



WARBIRD FLYER

★★★EAA Warbirds Squadron 2 Newsletter★★★

Cascade Warbird Tom Hawkins shares his DFC story Vietnam - August 1969 - September 1970; 360th TEWS, EC-47

Tom Hawkins has agreed to share with us the story of how he was awarded the Distinguished Flying Cross and his fourth Air Medal. As is typical of veterans Tom has kept the story to a minimum. Tom begins...

We regularly flew 5-7 hour missions orbiting over enemy territory (which was most of Vietnam, at least at night when they came out in their black pajamas) and monitored the full spectrum of radio frequencies to locate and track enemy units. The crew was comprised of 2 pilots, 1 Navigator (mission coordinator), 4 linguists/radio specialists, and sometimes a flying crew chief.

We'd drill holes through the sky waiting for "Charlie" to talk on their radios – if they talked long enough, usually 15-20 seconds was sufficient, we could get a couple of "cuts" or "lops" (lines of position) on them using electronic equipment that caused our ADF needle to point towards the source of the transmission. When the "backend" crew got a "target", we pilots would maneuver the plane to put the target off our left or right wing (most accurate "cut" with ADF). The aircraft position and the target direction were logged into the computer. We had a very sophisticated "Doppler radar" system that figured our position to within 200 meters. One "cut" gave us a direction, if Charlie stayed on the radio long enough, or, came back up on the same frequency, our aircraft would be far enough along to get another "cut". Once we had two "cuts" on the target, we could triangulate and narrow their position to about 1,000 meters. If Charlie stayed up "too long", and we got 3 cuts, that narrowed their position to 200 meters. Sometimes we had F-4s in orbit waiting for targets of opportunity, Charlie would come up on the radio, we'd fix their position, and, within 5 minutes bombs would be falling. This tended to keep them off the air. The main reason for the surveillance and locating was to track movement of their headquarters.

After 35 missions we got an Air Medal, 100 resulted in a Distinguished Flying Cross. In addition to the Air Medal and DFC, I received two additional Air Medals in Vietnam, a Bronze Star, and the usual "in theater" ribbons and medals.

I got my fourth Air Medal for serving as pilot on a C-5/A flying out of Dover, Delaware at 2:30 in the morning (or "0 dark

30" when most things happen to your airplane) we were hauling two communications vans to Tempelhof airport in Berlin. Our aircraft was maxed out (728,000 pounds, of which 325,000 was JP-4 [jet fuel]) and just as we rotated for lift-off 7,000 feet down the 12,900 foot runway we had an explosion on the left side of the aircraft. At 300 feet we got a fire light in our left engine, the "unsafe gear position light" remained lit, and the crash position indicator (ELT) was doing its siren thing. Tower called us to say our left wing appeared to be on fire, and asked "what are your intentions?"

Well, our intentions were to come back and land ASAP. I called the crew compartment and asked them to look out the left side and report what they saw. The loadmaster who was there (we had seven on this mission – this was his first mission, a 19 year old) looked out and said it looked like the left wing was on fire and the flame went back about 300 feet. The number 2 engine fire light was blinking and we pulled it and started running the emergency checklists (there were no women on this crew, however, all voices on the flight deck were Soprano by this time).

The tower, thinking we were a local Dover crew (we were from Travis AFB, CA) asked if we wanted the "short" approach, a local VFR procedure they often did for quick returns to the runway. Not being that familiar with the base, we requested a standard ILS approach to the runway we'd just taken off from (RW 01) and took up a heading of 170° to try to obtain sufficient distance for a turn inbound to intercept final approach course. While doing this, we were wallowing around between 300 and 500 feet off the ground. During this part of our flight, the Deputy Wing Commander had been alerted and came out and observed what he thought was our swan song into the chicken ranches south of the base. Of course, we didn't end up in the swamp. Once we had sufficient spacing to make our turn inbound, we lined up on the ILS course. All the while, running the 45 minutes of checklists in about 15 minutes (funny how some things seem to be less important at times like that), having the ELT blasting on 243.0 (guard frequency), and, the red light in the gear handle indicating unsafe gear.

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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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EAA Cascade Warbirds Squadron 2 is a tax-exempt charitable organization as described in section 501(c)(3) of the IRS Code.

Annual Newsletter Value: \$2.00
Published Quarterly

Editors Page

By Frank Almstead

Spring is here! Although, one wouldn't be able to prove it by the snow that is flying outside my window as I type this column. One of the great things about Spring is the return of birds back to the area. Now it has to be said that the birds we really appreciate are a little different. As you read this edition you'll discover that quite a flock is gathering at Paine Field.

This week I saw the arrival of a very rare bird. It was a Bf 109E-3 landing 16R PAE. Because it is so unique it was easy to identify its nest; the Flying Heritage Collection. This is one of the many FHC aircraft that will be moving to the Southeast side of Paine Field when the new 51,000 square foot facility opens this summer.

Also, in this edition, Fred Smyth scoops the story on our very own Cascade Warbird member John Session's collection. John has also started construction of a new facility at Paine Field and has been kind enough to share some of the details with us. You may have seen examples of John's aircraft at the Paine Field GA day last year. In addition, a leading warbird periodical recently featured a brief status of the restoration underway on his P-51B. The quality of these restorations is outstanding and frankly I can't wait to see the collection come together.

As Dave Bauer mentions, Tom Cathcart and the Museum of Flight Restoration Center at Paine Field allowed us to visit once again for the March meeting. Tom and

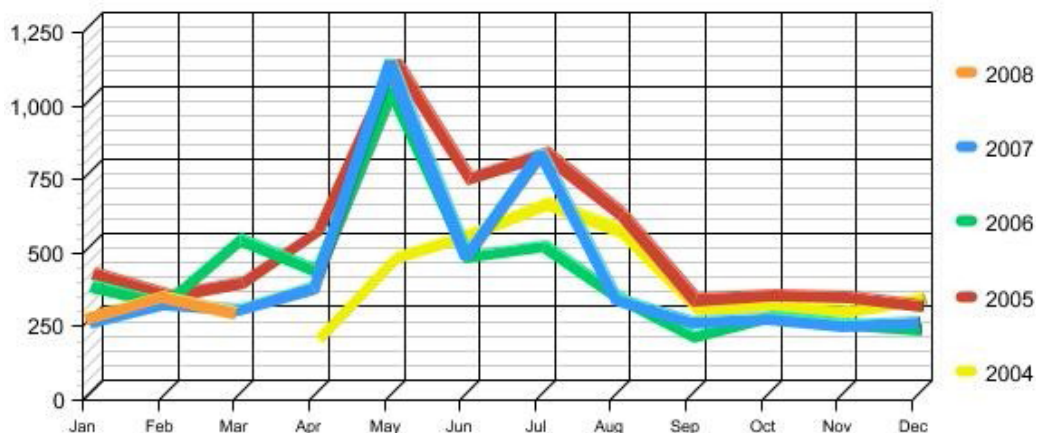
his team are doing great things in there as well. Personally, it is my favorite meeting of the year as there is much to experience.

Throughout the newsletter you'll find reference to the upcoming flying season. Our activity as a squadron picks up significantly and in order for the team to be successful we all need to participate. I continue to be amazed at the diversity within this organization. I learn something new every time I talk with another member. We, as a whole, have so many different talents and skills that if we could leverage yet another fraction of it, would be ten fold better as an organization. The key is to move beyond our normal comfort zone. This is not an easy first step. If you can take it, you will open up the opportunity to experience many new and exciting things and the squadron will be better because of it.

Lastly, you'll notice some changes to the newsletter this quarter. We have our new software and are up and running. It opens up a myriad of different possibilities when it comes to producing the newsletter. As the editor I am open to, and welcome, feedback from our members on the newsletter. Format, content, likes, dislikes, it's all fair game. Remember the newsletter is for your enjoyment so make sure that it works for you. 🌟

Let's hear it at editor@cascadewarbirds.org

Warbird WebHits



CO's Cockpit

By Greg Anders



It's that time of year again when we transition from our winter ops of meetings to our summer ops of flying activities. And what better way to participate in the squadron than to help with some of those events?

One of our biggest events of the year is going to be the Arlington Fly-in.

There have been some very exciting developments in that arena so far this year. The biggest news with regards to the Arlington Fly-in is the fact that we have made significant headway on building a strong working relationship with their organization. To that end, I am proud to announce that Arlington has elected three of our board members to sit on their board. As the two folks on our board who work the hardest for CWB at Arlington every year, Pete Jackson and Betty Sherman were the clear choice for us to put forward for nomination. They were elected to the AWO board in a shared chair per our suggestion. Bill High was gracious enough to allow himself to be nominated to yet another board and he was also elected. This is a win-win deal for both organizations.

I cannot understate that I believe this is a very dramatic statement from the AWO board and a major step towards building the relationship we should have with the Northwest's biggest fly-in. I am looking forward to building a great relationship with AWO and look forward to

supporting them, and just as importantly, I look forward to them supporting us!

Another big event has been Kelso, and what a great event that has been. Both MOMs and the CWB board have decided that a big part of the value of that event was the fact that it was a new venue. So, instead of repeating the event at Kelso, we are doing the event at Moses Lake. We're still supporting MOMS and they're still supporting us, we're just trying a new venue.

While there are many other events, I would also like to highlight the B-17 visit. While it is a great deal of fun for all involved, it has the additional motivator of being the Squadrons primary revenue generator every year.

These events do not happen without a great deal of effort and I am hoping that more of our members have the opportunity to step forward and volunteer to assist. I encourage everyone to taste the satisfaction of being an integral part of the team that puts an event together. I do believe that an event is more fun and rewarding for you when you were part of the reason for the success of the event.

I write this while once again stuck in Klamath with the P-51 trying to get home. Hopefully, tomorrow will dawn clearer than today, because...

Sic Tempus Ad Fugit!! 🌪

Ops Office

By Dave Bauer



Once again Ladies and Gentlemen, welcome to the start of another air show season. We'll be looking forward to seeing many of our friends whom we may not have seen in awhile, and making a few new ones.

This has been a long, wet winter for those of us who live in the Pacific Northwest. That said, before we begin our flying festivities, we should review how well prepared we are. We should dedicate some of our valuable time to reviewing the Aircraft Flight Manual, along with Normal and Emergency Procedures. These are easy topics on which to become rusty. In addition, insure that your aircraft are current in their FAA inspections. It also goes without saying, if your craft hasn't flown in awhile, the first pre-flight of the season is much more than a simple walk-around. Make sure all your personal paperwork is up to date, including your medical certificate and flight reviews. Also, consider your personal currency. In the event you

haven't flown in awhile, especially in a complex aircraft, I'd advise you to consider finding an instructor or another pilot who is current and qualified in your type of aircraft to fly with you until you're once again proficient.

Several of the shows the CWB's will be participating in this year will involve flying in "Waivered Airspace". In the April 2007 issue of Warbird Flyer I published a list of items that you should have in your possession. Although this may be redundant, I feel it is important enough that they be repeated. They may or may not be applicable to all pilots, but it's easier to have them with you, rather than explain to an FAA Inspector why you don't have them, as they are reviewing your paperwork! They are: Airworthiness Certificate, Operating Limitations, Registration, WA Registration, Weight and Balance, Parachute cards, Ops Manual, Aircraft Logbook, a copy of your FAA Program Letter, a copy of your Insurance, Customs, FAST card (for formation flying), Pilot's License, and current Medical certificate. It's a good idea to keep all these items in one place,

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Squadron News

GRANT COUNTY AVIATION FESTIVAL

Our good friend Liz Johnston of M.O.M.S. and the fine folks of Moses Lake have put together a fly-in ideally suited to our tastes. Scheduled for the weekend 27 - 29 June 2008, we've been invited to bring as many warbirds as we can muster - you'll all be welcome. Arrivals are encouraged Friday afternoon and to tempt you to show up then, a welcome reception and prime rib dinner will be provided that evening. All warbirds attending will be provided lodging for two nights, plus transportation to and from the airfield - all weekend long. Then for those of you who stay the weekend, a fresh salmon dinner will be served Saturday evening. Finally, as if this wasn't enough, there will be free avgas - and the longer you stay, the more gas you'll get.

Even better, the tower folks at MWH have not enough to do, they say, and will be very accommodating with our requests. We should look for lots of flying and the Ops O will even be leading "sunrise sorties" to bring out the locals. This may be our "funnest" event of the season. If you're bringing a warbird, register with Fred at fred@fcsmyth.com. We'll also be providing our own marshallers and that contact info will be provided via email at a later date. Hope to see you there.

AWO ISLAND REDUX

Mark your calendars for the week of 9 - 13 July. We have been invited back to Arlington for the 40th anniversary of the Arlington Fly-In and we are looking for a large turnout. In fact, in many years this is our best-attended event. PSMVCC will be there in full force this year and, in fact, they are shooting for a complement of 100 pieces of (expletive-deleted) green rolling stock. Can we do any less?

Our friend Julie Clark will join us again and Saturday night is reserved for a "Burgers and Dogs Fest" that we have found to be a huge hit. Stay tuned for more info via email as the date draws near - we are really appreciated when we get to AWO.

TIME TO PAY THE PIPER

Spring is the time of year that the green returns to the trees and lawns, to the IRS, and to the Squadron's exchequer. We would be pleased to have you renew your membership and pay your 2008 dues. If the date following your name on the address label on this newsletter is "12/07", please send your \$20 to CWB, 1066 Yates Road, Oak Harbor, WA 98277. And, yes, dues are tax-deductible to the full extent of the law. Pay as far in advance as you like.

RENO AIR RACES

If you're interested in seeing the world's fastest motor sport, we still have room for you in the Squadron's reserved boxes at the Reno Air Races this September. Some two dozen of our members make the annual pilgrimage to watch this special event and they'll be happy to show you the ropes. Fun and frivolity at a reasonable price, what more can you ask for? If you're interested, email Fred at fred@fcsmyth.com for details.

IT'S YOUR MUSEUM, TOO

Here's an idea with a lot of merit. Just as a reminder, the Museum of Flight hosts our member and board meetings a minimum of five months each year. Additionally, they sponsor our very own Cascade Warbird Day each year. If that wasn't enough, they exhibit one of the most widely respected collections of aircraft anywhere. So, if you can be convinced to support just one more activity, give consideration to joining the Museum of Flight. For

as little as \$40 per year you can become a member and obtain unlimited admission for two adults, plus many other benefits. Be sure to visit their web site at www.museumofflight.org and show them how much we appreciate what they do for us.

BABY NEEDS A NEW PAIR OF SHOES

Actually, it's the PX that needs another merchandise van. Not only is the one we now have 12 years old with 160,000 miles, but we've outgrown it as well. So, we're in the market for a larger and newer one - something on the order of a Chevrolet Express or Dodge Sprinter. If you can help out somehow, remember that even vehicles donated to us qualify for a tax deduction. Email Fred at fred@fcsmyth.com.

LATE BREAKING NEWS

Squadron T-shirts are again available. Ash is the color and our color logo is on the left breast. Multiple sizes are in stock, Med, Lg, and XL (other sizes will be added later based on demand). See the PX folks to get yours; they're only \$15. If you'd like one mailed to you, email Fred at fred@fcsmyth.com; there's a \$2 charge for postage. Act now or get left behind!

NEW MEMBERS JOIN US

It's always a pleasure to welcome new members to our squadron. They are the lifeblood of what we do and, as Fred likes to say, a new source of funds. We'd like you to say hello to:

Avis Viola	Abilene, KS
Nora Elliott	Sandy Valley, NV
Michael Kopp	Maple Valley, WA
Robert Mitchel	Mill Creek, WA
Morgan Barbour	Bellevue, WA
Paula Hawkins	Everett, WA

Thanks For The Memories

By Ed Rombauer

After finishing each show, the entertainer Bob Hope would conclude by singing his theme song, “Thanks for the Memories.” What Bob was telling us was that in all the years of entertaining the servicemen and women in every war from WWII to the Desert wars, his two-pound organic computer with its terabytes of memory storage had amassed a huge amount of information that he could instantly access whenever he wanted to. In piloting aircraft, this instant retrieval of necessary procedures and facts is vital for a safe flight. I haven’t seen many airplanes equipped with a reference library, and besides, can you imagine thumbing through the aircraft handbook trying to find out where the flare launch switch is located while a missile lock tone is screaming in your headset!

Flying is one of the few endeavors where you and your memory are on your own. In the event something goes wrong, whatever information is stored in your head is probably the only thing that will get you back safely on the ground.

The 747-400 was descending to final approach altitude. Since the weather was clear and sunny, Captain Jack had decided to manually fly the approach and landing, and even though this meant a little higher workload than an automated approach, there was still a certain satisfaction in hand flying 550,000 pounds of aircraft down to a squeaky smooth landing. As the 747 flew towards the outer marker to begin its landing descent, Jack glanced over at his copilot, Bernie, and noticed that he was obviously bored; the long over-water flights in an automated aircraft were good at bringing this on. With the airport in sight and few other aircraft in the area, Jack was not too concerned if Bernie was at the top of his game or not. Besides, as the airport was only a few miles ahead, this flight was almost over and soon they would be on the bus heading for the hotel.

As they neared the outer marker, Captain Jack moved his seat up slightly, checked his seat belt, turned off the autopilot and turned to Bernie to call for the landing gear. Before he could say anything, the serenity of the flight deck was broken by the sound of a loud warning bell. A red light on the overhead panel demanded his attention with its inscription “CARGO FIRE.” The vision of a raging inferno in the belly of this huge aircraft, with smoke and fire burning through the cabin floor,

immediately entered his mind. Bernie was suddenly a lot more alert now, and was looking at Jack with that deer caught in the headlights look. Jack’s brain went into hyper-drive as he quickly assessed their options. Here they were in a half-a-million pounds of airplane moving at three miles a minute with over four hundred people on board and a fire in the basement—the sand was quickly running through the hourglass. Turning to Bernie, Jack said, “I’ve got the airplane—you take care of the fire,” and then he pulled down the virtual divider that would separate the two pilots

and their individual duties. The next several seconds were busy for Jack as he configured the aircraft, declared an emergency and concentrated on slowing the heavy airplane for landing. Glancing to his right, Jack was astonished to see Bernie staring at the fire light and doing nothing. “Bernie,” Jack yelled, “take care of the fire.” Suddenly, Captain Jack realized Bernie didn’t have a clue.

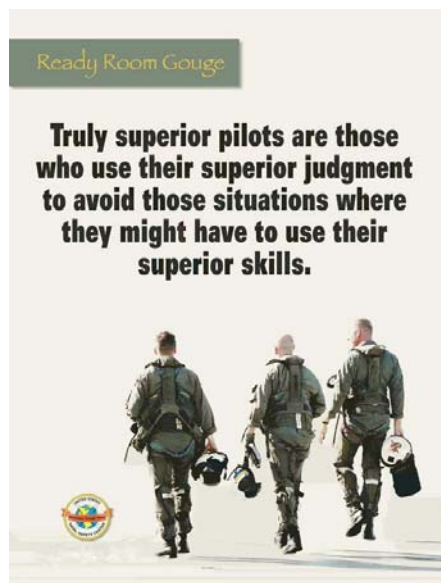
In all airplanes there are emergency procedures with immediate action items that must be committed to memory. The reasons are obvious: for example, if you were to have an engine failure on take off you would want to quickly run through the items that would get it going again before you arrived at the departure end of

the runway in a pile of scrap aluminum. That airplane operating handbook in your flight bag or in the seat pocket might as well not be in the airplane when you are concentrating on keeping the blue side up and the adrenalin level down. Sometimes, it’s just how fast and how accurately you can retrieve those memories that are crucial for the safety of you and your passengers that can save you.

In Bernie’s case, boredom had long before turned into complacency and the memory of what to do was not there. Fortunately for Jack and Bernie, the computerized fire control system in the aircraft did not need any human intervention; it was quite able to perform the necessary steps in the fire procedure on its own. What the computers couldn’t do, however, was to insure that the pilots flying the aircraft were operating as a team to insure the safe arrival of that flight. Bernie was still looking for the correct procedure in his handbook as the aircraft landed.

As to the fate of the aircraft, it didn’t disintegrate into a pile of molten metal after landing. What the sensors, computers and humans had interpreted as a dangerous cargo fire was no fire at all—just a smelly load of over ripe fruit!

Fly Safe ✪



John Session's Historic Aircraft Foundation Takes Shape

By Fred Smyth

There's a new gathering of old airplanes happenin' at Paine Field and it will be a sight to behold. John Sessions and his Historic Aircraft Foundation have started a collection of vintage airplanes and will house them in a new museum even now being constructed. To be known as "Historic Flight at Kilo -6," these precious artifacts will provide a laboratory for learning that will educate as well as enthrall.

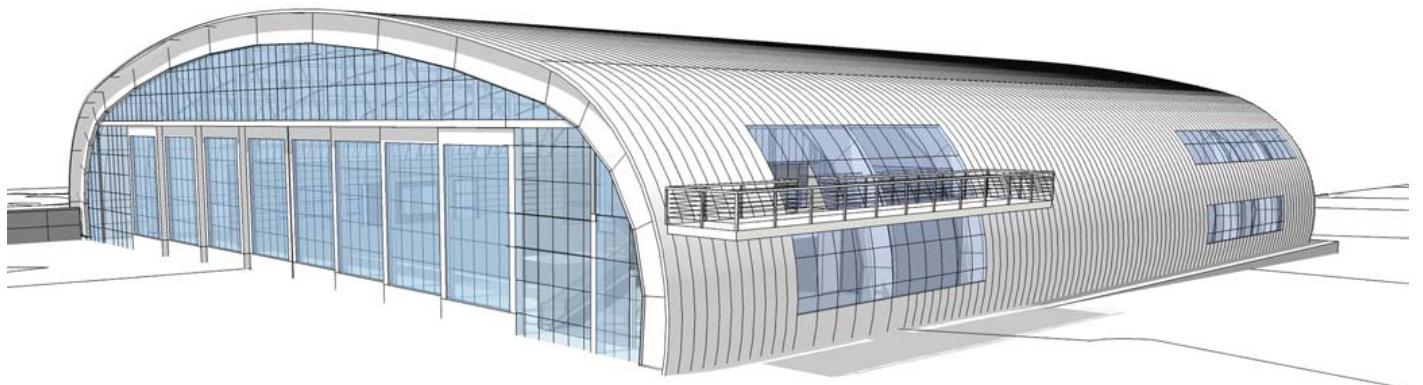
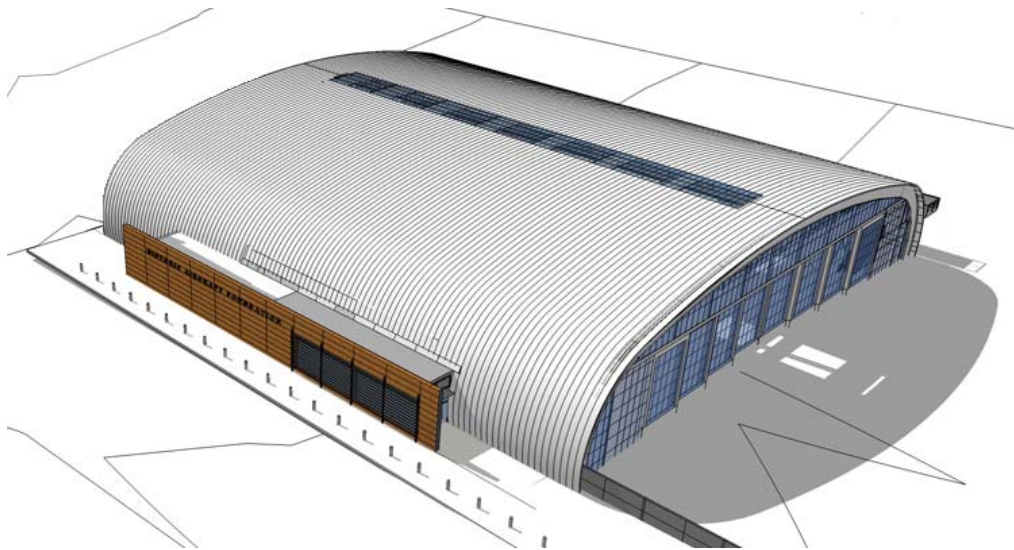
John is most impressed with the halcyon days of aviation from 1927 to 1960 and his collection reflects that time period. He would argue, as he recently told this writer, that the experience of commercial aviation has not materially improved in the past 50 years. To put a point to that claim, John is sparing practically no expense in the restoration of these flying machines. Each will be able to stand alone as a separate window into the era when pistons ruled the world. And each will provide a chapter in the story that is being told.

John is no newcomer to aviation, having been licensed for over a quarter of a century and an aircraft owner for nearly that long. His first interesting flying was done in his

amphib Cessna 185 plying the Inside Passage between Southeast Alaska and the Northwest. He gradually added ratings and airplanes to his experiences until he's reached a level most of us can only dream about - flying his own P-51 Mustang, his own B-25 Mitchell, his own F7F Tigercat. The list goes on.

The completion date isn't firm yet, but most of the ideas have been hatched. There'll be the de rigueur gift shop and restaurant, a movie theater, even a restoration hangar bay in view of the visitors. Plans call for all the airplanes to be maintained in airworthy condition and several will be on flying status each season. Over time, we should see them all return to the air for a partial repeat of history.

And for those of you who just can't wait until the doors open wide, here are some of the other airplanes already in John's hands: T-33 Shooting Star, F8F Bearcat, Waco UPF-7, AT-6A Texan, DHC-2 Beaver, DC-3, F-86 Sabre, Mark IXe Spitfire, Beech Staggerwing, and a recently-restored P-51B with Malcolm Hood that flew on D-Day. What a collection!



Ops Office

Continued from page 3

readily available. Lastly, the play-by-play announcers at the air shows always like a copy of a short bio on yourself and your aircraft to tout to the crowd as you do your flyby!

One item which needs to be briefly addressed which will affect us on both National and personal levels is the FAA Reauthorization Bill. Although funding ran out in Sept. 2007, our fearless leaders in Congress have continued to extend interim funding, with no end in sight. It has yet to pass. We must be ever on guard to join in with a common voice when it comes to the forefront again. We'll be asking you to contact our Congressmen, with your opinion on a moment's notice, to prevent any onerous user fees from being levied against us, thus preventing our being priced out of existence. Please stay tuned on this!

Now, on to the fun stuff... We concluded our regular member meetings at the Museum of Flight Restoration Center at Paine Field on 8 March, hosted by our own Tom Cathcart, Curator. We were pleased to have a big crowd on hand for our guest speaker CW2 Mike Rutledge, Army Aviator, based at Ft. Lewis. Mike is a MH-47G Mission Pilot, and former Navy SEAL. Recently back from his 5th tour in Afghanistan, Mike talked about his unit, the Army's 160th SOAR (Special Operations Aviation Regiment) "Nightstalkers" who participated in the Son Tay POW raid, the Grenada Invasion, "Blackhawk Down", and many others. It was absolutely outstanding and riveting! We're sure glad these men are on our side! Great job Mike, and thanks for your service!

The Heritage Flight Museum will hold their April Open House at Bellingham Airport on 19 April. In all likelihood, we'll use that day as a Fly-by Training Day, practicing for the season.

17 May marks Paine Field General Aviation Day. Two days later, the EAA B-17, "Aluminum Overcast" arrives at the Boeing Field Museum of Flight for its stay, 19-26 May. The museum will also honor the squadron on Sat., 24 May for "Cascade Warbirds Day". Feel free to fly your aircraft into BFI and park in front of the museum. This year's B-17 event will be coordinated by Doug Owens. Pete Jackson will be in charge of scheduling volunteers to work in the EAA trailer. Paul Youman will be in charge of marshalls. We are actively looking for volunteers to staff these positions during the visit. It is really a great event, very rewarding, and it's THE major fund raiser of the year for us. Who knows, maybe there will be an empty seat and you can get a free ride on the B-17.

Look further ahead in the schedule and you'll see the season heats up more. The Olympic Flight Museum's "Gathering of Warbirds" Air Show, is on Father's Day weekend, 14-15 June. It's an all Warbird air show, and always an exciting event. The 1st Annual Moses Lake Warbird Fly-in will be held 27-29 June. Read about this exciting new event in this newsletter.

These are but a few of the many highlights of the coming year of fun that the Cascade Warbirds have in store for you. Along with your membership, we try hard to make it not only fun, but a rewarding experience, whether you're a warbird owner or not. A great deal of what we do is at our own expense, but there are a substantial number of events which subsidize fuel, lodging, meals and transportation. Tell your friends, and invite them to join us at one of our events. We always like to meet new people, and have a great time together, which is taking part in enjoying and preserving these wonderful machines we call "Warbirds". Thanks for your participation, and "Keep 'em Flying". ☺

DFC Story

Continued from page 1

As things progressed, some genius on the flight deck suggested we turn "off" the "guard" channel (which resulted in a notable reduction in noise and confusion). As the gear lever was put in the "down" position, and the 24 main gear (4 pods of 6 wheels each) and 4 nose tires assumed their correct positions, the "unsafe" gear indication went away and we showed "safe" "down and locked" gear.

Meanwhile, the fire on the left wing extinguished 1 minute and 20 seconds after we activated the "fire pull" handle – (there is about 1 minute and 20 seconds of fuel in the lines between the fuel tanks and the engines). It seems the fire was caused by the flame in the aft end of the #2 engine, which had been shattered like a plucked chicken, the turbine-compressor shaft had been sheared just forward of the 5-stage turbines which resulted in the turbines no longer being restrained by the 15 stage compressor section. This resulted in the turbines speeding up excessively and to the point that the centrifugal force caused the turbine blades (each is individually mounted – there are about 200 turbine blades) to extract themselves from the hub and become individual missiles which impacted in various parts of the aircraft: one piece of the shrapnel severed the launch circuit for the ELT which caused it to activate, one piece severed the circuit to show the

landing gear "up and locked" (which caused the "unsafe" gear indication), and several pieces blew away the aft end of the engine cowling.

Long story short, we put the airplane down in the first 200 feet of the runway, locked the anti-skid brakes and came to a halt in about 2100 feet. We hit the emergency egress alarm and prepared to evacuate. The fire department guys were there and on the flight deck before we got out of the seats – first thing they did was turn off the alarm bell (it really was distracting).

After sitting at Dover for 5 days (whenever there is an "accident" the crew, the usual perpetrators of such events, are subjected to extensive drug/alcohol tests and medical evaluations) and going to Pizza Hut for their buffet every day, we were returned to Travis. Turns out, cause of the engine failure was a bearing on the aft Turbine shaft that had been inserted backwards at the San Antonio Depot 1849 hours before it failed. When it's inserted backwards, it restricts cooling oil flow to the turbine shaft bearings. When the oil was gone, the bearings froze and acted like a T-lathe and just cut right through the shaft, allowing the turbine section to go supersonic. Oh well, all's well that ends well I suppose.

Tom Hawkins, Major, USAF, Retired ☺



CASCADE WARBIRD EAA CHAPTER

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

Cascade Warbirds Quick Look Calendar

April

- 19 Heritage Flt Museum
Open House at BLI
- 19 Bombs Away Ball
Pendelton, OR

May

- 17 Heritage Flt Museum
Open House at BLI
- 17* Paine Field GA Day
- 19-26 EAA B-17 at
Museum of Flight
- 24* Cascade Warbird Day
at Museum of Flight

June

- 6-8 Golden West Fly-In
- 7 Anacortes Fly-In
- 7-8 Southern Oregon Air
Festival at Medford
- 14-15* Gathering of Warbirds
Olympia, WA
- 21 Heritage Flt Museum
Open House at BLI
- 27-29* Grant County Warbird
Fly-In, Moses Lake
- 29-1Jul Collings Bombers at
Museum of Flight
- 29-1Jul Roseburg Airshow

July

- 4 Tacoma Freedom Fair
and Airshow
- 9-13* Arlington Fly-In
- 18-20 McChord AFB
- 19 Heritage Flt Museum
Open House at BLI
- 26-27 Concrete
- 26-27 Tri-Cities
- 26-27 Baker City, OR Fly-in
- 26-27 Chilliwack Flight Fest
- 28-3Aug Oshkosh 2008

* Denotes Max Effort Event
See Website for detailed list

Check Six



Lt. Col. John W. Crump, USAF Ret. (2 Jul 1924 - 8 Feb 2008)
Entered the Army Air Corps from his home town of Edmonds,
WA in January 1943. Assigned to the 8th Air Force, 356th
Fighter Squadron stationed in Ipswich, England, he completed
77 combat missions involving 311 combat hours.

Above: P-51D 44-15056 PI-W "Jackie" Artwork is of his pet
coyote "Jeep". (photo via www.littlefriends.co.uk)

Left: Lt. Col John "Wild Bill" Crump and Jeep. (Everett Herald
photo)