

WARBIRD FLYER



★★★EAA Warbirds Squadron 2 Newsletter★★★



CO's Cockpit

By Ron Morrell

The busy summer flying season has finally slowed down to the quieter, but not inactive, fall season. I want to thank all of you that kept our operation running through the chaos and herding days of this year's hectic schedule. We have had a year of challenges, successes and new developments that may affect our flying activities in the future. Just to bring everyone up to speed about some of our activities this year, I will attempt to capture a few moments that were significant. Our squadron has a habit of showing up when others shy away, and we proved that again this year. The Paine Field General Aviation Day was nearly rained out but, thanks a great degree to our squadron, it was a success. Our pilots and ground personnel stood in the rain and remained flexible in order to be ready to launch as soon as the weather broke. We started the rally and lead the rest of the flyers into the mist to make the event a success. A short month later we had squadron aircraft appear out of the barely VFR rain and make the most of the arrival weather into Olympia. The weekend started wet and fairly miserable, but we stood by and, again, made sure the show would go on. The EAA B-17 visit was full of the usual roadblocks and naysayers that told us how we couldn't accomplish our goals but, thanks to our B-17 team and the help from Clay Lacey and his team, we exceeded all expectations and nearly broke records for the visit. Congratulations to all involved! We rounded out the season with great support for Arlington, JBLM, Hood River and the National Championship Air Races. The accolades and thanks for all involved are well deserved but the summer also came with a few glitches



The CWB unveiled its newly painted tug at JBLM. Mrs. CO tries it out! (Ron Morrell photo)

that need to be addressed by our leadership and members. Just as a little background for those that have not attended airshow briefings or our squadron flight briefings; when we fly at an airshow verses a fly-in that includes no aerobatic acts, we always fly under a set of rules designed for that airshow. This set of rules is designated the "Waiver" and is in writing and briefed to all of the participants by the airboss. This waiver is designed by the airshow planners and submitted to the FAA for approval and becomes the "rules of the road" for all of the participants of that particular event. It is the responsibility of each performer to understand the rules and to abide by them. The performers at each airshow are required to show the credentials that prove that they are qualified to perform the maneuvers as well as to sign that they have read and understand the waiver. We ran into a problem this year at the Arlington airshow that underscores the need to understand these rules. It is the responsibility of each of us to know the rules and not rely on the airboss or our flight lead to cover every contingency, although our briefings are designed to attempt this, the Arlington incident proves that we need to be more diligent. Just like traffic rules in your car, ignorance is not a defense! Just to put things in perspective, in my 11 years as a member of the Cascade Warbird Squadron and having flown in a vast majority of the events that we have attended since 2005, this was the first time that I can recall, our squadron has ever been told that one of our members has violated any waiver rules or that any of us have done any unsafe maneuver during an event. The situation at Arlington was immediately dealt with and debriefed thoroughly with no apparent repercussions. Unfortunately, I had to use the

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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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CO's Cockpit (Continued)

word "apparent" on purpose. Those of us that attended the JBLM airshow at the end of August found ourselves restricted to higher standards than the waiver stated. The local FAA Inspector, who happens to be the same inspector that was in charge at the Arlington Airshow, made the decision to restrict our squadron fly-bys to a higher altitude than was stated in the waiver. I will not describe the entire situation due to the many opinions and perspectives as well as a pending complaint with the FAA. As a synopsis, our squadron has been put in a position that requires us to defend ourselves in a way that could affect our way of life as a group that displays and performs with our aircraft at airshows and could also affect other groups like ours. As of this writing, I have had discussions with no fewer than four FAA supervisors as well as receiving support in writing from the president of the

International Council of Airshows. I am confident that we were unfairly restricted and am prepared to answer questions and make my opinion known when I attend the ICAS Convention in December. Not to make this more dramatic than it is, but, our main goal at airshows, to do a flying demonstration of our warbirds, could be at risk if we let the situation stand with no resolution. I have been assured that we will receive a written report on the investigation of the situation and that it will be done in a timely fashion. In the meantime, I have started updating our informal training goals and procedures as well as putting together a more formal briefing guide for our airshow activities and will keep the squadron informed of any updates I receive. We will stay diligent and do our best to Keep 'em Flying! ✪

Squadron News

OSHKOSH 2017

The Squadron House is already filling up for OSH, July 24 – 30, 2017. While the rate has not yet been finalized, I expect it to be in neighborhood of \$550 for the entire week. Including Air Conditioning, Hot Showers, Kitchen Privileges, and a nearby Neighborhood Bar!! Not to mention the Camaraderie of your Squadron-mates!

If you are interested – Email Dave Desmon – EVEN IF YOU ALREADY TOLD ME. DaveDesmon@Yahoo.com. Last year we had several folks try to get in at the last minute, after the house was full, and it was too late to arrange for more housing. Don't get left out! It looks like CWB will have several planes going back in 2017.

AWO FLY IN WINNERS

CWB award winners at the 2016 Arlington Fly-in: Mike Hanten (Workmanship), Kent Johnson with his Navion (Grand Champion Warbird), Kirstan Norris (Judge's Choice), Steve Hewitt (Champion Warbird)



AWO Winners 2016 (John Clark Photo)

Squadron News

FALL SPEAKERS

We have a treat for you come the meeting in October. Joining us as our principal speaker is ADM. WILLIAM E. "BILL" NEWMAN. On Friday the 13th (August 1965) near Hanoi, anti-aircraft fire blew the nose off his A-4. He nursed the airplane to the Gulf of Tonkin where he deplaned (☺) and was soon plucked from the ocean. He later went on to command the Blue Angels in '78 and '79. For the rest of the story, join us on the 8th and hear it from his lips.

In November, another treat. On the 12th we'll get to hear from MERRILL WIEN about his years as an Alaskan bush pilot, his military career, Wien Airlines, and much, much more. With hours in more than 80 different types of aircraft, everything he says is of interest. Such as – he was a B-29 Check Pilot. How many of those have you heard of? He'll have copies of his autobiography Born to Fly for purchase. And if you already bought a copy elsewhere, bring it and he'll autograph it.

CONTACT CONNECTIONS

If you're reading this bit, then you know about our quarterly newsletters. They're an automatic part of your membership. And those of you who keep your email addresses up to date are well aware of the blitzes we put out when we want you to know something. There are two additional ways to keep in touch. We have a lot of useful information on our web site www.cascadewarbirds.org, to include our calendar of events. And we also have a decent presence on Face Book. It's a Secret Group, so just send an email and we'll get

you included. Thus, you'll have no excuse for not knowing what's going on.

SCHOLARSHIP PROGRAM

We're just weeks away from the beginning of our 2017 Scholarship year. If you know any young folk who would like to start their aviation careers, encourage them to visit our web site and download the application. With our partner Galvin Flight Training at Boeing Field in Seattle, each scholar receives the Private Pilot ground school class, all necessary books and supplies for that class, and two instructional flights. We value each award at approximately \$1,125 and this year we'll be making eight (8) awards.

SAVE THE DATE

Our Annual Dinner Party and Awards Banquet is only 70 days away. We'll all meet on Saturday, December 10, at the Medallion Hotel in the Smokey Point area of Arlington. More details will follow as the event gets closer, but it is important to note that this event, complete with tomfoolery and buffoonery, is also where we present our Volunteer of the Year, the Oak Tree, Award, to a well-deserving volunteer. Plan to join us; it's always been a great party.

NEW CALENDAR BENEFITS SCHOLARSHIP PROGRAM

Member Karyn F King, owner of PhotosHappen.com, has produced a 2017 calendar of warbirds. What's special about this project is that the net proceeds go directly to the squadron's scholarship program. The subject airplanes belong to CWB members and most of the shots are A2A (I know, I

had to ask, too: air-to-air). They'll be available at our meetings in Oct, Nov, Jan, and Feb, plus at our dinner party in December. The price is only \$20 including tax. They are also available via mail for only \$22.00; send your check (payable to PhotosHappen.com) to CWB, 1066 Yates Rd, Oak Harbor, WA 98277. These will make a wonderful gift for the New Year plus buy only five (5) calendars and get one FREE! Don't miss this deal; supplies are truly limited.

MORE MEMBERS

We welcome **KEVIN CLARK** of Kirkland, WA. He joins us with both a T-34A Mentor and a T-34C-1 TurboMentor, maybe the only one in private hands.

We also say hello to **TERRY BEEZHOLD** of Lake Stevens, WA. His addition to our fleet is a Yak 18T.

Another CJ-6 owner is **LARRY PINE**. He hails from Granite Falls, WA.

Finally, we welcome the **SHARPE** family whose son **HUNTER** is a huge aviation nut and a B-17 volunteer through his Boy Scout troop.

AIRCRAFT FOR SALE

Two members have aircraft for sale. One may be right for you.

ADRIAN COOPER is selling his 1988 CJ-6A. Contact Coop directly at cooperairracing@gmail.com.

JOHN GEYMAN has on offer a 1951 DHC-1 Chipmunk. You can reach John at jgeyman@uw.edu.

Photos and specs for these aircraft can be found on the squadron web page.

2016 Reno Air Race Report

By Dave Desmon

Once again, a great time was had by all! Well, nearly all!

About 3 dozen Cascade Warbirds members again converged on Reno, Nv. For the 53rd Annual Reno National Championship Air Races. Our up front boxes on the Stihl Start/Finish line were filled, as were our coolers. The weather was perfect, Sunny and hot.

Although the field of Unlimited Race Planes was slim this year, the other classes filled out the race tickets nicely, and Oh, Yeah – there were these Navy guys in matching Blue Jets flying around.... That's right – the return of the Blue Angels to Reno was loud, and greatly appreciated. A U-2 made several passes as it posed for 100's of pictures on Thursday, and 2 of the last F-4 Phantom IIs in USAF Service (Man-flyable QF-4s from Holloman AFB) arrived for the weekend with much Smoke &

Thunder and Lt.Col "Elvis" King at the stick of Phantom #1. "Elvis" is the CO of the QF-4 detachment, and wanted to take the Rhinos on a Farewell Tour, before they are finally completely retired and gone at the end of December. BTW, you can see the Lead QF-4 and "Elvis" as "Sully" Sullenberger in the movie "Sully", now in theaters. Too bad they didn't bring patches!!

I'll spare you the suspense.... Young Steven Hinton is your Unlimited Gold Race Champion for the 7th time in his 29 years, flying Race V – Voodoo. Steven showed the Reno fans what a 490 MPH lap looked like, before "Slowing down" to "Only" 460 MPH, and still pulling away from 2nd place Race Rookie James Consalvi in "CzechMate". Guess who was 3rd? Old Reliable, Dreadnought, this year with Brian

Sanders at the helm. In fact, for only the 2nd time ever, one race team, the Sanders Family, had THREE Airplanes in the Sunday Unlimited Gold Final – Dread, Argonaut, and 924. "Sawbones" joined the Gold lineup to make FOUR Sea Furies in the Gold Final, all 4 with different engines.

Jet Gold was taken by Rick Vandam in the L-39 "American Spirit" at only 7 MPH above Voodoo's fast lap – despite having R2-D2 along as Navigator. Unfortunately,

last year's popular Jet Gold Champ, #24 DH Vampire was totaled in an off-runway landing following a race mayday, but pilot Pete Zaccagnino walked away. A "Good" Landing!

The Sport Gold winner was Jeff LaVelle from Paine Field with his Very fast Gla-sair III, "Race 39". Pundits have pointed out, that at 383 MPH (and a Qualifying speed of 403), Jeff would have taken 5th place in the Unlimited Gold. If he could stay out of the wake behind those 4 Sea Furies!!

The T-6 class provided the closest races of the week, with Chris Rushing in #14 "Baron's Revenge" just BARELY getting by perennial favorite Nick Macy in "Six Cat" for the Gold - right at the checkered flag – Final speeds 231.193 MPH to 231.104! 0.178 seconds apart! This year saw the return of Favorite T-6 Race #9 – Formerly "Lickity Split" to Reno, racing in the silver class – although re-christened "Gotcha". We all know her real name!!

The Bi-Plane and Formula I classes ran some of their faster heats a bit later in the morning than usual in an effort to get more of the Night Owls of Reno out to see them.

It worked! I actually saw several Bi-Plane and F I heats this year – for probably the 2nd time ever!! The Racehorse starts they run from a standstill on the runway are exciting – but more on that in a minute!!



Your Bi-Plane Champ is Jeff Rose, in the #23 Mong Sport “Reno Rabbit” at 217.9 MPH, who was promptly involved in a rear-end collision as he was landing. There is a reason we land “Hot – Cold” or “Left – Right” after our demonstrations!!

The Formula I Gold Champ was Lowell Slatter in #31, “Fraed Naught” at 256.7 MPH. Two of Lowell’s fastest competitors, Steve Senegal in “Endeavor” and Thom Richard in “Hot Stuff” did not make the takeoff, when they collided on the runway.

The F Is start in 3 rows of 3, similar to the start of the Indy 500. When the green flag is dropped, they all go off at once – like I said “Exciting”! Thom had a badly running engine, and shut down and raised his canopy to signal his ground abort, which should have put a hold on the start until he was pulled clear of the runway.

Somehow, the signal did not make it to the flagman, who started the race anyway, with Thom immobile in the middle row of the pack. The racer behind Thom, Steve Senegal, could not see the diminutive “Hot Stuff” on the runway nearly directly ahead of him, and accelerated for takeoff. Endeavor’s prop cut 3 slices in Hot Stuff’s right wing, his right gear took a few feet off Hot Stuff’s right wing, and Endeavor’s left wing skimmed Thom’s head, and hit his right hand, while shattering the canopy Thom was holding open. Hot Stuff’s right wing proved too much for Endeavor’s left main landing gear, and sheared it off, sending endeavor slowly arcing to a stop down runway 8. Darn good thing Endeavor wasn’t 4 feet to the left.... Both racers had onboard cameras for an upcoming NBC Sports network special, and both have posted their videos to You Tube. Look for “Reno Runway Collision”, and you’ll find them, along with one from Reno Rabbit – Scary!! To both of their credit, nearly the 1st words out of both of their mouths were to enquire about the well-being of the other.



In fact, this year was very hard on Airplanes, with no fewer than 9 involved in collisions, in-flight fires, and a litany of blown engines and other “Maydays”, some ending in a nice deadstick to a clean runway, some ending up in the sagebrush – BUT through the skill of the aviators and a bit of luck, the worst injury of the year appears to have been Thom Richard’s possibly broken hand. Blue Angel #7 even got in on the act with a blown tire on landing, that blocked Runway 8, and put an end to racing on Wednesday.

Other highlights included – Tossing cold bottles of beer to the Blue Angels as they rode by box A-41 on the Fire Truck – (Yes, Really! And #2 made an AWESOME 1 handed catch – with a huge grin on his face! No word on the fate of the sole Beer amongst the 6 Navy Pilots!) (And she who tossed it shall remain nameless!) (But I’ll bet you can guess!!)

15 Cascade Warbirds gathered for what is becoming an annual tradition – Shooting Machine Guns at an indoor range Friday evening. Many dollars were converted to Noise and Smoke using the SAW, RPD, Thompson, Sten, suppressed Uzi, Sterling, and the crowd favorite in the

noise, flash, and recoil department – a shorted full-auto to AK-47. MAN, that thing was LOUD!! Remember the Carnival game where you try to shoot out the little red star with the BB Machine Gun? And there is ALWAYS a LITTLE bit of that darn red star left?? Well, Navy and Navion Pal Bruce Herrington and I decided to try that game

with REAL Thompsons!! It’s harder than it looks!! I must report that “Machine-Gun Henry” acquitted himself quite nicely with the suppressed Uzi! There is already talk of arranging an Outdoor shoot next year, so that we can sample their .50 cal Barrett and M-2 “Ma-Deuce”, and a WWII German MG-42, among other belt-fed fun..... Go-Karts were raced, collisions happened, walls were hit. Over and over!! FUN was had!! Be sure to get your Box Seat tickets for the 54th Reno Air Races – Sept. 13 – 17, 2017! 🌟

2016 Aluminum Overcast Visit Review

By Dan Shoemaker

Dickens's "A Tale of Two Cities" begins, "It was the best of times, it was the worst of times." That could also describe this year's EAA B-17 "Aluminum Overcast" visit, as well, though, in the end, it was much more "best" than "worst." We faced numerous challenges in both the planning and execution of the tour stop, but with a little perseverance, a little ingenuity, and a lot of hard work and grit, we were able to pull off a highly successful event.

First off, I'd like to thank everyone who volunteered in any capacity. We had people performing a wide range of duties: coordinating with the Museum of Flight, EAA, Boeing Field, and Clay Lacy staffs; publicizing the event and handled the press; manning the merchandise trailer; gathering, hosting, and escorting our WWII B-17 veterans; driving the shuttle vans; taking photos; working security and conducting ground tours of the aircraft; marshalling the aircraft into and out of the ramp area and serving as ground support crew; and a whole host of other activities that kept things running smoothly. We honestly couldn't have done it without all of you volunteers.

This year, we were fortunate enough to have "Aluminum Overcast" arrive on 6 June, allowing us to put on a special press event featuring 13 WWII B-17 veterans. It was truly a remarkable day, and we were able to get all of the reporters and photographers on flights with several of the vets. Special thanks go to Brandon Edwards to reaching out to the veterans, getting them all to the Museum of Flight, and setting up the meet and greet in the museum's second-floor conference room. The veterans were wonderful, and it was great seeing them open up and tell their stories of their experiences in the B-17 during the war. It was a memorable day for everyone, and the newspaper stories and TV segment on "Evening Magazine" gave us great publicity for the upcoming B-17 visit the following weekend.

And now, some numbers. We were more than a little

shocked (pleasantly so) by the response to the flight experiences offered by the EAA aboard "Aluminum Overcast." We filled 215 seats, 207 of which were commission seats. In fact, the demand was so high that we had to cancel Saturday's and Sunday's ground tours, and open up an additional flight on Monday morning. The commissions from the flights, Friday's ground tours, and merchandise sales netted us \$7,108.80 for our scholarship program.

The visit wasn't without its issues. While we did run into some administrative snags that prevented us from operating the flight experiences from the Museum of Flight, we were fortunate to have Clay Lacy Aviation step up and allow us to use their parking ramp for flight operations. This required us to shuttle the passengers from the EAA sales trailer in the Museum of Flight's parking lot to the Clay Lacy ramp. It made things a bit cumbersome, but thanks to the people who volunteered their vans and time to serve as drivers, we were able to pull it off. Unfortunately, the stellar publicity generated by the media event and the advertising brought out a lot of people interested in ground tours of the aircraft, but the packed flight schedule and the fact that the aircraft was starting and ending each flight across the runway prevented them from getting even a close look at the bomber. Still, it was felt the demand for flight experiences was just too good an opportunity to pass up, and so the ground tours for Saturday and Sunday were cancelled.

We're not sure how next year's visit will shake out. The difficulties we faced operating out of Boeing Field may require a change of venue, but the interest and business generated this year certainly make the Puget Sound area a viable stop for next year's tour.

Thanks once again for all who volunteered their time, skills, sweat, and money to making this year's "Aluminum Overcast" tour stop such a success. We're looking forward to next year's event, and hope to see you there. 🌟



Aluminum Overcast arrives (Dan Shoemaker photo)



Veterans meet and greet (Dan Shoemaker photo)

Dreams

By Ed Rombauer

The first part of the year, the Cascade Warbirds Squadron (yes, the one that you've come to love and support) will announce the winners of this year's Squadron scholarship awards. These awards allow the recipient the opportunity to attend ground school, take the F.A.A. written private pilots exam, and receive one or two flight lessons. The awards, while small in the context of the total cost of getting a pilot's license, are designed to steer the young applicant towards a future in the world of aviation. As the world is headed for a severe shortage of pilots, maintenance technicians, and aero-space engineers, this squadron has rightly decided to help "sell" the idea of a career in aviation to some of our young students that are interested in this field.

The question is, is just being "interested" enough to keep you flying for the rest of your life? After all, without some passion any job can be just another job, and in the world of aviation that can be dangerous. As one can now fly commercially to age sixty five and non-commercially until you can no longer move the controls, it's best to have more than just a little interest in flying as you age through the years—otherwise it becomes easy to not grow in both, learning new skills and techniques as well as revisiting older training.

In human relationships and flying, what starts as the bonfire of passion changes over the years to the pilot-light of satisfaction. However, as in all things that burn brightly, there must be a spark that starts the dream of a lifelong affair with flying.

Unknowingly, in my life, that spark was initiated when as a young lad on a visit to California I climbed into a navy launch and was motored out to visit what to me was the largest ship I had ever seen. The ship was not pretty, what with the stacks jutting out of the port side of the ship, an arched lattice work of steel holding up a flat wooden deck above the main deck and a pigeon house attached to the stern. As I climbed the gangway up the side of the ship, the structure that supported the wood deck above looked enormous. This was like nothing I had ever seen—it was like being inside a giant erector set. I didn't know it then, but what I was visiting was a piece of Navy history, the U.S. Navy's first aircraft carrier, the U.S.S. Langley CV-1.

The Langley started out life as the collier U.S.S. Jupiter and was converted to an aircraft carrier a few years later. It was converted again to a seaplane tender with a shortened forward flight deck, and better visibility for the pilot house. Interestingly, the first Commanding Officer of the Langley

as an aircraft carrier was Commander Kenneth Whiting. In 1917 Lt. Whiting led the Navy's first aviation detachment into Europe during W.W.I aboard the then collier Jupiter before serving as the commanding officer after its conversion. All Naval Aviators are familiar with the name Whiting as it is at Whiting Field that they first learn to fly the Texan II trainer.

After my impressive visit, the Langley was destined to sail into history during W.W.II when, while in the South Pacific ferrying a load of P-40 aircraft and their pilots, Japanese dive bombers hit the ship with a 500 pound bomb disabling it. The ship was then sunk by torpedoes from U.S. destroyers to prevent it from falling into enemy hands.

The idea of a ship that could steam to any place in the world and then launch aircraft, was a dream of Captain Whiting. As I stood there on that warm sunny day so long ago, looking

unknowingly at this construction of steel and wood, I could not know that the arc of history would take me from this primitive ship on to Whiting Field where I would learn to fly and then on to an offspring of the Langley, a future carrier not dreamed of by those old pioneers of aviation.

Many years ago I attended an outdoor office party; the weather was great the drinks were cold and the food plentiful. One of the secretaries, knowing that I was a pilot, asked if I could speak to her young teenage son about a career in aviation. After a few

minutes conversation I asked him why he wanted to be a pilot. I expected the usual "I like airplanes" to "I think it's cool". His answer stopped me when he replied that it was because pilots "got paid a lot." Wrong answer! The dream of flying should have, and normally does have less to do with remuneration than with the desire to be an aviator. The young Lt. Whiting dreamed of a time when the U.S. Navy's air power could be dispatched from a ship sailing anywhere on the globe. I doubt that he wondered how much he was going to make with his dream of planes taking off and landing on a ship.

Like many things, dreams are fragile, and the dream of flying can be the most fragile of all. With the smell of oil and avgas in the air, as I climbed up on the wing of an SNJ for the first time and looked into the cockpit at the complexity of controls and instruments, the fire of desire was fully ignited. The thrill and airborne freedom of flight would be payment enough.

I look at this squadron's scholarship program as the spark that ignites the bonfire of a passion for aviation. ✪



U.S.S. Langley CV-1 (US Navy photo)

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Cascade Warbirds Quick Look Calendar

October

- 8* Squadron Meeting at Museum of Flight
- 8-9 San Fran Fleet Week
- 15 Heritage Flt Museum Open House at BVS
- 28-29 Copperstate

November

- 12 Squadron Meeting at Museum of Flight

December

- 10 Annual Christmas Dinner Banquet Smokey Point, WA

January

- 14 Annual Squadron Meeting at MoF

* Denotes Max Effort Event
See Website for Detailed List

Check Six



Pilots of the 332d Fighter Group, "Tuskegee Airmen," the elite, all-African American 332d Fighter Group at Ramitelli Airfield, Italy. (Wikipedia photo)