

WARBIRD FLYER



★★★EAA Warbirds Squadron 2 Newsletter★★★



CO's Cockpit

By Ron Morrell

Welcome to 2014. Later this year the Cascade Warbird Squadron will turn 21 years old. We will finally be legal to consume adult beverages! We should all find the time to thank those senior members of the squadron who had the forethought and vision to start the adventure. My thanks especially to our first Commanding Officer, Crashley Williams, for all the experience and wisdom he continues to bring the squadron. I am pretty sure his friendship with the Wright brothers helped Crash learn what was needed about aviation and the leadership qualities to keep a group of warbird enthusiasts pointed into the wind. I would also like to thank the entire membership for the outstanding 2013 we just finished up. The record breaking attendance at the Christmas party was the icing on the cake. I believe that the health of an organization like ours is dependent on dynamic growth and new ideas. This is why we will be introducing a few new members to our Board of Directors this month and we should always be looking for new members to help keep us growing with fresh ideas and new participants in all of our activities. I'd like to thank the Nominating Committee for their work over the past few months finding us the volunteers we need to fill out our Board of Directors with such quality and engaged members. The squadron is also starting out 2014 with some new members of another sort. These new members are of the mechanical sort and in the form of warbirds. Sometimes we have to be reminded that our squadron membership is made up of both bodies and airplanes! I look forward to seeing the new owners and their airplanes at the gatherings this coming year.

I would like to encourage all of our "caretakers of

valuable military history" to research the histories and backgrounds of those warbirds and let all of us in the squadron know about how, where and when your piece of history served. I am sure our "award winning" newsletter editor can find room to print some of these histories and share them with all of our members. It would also be a good idea to share your airplane's "hero picture" with the rest of the squadron thru our newsletter. I have recently contacted the U.S. Air Force archive personnel at Maxwell AFB and asked them to provide me with any information they could dig up about my aircraft. I am still waiting but am hopeful they will come through with some information about the service history of the airplane.

The planning for 2014 has already begun and your

Board of Directors will be working on keeping all the members informed about he planned events as well as last minutes invites or activities We are hoping to keep pace with last year but it will be a challenge! During the next few months we should be sending out information about the Fairchild Airshow, General Aviation Day at Paine Field and the possibility of a CWB "Spring gathering" much like we had last year.



Our new Operations Officer will not be given any slack and will get to learn by doing. We all know Bob can handle the challenge. If any of you find out about local gatherings or activities that would be of interest to our membership feel free to send the details along to Bob Hill and he can keep all of our members informed. We are also always looking for those of you who want to be the squadron's point of contact for those activities and help coordinate.

Thanks again for a great 2013 and lets "Keep em Flying". 🌟

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★★★ Cascade Warbirds ★★★
EAA Squadron 2 Newsletter

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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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More Lessons from the Field

By Fred Smyth

Bush flying in Alaska is one of those jobs that is really more an adventure than it is a task. The grandeur of the state, the wide variety of flora and fauna, and the lack of crowded civilization all give rise to an other-worldly experience. But that doesn't mean that the aviators are necessarily any smarter or any less prone to the pratfalls by their brethren in the southern climes.

Two of the many species of bears found in Alaska are prevalent in Southeast. They are the black bear (*Ursus americanus*), which is the smallest bear on the North American continent, and the brown bear (*Ursus arctos horribilis*) which can grow to 1,500 pounds when dining on salmon. The black bear is nearly always dark black in color, but the brown bear can achieve a deep cinnamon color that, when wet, looks nearly black.

My company had a number of ex-military OH-23 Raven (Hiller 12E) helicopters in its fleet. The gear was either fixed skid or vulcanized rubber tubes. These tubes, nearly 30" in diameter and eight feet long, were each segmented into five cells and filled with air. They easily supported the helicopter when landing on muskeg, tundra, or water, and a simple

hand-operated air pump kept them properly inflated.

Even flying helicopters in Alaska can become boring at some point in the day, so bush pilots, being one of a kind, had to invent their own sources of amusement. One of the more humorous was to spot a black bear swimming across a river or an inlet, hover up over its head, and using the float, push its head underwater. Of course, there was



no intent to actually harm the bear, just have a little fun at its expense. On the day in question, the pilot in question spotted just such a swimming bear, hovered over its head, and commenced to dunk said bear. Unfortunately for the pilot (and the owner of the helicopter), the black bear was really a brown bear, and the brown bear wasn't swimming

because it was walking across the shallow bottom. It was annoyed, to say the least, and it reared up on its hind legs and with one mighty swipe of its paw nearly clawed the helicopter from the sky. The pilot managed to escape with the helicopter, but it was much the worse for wear - the front two of the cells on the port float were ripped open and that made for a very slow flight home. Of course, the pilot was relieved of his duties with that company and has not been heard from since. The bear survived. ✪

Ops Tempo

By Dave Desmon

HAPPY NEW YEAR!!

Welcome to the 21st year of Cascade Warbirds Fun & Activities!!

We're looking forward to a great year – As you read this, we will have elected new Officers, and a New Board of Directors. Even though the Elections are over for another 2 years, if you have ideas, inspiration and drive, and would like to help decide how the NEXT 20 Years of CWB History plays out, Contact any one of your Board Members, and let us know! There is always room for more good ideas and helping hands at the table!

We have a couple of new Airplane Owners in the ranks – something that gives me great pride. I have always thought that one of the missions of Cascade Warbirds is to help aspiring Warbird Owners safely and efficiently realize their goals of owning and flying Warbirds. Welcome to the Flight Line, John Clark and Vic & Kirstan Norris!! I'm looking forward to flying with you guys!!

Our illustrious CO has also moved up to an American Built (NORTH American, to be exact!!) Warbird – a T-28A Trojan. That means there are a few “Gently Used” Warbirds available for sale by various Squadron Members – so if you want to join Kirstan, Vic and John on the flight line – as they say – “Inquire within!” There is a CJ-6, L-19, O-2, SNJ, T-6, Stearmans, and PT-23 all looking for good new homes that I know of, most from current Squadron Members.

We are expecting that Cascade Warbirds will be participating in the Fairchild AFB Airshow in Spokane May 31-June 1, and Olympia is returning to their

Father's Day date in June. John Sessions is planning a 72nd Anniversary recognition of the Doolittle Raid at HFF with our local Raider, LCol Ed Saylor, and Jimmy Doolittle's Granddaughter, Jonna – April 18-19. And the Puyallup Aviation Expo is coming up Feb. 22-23.

I am starting to plan for Squadron Housing at Oshkosh – so if you want to go to Oshkosh (and you ALL SHOULD want to go!! It's Awesome!) let me know, so I can get an idea of how big of a place we need to rent for the week. Might be a good idea to start rounding up who wants to fly back with who, too....

Last of all – We've been inactive for a while now – so when hauling that bird out for the 1st flight in “x” weeks (or months...) BE CAREFUL! Take your time, review the POH, don't push it. “Don't do nuthin' dumb!”

That's about it for now, I hope to see you all at the coming meetings, in the pattern – and Reno 2014, and Oshkosh....

'til then – Keep 'em Flyin'!! ☆



Squadron News

SCHOLARSHIP PROGRAM

The Squadron is renewing its scholarship program for yet another year. We have \$6,000 set aside for worthy area youth in a combination of two plans: One is sending two 16-to-18-year-olds to EAA's Advanced Air Academy. The second is the very popular Private Pilot Ground School with Introductory Flights. A minimum of six of these slots will be awarded. We thank EAA in Oshkosh, Avian Flight Center at the Bremerton National Airport, and Galvin Flying at King County International for partnering with us in these programs. Area youth are encouraged to apply early; the deadline this year is 15 February. The application can be found on our web page at www.cascadewarbirds.org.

NEW BOD

By the time you read this, the squadron's Annual Meeting may well have come and gone, and with it we say "Goodbye" and "Many Thanks" to departing board members Greg Anders, Tony Caruso, Michael Kopp, Warren Nadeau, and Ed Rombauer. The squadron appreciates the time and energy you expended in moving us forward. And, with no foreshadowing of doom, we welcome with open arms our newest members: Kerry Edwards, Curt Kinchen, and Mike Weisner. New members buy the first round!

OPTIONAL DUES

It's that time of year again when your FO (some say financial ogre) hits you up for renewal of your membership. As always, though, paying your dues is entirely optional in this organization. The other side of the coin, so to speak, is that if you don't pay, you don't get

to play. Still only \$20, we'd like the checks sent to CWB, 1066 Yates Road, Oak Harbor, WA 98277. Many of you, 80 to be exact, have already renewed for next year and for that we thank you. So, check the mailing label that brought you this newsletter and if the date trailing your name is DEC 2013, send your check in now. Thanks.

RENO AIR RACES

Don't forget about the Races in September. The Squadron has two reserved-seat boxes right on show-centerline and there is still room for a few more members and their guests. The price of admission this year is \$380 for the front-row A-41 Box (guess I shouldn't have mentioned that; it's sold out) and \$360 for the second-row B-40 Box. The price gets you five days of reserved seats in the box, seven days of pit passes, and five days reserved parking (one parking pass per two box seat tickets). More info by querying fred@fcsmyth.com.

BRAND NEW YEAR

As we welcome in the New Year and look forward to our next flying season, it is appropriate that we say "Hello" to several new members. Be sure to make them feel a part of our group. And if you can snag them into helping out with our programs, so much the better.

Jeff Bowen	Mukilteo, WA
Dave Murdock	Mukilteo, WA
Eric Olsen	Enumclaw, WA
Ray Gable	Pasco, WA
Darius Zakrzewski	Duvall, WA

RECRUITING

Our organization is only as good as the individuals who take the time to make us relevant. Thus, we can never have

too many people who are wishing to learn of the heritage we honor. When you are out and about your local community or even stuck in a far-away airport or elevator, keep an eye open around you to see just who might make a worthy addition to our group. And don't forget the warm feeling you'll experience if you decide to sponsor their first year's membership. We're just saying . . .

IT WAS QUITE THE PARTY!

Even blistering cold weather couldn't keep the revelers at bay. The annual Christmas dinner banquet was another huge hit at the Medallion Hotel in Arlington. Over 70 members and guests turned out to reminisce about the recent successful flying season even as they renewed myriad friendships. We welcomed international attendees as well as members from as far away as Oregon. The pre-meal libations flowed with their usual abandon, but this, we are certain, was more for the antifreeze component than any medicinal value (though we did have professional medical personnel on hand just in case). Dinner was the usual fine fare of Mediterranean Flat Iron Steak and Chicken piccata and the dessert was to die for. Rumor had it that no one went hungry.

The after-dinner festivities were as entertaining as ever. After the frivolities toned down a bit, we got to the serious business of recognizing those folks who have had such a huge impact on the success of our organization. Crash Williams presented his Search for Excellence Award to Dave Desmon. Dave's long-term commitment to the squadron is well known and this award was justly deserved. Then our CO Ron presented the Volunteer of the Year

Award. In a break from tradition due to exceptional circumstances this year, the Awards Committee decided to honor both Warren and Shirl Nadeau as well as Kerry and Mary Lee Edwards for their teamwork in making the B-17 Tour Stop such a resounding success.

Following several minutes of drawing tickets for door prizes, the highlight of which was Jinnie Cook ending up with a bottle of Tempranillo wine, Ron finished with the big-ticket drawing: two rides on EAA's B-17 Aluminum Overcast when it visits Seattle next year. This year's winners were Anne Coatney Morrell and Erica Gschwender. (A note to new members: come Spring, we'll be looking for many volunteers to help with the tour stop. These volunteers are the ones who get the free rides on the B-17. Are you interested?)

One would have thought that would have closed out the evening, but one would have made that mistake only if one wasn't aware that the lounge down the hallway was still open. The new day was welcomed there by some two dozen stalwarts. Mark your calendars - next year's banquet is scheduled for 13 December which, fortunately, falls on a Saturday.



John Clark captures the Christmas dinner in photos



Are You Ready for the Unexpected?

By Victor Norris

AM I SAFE is an acronym that is used by many pilots to determine if they are physically and mentally fit to fly. But it is also a question pilots should ask themselves to see if they are ready to fly with all the knowledge and experience needed. If the engine dies, am I ready to follow the emergency checklist without looking at it? How do I extend the gear if the extension system fails? What speed do I need to shoot for if I can't extend the flaps for landing? How many of us really take the time to practice emergency procedures like these?

My wife and I just recently purchased an IAR-823. On the ferry flight home the Ferry Pilot and I ran into a bit of bad weather (read: IFR conditions). The Pilot calmly began a slight climbing 180 turn back to VFR conditions and had me check the navigation instruments to ensure we were not passing the 180 mark. His calm demeanor

instilled a lot of confidence in me. He knew what had to be done and did it without thinking. I do NOT recommend finding a cloud and trying this yourself, but what harm would it do to practice Standard Rate turns to a fixed degree so that you have the knowledge and muscle memory to get yourself out of a bad scenario such as this?

After getting home from that flight, I started working on a checklist for the airplane. As I went through the emergency procedures, I found the emergency gear extension instructions. In order to extend the gear manually, I learned, I will need to crank a small handle, right next to my left thigh, one hundred and twenty times. Once we got the plane home, an instructor of mine and I started looking the plane over. He asks me about the manual gear extension procedures, so I told him about the crank and what would need to be done. We then looked

at the crank and found that we had NO IDEA how to unlock the crank for use. As I learn to fly this aircraft I will defiantly learn how to release the crank and what it will take to lower the gear manually. I think I may even try this at a safe altitude with my instructor in the plane, so that if I ever need to do it in an emergency I will know how.

“Extending the flaps on this plane makes it lose altitude quick.” The Ferry Pilot clamed as we come in for a great landing at PWT. If my electrical system goes out, and I crank the gear down, how do I land the plane without flaps? What speed do I

need to get to? What angle of decent? What RPM should I be at? What should my manifold pressure be? Where do I flare? I do NOT want to be trying to figure this entire set of variables out on final, all alone in the cockpit. During training we all practiced these things several times. But how many of us practice them



regularly? I found myself thinking, during my first BFR, that I had not practiced No-Flap landings since just before my check ride two years earlier. At that time I promised myself I would practice them. Have I kept that promise? In truth, only because I was learning how to fly a taildragger for a while have I kept the promise.

Practicing emergency procedures may not be the most entertaining or the most comfortable thing for us to do, but being prepared is needed. When I got my Private Pilot Certificate a friend of mine told me: “Congratulations, you now have a license to learn”! One of the biggest things I have learned is “Practice makes Permanent”, so go out and make emergency procedures a permanent part of your flying. ✪



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

**Cascade Warbirds
Quick Look Calendar**

January

11 Squadron Meeting at
Musuem of Flight

February

8 Squadron Meeting at
Musuem of Flight

15 Heritage Flt Museum
Soft Opening@BVS

20-23 National Warbird
Operators Conference

22-23 Northwest Aviation
Conference

March

28Feb-1 Northwest Council of
Airshows

8 Squadron Meeting at
Musuem of Flight

* Denotes Max Effort Event
See Website for Detailed List

Check Six



Dave Desmon receives the Search for Excellence award (John Clark Photo)