

# WARBIRD FLYER



★★★EAA Warbirds Squadron 2 Newsletter★★★



## CO's Cockpit

By Greg Anders

I wanted to relay a personal story where I almost allowed the "Get-there-itis" bug to bite me.

I finished flying our P-51 "Val-Halla" for the SeaFair air show and left it down at Boeing Field while I went on a business trip to Orlando. I had to fly the Fairchild air show the next weekend so this was a very convenient plan.

A 0500 departure from the hotel in Orlando, and a 1300 arrival at SeaTac, sounded like perfect scheduling but I was pretty tired and decided that in the future, I would attempt to avoid such tight scheduling. One hop to Fairchild in perfect weather wouldn't be too much of a demand though so I chose to press on.

On top of my tight scheduling, the Colonel from Air Combat Command (ACC) that owns the whole Heritage Flight program was meeting me at SeaTac to catch a ride to Fairchild so he could watch the Heritage Flight and the Raptor demo. ACC tries to get someone to watch all of the demos out on the road at some point during the season. While it isn't really a check ride, it is a time that I want to put on my most professional show.

The rejoin with the Colonel at SeaTac went perfect and as an added bonus, I bumped into my neighbor who was picking someone else up and he gave us a ride to Boeing Field. We checked the weather, preflighted the aircraft, loaded our bags on the plane, got in the aircraft, and cranked her up. All the while I'm thinking that if I were any more tired than I was, I'd cancel the flight and head to Fairchild in the morning.

A little mechanical lesson on Val-Halla: We recently put a Hinz filter on the oil system of our Mustang. The Hinz filter has a chip detector, a fine screen to catch particles in the oil and a by-pass valve if the particles overload the screen. The clear indication of the fact that your engine is coming apart is having the chip light come on, followed closely by the by-pass light as the metal fills the screen.

My plan if I see this sequence of events is simply "LAND NOW" and kiss the ground when you do. And oh by the way, if you can, get to a high key while on the way to landing and glide speed is a good speed to be at. Any individual light (chip or bypass) while in flight is a "Land Now" and check it out scenario. I've had to clean that screen twice while on the road because of the by-pass valve but each time it was just regular old dirt and completely normal metal bits in the screen. No cause for concern. I've also had the chip light come on because of a tiny hair of metal getting in just the right spot and completing the chip detector circuit. So I have had a certain de-sensitization to these lights on our new system.

So, back to the plane. I taxi her down to 13R at BFI and am waiting for the oil to warm up and the bypass light to go out (bypass valve opens when the oil is cold) and about the time the bypass light goes out and the oil tops 40°C, I push the throttle up for the run up and notice the chip light is on. Rats!! I'm sure it's just another metal hair in just the right spot. And I know I'm too tired to shut down, check it out, and still safely fly to Fairchild. And the Colonel is in the back seat ready to go. And I'm at the hold line ready to go. And what a shame to waste all of this effort for a stinking tiny metal flake in just the right spot. And it really is a lovely afternoon for flying. And the rest of CWB is headed to Fairchild and it would be silly to be the one that didn't show up for tonight's beer call because of that stupid little light that's just a little metal hair in just the right spot. And Fairchild is such a great show, I don't want to let them down. And.... "Boeing ground, the Mustang would like to taxi back to Galvin." Boy did I hate saying that.

We taxied in, shut down and pulled the chip light plug and the oil that came out looked like gold metal flaked black car paint. It was silver metal but being in the oil made it look gold. I quote the Colonel: "Oh boy, that

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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

As I stare out into space here at the *Warbird Flyer* editing desk it is clear that Fall has arrived. The rain is really pelting the window and the wind is howling. It is a depressing change from the weather just last weekend as the Warbird season ended. One couldn't have scripted a better way to close than the Warbird Weekend which was hosted by Paine Field and the Future of Flight.

The festivities kicked off on Friday night with a great BBQ that had more food and drink than we could finish. Later that evening the group celebrated the 60th birthday of Dave Desmon's Navion with a cake. By late Saturday morning there were over 30 aircraft that had arrived to participate in the event in either static displays or flight demonstrations. In addition to our own Cascade Warbirds there were aircraft representing John Session's Historic Flight at Kilo 6, Paul Allen's Flying Heritage Collection, the Ander's Heritage Flight Museum, Bob Hammer's Me-262 Project and Tom Cathcart's Wildcat restoration project from the Museum of Flight. All in all it was a pretty impressive display of Pacific Northwest warbirds.

As we move indoors the focus shifts away, somewhat, from the aircraft and the public to the organization and its

## CO's Cockpit

Continued from page 1

doesn't look good."

I fully believe that had I launched, the engine would not have lasted long. Maybe just long enough to get me out of the Seattle basin and over the Cascade Mountains. Maybe just long enough to get me to 200 feet at the departure end of the runway. Now what?

I was amazed and disappointed that at my experience level, and my personal commitment to safety, it wasn't a much cleaner decision. It was probably less than a minute worth of temptation but it was powerful. I take it as a humbling personal debrief note that the momentum of the current plan can be significant. I forgot my

membership. It is the time to look at the big picture, what are we doing and where are we going. In the last newsletter Greg proposed to the membership a draft of a new mission statement. Please take some time to review it (the July issue can be found on the web site) and give it some thought. Provide feedback.

The mission statement is important because it is the way we communicate to others what we do and how we do it. The CWB founders understood that the mission statement was important so they included it in the by-laws. Therefore changing the mission statement requires a vote by membership at the annual meeting, which this year occurs 1Nov08. This ensures that the organization is heading the direction that *you* think it needs to go. The revised mission statement will clarify for the board what *you* think needs to be done and allow the board to focus on and close specific gaps the organization may have in order to achieve that mission.

You have elected a motivated board of directors. It would be a shame to pass on the opportunity to put them to work for you. So, review the mission statement, provide feedback, attend the annual meeting and vote. I'll see you there. ✪

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

primary underlying plan is to fly safe, or not fly at all. And that is always my primary plan.

So, what's your primary plan? Is it going to Fairchild?... Getting in a quick proficiency sortie after a long day at work?... Getting to your weekend destination because you have a hotel reservation and a hot date?... Flying the air show?... Flying home?... Or is that really a secondary plan? Let me repeat: My primary plan is Flying Safe, or don't fly at all. I was tempted by circumstance and momentum to forget that more than I like to admit.

Work the task at hand, but always remember your primary plan.

Sic Tempus Ad Fugit!! ✪

# David Bauer has Gone West

David Bauer, born April 2, 1948 in Evansville, Indiana, lost his battle with cancer in the early morning hours of October 9, 2008.

A loving husband, father and friend, Dave loved life and his family. Dave was a multi-faceted aviator for 44 years. He was commissioned and received his wings on January 17, 1970 and completed his pilot training on June 10, 1971 as a member of Class 7109, Moody Air Force Base, Georgia. Dave was discharged from active duty on June 10, 1976. He retired from active reserves as a Lt. Col. USAF Reserves on August 31, 1993.

Dave retired as a Captain with Western/Delta Airlines in December 2004 at age 56. He



flew a variety of jets, including Boeing 707, 727, 737, 757, and 767 as well as an MD11.

After his retirement, Dave remained active in several groups including the EAA Cascade Warbirds Squadron 2 where he served as the Operations Officer; a Worshipful Brother in the Free and Accepted Masons, Renaissance Lodge 312 Redmond, where he was a member of the Scottish Rite; the Quiet Birdmen, Seattle Hangar; the 20 Plus Club of McChord Air Force Base; and the Puget Sound Antique Airplane Club. Dave loved spending time with his family boating, flying, and attending various air shows.



On October 5, 2008, Dave wrote the following:

What I enjoyed most about retiring early was having more time to spend with my beautiful wife, Kathy, and our three sons, Matt, Sam, and Joe. Kathy is the love of my life. I will miss boating in Desolation Sound with my family and I will miss my delightful companion, Jack.

To my family and friends -- I love each and every one of you and I thank you for the part you played in my life. I will miss you and I am sure I will see you someday; perhaps as I peer down through a break in the clouds. God be with you all. Thank you for the happiness you have put in my life. I hope I have somehow done the same for you.

Dave is survived by his wife Kathleen, teenage sons Matthew, Samuel, Joseph, his faithful golden retriever, Jack, and many, many relatives and friends. Remembrances can be made to BauerBoysCollegeFund. 🌟



# Squadron News

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## ANNUAL MEETING CHANGE

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The Annual Meeting will be held 1Nov08 at the Museum of Flight.

## CASCADE WARBIRD MEMBERS WIN AWARDS

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It's gratifying to the squadron to have members so involved in the warbird effort that others recognize their contributions. Members who recently won awards for their ongoing efforts:

**Bud Granley** – Well known for his aerobatic feats of derring-do, Bud has been honored as the recipient of the 2008 Bill Barber Award for Showmanship. Founded in 1986, the Bill Barber Award recognizes those who do more than their share to promote the air show industry. And Bud does that in spades, flying his Harvard, his Yak, and his Fouga to the thrill of all those who witness his acts. Good job, Bud!

**Jack Allen** – Warbirds magazine in its July, 2008, issue honored Jack for some phenomenal photography over the past year. Jack took First Place in Air-to-Air, Second Place in Ground-to-Ground, and Honorable Mention in Ground-to-Air. We kid Jack about his fancy camera and long lenses, but he obviously has some talent, too. Good job, Jack.

**John Sessions** – John's P-51B Mustang Impatient Virgin is being appreciated around the country. At AirVenture 2008 it won Best P-51 (with Pacific Fighters in Idaho winning the Silver Wrench award) and it also won the Phoenix Award. He then took it to the Reno Air Races and won the Hap Arnold Award (awarded by Rolls Royce and Smithsonian for the best warbird restoration of 2008). Thanks, John, for your part in preserving these very important parts of history.

## INLAND SKYFEST 2008: A HUGE SUCCESS

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If you missed the air show at Fairchild AFB in August, you missed a good one. The Air Force was a wonderful host for what turned out to be the largest event of our season. The Blue Angels (yep, the Navy) were in town and the Air Force estimated their weekend attendance at nearly 225,000 thrilled fans. The F-22 Raptor demonstration was probably the highlight of the show, drawing as many "Oohs" and "Aahs" as the always popular Hornets. Our pilots and crew began arriving as early as Thursday afternoon and most stayed until Monday – the Survivors' Party on Sunday night at O'Doherty's Irish Grille may have been a contributing factor. Those of us who were there will surely be saving this date in 2010 for a repeat performance. Go Air Force!

## SAVE THE DATE!

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It may still feel like Summer, but there's no time like the present to get your calendar in order. We're talking about the Squadron's Annual Christmas Dinner Party and this year it will be held on Saturday, 6 December. We'll be at the Hawthorn Inn in Smokey Point again (just outside Arlington) and you can reserve your room by calling them at 360.657.0555. Be sure to mention Cascade Warbirds to get the preferential rate. More info will be disseminated via email as the evening draws nigh. Plan on this one; the Squadron guarantees the weather will be better this year than last.

## GOT MENTORS?

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Scott McComb, Coordinator of Mentoring and Internships for Aviation High School writes that the school was

awarded a Allen Family Foundation grant last spring to create a full-fledged career-awareness & -readiness program for the students. Among other things, this grant will allow them to provide mentors for their sophomores. Mentors would provide guidance, insight, and access to professional networks that help shape students' futures. The time commitment for mentors is modest (~1 hr / month) and the payback is immeasurable. Their goal is to match each of the 100 sophomores with a mentor. They are looking for mentors from diverse backgrounds; but are particularly keen on recruiting mentors from within the aviation and aerospace industries. They would appreciate our help! If you, or folks you know, are interested in additional information about the mentoring program visit the school's website ([www.aviationhs.org](http://www.aviationhs.org) > About AHS > Mentoring) or by contacting Nancy ([pappasbarnn@hsd401.org](mailto:pappasbarnn@hsd401.org)) or Scott (206-716-6000).

## NEW MEMBERS JOIN US

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We'd like to welcome our newest members into our midst. It's always a pleasure to realize there are folks out there who seem to appreciate what we do and want to join in the camaraderie. Be sure to say "Hello" when you get the chance.

Lyle Jansma	Bellingham, WA
Jeff Camardo	Marysville, WA
Terry Brennan	Gig Harbor, WA
Ginny Ivanicki	Vancouver, BC
Jessie Lofquist	Point Roberts, WA
Bonni Reid	Vancouver, BC
Kris Reynolds	Sechelt, BC
Ben Kiteley	Prescott, AZ
Ben Koelsch	Nome, AK

# Old Dogs and Children

By Ed Rombauer

On occasion, when the sun is warm and the smell of Avgas hangs like perfume in the afternoon air, I like to relax in the comfort of a deck chair parked under the wing of my airplane and watch the parade of people walk by. It reminds me of the days on the carrier when I would stand up on “vultures’ row” and mentally grade the landing traps of fellow pilots. The difference being that rather than judging the ability of twenty something year old jet jocks to successfully land a high performance jet on a moving steel deck in a couple of hundred feet, I was now relegated to judging whether visitors to the West’s Very Large Air Show and Fly-in could manage a hot dog, cold drink and small children without dropping or losing one of them. As I sat there in the shade of the airplane’s wing sipping on a cold soda, trying not to appear to be staring at the paying guests, my thoughts started to wander and I found myself trying to figure out what the connection was with flying and some of the older people in the parade.

One of these was an older man with a five or six year old boy and a big yellow dog. As he stood there in the hot sun reading the information sign at the front of the aircraft and explaining to the young boy about what they were looking at, the dog would longingly eye the dripping ice cream cone in the boy’s hand and then very carefully steal a lick. I started to call to the boy that his cone was being shared with his dog, when the older gentleman held up his hand and said “it’s ok, that’s why we call him Bandit.” Sensing that there was more to this story, I asked if they would like to sit for awhile in the shade of the plane’s wing.

After the usual “how do you like the air show?” conversation, I asked what brought him out to the air show and why he liked looking at old warbirds. “Well,” he said, “I flew B-24s in the war in Italy, and I wanted to show my great-grandson some of the old planes we flew in.” In our conversation I learned that Del had been a B-24 gunner based in Manduria, Italy and had flown many missions over Germany and Romania, including the Ploesti raids. One of the more interesting stories he told was when he looked out of the waist gun position to see a ME-109, being chased by a P-38, start to burn and then explode. The P-38 passed close under the wing of Del’s B-24 hitting pieces of the 109, and then the 38 exploded sending the bomber up on one wing, filling it with holes.

Del spent the last year of the war in a POW camp, or

rather in several of them, as the Germans kept retreating north. In the last few weeks, the Germans abandoned the prisoners to the Russians and Del and his fellow prisoners were moved by the Russians to another camp. As there was no food, and nothing to keep them warm, the march was long and arduous in the freezing cold. Since freezing to death was more a certainty than starving, Del survived one cold night by burying himself up to his neck in a barnyard manure pile. In the cold light of dawn, Del started to return through the woods to his group of prisoners while trying to stay away from the local residents. (It seems they were not happy with the American airman that had dropped bombs on them.) As he walked back to camp through the snow and woods, he heard a dog bark. Looking back he saw a large dog accompanied by a small boy standing a short

distance away. Del, fearing that the dog’s barking would attract the locals, stopped and waved to the boy. “Hello—Soldier!” he called in German, hoping that the term “soldier” would be ambiguous enough to keep the boy from calling for help. While surveying the emaciated and freezing American airman dressed in rags standing in front of him, the boy and dog slowly moved closer. As Del stood there fearing the worst, the boy stopped and stared at him. Suddenly he reached into a cloth bag he had slung over his shoulder and retrieved a small loaf of bread, which he offered to Del. Quickly accepting

the life saving gift with a soft “thank you,” he turned and walked away, returning to his camp. A few weeks later General Patton, out of fuel and food, arrived at their camp to free Del and his fellow prisoners and start them on their way home.

Sitting there in the lengthening afternoon, listening to this brave American airman tell his stories of the horror of war and the courage that these young men showed against terrible odds, I realized that my flying is much easier. All I have to do to return safely home is to follow a few basic rules of flying and I am pretty well assured of a safe flight. Watching Del, his great-grandson and their dog walk away in that late afternoon, I could almost see a B-24 crewman standing alone in a German forest being helped by a small boy and a dog.

While sitting under the wing watching airplanes is still fun, it’s the people and their stories that bring flying to life.

Fly Safe ✪



A Consolidated B-24 Liberator of the 15th A.F. releases its bombs on the railyards at Muhlendorf, Germany on 19 March 1945. (USAF Photo)

# Oral History- Battle of the Atlantic, 1941-1945

**Recollections by Lieutenant (junior grade) Harold G. Bradshaw, USN, an Avenger torpedo-bomber pilot on escort aircraft carrier USS Bogue (CVE-9), concerning attacks on German submarines, including the sinking of U-172 and the capture of 46 of its crew members on 13 December 1943.** Adapted From: Harold Bradshaw interview in box 3 of World War II Interviews, Operational Archives Branch, Naval Historical Center.

We went aboard the [escort aircraft carrier USS] Bogue [CVE-9] the first part of November (1943) and our first contact was not made until, oh, it was towards the latter part of November and the first attack was sighted on a routine patrol and an attack group was sent out and a submarine submerged. We dropped sonic buoys and tracked him [the submarine] with sonic buoys. Eventually [we] heard an explosion and assumed that he [the submarine] was killed. The destroyers came into the area sometime later and shortly after I left the area the destroyer picked up sound contact and continued to attack that sound contact all afternoon. The contact was decided later by the destroyer commander to have been a pinnacle in the middle of the Atlantic ocean and no submarine at all. It is believed that in the original attack the submarine was sunk and when the destroyers came in, due to the fact that the pinnacle was there, they attacked it all afternoon.

The next contact was made three days later, just at sunset under very murky conditions, by Lieutenant Ogle. He wired [radioed] his contact in, and myself and two other TBF pilots were vectored [directed] from different search areas into his search area. Lieutenant Gibson arrived in the area first, and with him was Lieutenant Carter E. Fetsch, flying a fighter. As soon as Fetsch and Gibson arrived on scene, Ogle took charge and immediately attacked. The submarine was hit, and hit hard, and oil and debris was discovered by destroyers which arrived in the area a couple of hours later. On this particular attack, it was dark before the attack was completed, so we were unable to get any pictures, but the destroyers picked up plenty of debris which gives us definite evidence of a kill there.

All the planes had to come back and land on the Bogue after dark that night and [carrier personnel] used fighter

direction to get some of them back and did a marvelous job, the Fighter Director Officer, Lieutenant Commander Ben Fuqua, on the Bogue, brought one boy [pilot] back who had a broken oil line, oil in his eyes and couldn't see at all hardly. When he got back to the carrier he crashed into the barrier and ruined the prop, that's all.

The next attack we made was [against a] sound contact. A moving oil slick was picked up by one of the planes, and it dropped sonic buoys to ascertain if there was a submarine there. A submarine was definitely established [there] that day. At that time we hit him with hedge hogs, got several explosions, and all indication of the submarine in the area ceased. However, we got a lot more oil up [on the water's surface] in that particular spot, and that's about all, we continued searching the area all afternoon. There was

nothing more there to indicate the presence of a submarine. The ship went into Casablanca [Morocco, North Africa], had a couple of days there, rested up and then the Cominch [communications intelligence] report showed a concentration of [German submarine] refuellers down south of the Azores. Captain Dunn [Commanding Officer of USS Bogue] headed [the ship] down there, and we had a report that there were two submarines there so we went down and sunk the submarines. One of these submarines [U-172] was chased for 27 hours

and captured 46 prisoners.

The way we tracked this thing was we used sonic buoys to locate his [the German submarine's] position and then vectored the destroyers in between the sonic buoys and after hammering on him for quite awhile he began to leave an oil trail and then with a combination of the sonic buoys and the oil trail, well, it was pretty easy to keep the destroyers on them. When it got dark, due to the fact that the weather was pretty rough, why the destroyers were going to maintain contact at night and the planes were going to join them fueling at daybreak and they were going to continue the attack.

Around about 11:30 the sub came to the surface and the destroyers started shooting at him, and he submerged. They made a depth charge attack and they held contact until 2:30. At that time we lost contact. Captain Dunn launched me to go out and see if I could relocate the sub, or least keep him under the water until daybreak, when we could start



U-172 circles trailing oil as the crew abandons ship. (www.uboatarchive.net Photo)



a more thorough search for him. So I went out and threw an expanded square [for searching the ocean] around the place where he submerged after the destroyer attack and he was definitely under the water all night, and the next morning I found a lot of oil slicks in the area. So I started investigating all the likely looking ones with sonic buoys and then about 8:30 I found one that had a submarine under it, so I called for the destroyers. The destroyers came over and immediately made contact. About this time I was about out of gas and had to land and get more gas, and Lieutenant Ogle relieved me.

The destroyers attacked, continued depth charge attack until about 11:30 when the submarine gave up and came to the surface. We had two fighters that were flying over the ship just for such an occasion as that. They immediately attacked with all guns blazing, and the destroyers attacked with their gun fire, and the submarine [commander] gave up, abandoned ship and [the submarine] sank [on 13 Dec 1943].

In this particular attack we got 46 prisoners, including the Captain [Hermann Hoffmann], the Executive Officer, the Engineering Officer and one midshipman, and 42 ratings [submarine crewmen of various skills and ranks]. The morale of this crew seemed to be very high. The men were all young, healthy looking and after the battle they'd had they were pretty tired, but their morale was pretty high, they came up fighting, they did not give up [although 13 crew members were killed in this attack]. A very good indication of the fact that the morale in Germany was not killed yet.

The next attack was actually the most dramatic of any attack we made. It was interesting due to the fact that the boy [U.S. pilot] who made the sighting did not realize that his transmission was going on the air and he was setting out there wondering what to do and didn't know that the ship knew that there was anything out there and he had

expended his charge and he was in kind of a spot. We just sat there and let him keep shooting at them [the German U-boat] until the ship [approached], [and] the attack group finally got out there. Actually what had happened was his transmitter [antenna,] which was struck down but was working fine, the ship got the report the first time he sent it and immediately launched an attack group which consisted of myself, Lieutenant Kenneth Hance, who is now a squadron commander, and Ensign Goodwin and Lieutenant Cookroft.

We flew 70 miles to the attack, and attacked at 1330. We sent two fighters in with Goodwin, ahead of Goodwin, who had 4 depth charges in his plane's armament, and he went straight in and made a fore and aft attack. The submarine was heading just about directly towards him and he made a perfect straddle [depth charges landed on either side of the submarine's hull], a beautiful straddle and I came around from 120 degrees [from north, or 0 degrees] about on his starboard quarter [right rear side] and made my attack, and my first two depth charges dropped slightly over [above the point of aim] and I immediately went into a sharp turn and the submarine started to submerge, and so I came back and dropped the rest of my ordnance on it. At the same time the pilot who made the original contact came in and dropped the ordnance he had left. The submarine came back to the surface, although he was hit pretty bad, and the submarine came back to the surface. Both my second [ordnance] drop, LeRoy's second drop, hit right on his stern and completely broke him in two. The destroyers got into the area about two and half to three hours later. They found a shoe with a foot in

it, and lung tissue and kidneys, life belt, a few and various and Sundry other things, pieces of wood with numbers on them, very definite evidence of a kill. That's about the sum and substance of the cruises made on the Bogue. Got back to Norfolk on the 29th of December [1943]. All in all a very successful cruise. ☆



U-172 sinks. (www.uboaarchive.net Photo)



VADM P. N. L. Bellinger, CNAL, presents Air Medals to (L-R) LT Harold G. Bradshaw, LTJG James Earl Ogle and LTJG Marshal E. Burstad in Norfolk VA for their actions in the sinking of U-172 (U.S. Navy Photo)



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

**Cascade Warbirds  
Quick Look Calendar**

*October*

- 11 Squadron Meeting at Museum of Flight
- 11-12 San Fran. Fleet Week
- 18 Heritage Flt Museum Open House at BLI
- 23-26 Copperstate

*November*

- 1\* Annual Meeting at Museum of Flight
- 15 Heritage Flt Museum Open House at BLI

*December*

- 6\* Annual Christmas Dinner Party
- 20 Heritage Flt Museum Open House at BLI

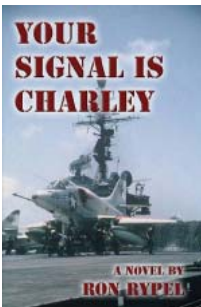
*January*

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

\* Denotes Max Effort Event  
See Website for Detailed List

## Media Review

By Bob Jones



**Your Signal is Charley**

Author: Ron Rypel  
Paperback - 560 p (October 3, 2007)  
Trent's Prints; ISBN: 1934035238

I was fortunate to make three cruises with the author, Ron Rypel, who was then an AD Skyraider pilot with VA 145, one around South America and two to the Western Pacific in 1958, 1959 & 1960. Ron is a great aviator, author and human being. In this book Captain Rypel captures your attention on the first pages and does not release you until the end of the book! For ex-Carrier pilots or those who wonder what flying from a Carrier is like, Ron's book puts you in the cockpit and with his vivid descriptions

of the launch and recovery procedures in good weather and foul, your heart rate will increase from the reading! His descriptions of flying for several airlines in various parts of the world, including the Middle East, are out of a movie script, however in his case the tales are true! I feel every member of CWB will enjoy reading the book.

Read more about this book at [yoursignalischarley.com](http://yoursignalischarley.com). There, you will find excerpts and reader reviews. You can read the same information at the book's site at [amazon.com](http://amazon.com). Check the Inside the Book feature at amazon. It lets you view photos and read the index, which tells you where the book will take you. If you'd like to read it, the best deal is directly from Ron at [ronrypel@sbcglobal.net](mailto:ronrypel@sbcglobal.net). A signed copy, if you want one, is part of the deal. ✪