



Roger Collins' T-28D and
John "Smokey" Johnson's T-6G

Photo: Karyn F. King/
PhotosHappen.com



★ Cascade Warbirds Squadron Newsletter ★

CO's COCKPIT

By Ron Morrell

THE CONCEPT OF "PROFESSIONALISM" is somewhat vague and not easily understood by many, even among those who call themselves professionals. I can see you thinking, "what is this all about?" and "where is this going?" It is simple. As long as I've been a member of the Cascade Warbird Squadron, and especially since the membership decided to elect me the President/CEO/Commanding Officer, I've considered what we have as a special organization. There is no better way for me to express it, we are unique and outstanding in our expertise.

I consider professionalism an integral part of keeping this organization special! The fact that we are a collection of individuals that happen to have a bond by our appreciation, enthusiasm, and with many of us, an ownership stake in warbirds. We, individually, have the responsibility for our own training, proficiency and maintenance of our aircraft. All the expenses and responsibilities are our own and we tend to make our own rules (within the bounds of the FAA regulations) concerning our flying activities.

We are not tied to each other by procedures or common backgrounds, but we choose to associate with each other during our meetings, gatherings and airshow activities. This lends itself to "voluntary professionalism," which is even more vague than my statement at the beginning. It is very difficult for the leadership of a voluntary organization like ours to enforce standards of even common courtesy or common sense without alienating some part of the group, especially when we don't put those standards in writing or even state out loud what we expect of each other. It is slightly easier with some of us who are formation pilots because we have a choice of whom we fly in close proximity to and we have some written standards within the FAST program. Notice I said slightly easier; even the formation program has lots of leeway and one flight lead's standards may not match those of his wingman or other flight leads. It is all a balancing act that should primarily promote the safest path and further the goals of the flight members.

Other than the yearly requirement to send Fred \$20, there are very few requirements, if any, for you to have the distinguished honor of being a member of the largest, and possibly the most active, EAA Warbird Squadron in the country! I can only assume that every one of our members wants to be part of a well-run, enthusiastic and professional organization. You should be proud, and I just want to make sure we don't "muck it up." In case you think that we are a small group of enthusiasts hidden out here in the far reaches of the Pacific Northwest, I assure you we are not unknown.

It is a fact that we are known outside of our little region of the

world. You must realize that we create an impression on those who see our aircraft at every fly-in, airshow and even just passing thru. If you are wearing a Cascade Warbirds patch on your flight suit, a Cascade Warbirds cap on your head or a Cascade Warbirds shirt, you are noticed. Our presence is felt even if there are only one or two of our representatives in a room full of airshow professionals or civilian pilots. (I know because every bartender between my house and Paine Field has read my name off my shirt).

We are also known when I attend the International Council of Airshows convention and when I attend activities of the Northwest Council of Airshows. It is a fact that I was elected to the NWCAS Board of Directors specifically because the other members decided that the experience of someone leading a bunch of ragtag civilian warbird pilots might have a good perspective to add to airshows in the Pacific Northwest (OK, "ragtag" might be a little exaggeration).

Now the hard part; it is up to every one of us to create new positive impressions and confirm the positive impressions that are already out there and to create an air of professionalism that will enable us to continue to be invited to airshows and fly-ins. It can't be done by the squadron leadership but needs every member to be diligent and promotional of our squadron.

Back to the beginning: Professionalism is vague, but, as the Commander of our squadron, I can only give you my opinion and ask you to think hard about how you can help the leadership create and maintain a level of professional behavior that reflects well on the Cascade Warbird Squadron. I consider all of us partners in

WARBIRD FLYER

✪ Cascade Warbirds ✪

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R.D. "Crash" Williams

Commanding Officer

Ron Morrell

Executive Officer

Dave Desmon

Operations Officer

John "Smokey" Johnson

Adjutant

Fred C. Smyth

Finance Officer

Fred C. Smyth

Officer-at-Large

Pete Jackson

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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the squadron endeavors and hope that all of you feel as much a part of the squadron as all of us who attempt to lead us forward. Our actions, whether as a volunteer helping the marshalling crew, talking to the airshow patrons, handing a pilot a bottle of water, or flying your aircraft as an airborne demonstration of your warbird, must demonstrate an aura of professionalism, discipline, and respect for the aircraft that we have committed to showing the crowd.

The pilots, especially, carry the burden of demonstrating our aircraft in a professional manner. It is not unnoticed by air bosses, airshow planners and the FAA that we brief our plan, are ready on time, taxi out and run-up our aircraft in a disciplined manner. We fly our plan and show the crowd our aircraft without creating undue stress for the airboss or the airport authorities. Even the FAA

needs to be lulled to sleep during our performance! That is what every airshow planner would call professionalism and that impression will keep us looking good for the next season. The next GA pilot you run into at an airshow just may be the next new warbird pilot that joins our group due to your professionalism!

On a more somber note: we cannot afford to lower our standards (the ones we may just have to put in writing) or create a perception of not being professional in our approach to airshows and flying our aircraft in front of crowds, especially under waived airspace! Without our individuals acting professionally on the radios, in the air, after we land and when interacting with the crowds, it will be nearly impossible to continue as the Cascade Warbird Squadron and "Keep 'em Flying." ✪

SQUADRON NEWS

NEW MEMBERS

Please welcome the following new members to our warbird family and make them feel at home.

Jim Lentz, Seattle, WA

Jim Ostrich, Redding, CA, owns a T-34 and L-19

David Gagliardi, North Saanich, BC, co-owner of a CJ-6A

Brendan Carmody, Sequim, WA, owns a SA Bulldog Mk. 1

Jeff Franchini, Boundary Bay, BC, owns a CJ-6

SCHOLAR REPORT

We have six area youth in our scholarship program this year and we're happy to report on their progress. Two have already finished the Private Pilot Ground School course with our partner Galvin Flight Training and young Pavel Hoffelner has also completed his first instructional flight. Weather permitting, by the time you read this, he will have his second flight in his logbook. The third of our youngsters just started his classes and we expect his first flight will occur within a few weeks.

You'll remember the name Alex Jon-

son. He was one of our 2015 scholars and expressed such an interest in a flying career that we helped him along with an add-on award at our March meeting. He graduated high school on 12 June and we've learned he will be flying three to four times each week throughout the summer. His goal: he's been accepted into a college flying program that requires at least a Private certificate. We wish Alex well.

STRAGGLERS

We do all we can to collect renewal dues from those of you who wish to be called members of Cascade Warbirds. So, we accept this as a challenge – how many times will you be asked vs. when will you remit? If this is a game, then you've been tagged and "you're it."

If the date following your name on the envelope is Dec 2016, then we haven't received your renewal dues. Please remit US\$20 to CWB, 1066 Yates Rd, Oak Harbor, WA 98277. In case you care, any remaining recalcitrants will be purged before October. Don't be a poopy-head.

SAVE THE DATE

For those of you new to the organization,

we have a holiday awards banquet each year and this one will be held in Renton. It's scheduled for Saturday, 9 December. We'll publish much more info later in the season, but we want you forewarned so you can mark your calendars. It's a party not to be missed.

RENO, ANYONE?

Still a few reserved box seat tickets remaining for this year's National Championship Air Races. If you'd like to attend the races, only \$370 for the week. Contact Fred at fred@fcsmyth.com for details and

payment info.

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.



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



Log onto cascadewarbirds.org for more information about each. ✪

SCHOLARSHIP WINNER UPDATE

By Kyle Clark

HELLO EVERYONE! My name is Kyle Clark, I am 22 years old, live at Crest Airpark, and am a 2012 CWB scholarship recipient. I have always been extremely passionate about aviation and have wanted to become a pilot for as long as I can remember. In order to immerse myself in aviation, I have worked at an Alaska Airlines uniform store, the Museum of Flight, on an N3N restoration, at Crest Airpark, and at Clay Lacy Aviation. Although surrounded by aviation, I did not have the ability to afford to learn to fly while still in high school.

It was at this time that I was informed of the CWB ground school scholarship, to which I promptly applied, never expecting to get a response. To my disbelief, I received a phone call from Mr. Smyth that I was one of the scholarship recipients. Receiving this scholarship not only made it possible for me to go to ground school, but was also an invaluable confidence booster that came at an important time.

While going to ground school during my summer break from high school, I was also working at the Museum of Flight and learning to fly in a Cessna 140. Similar to the invaluable scholarship, a couple at Crest Airpark had given me a ride in their 140, took notice of my passion to fly, and generously gave me the opportunity to learn in their airplane. Shortly thereafter, I received my pilot's license in the Cessna 140, at 18 years old.

After getting my pilot's license and graduating high school, I worked a variety of aviation-related and construction jobs while going to college full-time. I completed two Associate degrees, my Commercial Pilot AAS and Airline Dispatch AAS. During this time, I also moved out and got married to a gorgeous aviation nut! I was working line service at Boeing Field and struck up odd deals from washing airplanes to cleaning gutters in order to get my instrument rating and my ASEL and AMEL Commercial Instrument ratings.

While working line service, I made many great contacts which led to a part time corporate flying job. I

even refueled Mr. Anders' Beaver and met Mr. Johnson who gave me the opportunity to come speak at a Cascade Warbirds meeting in February. This opportunity led to a presentation where I could introduce myself, update the group about what I have done after receiving the scholarship, and most importantly, to express my appreciation.

I want to thank the Cascade Warbirds again, as well as thank those not at the February meeting, as you truly played a major role in changing my life. Your scholarship is so much more than a monetary contribution and I am still humbled and appreciative of the opportunity that CWB entrusted me with. I love life, am overwhelmingly thankful, and I will pass down the opportunity that you and many others have provided me.

Thank you, Cascade Warbirds! ✪



Kyle pilots a Cessna Citation Bravo to landing at Boeing Field. Photo: Kyle Clark

ON 12 THROUGH 14 MAY 2017, the Cascade Warbirds, in association with the Olympic Flight Museum and with the help of Experimental Aircraft Association Chapter 609 in Chehalis, once again hosted the EAA's B-17G Flying Fortress *Aluminum Overcast* at Olympia Regional Airport. Although it was a new venue for an *Aluminum Overcast* tour stop, and despite frequent rain, we still pulled off a highly successful event.

I'd like to start off by thanking all those who showed up and helped out, in whatever role they played. Volunteers from both Cascade Warbirds and Chapter 609 did everything from planning and coordinating with the Olympic Flight Museum staff; getting the word out to the media and distributing promotional materials all over the Puget Sound region; marshalling and serving as ground crew for the B-17; giving ground tours of the aircraft; working in the merchandise trailer; providing ramp security; escorting our veterans, "Rosie the Riveters," and their families; wrangling passengers and selling seats on the flight experiences; taking photos; and providing food and water for the volunteers. The Olympic Flight Museum staff answered questions and guided visitors through the hangar to the B-17. As always, volunteers are the heart of the *Aluminum Overcast* tour stops, and my heartfelt thanks go out to all who contributed to make this a highly successful event.

On the Wednesday before the main event, we hosted a Media Day featuring WWII B-17 veterans Dick Nelms, Art Unruh, Emery Blanchette, Ken Wheeler, Fred Parker, Lou Stoffer, and Don Wood, as well as aircraft manufacturing worker Betty Lausch, who worked as a rivet bucker on the B-17 production line at the Boeing main plant during the war. In addition to the interviews and briefings for the press, we also launched three media flights, which allowed the reporters and crews to fly with the veterans and our "Rosie the Riveter." We had great coverage from both KING 5 and Q13 news, including helicopter coverage, as well as The Olympian and the Lewis County Chronicle. Special thanks go to the Edwards family for their superior contributions to this event: Kerry for his work in publicizing and managing the press during the event, MaryLee for providing outstanding hospitality and support of the veterans and our media guests, and Brandon for maintaining an outstanding veteran outreach program and for gathering and taking care of the veterans for this part of the *Aluminum Overcast* tour stop. Thanks go especially to Teri Thorning, the director of the Olympic

Flight Museum, for preparing the space, contacting and bringing in local Olympia media, and for deftly managing the complex logistics of the event.

Though the weather was pretty wet over the course of the main event weekend, we still filled the B-17 for 11 flight experiences, getting credit for a total of 111 revenue seats, and each day saw long lines for the ground tours through the airplane. On Sunday, diligent sales pitching by the volunteers even managed to secure a fifth flight after the ground tours at the end of the day. Overall, the event netted the Cascade Warbirds \$4,564.05 for its scholarship program.

In addition to the flight experiences and ground tours, we also had on hand a number of veterans, including Don Wood, Elden Larson, Dick Nelms, Lou Stoffer, Art Unruh, and Ken Wheeler as well as Boeing plant workers Helen Holloway and Betty Lausch, to talk to guests about their experiences during the war. We even had Betty Dybbro, a Women's Airforce Service Pilot (WASP) who flew B-17s stateside during the war, turn up at the airplane Sunday afternoon after it had

flown over her house in Lacey earlier in the day.

Our Cascade Warbirds volunteer workers were: Dan Barry, Rick Bray, Rich Cook, Dave Desmon, Brandon Edwards, Kerry Edwards, MaryLee Edwards, Rick Fernalld,

Bridget Granberg, Lori Greer, John Haug, Steve Heeb, Marian Jensen, Tom Jensen, Bill Junjek, Karyn King, Elden Larson, Kent Mehrer, Ken Nishiyori, Victor Norris, Eric Olsen, Ramona Olsen, Gary Shipler, Dan Shoemaker, Art Unruh, Al Vazquez, Josh Voss, Sam Warren, Ken Wheeler, Dave Williams, Kyle Yates, and Paul Youman.

From EAA Chapter 609, Brandon Rakes, John and Nola Roe, Dave Neiser, Andrew Waddell, Michael Cordell, and Jerry Bechtold all volunteered and worked hard over the course of the weekend.

Of course, special thanks go to our hosts at the Olympic Flight Museum, under the leadership of director Teri Thorning, without whom the stop at Olympia would not have happened. Our appreciation goes out to the Olympia Civil Air Patrol squadron and the cadets who formed the honor guard for the event, as well as the owner and crew of Glacier Aviation, who provided fuel and ground support for *Aluminum Overcast*. Additional thanks go to the living history exhibitors, who gave visitors insight into the uniforms and flight gear worn by both air and ground crews, as well as typical clothing worn by female aircraft plant workers. ✪

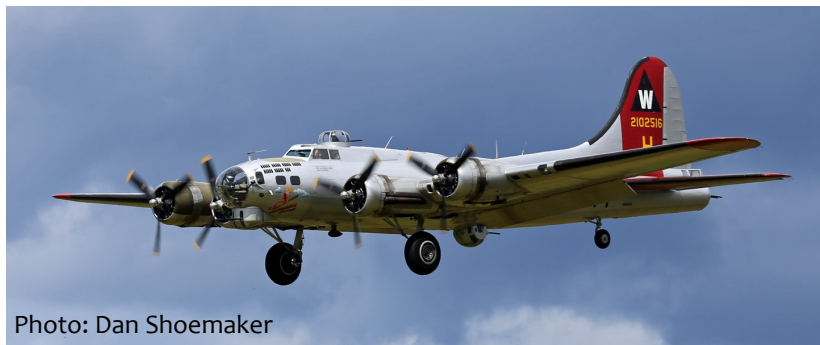


Photo: Dan Shoemaker



WWII B-17 pilot Dick Nelms looks right at home. Photo: Dan Shoemaker



Johanna Harris of Glacier Aviation connects with history. Photo: Charley Cundall



Aluminum Overcast overflies Olympia Airport. Photo: Dan Shoemaker



WWII “Rosie the Riveter” Juanita Labree. Photo: Eric Olsen



Photo: Dan Shoemaker



Children tour Aluminum Overcast with pilot Neil Morrison. Photo: Dan Shoemaker

B-17 MEDIA DAY HIGHLIGHTS

By Brandon Edwards

THANK YOU to EAA, our VIPs, EAA Chapter 609, our CWB volunteers, and the media.

A few of my good friends, seven actually, got to share some time flying around in the B-17 over our Capitol Building May 10th thanks to all of you who keep her flying! Every paid passenger, ground tour visitor, tour stop host, ground crew volunteer, EAA volunteer pilot, crew chief, mechanic, EAA Tour Coordinator, journalist, and broadcaster supports and promotes their living history. You make it possible to honor those friends, our WWII B-17 veterans. And to keep sharing the values and history lessons this Greatest Generation has taught us. Let us celebrate life, cherish, remember, hoist, serve and exhibit those fine examples.

Emery Blanchette, Fred Parker, Louis Stoffer, Art Unruh, Ken Wheeler, and Don Wood were each honored with a joyful flight experience with media in promotion of our public tour dates. Additionally, a last-minute scratch and rare third media flight allowed J. Bryant Wood to have a seat with his father on that flight.

We had several reporters and promoters visit the afternoon of May 10th. We got very good coverage and human interests stories shared across TV, newspapers, Joint Base Lewis-McChord media, and internet. Social media was also abuzz with tens of thousands of views!

Our tour stop was very successful and enjoyable. The Cascade Warbirds Squadron was well supported by the area EAA Chapter 609 volunteers and the Olympic Flight Museum. The museum and airport FBO Glacier Aviation were excellent ramp hosts. The EAA Tour Coordinator, Michael Digangi shared with me that our Olympia tour stop was a fair bit better than the previous stops. We had eleven revenue flights: three on Friday, three on Saturday, and five on Sunday. EAA sold 111 revenue seats and were selling ten flight jackets a day. Three volunteers were rewarded with seats due to no-shows or last-minute cancellations.

Ground tours numbered in the hundreds each day and both the museum admissions and souvenir sales were better than expected, especially considering the

weather forecasted and passing showers those three days. We had four B-17 WWII crewmen as docents: pilot Elden Larson, pilot Dick Nelms, engineer and top turret gunner Lou Stoffer, and pilot Don Wood. Lou came out every day, even Friday after he got payroll out for his business in Centralia. We also had some very special visits from WWII WASP Betty Dybbro and four WWII "Rosie the Riveters," Juanita Labree, Helen Holway, Georgie Kunkle, and Betty Lausch. These are just a few of the significant statistics and highlights!

Special thanks to CWB transportation volunteers Bridget Granberg, Dave Desmon, Bill Junjek, Sam Warren, David Williams, and EAA Chapter 609 President Brandon Rakes who greatly assisted with the transportation of several of these VIPs. These veterans would not otherwise have been able to participate in sharing our history and their experience, promote the touring of the *Aluminum Overcast*, and honor the sacrifices of so many. And, notable appreciation goes to MaryLee Edwards who once again provides the heart of hospitality for our B-17 veterans & crew.

WWII B-17 pilot and dear friend Dick Nelms called and shared his great appreciation for our XO, Dave Desmon, picking him up at Boeing Field and then giving him the controls of the Navion to fly down and back to Olympia on Sunday so he could once again serve on the *Aluminum Overcast*. The same thanks go to Sam Warren, who flew Art Unruh from Arlington to Olympia on Media Day. Another fine example of our heroes!

Thank you again to everyone who has served and helps us continue to keep honoring our history and celebrating our heroes and their sacrifices!

B-17 lithographs update: Dick Nelms had donated 50th anniversary Boeing B-17 lithographs, numbered 6/300 and signed by the artist, for a scholarship fundraising auction. We now have eight autographs from B-17 veterans on these and I will be looking for a special opportunity before our October meeting to see Walt Creigh and JW Roundhill to obtain theirs. ✪



Dick Nelms and Elden Larson. Photo: Eric Olsen



Emery Blanchette and Marie-Claude Samson. Photo: Brandon Edwards

LIKE A TIME MACHINE going back to WWII, the Boeing B-17, *Aluminum Overcast*, this year made its appearance in Washington State's capital, Olympia. Not only did this rare bird fly in, but a few of who are left of the living legendary pilots of this grand ole lady were present to hop aboard and fly as passengers, and most likely remember piloting, as they had more than seventy years ago! A rare look into the past is quickly fading away as we lose so many of these heroes.

I had the honor and privilege to fly to Olympia with CWB member Dave Desmon in his Navion as we picked up Dick Nelms from Seattle's Museum of Flight. Now, I'm not saying Dick belongs in a museum, but he does! He, at 94, still volunteers at the museum as a docent, describing what very few pilots can convey – how it was to fly thirty-five B-17 bomber missions and still live to tell about it! He and others at the event tell their stories with humor and grace and can answer all questions, describing hair-raising experiences he had as a 20-year-old B-17 pilot. Dick speaks about losing hundreds of these magnificent flying fortresses, losing many friends.

If you've never seen one of these four engines B-17 warbirds up close, it's difficult to imagine its four huge radial engines, 74' length and 104' wingspan. Dick talks about being only 20 years old with co-pilots just out of their teens! Scary to think of it these days, but these

men and women thought it their duty and "did what we needed to do." Purely inspirational, and an honor to have him fly with us to and from the Olympia event honoring these precious times in our history. Dick took the controls of the Navion to fly us roundtrip as if he had flown those missions yesterday!

My "mission" was to fly with Dave to photograph the B-17 as it flew over Olympia and the capitol building. I managed to capture a few once-in-a-lifetime images. Expert long-time pilots of the B-17 for this event were Captain Neil Morrison of Port Townsend, WA and Pilot Tom Ewing, who came all the way from Naples, Florida. ✪



Photos: Karyn F. King/PhotosHappen.com

MEMBER SPOTLIGHT: VICTOR AND KIRSTAN NORRIS' IAR-823

By John Haug



Photo: Al Sauer

THE STORIES BEHIND KIRSTAN AND VIC NORRIS finding IAR-823 serial number 22 and joining Cascade Warbirds are intertwined, and a little circuitous. This airplane is surrounded by interesting stories. Those of us who are fortunate to visit the local air shows have seen a couple airplanes that look like standard general aviation (GA) craft, but just unusual enough to warrant a second glance, even if they weren't painted in military colors. And those who ask the owners about it are fortunate to meet two people as interesting as their airplane.

Initially, it looks like any four-place, retractable-gear, high performance GA airplane. From a distance, the uninitiated might think it a Mooney, given the "reversed" vertical stabilizer (though don't say that to either IAR fans or Mooniacs). But it has lots of windows, gull-wing doors and the leading edge of the tail actually isn't quite vertical. A look inside confirms this is a special airplane.

The IAR-823 was designed by Radu Manicatide, a well-known Romanian aerospace engineer. He was educated in Romania and France before WWII began and worked for IAR, Industria Aeronautică Română, a manufacturer created through government funding in 1925. The company has produced over fifty airplane, helicopter and glider types, both of its own design and under license, and serves the helicopter market today as IAR S.A. Brasov.

This model was designed in the early 1970s as a low-wing, tricycle gear primary trainer for the Romanian Air Force. To prepare its pilots for more advanced aircraft, it sports a control stick with military-style grip and a left-side throttle quadrant. Since those pilots were learning the fundamentals of flight, it features a full set of redundant controls, including a central throttle quadrant, for the right-seat instructor. The gull-wing doors can be released from the airframe using a conspicuous handle, allowing the pilots to bail out. It is aerobatic and rated to +6/-3 g. The instrument panel has all the familiar gauges and switches, plus many others, but in non-standard positions and not always

labeled in English. The rear seating can be removed to accommodate storage or, with removal of the co-pilot seat, a litter and medic. The wings have hard points for fuel tanks, gun pods or bombs.

Its military pedigree benefits GA pilots. It's built tough, to aerobatic military standards. The powerplant is a Lycoming IO-540, a reliable engine familiar to any maintenance shop. Its 290 horsepower can lift four people plus light baggage with full fuel, a rarity among GA airplanes with fewer than six seats. It cruises at 150 MPH and has sufficient wing loading to ride out turbulence well. Because it was never type certificated in the US, it is considered Experimental by the FAA. While that creates some administrative challenges, it means that nearly anything can be done to or installed in the airplane. Maintenance, parts and new avionics are often much more expensive for certificated aircraft, if available at all. All considered, it's a fantastic airplane! In fact, IAR wanted to sell it in the UK and US, but western economic sanctions against Nicolae Ceaușescu's communist government prevented that possibility.

Explaining how such an unusual airplane came into the Norris' hands requires understanding a bit about them and how they came to join Cascade Warbirds. Both Vic's and Kirstan's fathers had ties to aviation and they passed a love for it on to their children. Vic's dad was a CFI and owned a Seabee, Cessna 140, and Cessna 172 and flew a Beechcraft Bonanza over the years. Kirstan's dad had served in the US Air Force. Vic was a private pilot and, like many others, was finding that sharing airplanes with other renters was difficult to schedule. At the first air show they attended together, watching CWB member Ross Granley in his Yak-18T, Kirstan mentioned it would be a good plane to have – flexible, good endurance, four seats, aerobatic.

Flash forward to the Reno Air Races in 2011. They were in the grandstands behind the box seats, watching as the Galloping Ghost crashed, taking and injuring some of our friends. Dave Desmon had made a Facebook post noting that he was going to talk about the accident at the next Cascade Warbirds meeting. Vic saw this and wanted to talk to someone else who was there, in part to understand whether the air races were finished forever. He spoke with member Al Sauer, found that the squadron aligned with his interests and ideals, and decided to join and become active as a marshaller.

Now all the pieces had come together – two people with aviation backgrounds and interests in the less common plus a large family in CWB with lots of interesting airplanes and flying. The idea of getting their own plane came up again when Kirstan saw a "for sale" ad at work. But it was for a Cessna 172, which both found to be too generic. They considered the military version, the T-41, but it didn't fit them. Dave Desmon pitched the virtues of the Navion, but that wasn't quite right, either. Then they flew in member Bob Hill's IAR-



#22 came with a sizeable stack of original Romanian logbooks. Photo: Vic Norris

Christmas to bring #22 to its new home. The departure strip was short, the airplane had two big guys plus luggage and the air was warm. The high voltage lines at the end of the runway got a bit close for comfort and Bob had already crafted a quick Plan B to fly under them, if necessary. After an overnight at The Dalles, they returned to proper winter weather with marginal VFR conditions west of the Cascades that left them seeing scant more than water below them through the Columbia Gorge. Seeing the poor weather conditions, Kirstan was nervously pacing in the FBO at Olympia (Bremerton was IFR and the airplane was VFR-only) waiting for a text that airplane and occupants were safe on the ground. In the air, Bob and Vic had a Special VFR clearance but saw the runway suddenly disappear as they inadvertently entered IMC. Bob did the right thing, executing a safe 180° turn and opting to land at Chehalis. It took two weeks for the weather to improve enough to complete the trip to Bremerton.

In the following months, Vic got his complex and high performance endorsements and Kirstan earned her private pilot certificate. She says of her transition from Cessnas to the IAR-823, "It's easier to fly than a 172!"

And they've loved their purchase and membership in CWB. They say they can land at an airport anywhere and people come out of seemingly nowhere to ask about it. Guests they take flying head out to the ramp and suddenly get more excited when they see which airplane they'll be in. All this almost wasn't, if not for their CWB membership. Vic says he might have stopped flying if he hadn't found a new aviation niche that spurred both of them to buy a warbird. Vic looked me square in the eye and said with conviction, "We wouldn't be where we are without Cascade Warbirds." The camaraderie and expertise in the group not only led them to their plane, but

823. Kirstan approved, telling Vic, "I could see us flying this airplane." It met all the criteria of the Yak-18T and it was not drastically different from standard GA airplanes, but it had cachet that few others do. Finding one in their price range when only 78 were ever built worried, but didn't deter, them.

Eventually, they found an ad for one in California, which Bob Hill examined and pronounced a good buy. Its ferry trip to the northwest only adds to the story. Bob and Vic flew down just before

helped identify and fix a minor mechanical problem at their first show at Fairchild AFB.

But how did an airplane go from Romania to the Olympic Peninsula? The Reno Air Races figure in once again. Romania in the 1980s and 1990s was suffering from the same affliction as so many other countries in the Soviet sphere, escalating economic and social crisis brought on by decades of communist mismanagement. 100LL aviation fuel was no longer produced in Romania and import prices from Greece were too high for the budget-squeezed air force. The Yak-52 had replaced the IAR-823 as the military's primary trainer. By the mid-90s, the IAR-823s had all been retired and put up for sale.

In the late 1990s, a group interested in building new P-51 Mustangs was in Romania talking to a manufacturer when one of their members mentioned he had purchased an IAR-823 from an American who had imported ten. A few others in the group did some research and decided to buy the remaining 36 and every spare part the air force had on hand. They were disassembled and packed two to a container and shipped to the US.

Well-known air show announcer and race pilot Steve Stavrakakis had bought a container with serial numbers 22 and 24. He still flies #24 in air shows to this day. #22 was restored and sold. Its second owner sold it to Kirstan and Vic after losing his medical certificate. Coincidentally, that seller had considered purchasing #5 before it was landed gear up; it was repaired and now belongs to Bob Hill.

So now Vic and Kirstan are the caretakers of a true and uncommon warbird; as far as they can tell, the entire life of #22



Vic flying in photo formation. Photo: Mary Kasprzyk

before its move to the US was spent training Romanian military pilots. And just like so many of our members, they make sure this piece of history flies and remains in the public eye. Their plane was on display at EAA AirVenture 2015 in Oshkosh and photographed for the daily warbird newspaper. They do flight and static displays at regional air shows. The stuffed white tiger they place on the cowling ensures lots of conversation with visitors so they can tell the story of this airplane that most people have never heard of.

Even the tiger has a story to tell. Once they finally had this unique bird back in Bremerton, Kirstan and Vic knew it needed a name. It was purchased at the winter solstice and that became the theme. A tiger statue on their mantle at home led to "Winter Tiger". Decals of the name were printed after a quick Google translation to "Iarna Tigru." At its first trip after being christened, Paine Field Aviation Day, a young

boy looked at the airplane for a moment, then said with an unfamiliar accent, "Name wrong, should be Tigru de Iarna." Quite a small world for a boy in Mukilteo to have an impact on an airplane from half a world away.

But that is just one of so many stories surrounding this wonderful aircraft. Fortunately for us, it has found two wonderful people who will continue to tell those stories for many years. ✪



Kirstan lands at Paine Field Aviation Day. Photo: Terry Green

VETERANS LIAISON UPDATE

By Brandon Edwards



Allen and Brandon. Photo: Brandon Edwards

HELLO SQUADRON AND NEW MEMBERS. Let us not forget...

Allen Ostrom, our dear 96-year-old, 398th Bomb Group tail gunner and author, Allen Ostrom, passed away peacefully on the afternoon of Friday, April 28, 2017.

Allen's eldest daughter, Eileen, has provided some historical treasures

of her father's, including a file that contains every *Flak News* Allen edited and published from 1984 to 2012. I have found another treasure, friendship with his family. Together with them, I believe there will be a time for a great article. Right now, in combined efforts, personal time is still being taken to preserve and reproduce a lot of very important family history.

On April 2, 2017, in the tradition of the local survivors of the 398th Bomb Group, Keith Anderson, Brandon Edwards, Fred Parker, Dan Shoemaker, and Lou Stoffer attended a luncheon at Randy's 24-hour diner in Seattle near Boeing Field, in honor of Allen Ostrom. Our luncheon was made in hopeful expectation that Allen could attend one last time with these buddies. Unfortunately, the call came just before that weekend that Allen wanted us to, "carry on as if he were there," and for the rest of us to gather to keep the memory of what the 8th Air Force has done for us.

On behalf of Cascade Warbirds, we all thanked

Randy's owners Richard and Luscia, as well as our anything-but-common server, Ray, for their years of care and attention honoring our veterans, especially this group, who Allen brought together here over the decades.

The 398th veterans selected one of the 8x10 media photos Karyn King had provided to me for promotions and gifts to the B-17 veterans. They autographed the photo of *Aluminum Overcast* flying just above the Seattle Space Needle last summer and presented it to Luscia for display. ✪



Memorial Day tribute. Photo: Brandon Edwards



398th Bomb Group luncheon. Photo: Dan Shoemaker

MARSHALLING TUG RESTORATION

By Gary Shipler

THROUGH THE GENEROSITY of Jon and Ann Bowman, Cascade Warbirds acquired a small tractor suitable to use as an aircraft tug. In fact, Jon had used it for just that purpose for years. Although the unit was in great running condition, the marshalling crew thought it would be really neat if it were painted in the CWB livery.

We began the process of cleaning up, sanding, filling and getting it ready for the paint booth. Ron Morrell generously allowed the use of his hangar as a place for us to stage the project. Rich Cook brought his pressure washer over and he and Paul Youman gave it a good bath. Then we began the process of disassembly.

We didn't have a paint booth, Boeing wouldn't let us use theirs, so Paul came up with an idea of constructing one in Ron's hangar using PVC tubing and plastic film. It was a thing of beauty, albeit rustic, but it served to keep the paint spray contained and off Ron's Trojan (for the most part). Not a problem, though, because nothing will stick to Ron's plane, it being coated with a film of oil, and all.

I acquired paint to match the colors of the CWB patch on my hat and over a couple weeks we applied the paint, reassembled the tractor, struck the paint booth, and, as a creative touch, Rich did some pin striping. The project came out well and we hope you like it.

The unit will be a terrific addition to our marshalling capability and will allow us to move the heavier aircraft safely. We plan to trailer it to airshows on Bob Brahm's trailer, or in some cases, Paul may drive it there. So if you see him in the slow lane, give him a wide berth. ☺



Disassembled during restoration.



Bob Brahm and Rich Cook add pin striping.



Bud Granley putting the tug to good use. All photos: Gary Shipler



Paul Youman gives the new tug its first start.

FROM THE EDITOR

By John Haug

A FEW QUICK NOTES. Thank you again for your enthusiasm in submitting your writing and photos. We had so much to share this quarter that I've had to move some to a subsequent issue—a fantastic “problem” to have! As always, check out the website at cascadewarbirds.org for full-color digital reading on-the-go.

Finances were on my mind recently... Did you know that many employers match cash donations? Be sure to request one when you contribute to our 501(c)(3) charitable org. Even better, some companies, including Microsoft and Boeing, donate *cash* for your volunteer hours! See if your valuable time can do double duty by investing dollars in our squadron programs and services. ☺

CWB SUPPORTERS

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★ KEEP 'EM FLYING ★

Your advertisement could be
here for only \$25 per issue!

CHECK SIX



B-17F *Squawkin' Hawk I* of the 100th Bomb Group at RAF Thorpe Abbots in May 1944. Other units nicknamed the 100th the "Bloody Hundredth" due to the losses it suffered. However, no crewmember who flew on the *Squawkin' Hawk I* was ever injured. After completing 50 missions, it was signed by hundreds of Group personnel before returning home. Photo: Imperial War Museum, <http://www.americanairmuseum.com/media/5259>

UPCOMING EVENTS

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 Week-end (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