



Bob Hill's IAR-823
Photo: Stan "Sundance" Kasprzyk

✪ Cascade Warbirds Squadron Newsletter ✪



CO'S COCKPIT

By Ron Morrell

I HAVE A REAL PROBLEM with the National Championship Air Races. Didn't expect that one, did you? Every year, I mention to the lovely wife of the squadron CO that it is with a heavy heart that we plan for and travel down to the high desert in mid-September to rekindle the sounds and sights of "the fastest motorsport on Earth" due to one unmistakable problem: we leave Seattle during the summer and return just 7 or 8 days later and *it's Fall*.

We always return to the Pacific Northwest to a different climate. The air is wetter, cooler and there are more signs of the dreaded rainy season descending upon us. The airplane seems to droop a slight amount sitting in the hangar due to the slightly cooler oil in the tank (oil does get denser, thus heavier when it's cold, right?). I know there will be some great flying days left during this time but they are just not as abundant and need more spontaneous reaction to take advantage of.

There is hope. The other inevitable actions that happen after the return from Reno include the scheduling, planning and execution of the squadron meetings that we all get to enjoy for the next six months. These meetings are really how the entire squadron gets to enjoy the camaraderie and to trade stories and experiences from the summer's flying season (with lots of "talking with the hands" and "shooting down your own watch"). I feel we have never really acknowledged all the behind the scenes work that many members of the squadron do to get these meetings set up and make them successful.

Your Executive Officer (yes, that's Dave) does all the scheduling and de-conflicting with the Museum of Flight every year to ensure we have our meeting place and times all set up well before we show up at Boeing Field and make our way to the hallowed halls of the museum. There are always Fred's notes and requests for input into our board meetings, especially anything to do with budgets and spending considerations for the upcoming year.

All of the board members get to have a say (actually are asked to please give input) concerning the membership meeting agenda and the board business that needs to be discussed. We are always looking for input to help put together next year's calendar and events list. We are always trying to fit our volunteers into slots that they will enjoy and that will help move the squadron along down our path.

Speaking of "path", we are always redefining and honing the direction that our squadron should be striving toward and we all need to re-evaluate periodically to help that process along. The actual con-

tent of our meeting is always a challenge and we will always ask for the input and help of our members to keep the content entertaining, relevant and of interest to our attendees. There are also learning situations that are always welcome for discussion.

Just one personal teaching moment from me. All the pilots should know how much effort the International Council of Air Shows has put into getting the pilot participants at flying gatherings around the country to have evacuation plans and scenarios, and to share them with the local firefighters and emergency personnel. I have found that just showing them the controls and telling them what switch or lever to move to where and "then push this" may not be enough. It can be difficult or impossible to convey a message of "push much harder on that canopy manual handle" while yelling instruction thru a closed canopy that still has smoke dissipating from it and is about 100 degrees inside. It was very refreshing when the big burly firefighter finally leaned on the handle and put his weight behind pushing it!

This type of story can save someone who comes across a similar situation in the future and we all should take some of our experiences serious enough to share with others.

Your CO will be missing in action for most of October while a certain training department in Atlanta makes me fly 48 ILS approaches, half of them single engine and do about 23 V₁ cuts along with dealing with a wide assortment of "flying situations" in the 757/767 simulators.

I'd rather be at the dentist (at least the one in Costa Rica). See you all soon and "Keep 'em Flying". ✪

Squadron Commander Emeritus

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Commanding Officer

Ron Morrell

Executive Officer

Dave Desmon

Operations Officer

John "Smockey" Johnson

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This is the official publication of Cascade Warbirds. The views expressed in this newsletter are those of the individual writers, and do not constitute the official position of Cascade Warbirds. Members are encouraged to contribute any matter related to warbirds, which the editor will gladly work with you to publish.

It is the goal of Cascade Warbirds to promote the restoration, preservation, operation and public display of historically significant military aircraft; to acquire and perpetuate the living history of those who served their country on these aircraft; and to inspire today's young people to become the aviation pioneers of tomorrow.

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

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SCHOLAR REPORT

We're happy to report that half of our 2017 scholars have completed their ground school classes and successfully concluded two training flights with our partner, Galvin Flight Training.

Ryan Check has started his senior year at Woodinville High School and still has his sights set on becoming an airline pilot.

Pavel Hoffelner is entering his junior year at Issaquah High School and he, too, would like to become an airline pilot. He still intends to take an Aeronautical Science degree at CWU.

Jake Peterson is also a junior this year, enrolled at Emerald Ridge High School in Puyallup. He's still looking at enlisting in the Air Force after graduation and would like to be accepted into their flight program.

We wish these youngsters well in their future endeavors. Our 2018 Scholarship application is now available online at www.casadewarbirds.org and has a 28 February 2018 deadline. Pass along this opportunity to any area youth you may know who might be interested.

NEW MEMBERS

We'd like to welcome two more warbirders to our midst and wish them well.

Arreed Barabasz calls Palouse, WA, home and owns an SA Bulldog.

Marty Stickford lives in Edmonds, WA, and owns an L-5.

Make them feel a part of the group when you see them at one of our events.

HOLIDAY PARTY

Our annual holiday dinner party and awards banquet is slated for Saturday, 9 December, this year. We're changing locations yet again and this year will revel at the Red Lion in Renton. We'll be putting out detailed info within a couple weeks, so stand by to sign up for another typical CWB shindig.

RENO RACES 2018

Just a heads-up – if you're planning to attend the Races next September, you

may want to get your deposit submitted soonest. Only two seats remain in our front row A-41 box, so if you want to sit up front, now's the time to commit.

Send \$100 to CWB, 1066 Yates Rd, Oak Harbor, WA 98277. Pricing will be revealed in March and final payment will be due in April. Yes, we still have seats remaining in the rear B-40 box.

AIRPLANES FOR SALE

It's always a perfect time to buy a warbird! Take a look at these three for sale by our members.

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



Daniel Sallee has a CJ-6A for sale; see the ad on Barnstormers for more information. His e-mail is danielsallee@gmail.com.



Roger Kubeck is selling his IAR-823. Full details are in his Barnstormers ad and his e-mail address is rogerkubek@gmail.com.



Log onto casadewarbirds.org for information about each. ♻

SCHOLARSHIP WINNER ALEX JONSON'S MOTHER, JULIE, REPORTED IN ON HIS BEHALF

August 12, 2017

Alex is LOVING all things flight. He is so happy, we are thrilled for him! It was going great until the Canadian fires hit. His cross-country, night flight, and diversions all got canceled this week. Galvin losing a plane in the Sound didn't help on fleet availability, either. One day the flaps were not working so he was grounded (no extra plane). Weather permitting, he'll do his cross country and night flight next week.

So, he's doing great, but he won't finish his private by August 20th, darn it, but we knew it was going to be a push. He's worked really hard and the experience has been great. Carly Richardson, his instructor, is great too. No one can take his training away and we hope it will carry over into his college work. My guess is that he'll progress faster as much of the fall work will be a review for him.

He'll enter Embry-Riddle with 15 college credits from college level courses in high school, almost a semester, but he won't get the advanced push into the flight program. He's in it just at the beginning level. We are talking with his advisor next week.

Alex was excited to read Gabe's letter. They stay in touch and I know Purdue and ERAU have a friendly rivalry with their flight programs. It'll be fun for those two as they move ahead in their flight adventures.

I am so grateful and thankful for all you have done for us. Cheers and best wishes to everyone.

September 9, 2017

Alex is 3 weeks into school at Embry-Riddle's Prescott, AZ campus. Alex loves it and is settling in. It's a perfect school for him – all aviation, all the time! It's a specialized place and super focused. They are down over a dozen flight instructors, so air time is slow and soon to increase – we are all hopeful on that note. The Chancellor is even getting re-certified for CFI so he can instruct!

He's trying out for the flight team. Over 120 kids and they'll take about 10 so the odds are really tough. Fingers crossed but lots of pilots with experience. Still a great process to go through.

SCHOLARSHIP WINNER PAVEL HOFFELNER SENT US A NOTE OF APPRECIATION

Cascade Warbirds members – I would like to thank you for giving me the scholarship to Galvin Flight School, which enabled me to take the private pilot ground school and the two flight lessons. I really enjoyed the flight lessons, especially the fact that I could actually use what I learned in the ground school in a real scenario. I am still trying to get more into flying

and I have been looking into the ROTC program and also the Civil Air Patrol.

I believe the experience that I was able to gain from this scholarship will help me one day achieve my goal of becoming an airline pilot. I have also been looking at what college I would like to go to that has an aviation program that would allow me to continue flying. So, once more, I would like to say thank you for this scholarship.

SCHOLARSHIP WINNER GABRIEL BACERDO UPDATED US ON HIS PROGRESS

Earlier this summer, I finished my studies at Issaquah High School. Later this week, I will be leaving to resume my education at Purdue University majoring in Professional Flight. With Purdue's flight program being on the smaller side, with around seventy students entering each year, I attribute my acceptance into the program to the Cascade Warbirds and all of the opportunities it has awarded me over the past year or two. Being awarded the ground school scholarship and the opportunity to take the controls of an airplane for the first time have truly opened a world of opportunities for me.

Aviation has been present in my life for as long as I can remember. In elementary school, whole weekends were spent at the Museum of Flight. In middle school, a fascination with rotorcraft sprung up and I started researching how to become a military pilot. My past three years of high school, I have spent my time volunteering at the Museum of Flight in the Museum Apprentice Program. Over the years, I have experimented with other career fields such as medicine, engineering, or business. But flight has always overshadowed these areas.

Most colleges offer the prompt, "some students have a background, identity, interest, or talent that is so meaningful they believe their application would be incomplete without it. If this sounds like you, then please share your story." To me, it immediately became clear that I wanted to share my passion for aviation. The experience of going on my first introductory flight was difficult to fit into 650 words. Especially when I wanted to convey my emotions as two F-18s broke overhead and landed in front of us while going through the pre-flight. Not to mention the new KC-46 tankers that were in development on the other side of the runway and getting airborne for the first time.

Being awarded the ground school scholarship has led to many opportunities for me. My ultimate dream is to fly in the military. I will be involved with AFROTC on campus and will be pursuing a commission in the Air Force upon graduation. My dream was to attend a military academy, but attending Purdue provides the same

(Continued on page 10)

SOMETHING RARE IN THE AIR: SCENES FROM AIRVENTURE 2017

By Al Sauer

THIS YEAR MARKED MY 39TH straight AirVenture (I turned 41 this year) and just when you think you've seen it all, they line something up you won't see anywhere else.

After taking the needed time to finish the restoration of B-29, *Doc*, he was finally introduced to the only other flyable Superfortress, *FIFI*. This was scheduled for last year but was worth the wait. Never did I imagine I'd see two flying B-29s in the air at the same time, let alone in what became an even tighter formation as the week wore on. Another aircraft scheduled to appear last year was Rod Lewis's A-20 Havoc which had to cancel due to engine issues. It arrived well before the show where it was on display in the EAA Museum's Eagle Hangar until the show. While it didn't fly during the show, it was still impressive to see in person. Then there were the Kingcobras! I can't recall the last time I saw even one P-63 fly. Can you imagine three? You didn't have to because that, too, happened. There's a reason people often use the phrase, "Only at Oshkosh."

Some other highlights included the Doolittle Raider tribute shows featuring about a dozen B-25s flying in a few different racetrack patterns, the return of the late Gerry Beck's Corsair and the odd-looking Boeing YL-15 observation aircraft.

I think those in attendance would agree this year will be hard to top, but I've said that in years past and have been amazed year after year. Keep up the good work, EAA! See ya next year! ✪



Clockwise from top: F-86s in formation, F4U-4 Corsair takes wing, Doolittle Raider Dick Cole poses with today's B-25 operators, B-29s *Doc* and *FIFI* greet each other, *Doc* flies. Photos: Al Sauer (F4U-4, *Doc*) and Eric Olsen (F-86s, Dick Cole, *Doc* & *FIFI*)



SOMETIME IN THE MID-1970S I picked up a copy of National Geographic. Within the pages of that edition were photos and an article that would spark a dream. That dream was the Oshkosh fly-in. This past July, that dream became a reality as I took off as a passenger in Dave Desmon's Navion. That ship was the lead in a 3-ship formation with CWB members Dave Osgood in his Navion as Warbird 2, and Victor and Kirsten Norris in their IAR-823 as Warbird 3. We were supposed to have Bob Hill join us in his IAR-823, but that's another story.

The warbird flight departed Paine Field on Friday, July 28th, bound for Helena, MT for the night. The trip out there wasn't too bad except for the endless smoke from the BC and Montana fires. From there, we headed for Rapid City (KRAP) with an overflight of Devils Tower. The intent was to get a good 2-ship formation photo as we went past, but we were a little too close for me to get a shot due to where I was sitting in Dave's Navion. The trip into KRAP was uneventful but, to me, the highlight of coming into South Dakota was passing as a 3-ship formation over the Black Hills National Cemetery, where my uncle Thad, a WWII aviator, is buried. After gas and a much-needed break, we continued on to the Owatonna Degner Regional Airport (KOWA). It's a great airport with friendly people and a rich heritage, as well as a Cabela's, hotel with water park, and a good steak place only a mile or two away.

From KOWA, we headed to KOSH the next morning. I've tried to find words to describe what it was like coming in to a place that I had only dreamed about, and seeing planes everywhere, but I keep finding myself at a loss for words. Unbeknownst to us at the time, someone captured the CWB flight on video as we arrived. From a first-timer's perspective, it was overpowering due to the sheer number of planes already on site and the constant arrivals.

While Oshkosh always has its highlights, and they will be different for everyone, there are a few that stand out to me for this year. The first was coming into Oshkosh and landing at a place that had only been a dream. Then, there was the row upon row of military aircraft

and seeing the sky filled with around fifty military airplanes flying overhead in three different formations. Next up was Doolittle Day. I finally got to see Dick Cole, the man who flew with Jimmy Doolittle. Later, I watched eleven B-25s take to the air and be part of an amazing air show, with explosions and B-25s coming in from what seemed like every direction. There was seeing the world's only two flying B-29s, *Doc* and *FIFI*, go nose to nose briefly, and watching them take off and circle overhead as the B-25s were in the air at the same time. Of course, there were the Blue Angels performing for three days. One of my favorites was the bomber parade on Saturday with a B-2 Spirit, B-52, B-1, B-17, a few B-25s, and *Doc* and *FIFI*. But it was seeing the two B-29s flying in formation and watching history unfold that will be among my most treasured memories.

We left KOSH on Monday and headed for Billings, MT with one stop in Aberdeen, SD for fuel. We left Billings on Tuesday for home with a stop at Coeur d'Alene, ID for fuel. It was the smoke that made this part of the trip memorable. Coming out of Billings, it was so bad you needed a steak knife to cut it. It was extremely thick almost all the way to Coeur d'Alene and somewhat thick west of Spokane to the Cascades.

Was the wait worth it? In one word...YES! It was everything I had hoped and dreamed it would be, and then some. Oshkosh is one of those places that, if you haven't been, you will not understand. What is Oshkosh? It's planes, it's the sound of radial engines filling the sky, it's airplane after airplane waiting for their turn to take off or land, it's an air show each day with a couple of night air shows thrown in for good measure, it's SOS Bros. and cheese curds. But it's much more than that. It's the people who are part of the biggest air show in the world. It's the new friendships that are made and old ones renewed. My trip was made possible by my wonderful and supporting wife Ramona and to the Cascade Warbirds, because without them, Oshkosh would still be a dream. 🍷

In formation with Dave Osgood and Vic Norris (L), Dave Desmon (R)
Photos: Eric Olsen



BREMERTON FORMATION CLINIC

By Stan "Sundance" Kasprzyk

AFTER A WINTER AND SPRING of heavy rains and low clouds, the Cascade Warbirds planners, John "Smokey" Johnson and Dave Desmon, had the difficult task of trying to coordinate a four-day formation clinic while avoiding rain and the fickle "June gloom" often present before the 4th of July. We all breathed a sigh of relief as the Great Northwest weather gods outdid themselves with deep blue skies and excellent visibility during the entire 22-25 June 2017 formation clinic at Bremerton, WA. OK, maybe the blazing sun and mid-90s temperatures on Sunday were a bit over the top, but that's what sun-screen and partially opened canopies are made for!

Roger Collins provided his excellent hangar and facilities for our use on the northwest ramp at Bremerton, and the early arrivals on Thursday afternoon were treated to a joint evening banquet with the attendees of the Bonanzas to Oshkosh (B2OSH) Northwest formation clinic, as they shared the Bremerton ramp and airspace with us during the same weekend.

Four Nanchang CJ-6s arrived early, including three from Victoria and Langley, British Columbia, with a fifth CJ arriving Friday, and a sixth CJ from Arlington arriving on Saturday. Three T-28s, three T-6s, two IAR-

823s, a couple of Navions, a T-34, and a Scottish Aviation Bulldog rounded out the weekend warbird fliers.

On Friday from 10:00AM-2:00PM, "Smokey" Johnson provided an excellent formation ground school course, based on North American Trainer Association (NATA) procedures, which included lunch hosted by Colleen Hale, assisted by Nora Elliott. Formation instruction and signoff were provided by three Joint Liaison Formation Committee (JLFC) instructors, "Tall Tom" Burlace, Kurt "Cowboy" Landis, and Allyn Beaver. Dean "Frito" Friedt represented the RedStar Pilot's Association (RPA), Jim Ostrich covered the T-34 Association, and our own "Smokey" Johnson represented NATA. We also had excellent briefing and lead support provided by RPA Lead Pilot David Gagliardi.

With perfect weather, formation flying began in earnest on Friday afternoon. My goal was to get more formation flight training, in any position, to prepare for an initial wingman certification. With four Nanchangs available, we briefed two missions, both with me as #3 and Tom Burlace in my back seat. On our first flight, #2 was delayed due to an inadvertent backseat parachute initiation, which was quickly remedied with a new



Bob Hill's IAR-823 leading Tom Elliott's and Larry "Spooky" Pine's Nanchang CJ-6As. Photo: Stan "Sundance" Kasprzyk



Back seat view from Larry "Spooky" Pine's Nanchang CJ-6A. Photo: Stan "Sundance" Kasprzyk



Roger Collins' AT-28D Lumpy leads Charlie Goldbach's T-28A and "Smokey" Johnson's T-6G. Photo: Karyn F. King/PhotosHappen.com



Mike "Mitch" Mitchell's #66 and Justin Draft's #28 CJ-6As form up. Photo: Karyn F. King/PhotosHappen.com

chute. Unfortunately, #4's battery had drained overnight, so we were only able to muster a 3-ship for the first flight. It was still an outstanding exercise to "get the rust off," with close and route formation practice, pitchouts and rejoins, echelon turns and crossunders, all while flying in beautiful airspace just southeast of Bremerton. Pitchouts and landings looked and felt great, and we returned with T-28s, T-6s, Navions, and IARs all getting a great first day workout.

I snagged a second flight in Smokey's T-6 during a 2-ship practice flight, while pizza and margaritas with the Bonanza flyers rounded out an excellent first flying day. Dave Desmon led a dusk "rescue mission" to bring back Dave Osgood's Navion from Chehalis, and Kirstan and Vic Norris joined in their IAR-823, Bob Hill in his IAR, and Tom Elliott in his Nanchang CJ-6.

Saturday dawned clear and gorgeous again, and the flying continued throughout the day. I completed a Nanchang 4-ship, again as #3, and got to practice a 30-degree bearing line reference compared to Friday's 45-degree line, while flying numerous crossunders, echelon turns, close trail, pitchouts and rejoins. During the 4-ship, we completed the RedStar wingman certification for visiting Canadian Nanchang pilot, Chris Walker.

In the afternoon, I jumped in Larry "Spooky" Pine's big-engine Nanchang for a mixed formation of three

Nanchangs with Bob Hill's IAR-823, and got some great photos. Many wing and lead certifications were renewed, with Dave Desmon and Bob Hill obtaining their certification as 2-ship formation leads. After the long day of flying in the hot sun, we relaxed with Italian food and lots of Chianti at Tony's Italian, where Dave Osgood received his new callsign of "GUSO." Check with Dave for the details, or better yet, check with other Cascade Warbirds attendees for the real story behind the callsign! Hint: GUSO is an acronym.

On Sunday, most formation flying occurred in the morning, as pilots and aircraft headed home in the afternoon as the temperatures climbed into the mid-90s.

Thanks to Air Boss "Smokey" Johnson and Ground Boss Dave Desmon, Roger Collins for the use of his awesome hangar and facilities, Colleen and Nora for keeping us well fed and hydrated, and Pete Jackson, Paul Youman, and our ground crew volunteers for keeping us safe and organized on the ground. To remember the excellent four days of flying, Karyn "SkyQueen" King, Dan Shoemaker and John Clark captured some great photos of the clinic. Also thanks to instructors "Smokey" Johnson, Tom Burlace, Kurt "Cowboy" Landis, Allyn Beaver, Dean "Frito" Friedt and Jim Ostrich for flying and teaching. It was an awesome weekend of formation flying and Cascade Warbirds camaraderie! 🌟



Brad Engbrecht's CJ-6A with Tom Elliott's CJ-6A Notayak. Photo: Karyn F. King/PhotosHappen.com



Roger Collins' AT-28D Lumpy leads Charlie Goldbach's T-28A on a formation takeoff. Photo: Dan Shoemaker



John "Smokey" Johnson flies his T-6G on the wing of Roger Collins' AT-28D. Photo: Karyn F. King/PhotosHappen.com



Vic Norris' IAR-823, Tom Elliott's CJ-6A, and Bob Hill's IAR-823 pose with Mt. Rainier. Photo: Karyn F. King/PhotosHappen.com

AIRCRAFT CONDITION INSPECTIONS, or annuals for those with non-experimental aircraft, can be frustrating. All the major squawks and repairs that need to be made, all the minor squawks that you need to make a decision on fixing this year or putting off to next year. Most A&P mechanics know that you need to look at all the stuff that a normal preflight will miss. If a pilot were to try to look at everything during preflight they would NEVER be able to get off the ground. But even the best mechanics can miss the little stuff. A lesson I learned after a recent flight: make sure that, as a pilot, you look at one different item, or area, that is not on your normal preflight each time you preflight.

March 2017, inspection month for the IAR-823 C/N 22. This inspection was planned to be a major workup. Our *Tigru de Iarnă* (Tiger of Winter) needed some new hoses that go between the inner and outer fuel tanks in the wings; this meant detaching the wings to access the hoses. During the inspection, an exhaust leak was found. It was blowing hot gasses onto the bottom spark plug wires on both sides of the engine, the major problem this time. Plus a minor wobble in the front wheel, some cracking in the cowl, a switch in the door mechanism that turns a light on when the door is unlocked, a loose tail light cover, new brake pads and a few more of those types of minor problems that always pop up due to entropy. Fixed most but let some real minor ones go (door switch). The big thing was, it was a real major workup this time and they caught a lot of the little stuff. She spent a full month in inspection/repair just getting all the stuff I wanted done.

The first flight after major work is a bit nerve racking, so I always fly it solo, and only in the pattern. This time I did a good preflight, and got into the plane. Ok, so here I am sitting there ready to fly, on the fourth item on the start checklist, which is to flip the battery switch on. This normally also activated the intercom, so I flip the switch, move on to the next item and say it out loud, as normal, only I can't hear myself on the intercom. OK, troubleshooting time. Check the headset, the mike, the connections, all good. Then I see that the intercom power light is not lit. OK, check the intercom switches, all in the right spot. Everything else seems to be fine, I'm solo (so I don't *need* the intercom for flight), so I do a radio check and it is working fine. The rest of the flight goes wonderfully, no problems at all.

I passed the plane to Kirstan so she could get current also, and then headed in to talk to the mechanics about the intercom.

Kirstan does one lap in the pattern, then pulls up to the FBO like there is a problem. She shuts down and tells me the "FIRE" light had lit as she made her crosswind turn...full panic mode engaged! I pull the cowl and Patrick Heseltine, owner and operator of Avian Aeronautics, starts troubleshooting as we both see no evidence of fire. Faulty fire detector (hey, it lasted 41 years) and not a needed part, as the suppression system it was hooked to no longer exists in the plane. So we disconnect that and we are back in business. Kirstan tells me that the trim indicator light is not working either, but the trim still is. She finished out her three laps in the pattern.

A few days later, I went to see if the plane had been repaired – Pat had said he was going to get it in for the intercom and leveling out the struts that had been missed during the other repairs – and found he had not gotten to it yet. But I also found that the light shroud over the trim light was in the closed position; the light was just fine, great! But the transponder was not working, bad. I told Pat about it and he got it in the next day as he had scheduled. It turns out the transponder had not seated quite right and the intercom had a blown breaker, both easy fixes.

So, that weekend, Kirstan wants to work on spot landings for a while. Get her all set up and...you guessed it, *another problem!* The engine will not start. We troubleshoot it for a bit, run the fuel pump for an extended time, and try for the 8th time – she starts! Taxi to the pumps, shut her down, fuel up and she starts right up. The only thing we can figure is when they leveled the struts out, they defueled the plane and this may have allowed an air bubble into the system which did not allow the fuel pump to prime the engine correctly.

Finally, the plane is in tip-top condition: I get to fly her! Off and flying, it's a beautiful day and a great flight. On landing, I see a lot of people over in the new

IAR-823 door jettison mechanism. Photo: Vic Norris





Photo: Vic Norris

playground at Bremerton, so I think, why not an impromptu static display? I can taxi over, park in front, invite them out to look at the plane, have some fun and get kids interested in planes. Setting up to invite people out, I open the canopy doors and that's when the little

things start biting me.

There are some heavy-duty struts that help hold the canopy doors open. The one on the passenger side decided that was the moment it would break its very small, breakaway cotter pin and release itself from the hinge pin holding it to the frame. Now the door will not stay open and I need a very small part that I probably cannot get on a Sunday. While looking over the damage to that door, I see the top hinge on the forward side of the pilot door has *also* broken its cotter pin and is beginning to work its way out. Pat to the rescue, yet again! He was able to help me get new cotter pins and reset all of the hinge pins and strut pins that were giving me problems. Needless to say, the static display was not in the books that day.

This series of unfortunate events has taught me that I need to pay attention to all the little things that normally get overlooked when doing a preflight. In all life stages, it is the little things that can bite us the hardest. Please be ever vigilant, careful, and cautious that the little things do not turn into BIG things. That's advice even the non-pilots among us can use. 🍀

WARBIRDS OVER MADRAS

By Jim Ostrich

THE AIRSHOW OF THE CASCADES was held a few days after the total eclipse viewing party, so many stayed to enjoy both events. This year, there were many fires, so getting *to* the show was challenging. Flying up in the L-19, most of the trip was in marginal VFR weather, with the ground being the main landmark.

The airshow was *way* bigger than I thought it would be. Having the Erickson museum on the field added to it, as some unique planes were flying. The airshow was very well organized. Marshalling was safe and expeditious and fuel, food, and drinks were free to statics.

Friday night, we were asked to do a "pre show" show, so we flew a 3-ship of L-17 Navions over the town and at the show. The displays included acrobatic aircraft demos followed by a lineup of sunset fly-bys from an AD-4 Skyraider, F4F Wildcat, an SBD Dauntless, and a TBM Avenger. Then, an awesome fireworks display which only ended when the pyro caught the grass infield on fire and burned through the control wires!

On Saturday, we flew another 3-ship "pre show" display. Surprisingly, I ended up winning Best Warbird for the L-19 Bird Dog! 🍀



VETERANS UPDATE

By Brandon Edwards

OUR THREE SURVIVING Cascade Warbirds B-17 veterans from the 8th Air Force, 398th Bomb Group had their annual reunion this summer over the second weekend in August, in Salt Lake City.

Ann Collins, 398th Bomb Group administrator, reports that they, "Had a great time at the reunion. Six vets in attendance: Keith Anderson, Fred Parker, Lou Stouffer, Newt Moy, Jim White, and – his first reunion – West Eccles. It's official, next year they will be joining in with the 8th Air Force for their annual reunion in Dayton, OH in October 2018, since the numbers have significantly diminished. Time is taking its toll on our beloved vets." 🍀



Dave Desmon, Ray Roussey, and Dave Osgood have their Navions polished and lined up for display. Photos: Jim Ostrich



Photo: Brad Pilgrim

CWB MEMBER JERRY JANES passed away on August 11. He was legendary in the aviation and warbird world. He had more stories and was the subject of more stories than just about anyone I have ever known. He lived more in one life

than most people would in ten. He was funny, he loved his family, and he was a top-notch aviator.

I first met Jerry Janes over thirty years ago down at the Breckenridge airshow. Due to his many trips to Texas in the several warbirds he owned over the years, I had maintained his acquaintance. After the Air Force moved me up to Washington in the late 90s, I saw him more often.

Many years ago, late one night at the Hangar 13 party during the Abbotsford airshow, a bunch of us were sitting around eating a steak dinner. Jerry looked at me and said, "Boy, who taught you to hold a knife and fork like that?" I told him my Mama taught me how to do things proper so that I wouldn't embarrass the family. He said, "Boy, I just don't believe anybody's Mama from Texas would teach somebody to cut a steak like that! No southern woman I ever knew would put up with such a thing!" We argued about it for a little while and he finally said, "Boy, gimme your phone. We'll just call her and find out who is responsible for this nonsense." So, I dialed my phone and handed it to Jerry.

At 2AM, way down in Snyder, Texas, my Mama

woke up and answered the phone. "Is this Mrs. Pilgrim?" he asked with his Louisiana drawl. She said yes and he said, "Mrs. Pilgrim, you don't know me but I'm sitting up here in Canada with your baby boy, eating supper. He's holding a knife and fork all wrong and he has done tore up this steak trying to cut it! It sorta looks like he's got lobster claws for hands and he's just butchered up this cow something terrible! He claims that you taught him how to operate these things and cut up a steak proper and I just don't believe a fine southern woman such as yourself would hold to doing such things. Now I am sorry for calling so late but I just have to know if your boy has this wrong!"

My Mama told Jerry how she'd taught me proper and that if I was messing it up, it was due to something I learned someplace other than Snyder, Texas! The conversation lasted about ten minutes and when Jerry was done, he passed the phone around the table and about a dozen other of my airshow friends talked to my Mama, also. Finally, I got the phone back and told her bye.

Jerry went on for a good while about how he knew my Mama couldn't be responsible for my table manners and how I should be ashamed of myself for trying to blame her. A little while later, he leaned over and asked, "Boy, where is your Daddy at?" I said, likely asleep beside her. A couple of minutes later, he asked, "He don't get mad when strange men call the house late at night?" I said, no, my brother and I were both in the military and called at all hours of the night, so he'd long since given up wondering why the phone was ringing.

That phone call to my Mama in the middle of the night started a tradition at airshows that went on for many years. I still get late night phone calls from our friends up in the Pacific Northwest on airshow weekends and at other social gatherings. ✪

(Continued from page 3)

opportunity to commission. Last year I applied to the Air Force Academy, Naval Academy, and Coast Guard Academy. I was excited to have received nominations to both the Air Force and Naval Academies, but ultimately was not awarded an appointment to either. Ground school and my passion for aviation was a major talking point in each of my interviews and the essays for each application. I attribute my experience going through ground school as the reason I received nominations from Congressman Smith's and Senator Murray's offices. I was, however, offered an appointment to

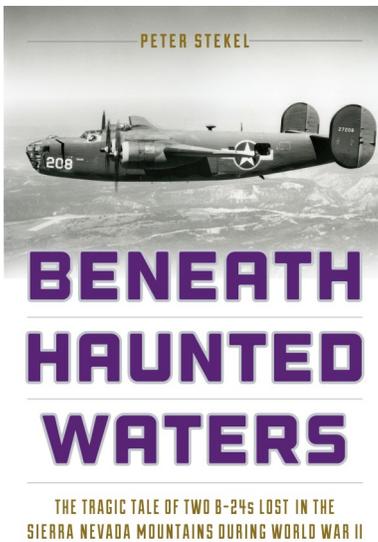
the Coast Guard Academy.

After an extremely difficult decision-making process, lasting over a month, I ultimately declined the offer to instead study Professional Flight at Purdue. Studying Professional Flight will allow me to study what interests me rather than something else for four years before being given the opportunity to fly.

The information I gained from ground school inspired me to create an aviation club at my school. Although short lived, due to how long it took for the club to get approved, it allowed me to share my knowledge and interest in aviation with my friends and those who were interested. Along with the help of Alex Jon-

son, who received the private pilot ground school scholarship the year before me, we met weekly, sharing various pieces of information such as how to read sectional charts, use an E-6B, or read weather reports.

I want to thank the Cascade Warbird again for granting me the opportunity to have attended private pilot ground school. While I never received my private license, taking the course introduced me to the world of aviation as a pilot, rather than someone looking on from the sidelines. I look forward to my studies at Purdue, and am incredibly grateful for the help I have received from this organization to get me there. Thank you. ✪



Beneath Haunted Waters: The Tragic Tale of Two B-24s Lost in the Sierra Nevada Mountains during World War II

Author: Peter Stekel
 Hardcover, 328 pages
 Lyons Press

[We asked author and CWB member Peter Stekel to describe his latest book.—Ed.]

IT'S THE FIRST WEEK OF DECEMBER 1943. Returning early in the morning during a training exercise to their base in Fresno, California, the six-man crew of #463, a B-24 Liberator bomber, disappear. A day later, a squadron of ten Liberators is sent in search of #463. While over the Sierra Nevada mountains, *Exterminator* develops engine trouble and crashes into Huntington Lake reservoir. A few hundred feet above the ground, two of the eight crewmen successfully bail out of the

stricken B-24. The remaining six men perish when their bomber sinks straight to the reservoir's bottom.

The missing aircraft are soon forgotten and World War II grinds on for nearly two more years. But the families of these lost soldiers never forget. In 1955, *Exterminator* is recovered when Huntington Lake reservoir is drained to perform repairs to its dam. Clinton Hester, father of the co-pilot on #463, spends 16 years searching for his son around Mt. Whitney and dies one year before the crash site is found in an alpine lake now bearing the family name.

Since their discoveries, #463 and *Exterminator* have drawn historians, scientists, and the curious to the aircraft's final resting place. They haunt the lakes with one thought in mind: What happened in 1943 to cause two B-24 Liberators to crash?

Over the course of seven years, I interviewed scores of people, including an *Exterminator* survivor, family members of the crews who perished, aviation experts, and the people who discovered #463. *Beneath Haunted Waters* tells the tragic tale of the loss and discovery of these two airplanes, the stories of those who flew the Liberators, and what kind of training they received. At the book's conclusion, I put together all the pieces to develop a theory of what might have caused both bombers to crash.

Thousands of histories and memoirs describe World War II. But little has been written covering the terrible toll of aviation training accidents during the war. The USA lost more aircraft and crews to training accidents

than in air combat with the Empire of Japan. *Beneath Haunted Waters* also tells this story and explains why it had to happen this way.

Peter Stekel is also the author of Final Flight and two hiking guides. ☺

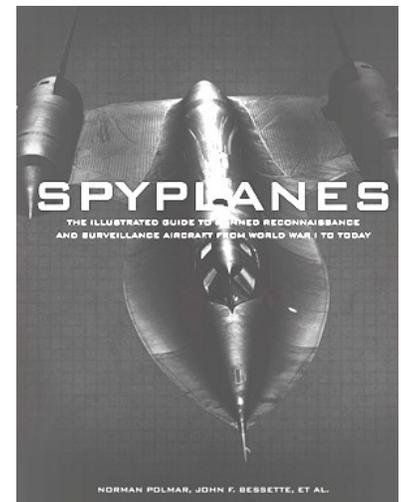
SPYPLANES IS A TWO-PART BOOK. Each has plenty of photos showing aircraft in flight or on the ground. Prior to each, the authors include a two-page section on the perspective of that part. These sections are more like the introduction and should be read before getting into the heart and soul of the book.

The first part covers the history of aerial spying and reconnaissance. In the first section, the authors describe how aerial reconnaissance started in the early days with balloons. However, this section is rather limited, as the focus of the book is not on lighter-than-air machines, but heavier-than-air machines. Part one briefly tells about the various conflicts in which spying and reconnaissance planes were used. This is accomplished by breaking those conflicts up into time periods that anyone familiar with modern warfare should have some knowledge of.

The various aspects of aerial spying and reconnaissance that part one covers include, but are not limited to, ELINT and COMINT operations, the Cold War, peripheral reconnaissance, the Middle East, and overflights. While brief, each section of this part gives a description of the aircraft type that was used and how it was deployed for missions involving aerial reconnaissance and spying.

In the second part of the book, the authors have broken it down by country. It's in these sections that the information on aircraft used for aerial reconnaissance and spying is located. It briefly tells about the design, service, operations, and status of the aircraft type. Included is a table on the stats of the aircraft.

While I may not have bought this book to add to my library, as I am more of a student of World War II history, I found this book to have plenty of information that I hadn't been aware of before, or had only briefly run across. It is, indeed, a welcome addition to my collection. Overall, I enjoyed reading it and feel that the authors did a respectful job on the layout and content. ☺



Spyplanes: The Illustrated Guide to Manned Reconnaissance and Surveillance Aircraft from World War I to Today

Author: Norman Polmar, John Bessette, et al
 Hardcover, 243 pages
 Voyageur Press

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Bell Aircraft B-29B-60-BA Superfortress 44-84061, *Pacusan Dreamboat*, was a lightened version of the lightweight B-29B. Its turrets, guns and cannons were removed, along with most of its armor plating. The propellers were specially-designed and the engine nacelles modified for better cooling. Then-USAAF Colonel Clarence Irvine and his *Pacusan Dreamboat* crews set a distance record flying nonstop from Guam to Washington, D.C. (7916 miles), set a time record of 5 hours, 27 minutes from Los Angeles to New York, and flew 9500 miles over the Arctic nonstop from Honolulu to Cairo in 39 hours, 36 minutes. Irvine retired from the Air Force as a Lieutenant General.

Photo: National Museum of the United States Air Force, <http://www.nationalmuseum.af.mil/Upcoming/Photos.aspx?igphoto=2000571950>

UPCOMING EVENTS

October

- 14 Member meeting, 10 AM
Board meeting, 1 PM
Museum of Flight
(Seattle, WA)

November

- 11 Member meeting, 10 AM
Board meeting, 1 PM
Museum of Flight
(Seattle, WA)

December

- 9 Annual awards banquet
and dinner gala
Red Lion (Renton, WA)

January

- 13 Member meeting and
annual election of
officers, 10 AM
Board meeting, 1 PM
Museum of Flight
(Seattle, WA)