to lead the public to that area. Secondly, both Wednesday and Thursday arriving attendees were included in the survey. A majority of the warbird aircraft had not yet arrived at the Fly-in so both the number and variety of aircraft was limited.

The PSMVCC survey team frequently received comments from attendees in addition to the poll responses. Many were delighted to have the military presence returned to the show and wanted assurances that both the CWB and PSMVCC would return in 2008. With additional Warbird member aircraft participating, along with the anticipated increase in military vehicles and encampment, the 2008 Arlington EAA Fly-in will host the largest gathering of former military aircraft, vehicles, armor and ordinance ever assembled in the North Pacific region. ✪



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now accepts advertising

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also available at
cascadewarbirds.org

Contact Fred at
fred@fcsmyth.com

Change of Command **Remarks**

By Dave Desmon

Dec. 1st was the 2007 Cascade Warbird Christmas Party – snow and all! It's always great to see so many members there, and marvel at how well everybody cleans up!

It was also an opportunity to thank some of the many volunteers that keep this Squadron running. It takes a lot to keep this group running on all cylinders – we can't mention everyone every time, so we try to thank a few of our spark plugs each year. This year we declared it – The year of the Marshalls! Be sure to thank these guys the next time you make it to your parking spot without running anyone down.

The other notable event of the evening was the squadron Change of Command. After six years at the helm, I handed command of the Cascade Warbird Squadron over to Greg Anders. It's been an honor, a privilege, and a joy to lead this band of merry hooligans for the last 6 years – and as an added bonus, I now have my Masters degree in "Cat Herding"!

I want to thank Crash Williams for having the confidence in me to place his baby in my hands 6 years ago. In those past 6 years;

- We've more than doubled our membership – we are the largest Warbird Squadron in the USA.
- We now participate in over 20 air shows and flying events each year.
- We're the 2nd highest grossing B-17 tour stop in the country (and gunning for #1 in 2008!)
- We have our own squad of Marshalls.
- We have an excellent web-presence receiving

about 10,000 hits/yr.

- We have a great Newsletter.

We count a good many heroes from years past among our great friends, many of whom honor us regularly with their presence at our events. I was delighted to have many of them at the Change of Command ceremony on the 1st.

Perhaps most importantly, we haven't lost the camaraderie that makes this group so special. Everyone here will still sit down and have a drink together at the end of the day, or pretty much any other time!

We are all very lucky to have Greg Anders take over as CO. As an Air Force and Air Guard Pilot, Greg has flown the F-15 and the A-10 in combat, as well as the B-52 and the P-51 as a Heritage Flight Pilot. I told Greg that when he flies the P-47 – I'll be impressed – The day is coming, I'll bet! Greg shares the vision and the passion that all great leaders have, and he's definitely "a Warbird Guy". Our baby is going to be in great hands.

I want to thank you all for your friendship, your hard work, and your support. I know you'll all give Greg the same kind of support you've given me (Sorry Greg!!)

It's time for us to see what great new things lie ahead for the Cascade Warbirds.

Keep 'em Flyin!

Dave Desmon ✪

Media **Review**



Rickenbacker: An Autobiography

Author: Edward V. Rickenbacker

Hardcover - 458 pages

Prentice-Hall, Inc. (1967)

Even though written 40 years ago, the story of Captain Eddie's life is a remarkable story to read. We all know he was America's Ace of Aces in the Great War, but did you know that he had to use subterfuge to get into pilot training? Did you know he was a nationally acclaimed race car driver before entering the service? That he started his own automobile manufacturing company? That he owned the Indianapolis Speedway? That he ran Eastern Airlines without government subsidy for 25 years? That he survived with five others floating adrift in the South Pacific for 24 days?!?! Read this fascinating account and marvel at one man's accomplishments. You'll be happy you took the time.

Fred Smyth ✪



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

Cascade Warbirds Quick Look Calendar

January

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

February

- 9 Squadron Meeting at
Museum of Flight
- 16 Heritage Flt Museum
Open House at BLI
- 21-24 National Warbird
Operators Conference
- 23-24 Northwest Aviation
Conference

March

- 8 Squadron Meeting at
MoF Restoration
Center (PAE)
- 15 Heritage Flt Museum
Open House at BLI

Meetings start at 10:00am

* Denotes Max Effort Event
See Website for detailed list

Check Six



The Change of Command ceremony formally symbolizes the continuity of authority as the command is passed from one individual to another. (John Clark Photo)