

WARBIRD FLYER



★★★EAA Warbirds Squadron 2 Newsletter★★★



CO's Cockpit

By Greg Anders

Un- curb your enthusiasm, and help others un-curb theirs....

It seems 2010 was a challenging year for everyone. And while little economics wiggles seem to have little to no discernable effect on the “warbird enthusiasm” of the warbird community, long term down turns, and continuing trepidation over the economic future, tends to dramatically affect the warbird community. Combine this with rising expenses (especially fuel), and it just seems it is harder to appreciate those moments of entertainment we grasp at between, the moments when someone is grasping our credit card.

While our membership remains reasonably steady, I get the distinct impression that because of these external factors, enthusiasm is in a waning cycle. I hear less interest from the owners in filling the tanks to go do some flying. And, I hear less enthusiasm from “almost owners” about buying a plane. To me, these are bell-weather enthusiasms that speak to the vitality of the squadron.

Our usual response is to turn to the owners to try to get them pumped up, but I'd like to fan the flames of enthusiasm from the other side. Part of the reason the cost of filling the tank with fuel is worthwhile is the appreciation of the people that see your aircraft. So I

ask our non-owner members to express yourself to our owners. If you appreciate seeing an aircraft at some location, let the owner know. A sincere “thank you” can go a long way. If there are bugs on the leading edge of a wing, maybe ask the owner if you could clean those bugs off for them. Just the act of being

asked recharges my enthusiasm a bit.

Or, if you'd really like a small taste of empathy with the challenges and costs of getting an aircraft to a venue and flying it there, tell the owner how much you appreciate the airplane being there then ask the owner how much it would take to top the plane off. You may be surprised at the cost, and if the show isn't providing some fuel, you could offer to

put some fuel in the tank for them to really show your appreciation. Even if all you could afford is just a few gallons, it would certainly mean a lot. That owner might be initially shocked, but will greatly appreciate the gesture, and will be far more inclined to attend the next event.

We are our own best cheerleaders. We are our own best support network. Let's focus on “Un-curbing” our collective enthusiasm. Show your appreciation, and make the expenses more palatable.

Sic Tempus Ad Fugit!! ✪



John Clark Photo

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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Editor's Page

By Frank Almstead

Welcome to the April issue of the newsletter. I think that this one could be the best edition we've put out yet. We have some great stories from new authors; Stan Kasprzyk's story five kills - five bags is a must read. In addition, Pete Stekel brings us the first in a series of member profiles. This is an area that we wanted to concentrate more on this year and it is off to a great start thanks to Bob Jones. I cannot emphasize how important capturing our personal history is, and again a special thanks to Bob and Pete for getting the ball rolling. Lastly, John Clark continues his Operation Midway article. He has been hard at work on this one.

Your newsletter has garnered some additional attention lately from the EAA. It was recently a "Featured Newsletter" in the EAA's E-gram. This is a piece of

electronic media that they share with the rest of the EAA, in which provided a link to your newsletter. I think its great that the *Warbird Flyer* is getting this kind of press, and it's your stories that keep them coming back. Keep up the great work!

It has been a pretty wet spring so far and as we roll into the summer months I sure hope that it dries out. Remember, we have many events this year and any volunteer help is always appreciated. So contact the editor or the event focal and sign up.

Lastly, I'll just share that my kids are very excited for the season this year, and while the weather put a damper on last season, an F-16 driver performing a sneak pass that tapped burner right over their heads has stuck with them through the off season. It is a great thing to watch youngsters take to aviation. Lets hear it at editor@cascadewarbirds.org ☺

Letters to the Editor

Frank:

Ed Rombauer's HEROES story is one of the most exciting I've ever read! One detail that makes the DFC special is that it can be awarded in peacetime as well as wartime- Lindbergh was awarded the DFC by the President after his trans-Atlantic flight. New subject: The airplane on the ENTERPRISE flight deck is not a Douglas TBD, but a Northrop BT-1, forerunner of the SBD Dauntless that was much used in WW II. Look carefully at the designation on the rudder!

Best wishes,
Walt Spangenberg

Hey Frank, Bob here.

I loved the back color picture on the January newsletter, but the airplane is described as a "Douglas TBD". The airplane pictured pre-dates the Devastator by a little bit and is actually a Dauntless predecessor in the bombing role (note the perforated dive flaps on the wings). The airplane is a Northrup

BT-1, in this case the 4th section leader from VB-6. The airplane was designed by John Northrup, who also designed the SBD (Northrup was a Douglas subsidiary back then). I'll cover this airplane a little bit on my yellow wings talk on the 12th.

I also read Ed's story with great interest. I have a picture of a painting of the rescue. Remind me to show that to you guys.

As Fred says: "that is all".

=Bob=

Frank,

Regarding the Checksix photo: I think Life Magazine misidentified the airplane. That is a Northrop BT-1 (ref the white letters on the tail) from VB-6. Torpedo squadrons had a T in the colored band like this <http://www.flickr.com/photos/damopabe/3598132444/>. There is a sister ship from VB-5 here at http://en.wikipedia.org/wiki/Northrop_BT.

Thanks!

John

Operation Midway: The Battle of Midway from the Japanese Navy Perspective (Pt. II)

By John H. Clark

Operation: MI or the Midway Operation was set in place by the Japanese Imperial Headquarters to capture Midway Island and establish a land base close to Hawaii while luring the remnants of the US Navy into a killing zone of air and surface attacks. When we left off from part 1 (Oct 2010 edition), the Imperial Japanese Navy had moved three large surface fleets across thousands of miles of the Western Pacific under a series of storm fronts. Far to the North near the Aleutian island chain, a secondary operation was underway to capture Attu and Kiska while attempting to nullify the offensive capabilities at Dutch Harbor.

Now in position to start the attacks on Midway, two carrier divisions (comprised of four of Japan's front line carriers) preceded Admiral Yamamoto's flagship and battleship division to the west along with an amphibious assault force to the southwest. In the predawn darkness, scouts were being launched in a fan pattern to the east to confirm that US naval forces were indeed absent from the waters surrounding Midway prior to the air attacks. When the enemy finally made an appearance to defend the two tiny atolls, they would be smashed leaving Japan in control of the entire Pacific region.

State of the fleet:

Each Japanese carrier had roughly the same number of fighters, level bombers and dive bombers at 18 per type. The exception was the marginally larger Kaga with an additional 9 level bombers. Japanese carrier doctrine called for alternating level/torpedo bomber and dive bomber attacks from each of their two carrier divisions. One carrier division of two carriers would launch Aichi D3A1 Type 99 (Western designation: Val) dive bombers while the other carrier division launched Nakajima B5N2 Type 97 (Western designation: Kate) level bombers which could drop bombs from high altitude or torpedoes at surface level. During the next launch cycle, the order would be reversed for each division to enable re-arming, refueling and damage repairs while the opposite strike aircraft type was launched.

Space on Japanese carriers was at an absolute premium and every efficiency would be used to store, arm, move, launch and recover their aircraft. Japanese carrier doctrine also called for below deck arming and fueling while allowing clear ready decks for use by the combat air patrol Mitsubishi A6M Type 0 (Western designation: Zeke) fighters. The fighters could launch and land as required to maintain a defensive perimeter around the fleet between strike launches. When ready, the strike aircraft would be brought by elevator to the flight deck and spotted aft in preparation for the operational launch.

Though extremely skilled, the Japanese force lacked two

technologies that would play into the outcomes on the morning of June 4th, 1942. Japanese carriers were not fitted with operational radar and very few of the fighter aircraft carried radios. The screening destroyers and cruisers were tasked with spotting surface and air threats. When located, the ships would release a smoke screen and launch gun fire in the direction of the threat so that the water splashes would attract the attention of the nearest protective element; be it ship or aircraft.

Launch and Midway attack:

While darkness gave way to the first hint of daylight over the carrier fleet, bombers and their fighter escorts launched from the flagship Akagi and the other fleet carriers Kaga, Soryu and Hiryu. Deck crews cheered as each airplane wound up to full power and roared down the deck, exhaust stacks belching blue flames in a cacophony that would last more than 15 minutes. Some aircraft, in their highly loaded condition, disappeared below the flight deck level only to rise and join the ever growing circling strike force. Soon there would be 108 aircraft that would set course and climb to cruise altitude in the ever brightening skies toward the two Midway Island atolls.

En route, black specs could be seen ahead climbing for altitude through the scattered cloud layers. Soon, small stubby fighters could be

seen setting up for high side attacks on the flanks of the bomber formations. Zero fighters climbed to intercept. The Brewsters and Grummans that made it through the escorts got little more than single runs on the bombers before the remaining Zero fighters set upon them with catastrophic results. Uncoordinated attacks were made without mutual support and most of the American aircraft crashed into the sea. Those pilots that made it out of their aircraft were gunned down in their chutes or in the water. No mercy was expected and none was given.

By the time the force reached Midway, the Japanese aircraft had formed two attack units of Type 97 level bombers and Type 99 dive bombers. The weather had been continuously improving under full daylight as they reached their targets. First, the Type 97 "Kate" level bombers hit their targets from high altitude, sending 800kg high-explosive bombs raining down on the larger buildings and structures. Immediately afterward, the Type 99 "Val" dive bombers dropped down on the remaining targets amidst the smoke left by the first strike. The anti-aircraft fire had been fierce and effective with many airplanes receiving damage; eleven fatally. The sections reformed for their return flight within view of towering palls of black smoke rising from the western Sand Island. Yet, there were considerable amounts of infrastructure and gun emplacements that remained untouched in the attack.

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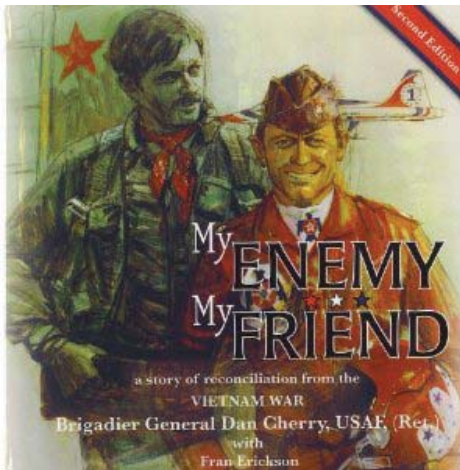


U.S. Navy Photo

Squadron News

MY ENEMY MY FRIEND ©

Thirty-nine years ago they met over the skies of Hanoi, one of them flying the F-4 Phantom, the other a MiG-21; after a harrowing four-minute aerial duel, the Phantom emerged the victor. In 2008 they met face to face in Ho Chi Minh City and became friends. On Saturday, 12 March, BG Dan Cherry (USAF-Ret) and Hong My, told their story at a packed Historic Flight Foundation. Hearing the details of such a dogfight was both an educational and historical experience. For those of you unable to attend and want to acquire Gen Cherry's book, it is available at Amazon.



RENO AIR RACES

There's still time to join with other CWB members in our reserved-seat boxes at the Races in September. If you want to be a part of the world's fastest motor sport, plus enjoy the camaraderie of like-minded aviation buffs, contact Fred at fred@fcsmyth.com. Seats in B-40 can be had for \$320 for the entire week, and this includes pit passes and reserved parking (one parking pass per pair of tickets). We're all staying at Circus Circus and those rates are extremely affordable, too. Make your plans now.

2011 DUES

C'mon – let's pay up. Have a look at the mailing label on this newsletter. If the date behind your name is 12/10, that means we haven't received your renewal yet. Send your \$20 to CWB, 1066 Yates Road, Oak Harbor, WA 98277 and help us to Keep 'Em Flying.

GET IN TOUCH

Have you lost touch with us? Are you getting email traffic from the squadron? Are the lines of communication open? If you're out of the loop, send your updated contact info to Fred at fred@fcsmyth.com.

ALUMINUM OVERCAST

The EAA B-17 "Aluminum Overcast" arrives at Boeing Field for our tour stop on May 25 and runs through Memorial Day, May 31. We are still in need of folks to make Seattle the year's most successful tour stop for the EAA B-17 program. We need people to help with marshalling, people to work on ramp control during flight operations and static display, people to care for the WWII veterans who are kind enough to come down and share their experiences with the public and people to staff the merchandise trailer. We will fly, weather permitting, between 9 a.m. and about 3 p.m. each day. After flight operations end each day we will have static display of the aircraft with ground tours. The static display periods are when the veterans are on site with the aircraft. Please look over your schedules and find some time to commit to this effort. It is of course not necessary to commit for an entire day. If you can help, please contact Doug Owens at dnowens1@clear.net. Oh, and one benefit of volunteering, for those who have not done this

before, is that when there are open seats for a flight, volunteers get to take a free ride on the B-17.

NEW MEMBERS

It's always a pleasure to welcome new folks into our ranks, even more so when we can take time to thank them for their service. When you see these new members wandering around, take the time to say "Hello" and make them feel an integral part of our group. Pay special attention to Elden and George.

Harry Ayubi	Snohomish, WA
Ralph Corbin III	La Mesa, CA
Jeremy Dwyer-Lindgren	Seattle, WA
Jeff Gustafson	Mukilteo, WA
Stan Kasprzyk	Kent, WA
George Kuchenbecker (B-24 Tail Gunner)	Seattle, WA
Elden Larson (B-17 Pilot)	Bellevue, WA
Rachel Twine	Langley, BC

PERSONNEL COMMITTEE

This year is an election year for the squadron. The Personnel Committee is the process of collecting names. If you, or someone you know is interested in participating in the operation of the squadron please send the information to Frank Almstead at editor@cascadewarbirds.org. The goal is to build a pool of candidates over the remainder of the year.

Squadron News

SCHOLARSHIP COMMITTEE

The mission of the Scholarship Committee is to act as a conduit between the youth of our area and the aviation community. As caretakers of aviation past and present, it is our responsibility to inspire and mentor youth to continue the rich aviation spirit that we love.

This year the squadron has awarded two scholarships to attend EAA's AirVenture Senior Camp. Tyler Bunday is a junior at Auburn Riverside High School and is looking forward to learning the basics of aircraft construction and flying. Jason McCroskey is a senior at Lake Stevens High School and plans to attend Big Bend Aviation College to earn his Commercial pilot license. We wish both these lads the best of luck.

The second part of our annual scholarship program is still open for applications. Area young adults (16 to 21 years of age) can apply for the Private Pilot Ground School award which includes two introductory flights in a Cessna 172. Applications can be found on our web site; the deadline is 30 April 2011. Pass the word.

AIRCRAFT OWNERSHIP COMMITTEE

To begin with, there is some confusion surrounding the ownership survey distributed to the members that needs to be cleared up. The survey was simply intended to determine if there was enough interest in aircraft ownership amongst squadron members to warrant further study of ownership options. As you know, it takes a lot of time and effort to develop ideas, and if nobody is interested, then why bother. In addition, it was meant to gather some background information on experience and potential levels of commitment of these people. The survey was not meant to imply that the squadron was purchasing an aircraft.

That being said, 29 surveys were returned with 23 of those expressing a positive interest in aircraft ownership. As such, the committee will take the time to develop a range of options to present to the Board of Directors. If members have input to provide beyond what they provided in the survey please email the Committee Co-Chairs, Chris Zimmer and Frank Almstead at editor@cascadewarbirds.org.

One option that has been developed, thanks to the work of Fred Smyth, is that the squadron has now partnered with the Whidbey Island Navy Flying Club (WINFC) at NAS Whidbey Island. CWB members can now join WINFC where the \$200 initiation fee has been reduced to a \$25 set-up fee. Rated pilots can check out in and fly the T-34B Mentor for the low, low rate of \$120 per hour WET! In addition, those who are not rated pilots can take full advantage of their excellent instruction. For further information, contact John Humphries at 360-679-4359. GO NAVY!



Five Kills - Five Bags

By Stan "Sundance" Kasprzyk

The morning dawned sunny and clear along the Italian coast just north of Naples on this late spring Friday morning. Our squadron of F-15s had deployed from Soesterberg Air Base in the Netherlands to Grazzanise Air Base, about 25 kilometers northwest of Naples, for air combat exercises with and against NATO and US Navy forces in the Mediterranean. Our 32nd Fighter Squadron had possessed Eagles for a little over a year, had melded a very competent group of pilots and had early integration with the mighty Eagle, AIM-7 and AIM-9L all-aspect missiles, and were feeling ready for a large scale exercise.

The first few days at Grazzanise had allowed us to get oriented to the local area, but today's mission was the first one that was to fully involve us with the NATO forces, as we were tasked to provide fighter escort for a large NATO attack force, with a goal to find and engage a US Navy carrier task force somewhere in the Med. I was flying as #4 in the F-15 four-ship, with Rebel as my flight lead (#3). Our mission plan included air refueling north of Sicily, low-level escort of Spangdahlem F-4s, including Wild Weasels that would search for the carrier, and engagement with ANY US Navy (threat) aircraft. Intel noted that the French carrier Foch had been rumored to be in the area, but the French were not strictly part of the exercise. Since this was the early 80's, we briefed that if any French aircraft wandered into the exercise area, they would be treated as - well - French (i.e. targets).

In addition to our F-15A single-seaters, we had also deployed with one F-15B 'family-model', two-seater, tail number 77-0158. Although none of us favored flying the family model, today we had the opportunity to give one of our airman of the quarter a flight in the Eagle as a reward, so I volunteered to take him up. Marty, one of our weapons loaders, had excelled over the past quarter and was looking forward to his chance to fly. A few of the other enlisted guys noted that Marty often discussed his past football days and mentioned that "those pilots flying the F-15 weren't so tough", but he seemed noticeably nervous as he attended the mission brief and as I walked him through suiting up and rear cockpit procedures. To calm his fears, I tried to get him as excited as I was about the mission details, and nonchalantly handed him two barf bags 'just in case' to stuff in his G-suit pockets. Marty appreciated them, and noted that he had a third already with him.

We strapped in and cranked with the four-ship, and as we taxied out I made sure Marty knew where the intercom 'Off' switch was located in the back seat, just in case he needed to quietly take care of business. I tried to calm him down, since he seemed to be already hyperventilating, even though we were just taxiing! It was definitely a preview of things to come!

On our first flights out of Grazzanise, Air Traffic Control had been very poor, delaying our takeoffs for no reason, and having problems handing off to other controlling agencies. We found that Air Traffic Control treated all aircraft above 41,000 under VFR flying rules, so we simply accelerated in trail on takeoff, and climbed vertically within the airfield traffic area to 41,000 feet! I had a blast pulling into the vertical and rejoining into tactical formation above 41,000 right over the airport, but this was simply too much for Marty, who 'tossed his cookies' right as I rolled into

tactical line abreast. Thankfully Marty found the intercom 'Off' switch as I was busy calling out radar traffic on our nose at 41K', as the flight checked west to avoid a Lear Jet right at our altitude. Marty turned his intercom back on as we cruised south toward Sicily, and said he actually felt better as he put 'Bag #1' in the map case and took in the glorious expanse of the Mediterranean and the boot of Italy spreading out ahead of us.

Our four Eagles cleared the airspace ahead, and made contact with our scheduled tanker for topping-off our fuel tanks before we joined up with the F-4 strike force. This particular KC-135's pumps were very slow, however, and as our scheduled rejoin time with the strike force neared, our first two-ship members headed for the rejoin, knowing that Rebel and I should be able to rejoin as they cut the corner near southern Italy on the planned ingress route. The scene was quite idyllic as the two-ship peeled away as I nosed under the tanker, with Mt. Etna spewing steam below us, and the air crystal clear and smooth. I mentioned to Marty how stable things were, as I hooked up with my smoothest contact ever, but in response all I heard was Marty's breathing getting faster and faster...and again the intercom went quiet. 'Bag #2' was put to good use, and Marty returned on the intercom just as I disconnected and dove away from the tanker with Rebel to rejoin the flight.

Our slight delay allowed me to get a good radar picture of the air situation ahead, as we quickly picked up the lead two-ship F-15 flight with their discrete squawk, and sorted a large group which I assumed to be our F-4 package. In minutes I was line abreast with Rebel, back in the four-ship, as we 'hailed butt' across southern Italy enroute to the fight, armed with 4 AIM-7s, 4 AIM-9s and our 20mm gun ready! Today's rules-of-engagement required a VID (Visual ID) before firing, and also two missiles per target for a kill.

Our long range radar picked up a few pockets of activity, but our first priority was to escort the F-4s as they attempted to find to carrier task force. The lead F-4 transmitted the coded phrase that keyed us into the knowledge that he believed the task force was found, and they were inbound to the target. About 50 miles out from a group of contacts, we penetrated southwest below a thin stratus deck, with the lead F-15 two-ship south of the strike package, and Rebel and me to the north, now at 5000 feet over the water and descending as the cloud deck sloped downward.

Approaching 25 miles from the lead targets, Rebel and I began a pincer on the northern group, continuing our descent as the clouds lowered to 3000 feet. As the air became more turbulent and our speed increased, Marty surprised me by doing well and calling out the strike package as we pushed ahead in front of them. Just as we neared VID range, our lead element called "Bandit-Bandit-F-14s" as I acquired and VID'd the northernmost Tomcat, firing two AIM-7s in quick succession for the first kill... as all hell broke loose!

Just as Rebel launched a missile on another F-14, the sea and sky exploded in boats of all types, cruisers, tankers, USAF F-4s popping under the low ceiling at the target carrier in the distance, helicopters, F-14s and Navy F-4s EVERYWHERE! As a Navy F-4 turned belly-up while trying to convert on Rebel,

I launched two AIM-9Ls for a second kill, then basically went defensive so I didn't hit anyone! The situation was rapidly deteriorating, and Rebel made three quick tactical calls "Sundance check northwest...burners NOW...pull NOW!" We had rapidly accelerated to 500 knots +, and as we pulled into the vertical the chaos disappeared, and in 5 seconds we were climbing at 70 degrees clear of the fight and clear of the clouds, in supporting tactical line abreast. I had almost forgotten about Marty in back, but screamed to him about the two kills as I rolled inverted as Rebel and I leveled at 25,000 feet. Marty weakly said "I'll be right back" as he fished out 'Bag#3', once again keeping the back cockpit clean.

I had picked up a number of contacts at 11,000 feet about 45 miles to our northeast, so Rebel and I checked there to investigate. Our low altitude engagements had burned a bit of fuel, but we were still in great shape to continue fighting. Marty came back on, saying that he wasn't feeling too good any longer, so I said I'd try to keep it as smooth as possible, unless, of course, we got engaged again.



Stan Kasprzyk Photo

Marty's big concern was, even though he was down to dry heaves now, he was out of bags! Not to worry, I told him, you still have both gloves, right? "Yes, Sir" Marty replied, "I'm good with Bag #4 and #5". Relax, I told Marty, I think the war is over for us today, as we continued northeast toward Naples...

But those contacts were getting closer, and Rebel and I again pincered the targets and descended, attempting to VID for a shot. My two earlier kills had reduced my AIM-7s and AIM-9s to two each, and I had my AIM-9Ls selected as primary, since the targets seemed to be changing aspect quite rapidly. "Rebel, Sundance is painting five, maybe six bogies, with many aspect changes". As I looked out for a VID, I was amazed to see seven French Super Etendard fighters in a giant wheel below 11,000'. "Bandit, Bandit, Fox 2 on the northeast Etendard", as I launched my last two AIM-9Ls for my third kill of the day, with Rebel repositioning as he was too close by the time we ID'd the Etendards. As we both repositioned outside the wheel for another shot, the French formation started dissipating, and I looked down to see the French carrier Foch offset to the northwest. Sweet, two carriers found in one day! I was able to get off two AIM-7s on an Etendard that had turned directly into me for Kill #4, as Rebel called a bugout at joker fuel. Marty had done great during the fight with the Etendards, but started moaning with his head down as we leveled off enroute for Grazzanise. 'Bag #4' (actually Glove #1) was

called into action to keep the back cockpit clean. "Hang on Marty, we're heading home, things will be quiet now..."

But just then, I found two contacts about 50 degrees to the right of course, and since we were still above Bingo fuel, Rebel decided to take a look. Neither of us had any missiles left, but I still had my gun, with 940 rounds of 20mm remaining! Rebel and I split the targets, and as I converted to the inside of the closest bandit, I saw the most beautiful sight of the day, a classic F-8 Crusader of the French Navy pulling up into a climbing right turn as he acquired me. I closed in for a beautiful tracking gun kill, #5 for the day! Marty was very impressed with the close-in gun kill, and didn't even get sick! I was able to capture forever this classic

fighter under my piper, in the header photo in this article.

Now I was out of ammo and fuel, and Rebel and I exited quickly back to a long descent into Grazzanise. I explained to Marty how proud I was that he had gutted things out, but he became strangely quiet as we approached Grazzanise at low level. "Marty, only one more turn and we'll be down" as I broke into the overhead pattern at 4Gs, put my gear down and

gently squeaked to a landing, hoping to avert any further backseat carnage. "Marty, we're home! How're you doing?" His only response was to hold up a filled glove in each hand - for 'Bag #5'!

As I shutdown and opened the canopy, a crowd of crew chiefs surrounded the airplane to check on Marty's status. He weakly gave a glove-less 'thumbs up' as the engines wound down, and as my crew chief scrambled up the ladder, Marty handed him the 5 bags, careful not to spill a drop anywhere on the airplane. It took three of us to haul Marty out of the rear cockpit, and he looked like a ghost as we rode in to the squadron debrief in the crew van. "Marty, you did well, good job! Oh, by the way, that was only my first flight of the day - would you like to join me on #2"? Marty's eyes suddenly opened wide, and he began stammering "No, No Sir, thanks, but I'd really like to have one of my teammates join you on the next flight".

The next day, Marty (now known as "Five Bags") stopped by my F-15 as I prepped for another sortie, saying "Lt Sundance, Sir, thanks again, and I just wanted you to know that I sure appreciate what you pilots do out there, but once is enough for me!"

"Don't worry, Marty, it grows on you, but thanks for everything you do down here to make everything work for us in the air. And remember, you were there! Five kills...and five bags... it doesn't happen every day"! 🍀

Bob Jones: A Life Aloft

By Peter Stekel

Bob Jones was born in 1935 in South Lyon, Michigan [on the Lower Peninsula, north of Ann Arbor], and was raised on a dairy farm. He always had his heart set on being a flyer from an early age - though the closest he ever had to a Plan B was to become a mortician instead. In college he lived and worked in a funeral home for three months, taking over the work of a friend leaving a job there. This was during and after WWII and dairy farming was incredibly labor intensive because there wasn't a lot of machinery. Farmers still used teams of horses to supplement tractor work - if they had tractors. In comparison to the work he'd done growing up, being a funeral director looked easy, though, "the hours were odd."

After eight years attending school at a one room country school house, and four years of high school, Bob enrolled at Michigan State University. He didn't have a major in mind - only the desire to fulfill the two-years of college required by the Air

Force to enroll as an aviation cadet. Bob's best subject was Air Force ROTC. His hopes of flying were dashed when the 20 year-old was turned down due to high blood pressure. Bob knew it was nothing more than a little white coat syndrome but the examiners wouldn't change their minds.

Shortly after that, the Navy showed up on campus with a helicopter and I asked them what they were doing. When the recruiter said they were signing up pilots, Bob said, "I'll be there"

After being accepted by the Navy in January, 1956, Bob went through four months of pre-flight training. At that time cadets had the choice of Naval aviation or flying for the Marines. Bob chose the Navy because he wanted to fly fighters. At that time, a large percentage of Marine cadets were going into helicopters. Also, "the Marines had a tendency to put some of the recent graduates into a jeep as a forward air controller."

Fleet Squadron training in those days left much to be desired. The Navy squadrons were commanded by pilots who had begun flying during WWII or Korea and there

were no standardized courses for checking out in a new aircraft. Training on a new aircraft was decided completely by each individual squadron commander. "Basically, we read the flight manual, took an open book test on the flight manual, sat in the airplane with the engine not running to get familiar with where all the switches were, and did a blindfold cockpit check. Once you passed that, you would crank it up and fly it." On top of all that, jets were still new, and as a result, the accident rate in those days was pretty horrific. Col. William T. Hewes, USMC, Ret., has written of that time, "It was a training system Charles Darwin would

have been proud of."

Completing his advanced flight training in 1957 in F9F-2 aircraft, Bob was assigned to VA [Attack Squadron] 146 based at NAS Miramar in San Diego. At age 22 he was deployed on the USS Ranger from 1958-1959, then the USS Oriskany in 1960, and the USS Lexington in 1961, flying the NAA FJ-4B fighter/



LTJG Jones in a VA-146 FJ-4B circa 1960 NAS Barbers Point, HI (R. Jones Photo)

attack airplane. "Our primary mission was nuclear weapons delivery," carrying both atomic and hydrogen tactical weapons from carriers based in the western Pacific Ocean either around Japan, near Okinawa, or the south China Sea around Hong Kong and the Phillipines. The weapon they carried, the Mk-28, had a yield of one megaton and was carried externally on the FJ-4B. The plane carried three drop tanks in addition to the weapon and was configured for in-flight refueling.

Of all the commanding officers Bob served under, the best had been a dive bomber pilot in WWII. But he was a real hard nose. Bob had been in the squadron for six months at the time this particular CO took over and had already had a couple of safety issues. Bob was made #4 in the CO's division and was told, "That's not because I like you or respect your flying ability. It's because I want to watch you." And if he failed, "It will give me great pleasure to rip those wings right off your chest." That was his method of being a CO and, "He was good." The soft-spoken fellows didn't cut it when, "What you were doing was real and there were real consequences for fouling up."

This CO had many lessons to teach and one that has stuck with Bob all these years occurred at the start of a six-month cruise with this CO. In the ready room the CO told the pilots he intended to bring all of them back alive. Being young at the time, and inexperienced, he thought, "Wait a minute. What's all this 'back alive' stuff?" And thinking about all the accidents that happened during those days, Bob said, "On the 1959 cruise, I think we were the only squadron who brought back every man alive."

With four years of carrier service under his belt, Bob was assigned as instrument flight instructor in VA 43 RAG [Replacement Air Group] at NAS Oceana in Virginia. He flew the F9F-8T as well as A-4 aircraft to remain carrier qualified, serving another three years.

In those days the Navy wouldn't let pilots fly off carriers if their vision was worse than 20-30 or if they had to wear glasses. "I became very nearsighted and my vision went to 20-50." Bob could have stayed in the navy and flown multi-engine aircraft but, "I decided that if I was going to fly multi-engine aircraft I would go with the airlines."

In 1964, Bob resigned his Regular USN Lieutenant's commission and began 31 years of flying with United Airlines, eventually retiring at the mandatory age of 60 as a 747 Captain. Among the many highlights of flying for United was participating in the fastest around-the-world flight, Friendship One. Jones was one of four pilots and two flight engineers chosen by Clay Lacy, a senior United captain, to fly the United Airlines 747SP during the record setting attempt.

They departed from the Museum of Flight in Seattle on January 29, 1988 and landed 36 hours and 54 minutes later, traveling at an average speed of 623 mph. One hundred people paid \$5000 each for the privilege of being passengers on the historic flight and all proceeds went to

charity. The passenger manifest included such luminaries as Neil Armstrong, Bob Hoover, General Lawrence Cragie, Bruce McCaw, Joe Clark, UAL CEO Eddie Carlson, and Moya Lear.

This was no normal FAR part 121 operation. Since it was so long, some rules had to be waived and they flew it under FAR part 91. There were four pilots, including Clay Lacy, and they would alternate flying, taking an hour nap here and there. The cockpit

door was never closed and, "Passengers could come in at any time and it was sort of a zoo at times." But it was fun. There were two refuelings, Athens and Taipei and, "We burned a horrendous amount of fuel because we flew the airplane as fast as it would fly. "The limiting mach for that aircraft is 0.92 mach and we flew it at 0.92 mach most of the way." The ground crews were fast too. Refueling at Taipei, Taiwan took 25 minutes from touch-down to take-off.

Since retirement, Bob has continued to fly. In 1979 he and his wife, Sylvia, purchased a SNJ-6 Texan and he flew it in the Reno Air Races between 1981-2000. The SNJ was sold in

2004 but Bob continues flying in a Cessna 206.

Through it all, Bob Jones hasn't lost his love of flying. "It was always a job I looked forward to doing." He feels fortunate in having worked for United Airlines. "Maintenance was outstanding and we always had good airplanes to fly. Good mechanics. And couldn't have asked for more with support and good equipment." So much has changed with the TSA and security that Bob looks back on his commercial aviation days as belonging to a "golden age."

A member of Cascade Warbirds since shortly after the squadron was formed, Bob makes his home in Federal Way with his wife, Sylvia. They were married in 1962 and have two children and four grandchildren. Their son is a MD11 Captain for FedEx and son-in-law is a B737 Captain for Alaska Airlines. ✪



Bob Jones in Seattle's Museum of Flight, 2011 (P. Stekel Photo)

Operation Midway: The Battle of Midway from the Japanese Navy Perspective (Pt. II)

By John H. Clark

Continued from Page 3

For a landing assault to be successful, there was much work to do to stifle the island's defenses. Few enemy aircraft were sighted on the ground meaning that Midway's aircraft had been launched with the effect of leaving US counterstrike capability completely intact. The first wave's attack on Midway had been completed by 6:45a. Another attack would be required in the view of the strike commander Lt. Tomonaga and he ordered a radio message transmission to request a follow-up strike to complete the island's destruction.

So it was that a reserve force was loaded with anti-ship weapons, in the form of armor piercing bombs and torpedoes, while the first strike made their way to Midway Island. Although held in reserve, the aviators were anything but. These pilots and crews were the most capable in the entire Japanese navy. Should the American fleet with their carriers make an appearance, response would be swift with an immediate launch in the direction reported by the scout. The best would be relied upon to make the most effective attacks possible to destroy the enemy carriers, if and when located.

The word that a follow up strike would be required combined with the returning strike force meant that further Japanese carrier doctrine afforded the captains of individual ships the ability to maneuver freely if attacked. This tactic had proved remarkably effective during the morning's early high-level bomber attacks by the US Army. This maneuvering was also highly effective at dispersing the ships out of their assigned positions within the fleet. It further prevented a strike force from being brought to deck if a mass launch was required. The risk of damage to the aircraft and more importantly, the crucial elevators, was too high. Their standard formation put each of the four carriers at four corners of a square with each side as much as 5 miles length.

US forces find the IJN fleet:

The Japanese fleet was not subject to just two attacks that most people recall in the popular retelling of the battle; those of the ill-fated VT-8 Devastator squadron and the multi-squadron Dauntless dive bombing attack. Rather, the Japanese fleet was under nearly constant attack for the three hours preceding the dive bombing attack finale. Prior to major action over the Japanese carrier force, two large flying boats (Consolidated PBY Catalinas) had flown within sight of the fleet and had been spotted amidst the cloud formations. Type 0 fighters set upon them and lost the aircraft in the clouds. There was little doubt that they had spotted the fleet when radio signals were intercepted from a close proximity. The relative quiet of the next hour would be the last that most of the carriers and their crews would experience.

At 0705, lookouts spotted two sets of attacking aircraft very low to the southeast. Six large blue and gray single engine aircraft were spotted off of the port bows of the Hiryu and Akagi while four large green twin-engine army bombers were seen off the starboard bows. Each formation quickly shot down a Type 0 fighter before other fighters bored in for the attack. The single engine aircraft (land based Grumman TBF-1 Avengers detached to VT-8) was a type not seen before but their mission profile

was unmistakable. Several reached their point of launch where a torpedo fell from their open bomb bays. Hiryu turned to and simply outran the slower American torpedoes. The cruiser Nagara also turned away from one torpedo launch in their direction. One by one, the torpedo bombers fell to the guns of the fighters.

The army bombers seemed to be making a suicidal low approach, head-on, toward the Akagi on the right front corner of the carrier formation. One bomber fell into the sea under the guns of the fighters, but not before the fighters depleted most if not all of their ammunition on the tough aircraft. Then cruising southeast, the Akagi carved a near figure-8 course to avoid torpedoes being dropped by the twin-engine bombers (USAAF Martin B-26A Marauders). Though avoiding the torpedoes, Akagi did not escape a strafing attack by one of the bombers.

Suddenly, the deck crew and gunners of the Akagi saw a twin-engine army bomber hurtle at them from the stern, flying only meters above the deck. It had missed the command island bridge by mere feet. The bomber was seen to strike the water in a series of large splashes and cascading parts. (This B-26, commanded by Lt. James P. Muri, actually returned to the base at Midway with more than 500 holes). It is likely that the shear volume of anti-aircraft fire impacting the sea behind the aircraft had given the appearance of a crash. The engaged fighters of the combat air patrol were now out of ammunition and would use the next half hour to land, re-arm, and launch once again.

Admiral Nagumo had just seen that the base at Midway was already on full alert and fully aware of his position. Acting on the radio communication from his strike commander Lt. Tomonaga, he ordered torpedoes and armor piercing bombs to be replaced with high explosive ordnance on the aircraft below decks. The base must be made incapable of launching further air operations. Down came the weapons as crews worked in the noisy and cramped hangar bays, some of which were two full levels below the flight deck. The air hung heavy with the smell of sweat, oil and fuel vapors.

As the first two American attacks wound down, a float-equipped scout plane, launched late from the cruiser Tone (pronounced Toh-ney), spotted the American fleet. This scout was out of position and essentially crossing into another scout's search area, yet somehow stumbled upon what was reported as ten enemy ships at a time of 0728. The presence of American ships was unexpected and somewhat unwelcomed despite being the very thing they had hoped to find; just not this soon.

Now acting on his scout plane's report, Admiral Nagumo had the re-arming efforts stopped even though well underway. Enemy ships posed a greater threat than Midway Island for the Japanese carrier force. The presence of American ships also afforded a greater opportunity. Bottom line, he now faced two enemy forces in different directions.

At 0755, lookouts spotted Douglas dive bombers (Marine SBD-2 Dauntlesses) at a medium low altitude and performing shallow dives: too shallow for an effective dive bombing attack. Smoke went up from the battleship Haruna and the now very small CAP force of just nine Type 0 fighters pounced. Six of the fifteen dive bombers plunged into the sea but not before back seat

gunners fatally hit a pilot in his Type 0 fighter. The Hiryu once again became the target of choice and maneuvered among several near misses.

Nearly simultaneously, the fourth air attack of the morning was developing from the opposite direction with an approach from the Northwest. This time the threat appeared from high above the fleet in the form of four-engine army bombers. The CAP patrol numbers would be boosted with Type 0 fighters being launched between attacks. Even Type 99 dive bombers without bombs were launched with the effect of nearly tripling the effective airborne defenses, the first third of which were still engaged with the Douglas dive bombers.

Type 0 fighters had a remarkable climb rate for the era. With proper warning they were able intercept the high level bombers from sea level to 20,000 feet in just over seven minutes. Within ten minutes of initial bomber sightings, the carriers Soryu, Hiryu and Akagi maneuvered under a rain of heavy bombs. Several Zero fighters attempted strained bomber attacks in the thin air. Now much lighter, the Boeing bombers enjoyed a surge in speed that greatly complicated proper interceptor

attacks. The bombers would continue to fly above the fleet for the next fifteen minutes.

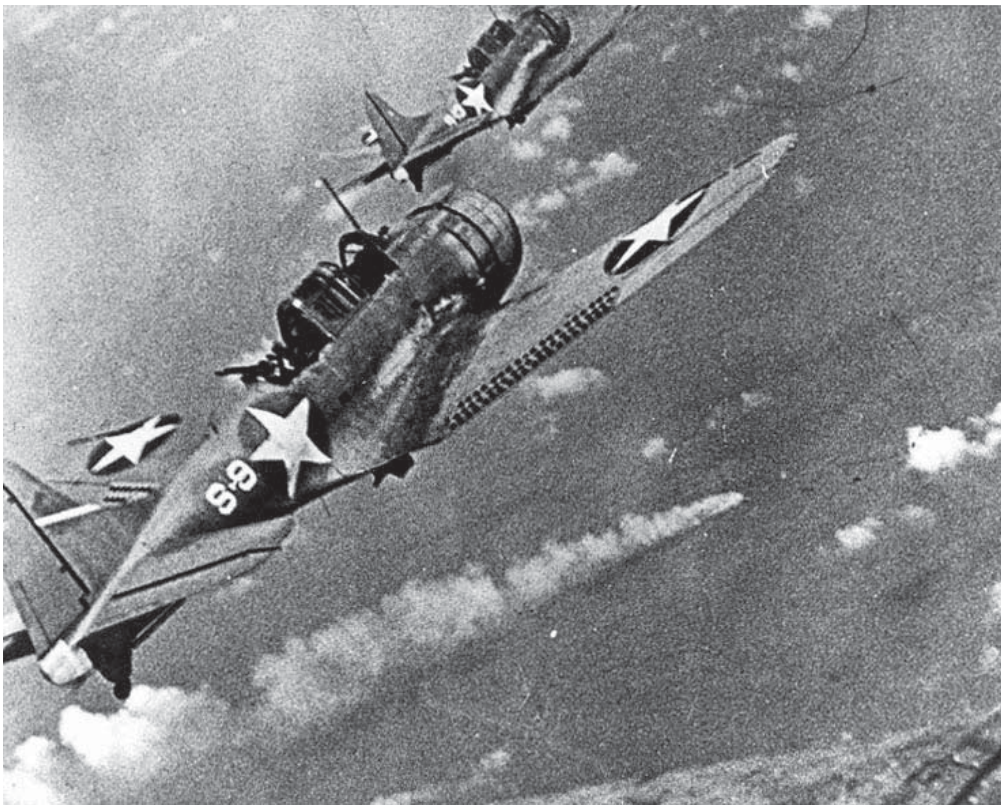
In the midst of all this action, Lt. Tomonaga's first Midway strike was returning to the fleet low on fuel. Landing the precious resources of aircraft and their crews would very soon become a priority. They needed their home carriers hold a steady course into the wind with ready decks free of aircraft. CAP launches and defensive maneuvering prevented the recovery of the first Midway strike.

Japanese fleet cohesion was crumbling by 0810 due to the extensive maneuvering. Just one minute later, Tone's scout plane reported the identity of the previously discovered surface contacts: five cruisers along with five destroyers. This enemy surface fleet was at least a half day's sailing away and for now not

a direct threat.

At 0820, new smoke screens and shells splashes appeared in the water. The fifth air attack commenced with another flight of dive bombers (Marine Vought SBU Vindicators) that approached from the Southeast. These aircraft concentrated on the Battleship Haruna, being the closest and largest target in sight at the southeast corner of the fleet. A ferocious hail of anti-aircraft fire greeted their approach while Type 0 fighters attacked, taking down more than half of the eleven aircraft. The bombs fell clear of the ship as if a corridor had been created for the Haruna to maneuver through. The dive bomber stragglers reversed course and flew in the direction of Midway.

Ironically, all of the morning's maneuvering actually brought the Japanese fleet within close proximity of an enemy submarine.



SBDs over the burning Japanese Cruiser Mikuma (U.S. Navy Photo)

Some of the splashes seen over the past several minutes were the result of depth charge attacks and shelling from the cruiser guns. In the very same minute, Tone's scout plane reported that what appeared to be a carrier was accompanying the enemy cruisers and destroyers. A momentary state of shock and deep contemplation set in with the Japanese carrier command.

The air attacks from Midway were winding down by the bottom of the eight o'clock

hour but multiple submarine sightings continued. One submarine launched a single torpedo at the battleship Kirishima, which had missed, but the action invited the attention of the cruiser Nagara and destroyer Arashi. Now on the offensive, Arashi forced the sub deep with depth charges and drove the contact well south of the fleet out of torpedo range.

Japanese commanders had concluded by now that surprise was lost and probably had been lost for many hours. With the presence of an American carrier force, there were many questions: Had they launched yet and if not, could a Japanese anti-shipping strike hit the enemy carrier before it launched? Could a carrier strike be launched before recovering the first Midway strike? Could all of the Midway strike aircraft be recovered before fuel ran out? ❖



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Cascade Warbirds Quick Look Calendar

April

- 16 Heritage Flt Museum
Open House at BLI
- 23-24 West Coast TRARON
Castle AFB

May

- 21 Heritage Flt Museum
Open House at BLI
- 21* Paine Field GA Day
- 23-31 EAA B-17 at Museum
of Flight
- 28* Cascade Warbird Day
at Museum of Flight

June

- 4* Heritage Flt Museum
Fly-In/Dinner/Dance
- 4-5 Manitoba Airshow
- 4-5 Southern Oregon Air
Festival at Medford
- 10-12 Golden West Fly-In
- 17-19* Olympic Airshow
Olympia, WA
- 18 Heritage Flt Museum
Open House at BLI
- 25 Richland

July

- 4 Tacoma Freedom Fair
and Airshow
- 4 L-Bird Fly-In at
WAAAM, Hood River
- 6-10 Arlington Fly-In
- 10-14 PSAAC Air Tour
- 15-16 Felts Field Fly-In
- 16-17 Thunder over MI
- 16 Heritage Flt Museum
Open House at BLI
- 21 Dawson Creek
- 23-24 Concrete
- 23-24 Baker City Fly-In
- 28-31 NAS Whidbey Island
100th Aniv. NAVAIR
- 25-31 Oshkosh 2011

* Denotes Max Effort Event
See Website for Detailed List

Check Six



GEAR PROBLEM

AS THE BOMBER SKIDDED DOWN THE RUNWAY, THE
CONTROL TOWER ASKED IF THEY NEEDED ANY ASSISTANCE
FROM THE PLANE CAME A LACONIC SOUTHERN VOICE:
DUNNO - WE AIN'T DONE CRASHIN' YET

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