



Ron Morrell's T-28A. Photo: Karyn King

★ Cascade Warbirds Squadron Newsletter ★



CO's COCKPIT

By Ron Morrell

A LONG TIME AGO, a group of associates and I used to call the last couple of months the "Dark Ages". This was a yearly nickname and it was consistent that those short days and dark nights led to a certain doldrum that persisted until about the first of April. Congratulations, you have survived the Dark Ages and a new spring and, more importantly, a new flying season is on the horizon. Just to be historically accurate, the Dark Ages were full of a slow growth in knowledge and the forward-looking attitude that led to the Renaissance and a new outlook on the world...just like the new flying season!

This last couple of months has made me realize how many of our members make an impact on our squadron and how this time of year actually helps shape the rest of our year as a squadron. We have so many Cascade Warbirds members working behind the scenes that we sometimes take it for granted. I want to be sure all of our membership, even those who don't get the opportunity to attend our meetings at the Museum of Flight, realize how much goes into keeping our organization alive and as vibrant as it demonstrates.

The publication you are reading is just one example of how much happens behind the scenes and how we are served by our members. Frank Almstead is stepping down as our editor after many years of diligent work in keeping us informed and entertained. His work deserves accolades and much appreciation, especially his help in

breaking in the "new guy". John will need our help to continue to make this newsletter a success; please keep your ideas and contributions coming.

Another great success story within our squadron is the scholarship committee. It may be the first time I have seen such enthusiasm coming from one of our scholarship recipients when our committee decided to give an additional scholarship check to a previous winner due to his enthusiasm and commitment to continue his studies in aviation; his parents also seemed to be enthusiastic.

Our new batch of scholarship recipients looked to be ready to dive into the idea and start defying gravity right after the requisite amount of study is completed. This committee is one of the most important aspects of our squadron's purpose of educating, honoring and promoting aviation, and especially warbird aviation.

The honoring part of that last sentence is also a large part of the squadron's behind the scenes work every year. Brandon has done a great job this past year finding, talking to, and inviting many of the local World War II veterans. We need to keep them in our thoughts and remind them of how important they are to our squadron, our youth and our country.

One of the latest projects that has come about is getting the local veterans to provide signatures on lithographs that have been donated to the squadron and using these signed pieces of art to create funds to support our scholarship activities. This is the pinnacle of making our squadron purposes pay off and honoring our past, all at the same time. It is the perfect melding of reaching out to our veterans and, with their efforts, providing the abil-



WWII veteran visitors, including speaker Art Unruh, pose with 2017 scholarship winners. Photo: Dan Shoemaker

WARBIRD FLYER

✪ Cascade Warbirds ✪

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Newsletter Editor

John Haug

This is the official publication of the Cascade Warbirds. 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 Cascade Warbirds or the EAA.

Members are encouraged to contribute articles, comments, squadron news, and anything else involving warbirds or associated subjects. The editor will gladly work with you, regardless of your writing or computer expertise, to include your material in the newsletter. The submission deadline is generally two weeks prior to publication, but earlier is appreciated!

All correspondence to the squadron may be submitted via the e-mail or mailing addresses below.

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ity to raise funds for our youth to get the taste of aviation that may someday lead to them becoming the leaders of tomorrow. Thanks to all for these efforts.

Another aspect of our squadron that happens behind the scenes (in most cases) is the fact that we have so many talented photographers who take the time to capture squadron images and share them with us all. For a time, we had one "Squadron Photographer" (thanks, John Clark, for your many years and efforts), but now we seem to have multiple members who have great talent and like to keep their cameras available when they can attend our events. We all appreciate their efforts.

Our Board of Directors has talked about a designated photographer but

have decided to not burden just one individual with the responsibility. Just like our aircraft operators, not everyone can make it to every event and we ask for volunteers to attend the events that they are available for and then we will "make do" with what we have. For now, we are going to try the same tactic with our multiple talented photographers. Each of our events has a designated point of contact and we are going to have them ask for photographer volunteers for our events. We hope this will work out well and that our photographers will get the credit they deserve.

Finally, put the parkas away, polish the airplanes, check the oil and, as soon as the sun shows up, Keep 'em Flying. ✪

SQUADRON NEWS

OUR RANKS SWELL

We are pleased to introduce to you several new members.

Lee Oman, Sequim, WA, owns a T-6 and a Stearman

Sherry Schmode, Mountlake Terrace, WA

Al Vazquez, Mercer Island, WA

Alex Munro, Tacoma, WA, flies his uncle's BT-13B

Kyle Clark, Kent, WA

John Smutny, Auburn, WA

Andrew Boike, Federal Way, WA

Adam Brice, Camas, WA

Thomas Cox, Kirkland, WA, owns a IAR-823

Ron Ems, Portland, OR, owns a PA-12 on floats

Marian Jensen, Auburn

Franny King, Ithaca, NY

Ben Littlefield, Kent, WA, currently restoring an Aeronca L-3

William Mask, Sedro-Woolley, WA

Eric O'Brien, North Bend, WA

Erik Petersen, Everett, WA

Nick Raissis, Mercer Island, WA, owns a Dornier Do 27-A4 (only 65 of these built)

Daniel Sallee, Port Angeles, WA, owns a CJ-6A

Eric Stoltz, Anchorage, AK

Mark Swalley, Gig Harbor, WA, the son of WWII Marine F4U pilot **Ray**, who was our featured speaker last year

Josh Voss, Seattle, WA, won the free T-6 ride from John "Smokey" Johnson

Paul Wallis, Renton, WA

Brian Waters, Renton, WA

Charlie Goldbach, Valleyford, WA, owns a T-28A

Say "Hi" when you meet these folks and make them feel part of the family.

NEWSLETTER EDITOR RETIRES

Our newsletter quality and reliability has primarily been the result of the conscientious hard work put in by **Frank Almstead**. For over ten years Frank has made it his mission to see that the quality of our house organ matched the aims and intentions of the squadron itself. As most of you know, Frank even managed to make our *Warbird Flyer* the very best throughout all EAA-dom just a few years ago. Our heartfelt thanks, Frank, for a job especially well done.

WELCOME, JOHN

Our new newsletter editor is **John Haug**, an engineer by training, a private pilot, and a member of both the Evergreen Flying Club at Renton and the Civil Air Patrol, where he's a Mission Scanner and

Observer. He brings a lot of enthusiasm to his new position with the squadron and will be after many of you veterans to tell your stories in print. Best wishes and best of luck, John – it's a tough crowd!

AVIATION SCHOLARS NAMED

We had quite the diverse group of applicants this year, from folks who had aspirations to become animation illustrators to one who was already a rated balloon pilot. The number of applications was up significantly over previous years, attesting to the fine job done by **Kerry Edwards** and others in getting the word out. Now, meet your 2017 Aviation Scholarship winners.

Ryan Check is a junior at Woodinville High School. He's a National Honor Society member, plans to obtain a mechanical engineering degree, and become an airline pilot.

Pavel Hoffelner is a sophomore at Issaquah High School and wants to become an airline pilot. He'd like to earn an aeronautical science degree and attend Central Washington University.

Antonio Martorano is a senior at Ballard High School and is currently a candidate for appointment to both the Naval Academy and the Air Force Academy. His ultimate goal is to become a military test pilot.

Austin Mix is in the Running Start program at Green River College where he's working toward a degree in aeronautical science. He says the pinnacle would be as a Captain for UPS.

Blake Nelson is a senior at Woodrow Wilson High School in Tacoma and already taking classes at Tacoma Community. He hopes to finish at UW with a degree in aeronautical engineering. His grandfather was a Boeing employee and his father a pilot. His goal: airline captain.

Jake Peterson is a sophomore at Emerald Ridge High School in Puyallup and is enrolled in their

aviation program. He intends to enlist in the Air Force after graduation and apply for flight school. After his service obligation, he'd like to become an airline captain.

With our partner, **Galvin Flight Training** at Boeing Field, these scholarships include tuition and all books and supplies for the Private Pilot Ground School plus two instructional flights. We thank Galvin for their part in our Aviation Scholarship Program and wish these young scholars the very best in their aviation careers.

And then we did something special for our 2015 scholar **Alex Jonson**. After he gave a brief report on what our scholarship had meant to him and how he was progressing in his aviation career, we awarded him a \$1,000 check to continue his private pilot training at Galvin Flight Training.

MUSEUM OF FLIGHT SUPPORT

Museum of Flight COO **Laurie Haag** accepted a donation from the squadron in the amount of \$1,000 to be used in their education program. She then thanked the squadron for the many years of collaboration toward achieving our common goals.

NATIONAL CHAMPIONSHIP AIR RACES (AKA RENO)

We'll be there again, for the 14th year in a row, and with two reserved -seat boxes up front and personal at show centerline. We have a few seats available in B-40, only \$370 for the entire week. If you're interested, contact Fred at fred@fcsmyth.com.

BABY NEEDS NEW SHOES

Calling all reprobates! If you haven't paid your dues for 2017 (check the date on the envelope that this newsletter arrived in), then please do the Finance Officer a huge favor and remit US\$20.00. The address is still 1066 Yates Rd, Oak Harbor, WA, 98277. You'll even get a personal thank-you email once

your money arrives.

AIRPLANES FOR SALE

Looking for a warbird? There are two for sale by our members.

Steve Hewitt has a C-45H that in 1943 was an AT-7. Steve's email is snjhewitt@gmail.com.

Adrian Cooper has a 1988 CJ-6A; you can contact him at cooperairracing@gmail.com.

Daniel Sallee has a CJ-6A for sale; his e-mail is danielsallee@gmail.com.

Log onto cascadewarbirds.org for photos and specs.

MARCH MEETING

We had an especially interesting meeting last month because **SSgt Art Unruh**, B-17 tail gunner, 15th AAF, joined us and shared the details of some of his 50 missions over Europe during WWII. Only 94-½ years old, Art proved to be a great speaker with a very humorous approach to some of his predicaments. He then stayed after his presentation to autograph copies of his book *The Shadow Casters* for the membership.

We were even more honored to have in attendance fellow B-17 aircrew members **Dick Nelms**, **Emery Blanchette**, **Elden Larson**, and **Fred Parker**. It was an exceptional experience for our young scholars who got to meet and have their photos taken with these heroes. ☺

"Air power alone does not guarantee America's security, but I believe it best exploits the nation's greatest asset – our technical skill."

GENERAL HOYT VANDENBERG
AIR FORCE CHIEF OF STAFF

OUR LAST WINTER MEETING is in the books and spring is just around the corner, so now is the time for everyone to start preparing themselves and their aircraft for the busy spring and summer airshow schedule. Safety is paramount and we must all work diligently to fly and operate our aircraft on the ground and in the air safely. Our goal is and always will be to conduct our air and ground operations for the entire season without any accidents or incidents. That takes everyone's participation to achieve that goal. If you see or suspect something is unsafe, PLEASE speak up and say something, whether it's on the ground or in the air. That's why we have briefings and debriefings – to capture the errors before they become accidents.

Let's start with how we personally prepare ourselves to start getting ready for the busy season. Take a close look at your current health status. Has anything changed physically since last year? New prescriptions or medications which might affect our ability to operate and fly in formation and in waived airspace? We should all be trying to get outside (if the weather will allow us to) and get some exercise, to get in shape to improve our physical conditioning. Start hitting the books to review not only your individual aircraft but the FARs that may have changed. Update the software on your electronic flight planner or purchase new charts and other publications.

Most of us are in the process of doing our aircraft annual inspections, which are time consuming and can

be expensive, depending on what your A&P/IA discovers during the inspection. Be sure to check with other operators of your type aircraft to see what maintenance trends or problems have occurred and pay special attention to those items.

Once all that is done and you are ready to go fly, take some time to re-familiarize yourself with the cockpit layout, normal and emergency checklists, and procedures so you can safely operate your aircraft. Take the time to go out by yourself or with a friend and conduct steep turns, stalls, slow flight in a clean and gear and flaps down configuration, and go-arounds to hone your skills and become proficient again. Practice flying in the pattern to reacquaint yourself with pitch and power settings and work on spot landings, soft and short field takeoffs. If you are formation qualified, practice section takeoff and landing procedures, making sure you can stay on your side of the runway.

The key word here is PRACTICE. Flying is a perishable skill and does require time and energy after a winter of inactivity to rebuild those skills. Do not assume that just because you were the ace of the base last fall that you will be this spring!

We all know what assume means?

We have a great season of flying and events scheduled this year (see schedule on back) and I look forward to seeing everyone on the flight line and doing what we do best. ✪

T-6 RIDE WINNER: JOSH VOSS

By John Haug

THE NORTHWEST AVIATION CONFERENCE and Trade Show was held in Puyallup this February. In addition to Dave Desmon's talk on Affordable Warbird Ownership, Cascade Warbirds had a large display booth and spoke to many attendees. Plus, we made a great offer to entice our visitors.

All new members who joined the squadron at the show were entered to win a ride in Operations Officer John "Smokey" Johnson's T-6. The big winner is Josh Voss of Seattle! And what a great person to win this flight experience.

Josh recounts that his interest in aviation dates to his time training to jump out of C-130s in the Israeli military. His class had F-15s and F-16s roaring overhead nearly constantly. The excitement those thundering afterburners generated inside him pushed Josh to read as much about aviation as he could. Josh thanks Cascade Warbirds member Victor Norris for introducing him to the squadron.

Now, he is a student pilot at Rainier Flight Service in Renton and has already completed ground school. In



Smokey's empty back seat waits for Josh. Photo: Karyn King

addition, he is applying to schools to study aerospace engineering. He notes that his father and grandfather both worked at Boeing, so perhaps he will follow in their footsteps.

Congratulations to Josh for winning the T-6 ride and we wish him the best of luck with his private pilot certificate and school applications! ✪





Olympic Flight Museum
May 12-14, 2017
B17.org | 800-359-6217 

CASCADE WARBIRDS WILL BE HOSTING the Experimental Aircraft Association's Boeing B-17 *Aluminum Overcast* at Olympia Regional Airport from May 9-17, 2017.

The aircraft is tentatively scheduled to arrive at Olympia on the 8th, with flying and tours conducted on the 11th, 12th, 13th, and 14th. The airplane will then depart the area on the 17th of May.

These tour stops are always a major undertaking, and are a key source of revenue for our aviation scholarship fund. As always, we'll be in need of volunteers to make this

tour stop a success.

If you're interested in volunteering, please contact Dan Shoemaker, the B-17 Tour Stop Coordinator, via phone or e-mail at (253) 848-2712 or shoemaker65@hotmail.com. Be sure to state which jobs you're interested in doing, and which dates and times you'll be available to work. The primary dates we'll be needing volunteers are the 11th through the 14th, with a possible press / publicity day earlier in the week.

If you are not from the South Sound area and would like to book a hotel room, Teri at the Olympic

Flight Museum has said she can get our volunteers a reduced rate at local hotels for that weekend. ☘

Volunteers Needed

- Security
- Marshallers and Ground crew
- Passenger handling and assistance
- Retail cashiers
- Ground tour guides
- Publicity
- Veteran escorts



Photo: Karyn King

MEMBER SPOTLIGHT: JOHN CLARK'S PIPER L-4A GRASSHOPPER

By John Haug



Photo: John Clark

MANY OF YOU KNOW JOHN CLARK as an L-4 pilot, the audio and video specialist at our meetings in the Museum of Flight and as our former squadron photographer. Some of you know his beautiful 1943 L-4A, a true warbird in period colors. But I'll bet few of you know the fascinating history of both plane and pilot!

Serial number 43-29085

was received by the US Army in May 1943. And it was promptly lost in mid-June. A record notes simply that the aircraft was "Lost to Army Ground Forces per 15th SCU". It is unclear what happened or how it was found, but John notes that airplanes were often maintained by a motor pool which kept scant records. We're fortunate that it was recovered and spent the next two years training some of our Greatest Generation to go to war. John has been able to reconstruct some of the aircraft's history through piecemeal documentation, a Piper Cub expert in the UK and a previous owner.

For the modest sum of \$2253 – still only about \$31,000 today – the aircraft was drafted to military service at Marshall Field Army Airfield, Fort Riley, Kansas. It is believed to have spent its working life there. Marshall Field supported the training of ground soldiers at Fort Riley, initially using observation and liaison aircraft, later also with fighters and bombers. Typical training included artillery spotting, aerial photography and observation. John speculates that 43-29085 likely trained observers and artillery adjustment spotters. At the end of the war, the aircraft was deemed surplus and disposed of through the Reconstruction Fi-

nance Corporation.

Fortunately, it was purchased by a Sergeant who it is believed was either its pilot or maintainer, and registered in September 1945 in California. The airplane changed hands a few times during the 1950s and 1960s, serving again as a trainer and later as a crop sprayer. It was converted from applicator back to civilian trim and had three owners in Idaho between 1963 and 1973, two individuals and a flying club. It moved to Newberg, Oregon in 1974 and down to San Diego in 1982.

It was then shipped to Diamond Point, a private airfield here in Washington between Sequim and Port Townsend. And there it was lost for the second time. That owner died and 43-29085 slowly deteriorated in a hangar after decades of faithful military, commercial and private service. But luck was eventually on its side and one of the airplane's previous owners, CWB member Bill Pearson, found it where it had been sitting for nineteen years. He purchased it from the deceased pilot's family and in 2007 restored it to its current appearance. John Clark bought it in December 2013 and continues to honor its legacy by displaying it at local airshows.

"It's probably the slowest airplane in the squadron!"

John claims a stately 75 mph cruise speed. OK, it's a Piper Cub. It cruises slower than the initial climb speed of many other small general aviation airplanes. But that is what made it such a good observation platform for the military. John notes that even as the Stinson L-5, which was faster and could carry more, became more prevalent in the field, pilots preferred the slower and quieter L-4.

John's is a L-4A, a Piper J3C-65 in civilian terms. The military version has a Plexiglas roof for better visibility. It sports a metal propeller and John would like to find a vintage radio like the one it carried while with the Army. As far as mounts for civilian pilots go, this one takes a particular person to enjoy and care for it. So, who is the man behind the stick?

Like many good pilots, John says he has been interested in airplanes since he was a child. He intended to join the Air Force after college, but the release of the film *Top Gun* filled all the pilot slots with such a backlog that he couldn't hope to become eligible for one for a few years. Rather than suffer being ground bound in the Air Force, John studied aeronautical technology and

Serial Number 43-29085			
-43 Manufacturer Piper			
on			
TRANSFERRED			
TO	Date		AUTHORITY
	Shipped	Rec'd	
Marshall Field (By land)		6-16-43	
			Lost to Army Ground Forces per 15th SCU Daily wire to Washington dated 6-18-43.

"It's been 'lost' twice." Photo: John Clark

was getting close to finishing his A&P certificate when his college dropped the program.

Reinventing himself again, John moved over to mechanical engineering and did a college co-operative program at a simulator manufacturer based at Hanscom Field in Massachusetts. He had the opportunity to fly gobs of hours in single and twin piston, turboprop twin and Citation full-size simulators.

John did his flight training and flew in Piper Tomahawks, Piper Warriors and a Diamond DA-20. He got away from flying after joining Boeing and moving to Washington. He later discovered the Navy Flying Club at NAS Whidbey and spent time flying its T-34. However, the long drive up and back eventually took its toll and he left the club.

Fortunately, John's time flying at Whidbey led him to meet someone we all know has a good sales pitch. Our own Fred Smyth was managing the club at the time and recruited John to Cascade Warbirds. He has served as the squadron's official photographer from 2003-2013, took over updating the website in 2004 and is now on his third stint on the Board of Directors.

What other fun stuff has John flown? He got as close as he could to fulfilling his USAF goals flying a SIAI Marchetti at Air Combat USA. He has simulator time in the 777-200, 767-400 and 747-400. He got a bit of left seat time in a C-45 and, thanks to Cascade

Warbirds, in a B-17. He's tried his hand at a helicopter and a glider. He supports the Historic Flight Foundation and hopped a ride in their Beaver and Stag-gerwing.

And now, as the latest caretaker of 43-29085, he lives the mantra of "Keep 'em Flying" by actively displaying his beautiful 1943 Piper L-4A. ✪



Dilapidated for nearly twenty years. Photo: Bill Pearson



©2015 John H Clark avphoto.com

Restored to its former glory! Photo: John Clark



CASCADE WARBIRDS IS VERY PLEASED to announce that we are going to have our 2nd annual multi-signatory FAST Formation Clinic on June 22-25, 2017, located at the Bremerton Airport. There will be representatives from NATA, RPA, and JLFC to give instruction and check rides.

Please check the Cascade Warbirds website at www.cascadewarbirds.org for the registration application which needs to be filled out and mailed in. The fee this year is \$150.00 and includes ground school, distinctive wing patch, dinner Friday evening, and lunches.

This year, Roger Collins has graciously offered his hangar to use as our classroom and briefing area. We have arranged to have parking in front of Roger's hangar, a fuel truck available for the larger aircraft, and there is also self-serve fuel available.

We have reserved a block of rooms at the Oyster Bay Inn & Suites in Bremerton at \$83.00/night for a double queen bed room. Contact the hotel directly and make your reservations soon as there are only 25 rooms blocked for this event. Their phone number is (360) 377-5510. Be sure to let them know you are with the Cascade Warbirds. There is a restaurant on the airport for food and beverage as well as numerous other local establishments.

Please visit the FAST website www.flyfast.org to

review the latest version of the FAST Formation Manual. In order to optimize the time we have available to fly and get the maximum training time in, it is imperative that you spend the time and effort beforehand to learn the basics of formation flying by reading the FAST Formation Manual. The ground school will begin Friday morning at 10:00 AM.

We are finalizing the itinerary for the Formation Clinic and will have it on Cascade Warbirds website soon. I look forward to seeing everyone Thursday evening June 22nd or Friday morning June 23rd. ✪



Top: 2016 Formation Clinic crew. **Above:** Roger Collins and Michael Kopp in their T-28s. Photos: Karyn King

BOOK REVIEW

By Kirstan Norris



The Projects of Skunk Works: 75 Years of Lockheed Martin's Advanced Development Programs

Author: Steve Pace

Hardcover, 256 pages

Voyageur Press

THE P-38 LIGHTNING. The SR-71 Blackbird. The U-2. All aviation buffs recognize these products from Lockheed's famous Skunk Works, but what about SAMOS, Lockheed's original missile-observation satellite, or VentureStar, their proposal to replace the Space Shuttle? Steve Pace's book, *The Projects of Skunk Works: 75 Years of Lockheed Martin's Advanced Development Programs* shines light on these products and many more.

While the text is rather dry – some quotes from designers or pilots are scattered throughout the entries, but these are few and readers who are looking for a more human story will be better served elsewhere – it is more than made up for by the spectacular use of photos and concept drawings.

The entries are organized chronologically beginning with the P-38 in 1940 up through modern day, going to

impressive depth by including canceled and purely conceptual projects. Each aircraft is introduced by codename, given a specifications block and a concise summary chronicling its history, then lavishly illustrated with supporting materials pulled from Lockheed's own archives.

Though the bulk of the book is concerned with the bigger-name products – for example, the bulk of the 1970s section concerns the SR-71 – even the smallest contracts are explored. Pace does not limit himself to aircraft either; satellites, cruise missiles and even boats are included. This is an ideal reference for any fan of the Skunk Works name.

Pros: Exhaustive reference, beautiful photos

Cons: Dry, unengaging text ☹

VIDEO REVIEW

By John Haug

PLANE RESURRECTION is a British documentary series in six parts focusing on the rebuilding and restoration of warbirds from the first half of the 20th century. It is beautifully produced, with interviews of the owners, restorers and historical experts interspersed with segments on the history of each aircraft that include contemporary film footage.

The series begins with the story of Maurice Hammond, an engineer and machinist by trade and warbird pilot by passion, who decided he must find and restore a P-51 Mustang as his first restoration project. It demonstrates his detailed approach to rebuilding not only the airframe but also the Rolls-Royce Merlin engine. He ended up making quite a name for himself in the warbird restoration community, including becoming a “go-to” mechanic for old Rolls-Royce aero engines.

Hammond adopted the paint scheme of an American P-51 pilot who flew from nearby RAF Raydon during the war, then located and invited the veteran to share a flight in the immaculate result of his years of labor. He has

since shared the aircraft in other veterans' outreach events.

The series continues with engaging stories of the location and complete teardown and rebuild of a Battle of Britain Hawker Hurricane Mark I found in India, a classic Stearman trainer, a Percival Q.6 that may have flown Charles de Gaulle out of France after the German invasion, and a Harvard (T-6) restored and flown by Hammond's daughter, Leah, as well as a homebuilt recreation of the WWI Fokker Dr.I triplane.

The series gives proper due to the aircraft histories, the owners and restorers, the mechanical considerations of restoration, the veterans who flew them a lifetime ago, and the importance of flying these pieces of history. Expect to “have something in your eye” during certain episodes.

The producer, Nik Coleman, and the Commemorative Air Force have announced an upcoming documentary film about the restoration of the C-47 that led the D-Day invasion, *That's All, Brother*.

Find this series on various streaming services online. ☺



Plane Resurrection

Nik Coleman Television

Run time: 5 hours (apx.)

6 episodes

A RECENT INCIDENT (accident?) that came to my attention provides the perfect vehicle for passing along another safety tip.

There are a lot of things a pilot must keep track of. The most basic ones, taught to all who aspire to become aviators, can be summed thusly: Is the pilot fit to fly? Is the aircraft fit to fly? Is the weather fit to fly? Answered in the affirmative, these three items will nearly always result in a successful sortie. But if the pilot's brain goes to sleep, if a tried-and-true pattern is broken and not reestablished, the desired outcome is in jeopardy.

Long, long ago in a galaxy far, far away, a low-time helicopter pilot flying for a Part 135 operator in Alaska was ever anxious to prove his initiative and commitment. Assigned to an early morning departure the following day, he stopped by the helidrome the evening before to complete his preflight. Leaving nothing to chance and because the forecast weather was perfect, he even untied the main rotor blades. The tiedown is a short hard plastic sleeve that slips over the tip of one rotor blade and the attached rope is then wound around the tail boom.

Conscientious as usual, he arrived on time the next day, hopped in the cockpit, and, following the checklist, began the start procedure. In a few seconds, he wondered why the rotor blades had not yet begun to spin. Just as the N1 gas producer tach was nearing the maximum 25% reading where an abort is mandated if the rotors are not yet moving, he heard a loud bang and the rotors did begin to spin.

He debated a minute, then realized he really had to

shut down and investigate. At the back of the helicopter, he found the plastic sleeve, still attached to the rope, dangling below the tail boom. A close inspection showed no damage to any parts, so off he went to complete the mission. He found out later that afternoon that the ever-so-diligent Chief Pilot had stopped by the helidrome later the previous evening and, noticing the rotors unsecured, did his duty. The CP went on to say he wondered whether the fledgling pilot would notice this change upon the following morn.

Thus was born the Nonsense Check®. To this day, that pilot follows this procedure: after the preflight is complete, and after the passenger brief is complete, and after the passengers are aboard the aircraft, he takes a walk around the aircraft. Is the pitot cover removed? Are the chocks removed? Is the tow bar removed? The gas caps secure? The baggage door closed? And finally, just before boarding, he checks once again that the oil cap is tightly attached to the top of the filler tube. He swears that even if he saw Chuck Yeager or Bud Granley check the oil filler cap, he would still recheck it. You just can't be too careful out there.

Epilog: The member stormed into my office at the flying club, ranting about the poor maintenance on the airplanes. Seems the left brake had locked up on the twin and this guy was mad as a wet hen. I followed him outside to see the Seneca pirouetted 180°, now facing away from the taxiway. And how, plain as day, it was easy to see the left wing still firmly attached to terra firma. At least the guy had the decency to apologize... ⚡

CALL FOR CONTRIBUTIONS

By John Haug

HELLO WARBIRD FANS! I'm your new newsletter editor. I wish to thank Frank Almstead for his many years of dedication to publishing a great squadron newsletter. We both look forward to new ideas that come up for content and presentation. I will be testing design ideas starting with this issue, so expect some changes. As always, all issues in their full color glory will be on the website at www.cascadewarbirds.org.

But our newsletter is about all of us members and will only be successful with broad participation. What do you want to read about? What do you want to share with other members? Are you willing to contribute stories and photos or to work with other members to share

their stories? I will handle editing and publishing, so no need to be a great writer. Or, we can simply talk.

I'm here to facilitate members interacting with each other. This issue restarts a quarterly profile of a member or aircraft with an interesting story. Volunteers are needed! Expect lots of photos highlighting our beautiful warbirds. We will continue to print your stories about current events.

Will you be a semi-regular contributor on a rotating series of technical topics, such as maintenance, medical, formation flying or safety? Have you read a good book or watched a good film about warbirds? Share a brief review. Do you have a question for a

warbird expert or a comment about a story? Let's start a letters column.

This newsletter is for and entirely dependent on you – everything you do in the warbird community, your interests and your contributions to fellow squadron members. We share wonderful speakers and information at our meetings and can provide similar content in the newsletter. Thank you all for your support and I look forward to seeing you in the upcoming flying season! ⚡

Send your news or letters to
editor@cascadewarbirds.org



Old and New

A 1941 Boeing PT-17, the iconic Stearman, flies above the latest airplanes to roll out of Boeing's factory at Paine Field

Pilot: Clint Cawley

Photo: Karyn King

The Russians Are Coming!

Our father and son aerobatic duo displays their Russian Yak-18 and Yak-55 over Puget Sound in their own special way

Pilots: Ross Granley, Bud Granley

Photo: Karyn King



It's Elemental

A Romanian IAR-823 trainer and a Ryan Navion practice two-ship formation over the Cascade foothills

Pilots: Victor Norris, Tom Gordon

Photo: Karyn King

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★ KEEP 'EM FLYING ★

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here for only \$25 per issue!

CHECK SIX



Lt. Col. Charles Carpenter and his Piper L-4, *Rosie the Rocketeer*. Photo: Wikipedia

“Bazooka Charlie” flew artillery support and reconnaissance in the European Theater. Borrowing an existing idea, he mounted three bazookas under each wing and set to work destroying German armored vehicles and tanks.

Read more about L-birds with teeth in the March 1945 issue of *Flying Magazine* (p. 24) and the February 1945 issue of *Popular Science* (p.84). Both are freely available at books.google.com.

UPCOMING EVENTS

May

- 11-14 B-17 at Olympic Flight Museum
- 20 **Paine Field Aviation Day**
- 29 Memorial Day Tahoma Flyover

June

- 17-18 **Olympic Air Show**
- 23-25 CWB Formation Clinic

July

- 2 Gig Harbor Wings & Wheels
- 7-9 **Arlington Fly-In**
- 21-23 Concrete Vintage Fly-In
- 22 Idaho Falls Air Show
- 22 Great Falls Air Show
- 24-30 EAA AirVenture
- 29-30 **Fairchild SkyFest (Spokane, WA)**

August

- 5-6 Seafair
- 12-13 Abbotsford Air Show
- 19 Heritage Flight Museum Warbird Weekend (Burlington, WA)
- 25-26 **Airshow of the Cascades (Madras, OR)**
- 26-27 Olympic Peninsula Air Affaire & Sequim Valley Fly In

September

- 1-3 **Vintage Aircraft Weekend (Everett, WA)**
- 9-10 WAAAM Fly-In (Hood River, OR)
- 13-17 Reno Air Races
- 22-24 **Oregon Int'l Air Show (Hillsboro, OR)**

Bold denotes a “max effort” event for Cascade Warbirds

See the website or contact the Operations Officer for details