



WARBIRD FLYER



★★★EAA Warbirds Squadron 2 Newsletter★★★



CO's Cockpit: Ownership Revisited

By Greg Anders

I recently wrote about the degrees of ownership of a Warbird. With respect to the Cascade Warbirds, there is another form of ownership that is even more important. That is ownership of your squadron. Every year, your membership dues buy you a base line of ownership that includes our quarterly newsletter, e-mails about events, and encouragement to attend our meetings. But this is only the beginning of your potential for ownership of the squadron.

I will start with myself as an example. When I first moved to the Great Northwest in 2002, I was focused on getting my family settled prior to my deployment to the Middle East. I had my Cascade Warbird membership but little participation. When I returned from my short four months in Kuwait and Iraq, I again focused on my family as I decompressed from that experience. My annual membership was essentially the full measure of my ownership of the squadron.

While I had attended some events, it wasn't until the summer of 2004 that I started to more actively participate in the Cascade Warbird activities. I began helping to ensure the success of events with heavy aircraft participation, and began to get more interested in helping guide the direction those events took. I began to feel that not only was I a member, but stakeholder in the success or failure of those events. And so my ownership of the squadron grew.

My ownership in the squadron increased dramatically in the fall of 2005 when I was invited to run for election to the board of the Cascade Warbird squadron. Now I was keenly interested in the success of all aspects of the squadron. My participation increased dramatically as I now not only attended every event that I could, but also was a critical element in setting the direction the squadron was going.

In the Fall of 2007, my ownership took another dramatic step up when I was elected CO of the squadron.

As my ownership grew, so did my pride in the

accomplishments of the squadron and its members, and more importantly, my enjoyment of my membership in the squadron grew exponentially. Now I am going to ask you to take advantage of the opportunity to increase your ownership in the squadron, and thereby increase your pride in the squadron, and your enjoyment of your membership.

I ask all of you to increase your ownership of the squadron by increasing your involvement. If you don't make many of our fly-in events, make at least one more next summer than you did this summer. If you haven't made it to a meeting in a while, make at least one more than you made last winter. If you don't usually make the Christmas Party, join us. It will increase your satisfaction in your ownership of the squadron.

Our squadron has many folks that have been carrying a significant portion of the burden of making our squadron a success. I am thrilled with the support these individuals have given and continue to give the squadron. I know that even though they are sometimes a little worn down, they take great pride in their increased level of ownership in our Squadron. Some of these folks would like to step away from that burden they have accepted but they are conflicted with a desire to not let the squadron down. All I can say to those who have done so much is, Thank You, Thank You, Thank You. And then I will make the call for those in our squadron that have not felt the pride of that level of squadron ownership, here is the opportunity to do just that.

In January of 2010, we will be holding our annual meeting and electing the officers to the board. The selection committee, chaired by Frank Almstead, is looking to develop a recommendation for the membership to vote on. Some of our officers are looking to step back into simple membership. Some just need to lighten their load due to other commitments. In the interest of lightening their load, several of our officers hold essentially additional duties

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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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Editors Page

By Frank Almstead

Another great event wrapped up the 2009 season here in the Pacific Northwest. The Vintage Aircraft Weekend at Paine Field was just a top notch effort by several organizations. In no particular order they are Paine Field, The Future of Flight, The Museum of Flight Restoration Center, Legend Flyers, John Sessions and Historic Flight at Kilo 6, Paul Allen's Flying Heritage Collection, the Anders' Heritage Flight Museum, the Puget Sound Military Vehicle Collectors Club, and your very own Cascade Warbirds. In addition, kudos must be given to the dedicated individual owners who participated. In the end there were over 60 aircraft on the ramp. The weekend kicked off Friday night with a BBQ and a big band that had the crowd, dressed in period attire, swinging across the tent floor. Flying commenced on Saturday and drew a large crowd. With a very organized, posted schedule everyone was able to observe their favorite aircraft from the excellent vantage point of a very large grassy knoll. There were liaison aircraft, trainers, fighters, transports and a water drop demonstration by a PBY. On Saturday night John Sessions

hosted a hangar party. The spread and the facility were immaculate. Flying continued on Sunday until the crowd dispersed. It doesn't get any better than spending a nice weekend with good friends and vintage aircraft.

Lastly, I would be remiss if I did not thank those who contributed stories to the *Warbird Flyer* this year. They are Fred Smyth, Robert "Crash" Williams, Terry Brennan, Kate Simmons, Greg Anders, Earl Root, John Clark, Doug Owens, Curt Kinchen, Walt Spangenberg, Ed Rombauer and Gene Fioretti. This was a breakout year in terms of new authors. For this reason we were able to publish two 12 page editions of the newsletter that were filled with outstanding content. I am very proud of the quality of the stories you continue to produce, and the effort that you all put forth. Singling out a winner for the Warbird Literary Award this year will be all the more difficult because of it, but members should attend the Christmas Banquet to congratulate the chosen one. Now, if we could only hit our deadlines... ✪

Let's hear it at editor@cascadewarbirds.org

Ownership Revisited (Continued)

Continued from page 1

that could be handled by non-board members, and they are looking to pass the torch on those responsibilities. A few examples include managing the PX, managing and conducting the B-17 visit, and Public Affairs Officer.

If you really want to feel the pride of ownership, let Frank know you want the opportunity for more "buy in" and let him know how you would like to do that. Do you aspire to be on the board? Can you take over the PX? Can you help with the B-17? Do you want to be known as the Cascade Warbirds' Public Affairs Officer? Is there some aspect of the squadron you have a passion for that you think the squadron is not focused on sufficiently? Our limitation is usually not the desire to pursue things as a squadron, but our ability to support that

desire with time and effort. Fill that void and let us know what you want to do, but be ready to get the green light for your interest. All of these are opportunities for ownership within the squadron. There are more! Join us at the meetings and we can let you know where the opportunities are.

The best thing about Squadron Ownership is that it is not a fixed quantity like a blackberry pie whereby if one person takes a piece of that pie, the remaining pie is smaller. In the case of squadron ownership, anyone that wants a piece of that pie gets what they ask for, and all it does is increase the size of the pie.

I'll have mine with ice cream...

Sic Tempus Ad Fugit!! ✪

L-Bird tasks in WWII

By Earl Root

The full story of missions flown by L-birds during the war would have to include: rescue, search, transport, supply drops, photo reconnaissance and air evacuation. It may sound over dramatic to say that enemy forces feared the small unarmed observation airplanes used in WWII, but when they became the “eyes” of field artillery, naval bombardment and tactical air support, that definitely was the case. With team work, an L-bird pilot had the capability to bring down massive destruction on the enemy. These tasks slowly earned respect for the Liaison squadrons.

The lack of respect for light aircraft units was illustrated by a recent interview with the 25th Liaison Squadron’s first commander, Captain Frank L. Bartlett. About its 1943 deployment to New Guinea, he writes: “On our arrival in Australia I was sure that the Air Force had great plans for us. Nothing was further from the truth. I reported to the 5th AF Command and told the duty officer very proudly, ‘The 25th Liaison Squadron has arrived and is ready for

duty!’ He looked up at me and said, ‘What is a Liaison squadron?’ Boy was my face red! He suggested that someone had screwed up our orders and that maybe we had been sent there by mistake. On paper I had thirty-two L-5’s but when we went to the dock to collect them, we found only a hand full; all the others had disappeared. Our situation was quickly going from bad to worse. The bomber and fighter guys had stolen our airplanes to play around with. Most of the officers who had my aircraft were full-bird Colonels and they would not even talk to me. After a visit to General Kenney at 5th A.F. Headquarters, things got straightened out. He ordered every L-5 in the area to be returned to my squadron. I was soon back in business.”

One of the first combat uses of light aircraft was in the North Africa landings in November of 1942. Three Piper L-4A’s flew from the deck of the carrier Ranger to the Moroccan coast 60 miles distant to direct naval and artillery fire. On the way to the beach, all three Cubs came under intense anti-aircraft fire from nervous gunners on allied ships and from the American 2nd Armored Division on shore. None reached their intended landing area. The pilot and observer of one L-4 crash landed with injuries while the others were captured after hasty landings near hostile Vichy French forces. In July of 1943, the invasion of Southern

Sicily included artillery spotting L-4’s launched from an improvised pierced steel plank deck built on top of LST-386. This flight deck was all of 10 feet wide and 200 ft long. Again, gunners posed a hazard but all made it ashore.

In the Pacific, escort class carriers (CVE’s) as well as converted LST’s, served as launch platforms for Army liaison and Marine VMO squadrons. When the carriers were kept a safe distance from a hostile island, the spotter planes had an hour or more over water flight. Navigation was by wet compass or, hopefully, cloud build up over the island. When fuel was exhausted a landing on the beach or a local road for fuel from friendly troops was the only option. During the Iwo Jima invasion two Marine L-5’s were immediately destroyed by Japanese mortars when the only place to land was an unsecured airfield.

The longest over water flight by L-birds was recorded while preparing for the invasion of Japan’s homeland. Twenty four Army L-5’s flew from Northern Luzon, 748

miles to Okinawa. With extra fuel tanks in the back seats and an escort of two AAF search and rescue OA-10 Catalina amphibians, the trip was completed in 7.5 hours with no problems reported (other than sore butts from sitting on rubber life rafts).

The strangest method devised to launch and recover light observation

aircraft at sea was the “Brodie system”. A Navy LST was rigged with a cable over the side. This enable an L-4 or L-5 with a hook extending four feet above the propeller arc to slide down the cable for launch. With wind over the deck, it took 200 feet to take off. With no wind it took 400 feet. Upon return to the ship, the pilot had to keep the propeller out of the cable and snag a harness that automatically braked the aircraft to a stop. This whole procedure looked like a circus act but with practice, it reportedly was not that tough. Lt. James Brodie’s system was successfully used in the Saipan and Okinawa invasion but the project was abandoned at war’s end.

The multitude of uses these light aircraft were assigned to accomplish, is a testament to their adaptability and, more importantly to the courage, of those who flew them. ★

Additional References

Light Planes at War by Ken Wakefield
WW-II Brodie System on the web



Photo:www.aerofiles.com

Squadron News

NEW MEMBERS JOIN SQUADRON

We're always happy to welcome more folks into our family. The past several weeks have seen the following join our rank:

Rich Cook	Mill Creek, WA
Adrian Hunt	Everett, WA
Dick Johnson	Union, WA
Kent Johnson	Auburn, WA
Marlo Jones	Kent, WA
Paul Lewis	Tonasket, WA
Byron Roberts	Bellevue, WA
Doug Sapp	Omak, WA
Bill Schuerman	Arlington, WA
Brian Silcox	Gig Harbor, WA
Lyle Sindlinger	Puyallup, WA
Don Souter	Surrey, BC
Byron Taylor	Surrey, BC
Mike Weisner	Sammamish, WA

When you see them, say "Hello" and make them feel welcome.

MARK YOUR CALENDAR

The annual Christmas dinner banquet will occur on Saturday, December 12, this year and will again be held in Arlington (Smokey Point), WA. Though the hotel has changed its name to the Medallion, it is still the same place and you can reach them at 360.657.0500. We have a preferential rate of only \$89.00 for this gala, so be sure to mention that you are a part of CWB. Future emails will bring you more information as the date draws nearer.

FREE TAX ADVICE

As you know, the squadron is a 501(c)(3) organization. That means your annual dues payment is fully tax-deductible, even if you pay this year for several years into the future. And any dues payment in excess of one year gets you a written receipt for your

records. So make Fred a happy camper and get those multiple-year checks to him before the year runs out. Don't you be the Scrooge!

RENO IN 2010?

One of the highlights of our summer is the annual pilgrimage to Reno for the air races. The squadron has two reserved boxes at show center and it's quite a party to behold. To get involved, you need to reserve your seat(s) for next year by paying a \$100 deposit per seat. Our first box is already full, but there's still room in the second box. Send your check to CWB, 1066 Yates Road, Oak Harbor, WA 98277. Questions: Email Fred at fred@fcsmyth.com

SQUADRON ELECTIONS

In January, 2010, the membership will again choose your leaders for the next two years. To that end, the board has selected Frank Almstead as Chairman of the Nominating Committee. If you, or someone you know, would be interested in serving our organization, get in touch with Frank at fns5@verizon.net.

LETTERS

Do you have an opinion? Is it related to the Squadron or what we do? Would you like to share it with the rest of us? Well, then, take the time to author a missive and send it along to Frank at editor@cascadewarbirds.org. Sometimes there are things other people would like to know, opinions that need expressing, or even questions than can generate useful answers. Don't be shy.

CWB Marketplace

For Sale: Display (dummy) 20 mm Linked Shells. The shells came from a box marked packed in 1953. Five linked group \$30.00

Contact: Bill High (425) 486-2252
email: psicylinders@msn.com



Congratulations!!

To your fellow squadron members who won awards at the Arlington Fly-In 2009. Well done!

Antique Champion

1942 STEARMAN N2S4
Tail#: N65352

Owner: Kent Johnson, Concrete, WA

Returning Best of Class

1955 YAK-11 1955
Tail#: N25YK

Owner: Bill Shepherd, Sequim, WA

Best Liaison/Observation

1952 CESSNA L-19/01 1952
Tail#: CFH DJ

Owner: John MacGregor, Langley, BC

Reserve Grand Champion Warbird

CJ6A

Tail#: N63727

Owner: Tom Elliott, Sandy Valley, NV

Grand Champion Warbird

VULTEE BT-13A

Tail#: N10458

Owner: Bob Marshall, Belgrade, MT

Skagit Formation Weekend - August 2009

By Ron Morrell "Draggin 23"

What's the big deal about flying an airplane in close proximity to another airplane? Well, in the middle of August, 15 pilots and two non-flyers got to train, learn, teach, check and just plain experience the thrill of spending time traveling and pulling some g's within mere yards and feet from other airplanes. I felt rewarded to have so many of our local Cascade Warbird and RedStar Pilots show interest and the commitment to show up for the weekend of great flying and even better camaraderie. I am only disappointed that we didn't have enough experienced instructor and check type pilots in the area to accommodate more dissimilar types of airplanes. We will expand our envelope if I have any influence in the future.

Our compliment of airplanes leaned toward the Chinese, with 7 Nanchang airplanes, 1 Texan and 3 Navions. I had interest from some of those slightly (?) slower L birds but had no formation experienced pilots with calendar time involved that could lend their expertise, so alas...they will get back at me at their leisure. My goal is to change that equation even if I have to get my instructor rating and get some time in one of those airplanes myself...any volunteers?

I have to give my thanks to Rod Richardson for putting up with so many CJ pilots and I'm sure he got tired of hearing, "That's not the way we do it at RedStar". He took it well and still didn't find any excuses not to re-qualify yours truly as a formation qualified pilot. Also, the attendance of Carter Teeters was a great advance to our fellow Navion pilots. I heard nothing but great things about how he was able to actually teach the un-teachable Navion pilot some things about flying formation (just a non-Navion pilot's opinion!).

Just so we have a perspective of the busy weekend that was experienced: The final totals may be slightly off but...Friday a 4-ship practice flight was flown with a brand new to formation pilot in the number 4 position. Fortunately our newbie had a very talented back seat pilot who is qualified as a NATA Lead pilot who helped us keep the formation looking like something other than a gathering. Saturday was a full day that saw at least 24

flights in 4-ship formations and 2-ship formations. Mostly Nanchang flights but we also had Carter that day to lend his formation expertise to the Navion drivers. Sunday proved that we all had some stamina. We flew another 16 flights to include a couple of 3-ships and another 4-ship. The ending seemed like a quiet shuffling away by a bunch of slightly tired pilots. We had only a couple of maintenance issues, a radio problem that limited some training, some slight electrical problems and a pesky brake cable failure (mine!) that turned out just fine thanks to a back seat pilot that was thoroughly briefed about how to use the CJ-6 brake system.

There was also a couple of non-pilots that got some formation back seat time...John, our brave Cascade photographer was stoic in his picture taking from Nanchang back seats, strapped into his parachute and having just enough room to bang his camera against canopies and the



John Clark captured the action during the Skagit Formation Weekend

stick once or twice (so I've heard). The other intrepid non-pilot GIB happened to be my wife, thanks to Dave Desmond offering to put her in his airplane while in formation with another Navion...honey, you did pay that last life insurance bill, right! The hard part to swallow was the fact that Anne complimented Dave on his "less than stellar" landing, just proves that she has learned how

to be diplomatic while being married to me! ALWAYS compliment the landing.

Overall, I hope we can do this again on an ongoing basis. I happen to be dedicated to the Cascade Warbird Squadron but also have dual ties with the RedStar Pilots Association. This type of event is just what we need in the Pacific Northwest to strengthen the ties between these types of groups and we all will benefit from those ties. I feel very strongly that any pilot will increase their flying skills and their appreciation for flying by expanding their comfort zone through this type of training. Besides, what more fun can we have, hanging around an FBO explaining to non-Warbird instructors and local pilots, what it's like to fly Warbirds and especially what an adrenalin rush it is to be in the slot position while in 45 degrees of bank pulling 3 g's and grinning like a love-sick 15 year old....Keep 'em Flying! Even better, in Formation! ✪

Mission Debriefing of Vulgar Vulture with Red Tail

By Gene Fioretti

After 60 plus years, two titans of the Army Air Corp's 15th Air Force, Red Tail Col. William Holloman III, 332nd FG, and B-24 bomber pilot, George McGovern, 455th BG were finally able to meet on the ground and in person. Their first meetings were distant aerial encounters during bombing missions launched from the many airfields clustered around the southern Adriatic region of Foggia/Cerignola. McGovern only knew that the distinctively painted P-51s with their Red Tails were there providing fighter escort. Thankfully, they always seemed to appear when threatened by enemy fighters. Bottom line, it played a part in completing his 35 bombing missions, each time safely returning to the San Giovanni Battista Airfield of Cerignola. His missions were documented in a book by famed historian and author, Stephen Ambrose, in *The Wild Blue*.

From his vantage point, Holloman wasn't in the air for sightseeing. Like a sheep dog scurrying about the flock, it was his job to safely protect all the bombers. There was little time to take note of the many planes of the 455th's Vulgar Vultures, let alone McGovern's aircraft, the 'Dakota Queen'. Aside from that, Holloman dearly wanted to return to his 'home' at Ramitelli Airfield, North of Cerignola near the coastal town of Campomarina.

Amateur WWII historian and occasional writer of veterans' biographies, Gene Fioretti, convinced the colonel to accompany him to visit the National WWII Museum in New Orleans to participate in the 65th anniversary celebrations of D-Day. Museum founder, the late Stephen Ambrose, had left a lasting legacy to honor the collective effort of America's 'Citizen Soldiers'. Originally conceived as the D-Day museum to highlight the Allied landing at Normandy on June 6, 1944, the museum and his dream were embraced by New Orleanians, veterans, and then, later, the entire country. Ambrose had a special affection with a local war effort

contribution, the Higgins boat, the landing craft that Winston Churchill praised as the single most important concept that enabled the Allies to breach Fortress Europe.

Moira Ambrose, wife of the late historian, commented that her husband originally wanted to have a functioning landing craft that visitors could actually ride and experience the feeling of being water borne in a flat bottomed, rough riding 'box' that crashed through waves and showered its passengers with an almost constant spray of water. He envisioned the LCVP, Landing Craft,

Vehicle, Personnel, would then abruptly beach; the landing ramp would drop, and expose the same terrifying image that the veterans saw before them on Omaha and Utah beaches. This was to have been the original museum concept. Because of competing opportunities for museum site locations, the Higgins boat museum took a back seat to what would become the D-Day Museum. That in turn, was brought to national prominence and recognition by congressional decree as the National WWII Museum. Mrs. Ambrose said it was what her husband really wanted, to take the spotlight off him and focus on the real intent of history and remembrance of America's collective war effort.



The Holloman/McGovern encounter was one of those 'targets of opportunity'. On the first day visit, it was learned that McGovern was scheduled for a book signing of his recent release, *Abraham Lincoln*. McGovern, a PhD historian by training and no slouch when it comes to politics, puts his mark on the story of our sixteenth president. His notoriety and celebrity status brought on, in part, from *The Wild Blue* remains stronger than ever. So it was without a doubt that the reunion of Holloman and McGovern had to occur. After so many years and thousands of miles apart, this would be the moment; New Orleans would be the place.

That night, his Aid de Camp, fixed a couple 'Mediterranean Martinis', gin on the rocks with a splash of Limoncello to take the jet fuel bite out of the gin.

Together they nursed their drinks while working over the planned strategy. The colonel would query McGovern on some of the specifics of his missions to determine how many also involved Holloman's 332nd FG. In the meantime, his aid would bring up the mutual friend, Mario Capocéfalo, the then 12 year old Italian boy adopted as the mascot of the 454th BG. Mario's story is told in the book, *The Wild Blue*.

On the day of the book signing, the colonel's training kicked in and he did what is expected of all fighter pilots, to be disruptive; thwart the offense, and attack, attack. It is the recipe for accomplishing any mission objective, lethal or not. Once in action, that determined game face gaze dominated his persona. He swooped in and immediately captivated the attention of Senator McGovern; neutralizing the opposition, and also drawing the attention of autograph seekers patiently waiting with books in hand. The attack was relentless. Fioretti moved in to block the advance of the line so that the Colonel and McGovern could continue their discussion. A picture of Mario, McGovern, and Ambrose was displayed and the conversation took off from there.

In the end, just as planned, Colonel Holloman and McGovern sat side by side and signed autographs and chatted. Taken home with the colonel was a commemorative brick from the original museum ground breaking of 2000 and signed by his reunited friend, Senator McGovern. The real joy was to see the mutual admiration that these two pilots shared for each other and is best depicted in the candid picture of their private moment.

Museum historians were more than pleased to make the Colonel's visit memorable, as only two Tuskegee Airmen reside in the area. Both are friends of the Colonel, Airmen Moret and Porche, and he was pleased to see both. During the opening ceremony of the Roll Call of Veterans, Colonel Holloman rose and read Washington State's contribution to the war, the number enlisted, killed in action, and current survivors. State by state, a veteran stood and read the statistics. Sadly, about 10% of the total enlisted soldiers survive today. It is a reminder that constantly tugs at the museum's historians and researchers charged with the daunting task of documenting each and every one of their stories. They know that time is running out. For that reason, they were most excited to accommodate the Colonel and do a video taping of his biography.

The entire week was packed with renewed memories and friendships. Colonel Holloman was in daily contact with his cousin, Capt. Jesse Hampton, USMC and a Zulu 'big shot'. Captain 'Hamp' provided driving and touring services. He was the best ambassador that New Orleans could ask for. Visits to the Zulu Social Aid and Comfort Club were bitter sweet. While some old friends were met, the week was saddened with the passing of a former Zulu King. The funeral procession and 'second line' passed by the club as a testament of friendship, respect, and one last good bye.

The Colonel told of his first visit to New Orleans for Mardi Gras in 1947. As a young, handsome fighter pilot in uniform and bedecked with Captain's ranking, he said that he was infatuated with Leah's striking beauty. Doing what every healthy American male does, hit made his best maneuver on the eye of his affection. Little did he know that Leah already had her man, Dooky. In a polite tactful way, Leah shot the Red Tail down with a single burst, "Come back when you are old enough." From that point, their friendship steered to its proper course, but those words were never forgotten. When the surprise visit was made 60 years later, I suggested that he give a belated greeting and reply: "I'm older now." He did and the reunion was joyously full of laughter.

The luncheon with Moira Ambrose and hosted by son, Andy, was a wrap up of everything associated with the D-Day Museum. It was another opportunity for the Colonel to get autographs and learn of some of the little known stories about the museum at its infancy.

All in all, it was a most successful trip. To be able to fulfill most of the objectives; act as the Colonel's Aid de Camp, and spend quality time with both him and his friends was reward in itself. Should you be given the opportunity to do the same for some veteran, don't be fooled into thinking that the task is neither easy nor full of hoopla. There is a lot of work to properly do justice to those you wish to honor. Do it right and you will be paid back in magnitudes.

Although we live just miles apart, we see each other only occasionally over breakfast. The only way to keep in touch with his busy national and global travel schedule is via e-mail and phone. The week long stay with the captive Colonel represented more time together than in all of our three year friendship. It also allowed for some dream stage planning to accompany the Colonel back to Ramitelli Airfield and his place of peaceful retreat, the chapel of San Giovanni Battista. 🌟



**CASCADE WarBIRD
EAA CHAPTER**

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

**Cascade Warbirds
Quick Look Calendar**

October

- 8-13 San Fran Fleet Week
- 10 Squadron Meeting at Museum of Flight
- 17 Heritage Flt Museum Open House at BLI
- 22-25 Copperstate

November

- 14 Squadron Meeting at Museum of Flight
- 21 Heritage Flt Museum Open House at BLI

December

- 12* Annual Christmas Dinner Banquet Arlington, WA
- 19 Heritage Flt Museum Open House at BLI

January

- 9 Annual Member Mtg at Museum of Flight
- 16 Heritage Flt Museum Open House at BLI

* Denotes Max Effort Event
See Website for Detailed List

Check Six



Images of the Vintage Aircraft Weekend at Paine Field through the lens of John Clark