

# WARBIRD FLYER



★★★EAA Warbirds Squadron 2 Newsletter★★★



## CO's Cockpit

By Ron Morrell

Are you thinking about the spring and summer flying, yet?! I hope everyone is starting to look forward to our outdoor squadron activities. As usual, this time of year, we must start getting our mental attitude ready to go as well as thinking about the physical attributes to flying our aircraft. It's the time of year to start evaluating our flying skills as well as the condition of our aircraft. If you and your favorite traveling machine have spent too much time in your parking spot on terra firma, you may need some warm-up before getting too excited. Just like stretching before working out, it takes some chair flying and mental stretching before we defy gravity and "chase the shouting winds along..."

While we are tuning up for the summer flying, please take into account the invitations and celebrations that our group is planning to take part in. We start off on May 21st with the Paine Field General Aviation Day.

The plan is to have a CWB gathering in my hangar the night before to burn some burgers and to do some flying with the hands. I hope everyone has heard about the formation clinic that is being planned by our Operations Officer for the first weekend in June. Smokey will be sure to keep everyone informed and get the details out as they are finalized. Our squadron has been officially invited to the Olympia Airshow on Fathers' Day and look forward to getting everyone's RSVP so we can let them know how are numbers are going to look. The Arlington Airshow planning committee has extended the same offer to our group as last year, we will be given a stipend to help cover the hotel costs of the attending pilots and their GIBs. Like last year, you will need to make your reservations with the Medallion as soon as possible and you will be reimbursed by the squadron after the conclusion of the show. Be sure to mention that you are with the Cascade Warbirds and you



Ron Morrell Photo

can plan to be receiving a check from our illustrious CFO for your Friday night and Saturday night stays. A new venue this year is the Open House and Thunderbird visit at JBLM. We are officially invited and they are going to need numbers and fuel/oil requirements for any of you that can commit to attend. You will all get specific requests for sign-ups and details from me as we move along through the season. All of these events are now listed on our CascadeWarbird.org website calendar of events and the earlier you can send me a commitment, the better for our planning with the event coordinators.

As we had announced earlier, the Squadron leadership spent a day locked in a room together to talk about the direction and purposes of our organization. I have to say, we came up with some very good ideas and some ways to meet our organizations goals. I am hopeful that you will all see the results as well as being asked to help us create the thrust and create wing over the wings. One of the big decisions was the attempt we will be making to connect some of our aircraft with kids through the Civil Air Patrol. We are looking for you to team up with a CAP flight near you and your airplane and give them the opportunity to learn about you, your airplane and the history and people involved in that history. Please find out about your local cadets and offer them some camaraderie and maybe even the chance to get up close with your airplane. We can call it the "Adopt a CWB pilot and airplane" outreach program. A second program involves getting more of us involved in the local veterans and military groups. We should all be looking to join the local VFW's, FOE's and even active military groups that surround our communities through-out the Pacific Northwest. Make sure they know that our goal is to show off our military history and *KEEP 'EM FLYING!* 🛩

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

## Squadron Commander Emeritus

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### Newsletter Editor

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### Newsletter Publisher

Ed Rombauer

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!

#### Business Office:

1066 Yates Road  
Oak Harbor, WA 98277

#### Cascade Warbirds Homepage:

[www.cascadewarbirds.org](http://www.cascadewarbirds.org)

#### Editorial E-Mail:

[editor@cascadewarbirds.org](mailto:editor@cascadewarbirds.org)

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## Media Review

By Frank Almstead



### Bombing Europe: The Illustrated Exploits of the Fifteenth Air Force

Author: Kevin A. Mahoney

Hardcover: 240 pages

Zenith Press; Ill edition (August 20, 2015)

ISBN-10: 0760348154

Zenith Press has delivered yet another stunning book with *Bombing Europe*. I continue to be impressed with their selection of topics, and the quality of their product. The book itself is printed on sturdy, glossy stock that allows the stunning photography to jump off the page.

As author Kevin Mahoney notes in the preface, this is not a book on the history of the Fifteenth Air Force. It is a book on the combat experiences of these aircrews, both in the air, and on the ground. The stories in the book are based on contemporary reports of the time, mainly Missing Air Crew Reports and statements of crew members. As such, the stories will have you on the edge of your seat. They are riveting tales of survival and too often, sacrifice that reaffirms for you the fact that they are the greatest generation.

The book is arranged in 15 Chapters that cover Dogfights and Strafing for the fighters, and several chapters for that cover the possible outcomes for bombers. Some of the chapters are; Bombers against the Luftwaffe, Flak, In the drink, Behind Russian lines, Safe at base, Operational difficulties, Evaders and Guests of Neutrals, Slovakian rescue and Prisoners of war.

For me, this book was quite moving. The combination of the vivid descriptions, pulled directly from the aircrew reports, combined with the absolutely stunning photography from the period, puts you right into the middle of the action. I've talked with a number of vets and typically they play their experience and contribution to the war efforts down. But when you get a chance to read their stories, masterfully formatted and presented by Mahoney, it isn't hard to fathom why they don't want to discuss it. These are stories that you can't make up, incredible tales, and they are tough as nails to have made it through. ✪



# ZENITH PRESS

# Ops Tempo

By John "Smokey" Johnson

**S**PRING IS HERE! Time to get all the maintenance done, dust off the winter cobwebs, and start flying again to build on your proficiency to get ready for a great summer!

First I am very sad to learn that member John McKibbin from Pearson Field (KVUO) Vancouver, WA and his passenger were killed in March in an accident while flying his T6. He was helping the lady disburse her USAF veteran husbands ashes on the Columbia River near Astoria, OR. Our thoughts and prayers go out to their families and friends.

The days are getting longer, and warmer so if you have been too busy working indoors, at night, or somewhere not to notice, Spring is here. We have slipped an hour to embrace daylight savings time so we have a little extra daylight to get busy and start flying again. Time to get the annuals and conditional inspections completed, install any upgrades to your airframe or avionics, get the required sign offs by your A&P and IA and get out there and get current.

Once you have completed your required 3&3 and are legal think about taking one of our non pilot groundcrew, marshalls, or friend along by posting your flights on CWB facebook page. We really need to renew our effort to share the experience with as many people as possible. it's good for morale, and builds enthusiasm within our organization.

We have a busy season ahead starting in May with GA Day at Paine Field on May 21, 2016: In June we are going to sponsor our first FAST Formation Clinic which is being hosted by John Sessions and HFF at their hangar June 3-5, 2016. Check the CWB website and click on "Formation Clinic" link to get registration form. Fill out the form, write a check for \$100.00 for administration fee and mail in as soon as possible so we know how many are planning to attend, their flying

status, and type of aircraft. This will be an opportunity for new formation students to come to a formal class, get some dual instruction from a qualified lead or check pilot and hopefully take an evaluation ride to earn your wingman card which allows you to fly in formation in FAA waived airspace during airshows. It is also an opportunity for currently rated formation pilots to gather and practice 2 and 4 ship maneuvers and generally have a great time doing some of the most fun, demanding, and challenging flying.

We have arranged with HFF to get their discount at the Hilton Garden Inn Hotel just down the street from the HFF facility. If you are planning to attend as a new formation pilot please go to the FAST website and download the formation training manuals available there. Read them and try to learn all the hand signals,

formations, terminology. There is also a link on the registration form to view a Youtube presentation put together by NATA which is one of the FAST signatories.

We are going to try and schedule a Saturday in May where we can meet at an airport and do walk throughs from start up to shutdown on the ramp to practice. It is very useful and informative and helps assimilate the required knowledge before climbing in your airplane and spending lots of money. As soon as we set the date we will publish on CWB website, facebook site and send emails to everyone signed up for the clinic.

There are many more events and activities scheduled so please check the CWB website events and stay informed. If you have any questions please feel free to contact me by email and I will get back to you with the answer or direct your question to someone who has the answer.

Looking forward to a great Summer or flying activities and seeing everyone out and doing what we do best. Fly Safe! ✪



John McKibbin and his T-6 (Kerry Edwards Photo)

# Squadron News

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## MEET OUR SCHOLARS

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We had a fine group of applicants for our 2016 scholarship program and thought you might like a brief introduction. Jordan, Joseph, and Jonathan were introduced to the membership at our March meeting and each reported how pleased they were to have received their scholarship and to be starting out on their career in aviation.

JORDAN VILLALUZ is a senior at Insight Schools in Tacoma and has been in the CAP for five years. He's volunteered a couple years at the Arlington Fly-in, attended the CAP's flight academy and has aspirations of a career in the aeronautical industry.

JONATHAN FRANTZ is home schooled and is in the Running Start program at Pierce College in Puyallup, where he expects to graduate in June 2017. His goals include becoming an A&P mechanic and working for Alaska Airlines. He's now in the Teen Flight Program helping to build an RV-12.

JOSEPH GEISENDORFER is a sophomore at Seattle Preparatory School and is in his first year as a volunteer with CAP, Boeing Field Squadron. He's spent many years around aviation because his mother was a dispatcher at the Hillsboro Airport. He sees himself as a fighter pilot and will apply to the Air Force Academy when the time comes.

GABRIEL BACERDO is a junior at Issaquah High School and is involved with the Museum of Flight's MAP program. He also has volunteered at the Air Park which is soon to become the Air Pavilion. He says he plans a career in military aviation after he completes college.

We welcome these young adults into the world of aviation and wish them the very best in their endeavors. In cooperation with our partner Galvin Flight Training at Boeing Field, these scholars will receive their Private Pilot Ground School tuition, all books and supplies necessary for that course, and two instructional flights. We expect them to visit us again this fall to tell us how much they enjoyed their experiences.

## LIFEBLOOD OF ANY ORGANIZATION

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We are pleased to welcome the following new members into our organization:

Vernon Bonfield	Olympia, WA
Clint Cawley	Buckley, WA
Owns Ryan PT-22 and two PT-13	
Robert Clark	Braintree, MA
Father of our webmeister John Clark	
James Hall	Spanaway, WA
Paul Hammerstad	Mukilteo, WA
Bob Hancock	Port Orchard, WA
Jeff Kimball	Vaughn, WA
Owns an L-16A	
Chrysty Laske	Renton, WA
Ramona Olsen	Enumclaw, WA
Spouse of member Eric S Olsen	
Bruce Parker	Boise, ID
Logan Shepard	Kent, WA
owns an L-3G	
Jay Towne	Port Townsend, WA
Ty Warnberg	Connell, WA
Ken Wilkerson	Mount Vernon, WA
Dave Williams	Fox Island, WA
Owns a BT-13	

We even welcome back some folks who were previously onboard:

Ray Carveth	Lynnwood, WA
President of AWO Fly-In BoD	
Rick Davis	Everett, WA
Don Keating	Bellevue, WA
Owns a Douglas TA-4 Skyhawk	

## PAY THE PIPER

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It's time to renew your membership. It would be easier on your FO if you would glance at the expiration date of the envelope this newsletter arrived in. If the date behind your name is DEC 2015, please send US\$20 to CWB, 1066 Yates Road, Oak Harbor, WA 98277. If you don't wish to renew, just send Fred an email at fred@fcsmyth.com and he'll quit bothering you. By the way, if you think an error has been made, by all means get in touch with Fred and get it straightened out.

## SAVE THE DATE

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We're starting early this year, so there'll be no excuses of conflicting schedules. The Christmas Dinner Party and Awards Banquet will be Saturday, 10 December. And we'll be back in Smokey Point at the Medallion Hotel. Jot this on your calendar so you can be sure to join us. We'll have preferential rates at the hotel in order that you can "take the elevator home" and avoid the high cost of being irresponsible. Details will be transmitted during the final weeks leading up to the event.

## LEFT TURNS ONLY

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The Reno Championship Air Races are 14 – 18 September at Reno-Stead. We have reserved box seats available in B-40; just \$370 each plus postage. If you want to attend, get in touch with Fred at fred@fcsmyth.com. The price includes pit passes for seven days (Mon – Sun), reserved box seats for five days (Wed – Sun; they're not required for Mon – Tue), and reserved parking up front by the main gate (one parking spot per pair of box seat tickets). You also can share in the communal ice chests delivered by Reno staff members.

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## MONTHLY PROGRAMS

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We enjoyed a really good season of veterans' stories this winter. In January we were introduced to WWII Marine Corps combat pilot Ray Swalley. He took a different approach to his war stories, telling us of the many times he very nearly killed himself when he strayed too near the edge of the aviation envelope. It all started with his pregnant mother (pregnant with him) nearly falling out of an open-cockpit barnstormer during a loop and only got better from there.

In February, we heard from Fred Smyth, Vietnam LOH pilot, and the son of an AAC pilot and a WASP. He finally told of his last mission, the one where he was shot down and earned the DFC.

But maybe the best of the lot was getting to meet Christina Olds in March. She's the daughter of triple-ace BG Robin Olds and she led us through Olds' life and times, from his birth in Hawaii as the son of MG Robert Olds all the way through his missions in both WWII and Vietnam. He so loved the men of his Vietnam squadron and his role as a fighter pilot that he fudged his combat mission count and ended with 152 total. Christina ended by autographing copies of her book of his life. You can acquire your own copy on Amazon.



John Clark captured Christina Olds sharing her father's story with the squadron in March (above). On the right, he framed up a few of the impressive 2016 Scholarship recipients.

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## JANUARY ELECTION

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Every two years we reformat the squadron leadership. Our Nominating Committee canvasses the membership, seeking volunteers who have the enthusiasm to help maintain the progress Cascade Warbirds always seems to achieve. And this year you elected four new members to your board of directors.

**KENT JOHNSON** – Navion owner, Navy veteran where he flew the F-11, F-8, F-4, A-4, and Continental Airlines pilot for 35 years. Kent's been a member for some seven years.

**BRAD ENGBRECHT** – Brad is a CJ-6A owner and our token Canuck. He flies for Cathay Pacific to and from Asia and has also been a member over ten years.

**JOHN "SMOKEY" JOHNSON** – Owns an SNJ (plus three other aircraft) and donates a ride each year at the Aviation Expo in Puyallup, chosen from new CWB members. He's a FedEx captain stationed in Hong Kong with plans to retire later this year. He's been a member for over ten years. He is seated as your new Operations Officer, in charge of all our flying events.

**KENT MEHRER** – Kent comes to us with too much Stearman time to contemplate; his late father "Skeets" Mehrer was a great restorer of that fabled trainer. Kent is a USAF veteran and has been a squadron member for thirteen years.

Your other board members returning to duty are CO Ron Morrell, XO Dave Desmon, Pete Jackson, Kerry Edwards, John Clark, Paul Youman, and Fred C Smyth. If you have any issue or suggestion you would like to bring to their attention, their contact info is on our web page [www.cascade-warbirds.org](http://www.cascade-warbirds.org).



# Do Something

By Ed Rombauer

It was a warm and sunny Florida afternoon, the perfect day to begin to learn how to fly the Navy's basic trainer, a rather student-worn SNJ-3. I had spent the previous week trying to memorize all of the standard operating procedures as well as the emergency procedures. This was required before even getting close to an airplane, which made it difficult as there was no way to co-ordinate what I had memorized with the movements required to manipulate the various controls.

As I sat there demonstrating my ability to almost fly straight and level with an occasional gentle turn, it happened—a simulated engine failure! At the beginning stages of flight

training, the mind and the body tend to be separated from one another, the mind starts to sort through its catalog of check lists to form a series of actions as the body waits for further instruction.

Sitting in that front cockpit while recalling the immediate action items on the engine failure procedure, I was frozen with the inactivity that results from inexperience.

In a heartbeat there was a loud “clunk” on the top of my helmet as the instructor whacked my head with his removable control stick. Over the intercom he yelled at me, “Do something, even if it's wrong! I'm here to teach you the right way to do things.”

Springing into immediate action would come with further training and practice. Doing something became the foundation upon which all aircraft critical actions were based. However while doing something is always required, the immediacy of the action may be subject to a wide range of times varying from right now to sometime before the aircraft is shut down at the conclusion of a

flight. For example, there is a big difference between an engine fire and a whistling door seal in how quickly you respond, however in each case a decision must be made. As the pilot gains experience he or she learns to separate the immediate action items from the items that can wait. This is what happens when there are multiple problems and doing something has to be prioritized. In aircraft, when the use of electric devices became prolific, this was referred to as load shedding.

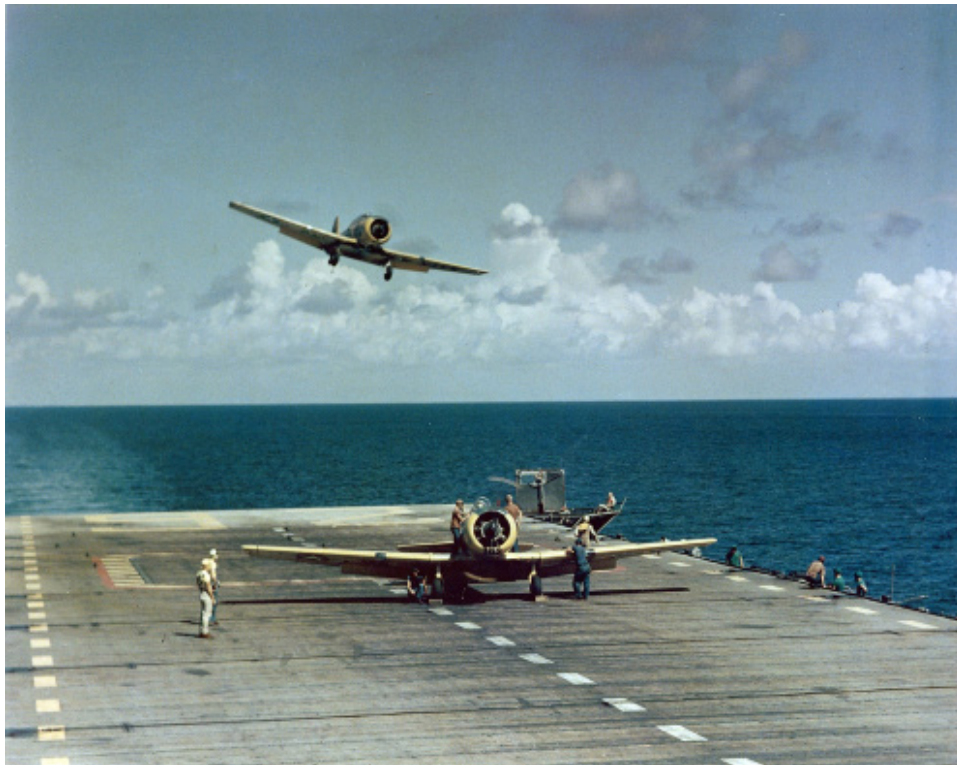
Sometimes the decision to do something is really a decision to do nothing. If this sounds confusing, I can recall the following incident in which doing nothing

made for a better outcome than a “by the book” doing something.

It was to be a normal, if not boring, trans-Pacific flight from Seattle to Hong Kong. Due to the winds and a heavy load, there would be a fuel stop in Okinawa. We had been flying for a few hours into the afternoon sun when it was time for the highlight of the day—our dinner of salt, fat, and sugar in varying amounts.

I heard the door open and close behind me as our meals were delivered and the flight attendant say that she was really busy in the back but would return shortly with our coffee. After about 10 minutes there was a knock on the door as she quickly handed the coffee in through the partly opened door. As she was leaving she stuck her head through the partial opening and said, “Oh, I forgot to tell you that shortly after take-off one of the passengers noticed a hole in the right wing.” With that she was gone.

The three of us were left looking at each other as we tried to decipher the meaning of this piece of information. Since we were in the middle of our



A U.S. Navy North American SNJ, readies for a landing aboard the light aircraft carrier USS Monterey (CVL-26) in 1953. (U.S. Navy Photo)

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dinner and the aircraft was performing normally, and considering the knowledge level of most passengers, we concluded that the hole in the wing was probably a normal vent fitting and was of no consequence. The Second Officer said that he would check it out later when he went to the back on his break.

I had almost forgotten about the hole when the Second Officer returned after being gone for just a short time. He verified that there was indeed a large opening in the top of the wing over the right wing engine pylon. “How big?” I asked. “I’m not sure, the light made it hard to tell,” was his reply. And then he punted, “I think you need to look at it.”

Looking through the window at the top of the wing I could see that there was a large panel of about two feet by four feet missing from over the top of the number three engine pylon. The good news was that there was no fluid or parts coming out of the hole. It was now time to “do something.” Since we couldn’t crawl out on the wing and nail on a sheet of plywood over the hole, we were left with deciding what to do when we reached Okinawa. Over the next few hours as we discussed the problem, it was evident that our choices were limited to two. We could report the problem to the company and ground the aircraft. This would mean that all of our passengers would be impounded, as a large number of them were Chinese and did not have the proper visas to visit Okinawa. Until the company could arrange alternate transport this would mean being stranded for a day or two at the airport. Not my idea of a fun time. The other option was to say nothing and rely on the darkness, trusting that no one would be checking the top of the wing, allowing us to fly out with no one the wiser.

As the flight continued on towards the refueling stop, our conversation centered on option two, as the first option was quite determinate. The problem with not reporting this missing part of the wing was that we had no idea as to how it would affect the aerodynamics of the aircraft at landing and takeoff configurations. This would put us in the position of being test pilots. Also, if we said nothing and there was a problem on take-off for any reason, we would have no excuse. This was looking more like a Hobson’s choice.

My training and experience had taught me that we must do something, however in this case both doing something and doing nothing would result in equally distasteful outcomes. There had to be a third choice that allowed us to do something to correct our problem while

doing nothing to delay our departure.

As in all things that fly, time eventually compels a decision. In our case the third choice was combining the do something with the do nothing choices. We would wait until the servicing agent met us at the gate and then casually ask him if he could have a mechanic check the top of the wing. There would be no log entry and no call to the company. At the gate the agent assured me that all would be taken care of but that no one could leave the aircraft.

Since I had to file a flight plan to our destination, I was allowed to get off the aircraft to go to the operations building. My escort was a submachine gun toting security guard with instructions to get me over to operations and back quickly. Climbing down the stairs on the left side of the airplane, I passed under the nose and in front of the right wing. The fuel truck was already filling the tanks as I walked by the right engine and looked up. There, sitting cross-legged on top of the wing was an Okinawan mechanic using a copy of the Tokyo Times to make a template for the missing metal panel.

In thirty five minutes we had been fueled and the missing panel replaced with a sheet of aluminum, screws replaced and the seams covered with tape. The agent smiled as he handed us the fuel sheet and informed us that “Everything O.K.” There was no mention of the repair – I could tell they really wanted us out of there. We continued our flight to Hong Kong where we arrived (minus the speed tape) with no further problems.

In Hong Kong, a few weeks later, I asked the dispatch representative about the outcome of our “off the books” repair. “Oh,” he said, “You did just the right thing. The missing piece was a special titanium panel that had to be made at the factory. It took a week before they could send it out to us. You would have been in Okinawa for a long time.”

I smiled as I remembered that crack over the head and the instructor telling me to “do something.” I hoped that in all those intervening years I had learned to do it right.

Fly Safe 🍀

**Anne Coatney, DO** | 3101 111th ST SW  
 Physician | Unit T/U  
 FAA AME | Everett, WA 98204  
 P: (425) 267-0299  
 F: (425) 513-1446

anne.coatney@ushworks.com  
 www.ushealthworks.com

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**Cascade Warbirds  
 Quick Look Calendar**

*April*

- 5-10 Sun'n Fun Fly-In
- 16 Heritage Flt Museum  
Open House at BVS
- 29-1 Planes of Fame

*May*

- 21 Heritage Flt Museum  
Open House at BVS
- 21\* Paine Field GA Day

*June*

- 11 4th Annual Biplane  
Weekend @ PAE
- 10-11 Warbirds over the West  
Salem, OR
- 18 FHC Famous Fighters  
Fathers Day
- 18 Heritage Flt Museum  
Open House at BVS
- 18-19 Hollister Airshow, CA
- 18-19\* Olympic Airshow  
Olympia, WA
- 25-26 Utah Air Show

*July*

- 3-4 Tacoma Freedom Fair  
and Airshow
- 7-9\* Arlington Fly-In
- 16 FHC Battle of Britan
- 16 Heritage Flt Museum  
Open House at BLI
- 30 FHC Skyfair @ PAE
- 29-31 Tri-City Water Follies
- 25-31 Oshkosh 2016

\* Denotes Max Effort Event  
 See Website for Detailed List

**Check Six**



A great turnout for the Squadron meeting in March. (John Clark Photo)