

WARBIRD FLYER



★★★EAA Warbirds Squadron 2 Newsletter★★★



A Morning Dip in the South China Sea

Cascade Warbird Member Walt Spangenberg joins the Caterpillar Club

March of 1958 found USS TICONDEROGA and Air Wing NINE conducting routine training flights in the South China Sea. The training flights were routine in the sense that they were designed to maintain the operating proficiency of both ship and air wing. The South China Sea location was dictated by higher authority to be out of sight of land but within a day's steaming distance from Indonesia, where political upheaval was reported that might prejudice the interests of the United States. We did not know what to expect, but our job was to be ready for whatever.

I was airborne in a VF-91 FJ-3 aircraft, practicing fighter tactics with three squadron mates when the time came to return to the ship and prepare for landing aboard.

"Dogging" over the ship at 20,000 feet, I heard and felt my engine unwinding to idle rpm, but I had not moved the throttle. I pushed the throttle to full power, but no response; the engine continued to run, but only at idle rpm. We had experienced a previous instance of this happening in the squadron. The engine

fuel control was spring-loaded to the idle setting, so in the event of throttle linkage failure the engine would go to idle rpm. With no place handy for an emergency landing I prepared for ejection and a "nylon approach." I told the shipboard controller about my situation, and he matter-of-factly directed me to "take it up ahead of the ship and bailout." I could not maintain level flight at idle rpm, but used the altitude remaining to proceed ahead of the ship on its recovery course and then, after jettisoning the canopy, pulled the face curtain at about 8,500 feet altitude.

Our ejection seats incorporated a parachute with a

barometric device which was designed to allow free fall to 10,000 feet and then actuate the rip cord and open the parachute. I had gone out below 10,000 feet, so the chute should have opened in ten seconds or less. I counted to ten and nothing happened, so I counted to ten again and then pulled the manual backup ripcord. It was a bright sunny day without a cloud in the sky, so I had a marvelous 360-degree view during what seemed like a very long descent to the surface. When I got there, slipped out of the parachute harness and into the 70-degree water, the ship's helicopter was waiting for me!

Back aboard the ship, I got out of my wet flight suit and emptied the pockets. An In-Flight Guide in one of

the pockets was wet only around the edges of each page because I had been in the water such a short time. I told the parachute riggers that the automatic opener had not worked, so the ship's helicopter went back and retrieved the parachute from the water. Upon return, they found that the automatic opener



A VF-91 FJ-3 circa 1957 (photo www.wikipedia.org)

had indeed worked, so I was accused of counting one, ten before pulling the ripcord. I had carefully stowed the manual ripcord in a flight suit pocket on the way down, so I still have that souvenir. The parachute was not reusable after salt water immersion, so was cut up for scarves for anyone who wanted one. Some got them embroidered with the squadron insignia when we hit port.

In retrospect, it was a perfect survival drill-- engine failure over the ship, clear day, and warm water with a near-instant pickup. But it seemed tragic to lose an otherwise good FJ-3 over something like throttle linkage failure. ✪

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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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CO's Cockpit

By Greg Anders



Well summer took its sweet old time getting here but it is finally here. So let's get to flying Warbirds!! One of the many issues that we have taken on this year is addressing the purpose of our squadron. Since we have turned away from paperwork and turned towards flying activities, discussion of that topic has languished a bit. I feel it is a critical question for the squadron and I feel that it is one that is not effectively answered by the current squadron purpose as delineated in our squadron by-laws (these can be found on our web site).

Since our squadron purpose is a part of our by-laws, changing them requires a vote by the membership at the annual meeting. To that end, I would like to encourage our members to discuss and think about what our squadron purpose is. Please feel free to let your board members know why YOU are a member and why YOU renew your membership.

In leading this process, I have developed the following rough draft of where our formal squadron purpose could go. It is an amalgamation of board discussion, several individual inputs, the results of a survey of the board, and finally my word-smithing and organization. It is not the final version, it is just an input from me to the membership. I'm looking for your feedback so that we can activate the discussion and vote wisely when it comes time to ask for your support of the final version.

The discussion is open, sound off with your thoughts.

Mission Statement (DRAFT):

To promote Camaraderie amongst Warbird enthusiasts in the Northwest Region in order to encourage the preservation of warbird aircraft and to preserve the respect for the stories of those that flew them in combat.

Squadron Purpose (DRAFT):

1. To provide a forum for gathering of individuals interested in Warbird aircraft
 - a. To promote and encourage the flying preservation of Warbird aircraft
 - i. To provide a forum for the exchange of experiences and ideas to further the flying preservation of Warbird aircraft
 - ii. To promote, encourage and improve the safety of operating Warbird aircraft
 - iii. To provide a forum for nonowners to directly engage in activities with Warbird aircraft
 - b. To promote and honor those individuals who have had the courage to fly Warbird aircraft in the defense of the Freedoms enjoyed by free Nations
 - c. To foster closer fellowship among its members through the exchange of ideas of mutual interest
2. To foster, promote, and engage in aviation education
3. To cooperate with and assist governmental agencies in the development of programs relating to the preservation of the right to continue to fly Warbirds
4. To operate as an EAA Warbirds of America Squadron

Sic Tempus Ad Fugit!! ✪

Editors Page

By Frank Almstead

Whoever told me that working long hard hours at the Warbird Flyer editor's desk wouldn't pay off was flat wrong. This quarter I was offered the unique chance to participate in the VIP opening of Paul Allen's Flying Heritage Collection. I arrived early and was one of the first in the door. What made this special was that inside I found myself alone with Bud Tordoff, whose P-51 Allen restored. I was able to spend several minutes talking with Bud about his wartime experiences and how he felt to see his aircraft resurrected, while standing right in front of it. He looked at that aircraft much differently than I, or, anyone else for that matter. I'm sure he did not see the same pristine example of the Mustang I saw. Bud turned quiet and it was easy to see his thoughts had turned to those who didn't return. One point I found interesting was that at that time Bud had not actually witnessed the restored aircraft fly. So if those of you who are involved with the FHC read this, and Bud didn't have that opportunity on the first fly day, please consider that for the future.

Another thing that was exciting last month was that while in the back yard, the unmistakable sound of a Merlin caused me to look skyward. And there it was, John Session's P-51B was overhead. It flew out over the valley and turned south. In the distance it traced a loop in the sky and returned over the house, the graceful lines of the B model sliding by. I look forward to seeing more of it.

You will note that there have now been only three submissions for the Warbird Literary award to date. The competition is on and the \$100 prize money stands. As can be seen the odds of winning are much greater than the Washington State Lottery. But who knows, maybe you can parlay an article into a winning ticket.

I'd also like to mention that our Warbird Webhits are down from last year. If you haven't visited in a while there is new content. The full event schedule is posted there as well as a new story from Brad Pilgrim. John has added some video clips as well. Furthermore any feedback you have on the web site can be used to improve it for you. It is a great tool, let's not waste it.

Lastly, in the ongoing battle over user fees, Congress has extended the current FAA funding thus preserving the status quo on aviation taxes until 30 September. "The good news is that aviation fuel taxes won't change during the summer flying season, and there are no new user fees," said AOPA President Phil Boyer. "The bad news is that user fees still remain a possibility." Boyer goes on to state, "The administration and the airlines have not given up, and until Congress passes and the president signs a new FAA funding bill without fees, we remain at risk." Read more about it on the AOPA web site.

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

Ops Office

By Dave Bauer



Hello Warbirds! This year's participation by the Cascade Warbirds at the annual Paine Field "Airport Appreciation Day" was good. We fortunately had one of the few days of good weather this Spring, encouraging a good turnout. On display was a wide cross section of general aviation planes, as well as the

Boeing 247 with a steady line of people touring this historic airliner. John Sessions kindly brought his beautiful P-51D "Hell 'er Bust" as well as his newly restored F7F Tigercat. We were thrilled to have the opportunity to experience some flybys by these great aircraft. Thanks to all Paine Field members for making for a good experience, and providing the free breakfast and lunch coupons for the "Taste of Mukilteo" food booths.

Next up was the visit of EAA's B-17, "Aluminum Overcast" to the Boeing Museum of Flight May 19-26. The visit was very successful, and was blessed by good

weather and no major maintenance problems on the B-17. It's always a super experience to see memories relived by the few remaining veterans and civilians who flew, or had a part in the development or operation of this great aircraft that played such a huge part in defeating the enemy in WWII. The MOF hosted us on the last day of the B-17 visit by celebrating "Cascade Warbirds Day", with several of our members flying their personal aircraft in for the event. Special thanks to Doug Owens, the organizer and coordinator for this year's B-17 visit. Thanks also to Pete Jackson who put together the volunteer schedules. The visit wouldn't be possible without them, and of course, the rest of the volunteers! You know who you are!

The annual "Gathering of Warbirds" airshow on June 14-15, at the Olympic Flight Museum, was a resounding success. The gloomy skies parted for two days to allow some great flying. The crowds "ooh'ed and ah'ed" over the many demos by the aerial performers, especially our own Bud Granley, who flew several planes for everyone's enjoyment. There was a super flight demo by a Navy F-18 and a T-38 on both days, and an

Continued on page 7

Squadron News

SQUADRON BESTOWS SCHOLARSHIPS

The squadron has done it again! This year we sent two deserving youths to EAA's Air Academy Advanced Camp in Oshkosh, WI. For a week in late July, Taylor Barrett of Seattle and Garrett LeFebre of Pasco will enjoy an up-close-and-personal introduction to the world of aviation. EAA says the Air Academy "provides an atmosphere for mature students to become totally immersed in the world of flight. Ground instruction and introductory recreation flight experiences highlight this meaningful, action-packed camp. It combines "in-the-air" and "on-the-ground" hands-on activities." We wish these lads well and look forward to hearing about their experiences come our winter meetings. Congratulations to the both of you!

WE THANK THE MEMBERS

The largest part of the success of this squadron is directly attributable to you, the individual member. Whether you are an owner, a volunteer slave, or just a dues-paying individual who loves warbirds, the squadron thanks you for the part you play. In 2008 we have again surpassed 200 dues-paying members and each little bit helps us to "Keep 'Em Flying". If you have not yet renewed for this year, and there are several of you who haven't, consider doing so now. Send your \$20 to CWB, 1066 Yates Road, Oak Harbor, WA 98277. If you don't know if you're current, have a look on the mailing label of this newsletter (or on the envelope if you reside in Canada); if you see "12/07" you are not current. Thanks!

CHEAPER AVGAS

It doesn't sound possible, but we have friends who are trying to make flying

just a little bit easier. The fine folks at Pearson Air in Olympia have offered squadron members a \$.15-per-gallon discount off the published price. They have a roster of current Cascade Warbird members (just another benefit of renewing your dues) and will be more than happy to see to your fuel needs. Be sure to thank them for their part in "Keep 'Em Flying".



IT WAS A SCORCHER!

The Grant County Aviation Festival was held in Moses Lake the last weekend in June and the temps were in the triple digits. About a dozen and a half squadron aircraft participated and the entire group of air crew and ground crew was treated like royalty. The Columbia Basin Herald reported some 2,000 visitors were in attendance and they enjoyed the standard Cascade Warbird flybys that we have come to be known for. The squadron looks forward to being invited back next year; let's insist on January!

McALLISTER MUSEUM OF AVIATION OPENS NEW DISPLAY

The McAllister Museum of Aviation, 2008 S. 16th Ave., Yakima, now has a large display of World War II memorabilia, photos, and souvenirs from many local men and women involved in World War II. The latest display honors two crewmen lost in the Vietnam War. Since most of the artifacts are aviation-related, the idea of "nose art" reproductions was suggested and acted upon. Talented local students, teachers, amateur and professional artists, and many volunteers have contributed to making 13 nose art panels at nearly full size. Museum

volunteers cut, drilled, and riveted the aluminum panels and applied art work. Many of the panels are identified with the actual aircraft, squadron and/or pilot involved. These panels are hung from the ceiling along the museum's hangar doors. There is more to come. Nose art has been around since the days of chariots but most prominent on airplanes in both world wars. Nose art really "took off" during the World War II as a moral booster for the men flying missions over enemy territory. The art was created in a wide variety of renditions (some needing a bit of censoring). Most were destroyed during the war or scrapped after the war. Fortunately, many creations were photographed after they were applied to the aircraft, and the photos have been published in several books. Liggett Taylor can arrange a visit to the museum during times other than those listed. Call him at 509-453-6904 or 509-952-1498.

Museum hours:

10 a.m. to 4 p.m. Thursday and Friday,
9 a.m. to 4 p.m. Saturday

Web site: www.mcallistermuseum.org

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:

Shirl Nadeau	Bainbridge Island, WA
Nick Nixon	Bellevue, WA
Mark Kandianis	Ferndale, WA
C.A. Thompson	Everett, WA
Chris Zimmer	Mukilteo, WA
Dick McSpadden	Cannon, GA
Michael Richardson	Renton, WA
Denise Salo	Seattle, WA
Ron Blash	Lake Oswego, OR
Jim Herbert	Calgary, OT

Check Your Six

By Ed Rombauer

All right sport fans and airplane lovers, the question is: What does your family car have one or more of, that an F-18 has two of? And it's not cup holders!

It was a cold November morning in North Korea, near the Yalu River when the alert siren sounded. The Russian pilots quickly strapped in and started their new MiG 15s eagerly anticipating easily bagging more P-51s or Corsairs. The powerful MiGs quickly climbed to 29,000 feet and leveled off to follow the ground controller's intercept directions towards the bridges the Americans always attacked. Approaching the river, a tall column of smoke was seen rising from the bridge. As the MiGs drew closer, the pilots could see P-51s bombing the crossing. This would be an easy victory, a modern jet armed with 23mm and 37mm cannon against a WWII propeller driven aircraft armed with .50 cal guns.

Russ was flying one of several F-80s flying top cover at 19,000 feet for the 51s that were bombing the bridge. As the North Korean Air Force had been eliminated earlier in the war, and reports of new Russian aircraft entering the war were laughed at (everyone knew that if it was Russian it was junk), Russ felt secure that his American-made, hot jet fighter could protect his friends down below.

"Tally-Ho! Bogies 2 o'clock high," screamed the radio. Russ glanced to his right to see a large formation of aircraft closing at high speed. As the two opposing groups drew close, the Russian MiG's began a dive to attack the American F-80's. The historic first jet vs. jet air War was about to begin.

The F-80 formation turned to the right to intercept the MiG's head on, in a classic WWII fighter duel where the opposing fighters would blast through the enemy formation and then quickly turn back on the Russians hoping to wind up on the opponents tail. Of course the other side would do exactly the same, in many instances with large groups of aircraft, who was where became very confusing. As the targeting computer was the pilot, and the only sensors were his eyes, keeping his head on a swivel was not only necessary but essential to staying in the game. In the days of visual air-to-air gunnery, you always wanted the enemy fighter in front of you—never behind you, but if somehow he winds up on your six o'clock, you want to know about it before it ruins your day.

Russ and his group tore into the large formation of MiG's with their guns firing, scattering the Russian formation. As he passed through the enemy formation, Russ immediately rolled into a steep left bank and pulled the heavy F-80 into a steep turn. Looking down towards the ground, Russ observed a pair of MiG's diving towards

the P-51s that were attacking the bridge. A quick glance in his rear view mirror showed no one on his tail, so Russ allowed the nose of the F-80 to drop below the horizon as he continued to roll the aircraft inverted and headed for the basement. Russ was not worried about being chased by the MiGs as the F-80 being heavier, accelerated faster in a dive and once down at a low altitude could out turn the swept wing MiG.

Rolling the aircraft upright, he spotted one of the attacking MiG's directly ahead. Russ concentrated on centering the enemy in his gun sight as he closed the distance between the Shooting Star and the MiG. He knew that if he was to have any chance at shooting it down, the F-80 with its small caliber guns would have to be quite close to the other aircraft. As the range slowly closed, keeping the gun sight pipper lined up on the MiG in front of

him required all of his concentration—in aerial combat, as well as all other kinds of flying, focusing on one thing can be, and often was, fatal. Situational awareness was and is important.

A few more seconds and he would be in range, almost there, when a sudden flash of light in the rear view mirror caught the corner of his eye. Russ quickly checked his mirror and saw a MiG coming out of the sun on his tail. Slamming the stick over to the right he pulled hard. The F-80 responded immediately, turning quickly enough to ruin the MiG's gunnery lead and then wind up on its five o'clock with just the right range to allow the .50s to hit their mark. Smoke streamed out of the MiG

as it retreated to the safety of the Chinese border. History is a little unclear as to who won the first jet versus jet air battle. The U.S. Air Force records that the F-80 did shoot down a MiG that day; however the Chinese will tell you that the Shooting Stars in that battle became "shot down stars."

I don't expect that any of us will be flying fighter CAP over the Yalu, at least not with our eyes open; however there is one thing we do have in common with combat flying. What you don't see at six o'clock is just as dangerous as a missed target at twelve o'clock. Traffic can approach from behind and never be seen. Or as you taxi for take off, an approaching aircraft can be maneuvering for landing behind you. Like a good fighter pilot, keep your head on a swivel and use your MK1 eyeballs to stay away from enemy aircraft (the other guy).

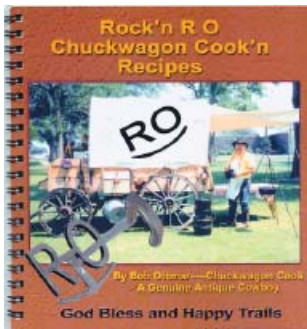
Remember that if you are only checking what is happening from nine to three o'clock, you are missing what's going on between three and nine.

And if you haven't guessed what your car and an F-18 have in common, it's a rear view mirror. I'll bet you use the one in your car a lot!

Fly Safe ✪



Media Review



“The best Prime Rib I’ve ever tasted!” Those words were heard time and again Saturday night at the Elks Lodge in Moses Lake and Chef Cowboy Bob held the secret. He starts with a “choice” prime rib, cuts it off the bone, cuts off the fat cap, and then injects it with beef broth. But the best part is Bob’s Ranch Texas Herb Rub and you can find that recipe only in his Rock’n R O Chuckwagon Cook’n Recipes collection. Cowboy Bob loves cooking with the old time Dutch oven and he loves cooking with Jalapenos. He’s also been known to keep a bottle of medicinal Jack Daniels’s in his chuck wagon. If any of this sounds good to you, get hold of Cowboy Bob by calling 509.766.2963. He’ll send you an autographed copy of his cookbook for only \$18, postage included. Happy trails. Fred Smyth 🌟

The Thin Orange Line

By Paul Youman

The “Thin Orange Line” is not what you might think. This line is a group of CWB members that love to be able to tell pilots where to go to park their A/C safely. These people wear “Orange” vests, hats and wave colored batons to direct the aircraft. There is a plan to the parking that lasts about 20 seconds before getting changed, modified then scrapped and a new “plan” is born.

The group consists of a three pilots, a “heavy” [not his weight] truck driver, a school teacher, a Boeing engineer, I’m not sure what “Mac” does [something about my demise if he told me, Ha! Ha!], a retired gentleman, a Metro driver and his wife and then there’s myself a Boeing Assembly Mechanic on the 777 production line. There’s flight line experience from “Mac” [ex-Air Force enlisted] and myself [twelve years in the Navy “airdale” then six years in Anchorage, AK as a flight line mechanic for heavy jet and prop airliners and freighters, I’m also an A/P licensed mechanic] that is always called upon to train, guide and assist the others. The group is easy going but very serious about keeping every one as safe as possible so training is always ongoing.

Who are these “gallant” people, well I’ll name them for you; Charlie Coulter, auto mechanic/pilot, Doug Owens

lawyer/pilot, Peter Jackson small business owner/pilot, Rick Bray truck driver, Lori Greer school teacher, Burt West Boeing engineer, Ron McIlrny “Mac”, Liggett Taylor retired, Tom Hawkins Metro driver and his wife Paula and I. We’re always looking for new participants after all some of us are getting a little older and just starting to feel the age.

The group tries to get to as many fly-ins as possible but most are limited by the use of ground transportation,



Paul Youman parks Curt Kinchen at the Grant County Aviation Festival in Moses Lake (Photo Liggett Taylor)

working, family, etc. We’re always willing to help pull a prop or whip a little oil off or put oil in the engine. So if you could use a little help after you’re parked ask us and we’ll do what we can for you. The same might be asked from you the pilots at some point.

Well I’m going to close for now and leave you with the short story of how this article idea came about; at the Olympic Flight Museum Gathering Of Warbirds on 06/13/08 through 06/15/08 during our after event debrief someone

mentioned that we’re like a thin orange line and one comment led to another it sounded harmless until I opened my mouth so here I am writing another column. Oh well, I guess I’ll survive. Until next time, BE KIND TO YOUR MARSHALLER AND YOUR MARSHALLER WILL TELL YOU WHERE TOPARK!! 🌟

Ops Office

Continued from page 3

impressive display by an Air Force C-17 on Saturday. Our own Cascade Warbirds ended the show each day with our ever popular “Warbird Flyby” with our varied group of aircraft. Once again, thanks to the Museum and its staff for their generous donation of rooms, entertainment, Friday night hor d’oevres, and Saturday lunch for our Warbird owners. As usual, our marshallers did a great job of organizing our CWB aircraft for the flybys.

By the time you read this, the Grant County Aviation Festival, held on June 27-29 will be history. Mothers of Military Support, Inc. in conjunction with the Washington State Dept. of Veterans Affairs will have hosted this affair, in association with the Moses Lake, Grant County and the Port of Moses Lake, WA. This aviation tribute, honors all military veterans. This is the first appearance of the CWB’s for an airshow at Moses Lake, and we hope it will not be the last. Without the dedicated organization of the show by Liz Johnston, President of M.O.M.S., and our own Fred Smyth, coordinator on behalf of the Cascade Warbirds, this would not have been possible. Thanks for all you have done and the generous donations of rooms, fuel, and food, and hospitality by the sponsors.

The biggest event of the airshow season will be upon us about the time you receive this newsletter. It’s time for the Arlington Fly-In again! A lot of work has been devoted to making this the best showing by the Cascade Warbirds yet! We’d like to thank all the many volunteers who have made our appearance possible, but special thanks go out to Pete Jackson and Betty Sherman for their year-long efforts organizing this event. Our return to AWO last year was successful, and this year will be no exception. Various forums are scheduled throughout both Friday and Saturday this year at “AWO Island” in the warbird tent. Be sure to check the schedule. There are a few new additions this year, especially CW4 Mike Rutledge, U.S. Army MH-47G Mission Pilot, of the 4th Battalion, 160th SOAR, giving his riveting presentation on the “Nightstalkers”, based out of Ft. Lewis, WA. For those who haven’t seen this before, don’t miss it.

There are a few new additions to our area this year, but none that will impact our operations. Please make sure you follow the well-marked “follow-me” scooters to the Warbird Parking Area, where you will be directed to and parked by our own CWB marshallers. As usual, we expect a big contingent of aircraft, as well as being close to the general aviation aircraft who depart via the taxiway adjacent to our area, so be careful! A pre-ops bulletin for the show will be issued by me shortly, with all the particulars of our operation. At the conclusion of the CWB flybys, we will be led down “Broadway” by our Puget Sound Military Vehicle friends. It’s an exciting event, and the crowd loves it!

Our fly-bys are flown in FAA waived Airspace during the show. Please make sure you have available all of your personal and aircraft documents for inspection if you plan to fly in the show. Please bring at least the front cover of your aircraft insurance policy (minimum \$1,000,000 CSL) with you, if you haven’t done it already, to be checked by Fred Smyth or I, or you won’t be allowed to fly in the show. A couple of pilots forgot to bring at least the front page of their aircraft logbook with them to the OLM show, so do a double-check on this and all your other paperwork.

Plan on attending the Cascade Warbird party at “AWO Island” on Saturday night. It will be a hamburger and hot dog BBQ, with all the fixins’. This is also a tribute to Julie Clark; one of the premier flying acts during the airshow. Please make every effort to attend the Arlington Fly-In this year. You won’t be sorry!

It won’t be long before the next event unfolds... “Inland Skyfest”, held at Fairchild AFB, WA August 8-10. Last time we attended, it was hands down one of the most exciting events in a long time. The generosity of the Air Force hosts, with free fuel, cars, rooms, food, and hospitality provided little excuse for anyone to not attend. This year’s main event will be the Navy’s “Blue Angels” flight demonstration team, flying their F-18’s. In addition, there will be a large cross section of active duty Air Force aircraft on display. Please go to the web site to copy the forms you will need to complete in order to fly your aircraft into Fairchild. Curt Kinchen is charge of this event. Our Cascade Warbirds web site URL is: www.cascadewarbirds.org There is a lot of good info there for your viewing pleasure, as well as a cool “You Tube” flick on the AWO Fly-In, developed by John Clark, the webmaster of the site.

Although this particular mailing may not seem too “operational” in nature, I feel it is every bit of that. Our purpose of being is to support, attend and display our enthusiasm at events such as I’ve presented here. Many challenges face the warbird community these days. High fuel prices and the economy really affect how we fly our warbirds. Other activities are tugging at us for attention, especially at this time of the year. We appreciate all of you, and encourage your volunteerism, even if you aren’t a warbird owner. It takes all of us to make this a successful organization. The organizers of many of these events go above and beyond in helping us through their generous donations, working to partner together, thereby encouraging us to share these wonderful aircraft that we call Warbirds with others. This is why we live by our motto of “Keep ‘em Flying”.

Have a safe Summer* 🍀



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**Have Your Dues Expired?
Check The Expiration Date Below.**

Cascade Warbirds Quick Look Calendar

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 Chilliwack Flight Fest
- 26-27 Tri Cities
- 26-27 Baker City, OR Fly-In
- 28-3Aug Oshkosh 2008

August

- 1-3 SEFAIR
- 2 BC Aviation Museum
Open House
- 8-10 Abbotsford
- 8-10 Oregon Int'l Airshow
- 13-17 Military Vehicle
National Convention,
Portland, OR
- 15-17 NWAAC Evergreen
Fly-In @ McMinnville
- 16 Heritage Flt Museum
Open House at BLI
- 17 Chilliwack Flight Fest
- 22-23 Madras, OR
- 23 Moose Jaw
- 30 Bremerton Blkbry Fest

September

- 5-7 Hood River Fly-In
- 5-6* Heritage Flt Museum
Warbird Fly-In, Big
Band Dinner/Dance
- 10-14 Reno Air Races 2008
- 13 Shelton Fly-In
- 14 Mountain Home AFB
- 20-21 Victoria Airshow
- 24 Tri-Cities
- 27-28 Chico
- 27-28 Salinas

* Denotes Max Effort Event
See Website for Detailed List

Check Six



Member Lyle Jansma captures the Heritage Flight Museum Mustang and Bearcat over the islands.