

Dave Desmon's Ryan Navion A.
Photo: Karyn F. King/
PhotosHappen.com



✪ Cascade Warbirds Squadron Newsletter ✪

CO'S COCKPIT

By Ron Morrell



WE ARE FAST APPROACHING the end of the doldrums of winter weather. Well, maybe not as fast as we'd like. I admit we've seen plenty of sunshine and flyable days this winter but it just happens that my "silver beast" has been in some stage of condition check each time. Wiring testing and plenty of small tweaks have kept it securely on the ground for most of the winter. I usually don't fly when

parts are on the hangar floor instead of securely attached to the airframe! The flying season will begin soon and we will again find ourselves amongst the adoring airshow fans. It always sneaks up on me and the mad dash of trying to schedule my weekends appropriately takes over. Make sure you keep an eye out for emails asking for your participation and let the event planners know if you can attend the shows as they come up.

I would be remiss if I didn't thank all our outstanding "winter meeting" personnel and contributors. Our meetings would be pretty boring if all we talked about was the business end of the squadron. Without the diligent efforts of Dave Desmon, our Executive Officer, and all those contacts he finds who know someone who knows someone, we would not be graced with all of the entertaining speakers and "know your warbird" briefings. We all owe them our gratitude and admiration for a job well done for keeping our members entertained and awake during the Saturday mornings that we gather. Without the briefing and pictures to prove it, none of us would have known that Don Keating's beautiful TA-4 was actually a product of Dr. Frankenstein? We also found out that Sam Warren really, really, really loves his airplane...and his wife! See what you miss if you don't attend the meetings in person?

As we transition from the meeting season to the flying season, we again need to evaluate our skills and prepare properly for the challenges of defying gravity. By the time you read this, we will probably have already had our CWB pilot safety meeting. Almost all flying organizations find the time to stand down and talk about the safety items that affect their group and I have found those interactions very helpful in the past. So, we will have the first CWB Safety Stand-down on the 7th of April to discuss and debate the merits of a more targeted safety culture during our flying events. I hope it becomes a habit and that our pilots can learn from each other to keep all our aircraft, passengers, and airshow attendees safe and entertained.

As I look back on safety briefings from my past life, it becomes

apparent that there is much more to having a safety attitude than just flying your airplane in a measured, safe manner. It all starts with the right attitude and the decision to "evaluate before you navigate." In order to learn from each other, we need to be comfortable enough to share our worst moments and biggest mistakes with our fellow pilots without fear of ridicule or repercussions. I hope that our squadron pilots, as well as the marshallers who keep us safe, can have that trust in each other. It may just save someone from embarrassment, painful costs, or even worse. I will not use the phrase "it takes a village," but it does take the trust and experiences that we all share to keep from repeating mistakes that can have undesirable consequences.

OK, enough of that transition from hangar flying to real flying philosophy! As we start thinking airshows and gatherings, I ask all of you, with or without aircraft, to please respond to the event planners if you can attend and help out with this summer's events. Just as a reminder: Aviation Day at Paine Field in May, Olympic Air Show in June, a formation clinic in June for those so inclined, Arlington is having a big year in July, Madras and Bremerton are the same weekend in August so make a decision, and Hillsboro is after the Reno Air Races. Just like formation flying, make your plan, brief your plan, and execute your plan! Most of all, let us know what your plan is.

As I enter year seven of my time as the Squadron Commander, I look back at all the summer events and winter meetings and just hope that it has been as enjoyable for all of our members as it has been for me. Keep 'em Flying! ✪

Squadron Commander Emeritus

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

John Clark

Newsletter Editor

John Haug

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.

Business Office

1066 Yates Road
Oak Harbor, WA 98277

Editorial E-mail

editor@cascadewarbirds.org

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2018 SCHOLARS ANNOUNCED

Cascade Warbirds and our partner Galvin Flying are pleased to introduce this year's scholars. From an abundance of nearly two dozen applications, we selected twelve worthy area youth.

Gada Ahmed is a senior at Franklin High School and wants to be a professional airline pilot.

Jake Anderson is a junior at Sky Valley Education Center, has volunteered at Historic Flight Foundation for over three years, and wants to be a bush or charter pilot.

Joe Cavanaugh is a junior at Emerald Ridge High School and also has thoughts of becoming a bush pilot.

Logan Delapp is a senior at Bonney Lake High School, has a nomination to attend the USAF academy (waiting to hear if he's been accepted), and wants to become an aerospace engineer working either for Boeing or SpaceX.

Devin Graves is a sophomore at Mount Rainier High School, is a docent at the Museum of Flight, and aspires to become an aeronautical engineer working for either Boeing or Lockheed Martin.

London Holmes is a sophomore at Sammamish High School, is a member of both Civil Air Patrol and Red-Tailed Hawks, volunteers at the Museum of Flight, and aims to become a USAF pilot.

Alex Marshall is a junior at Redmond High School, hopes to attend Embry-Riddle in Prescott, and plans to become a captain for Alaska Airlines.

Taylor Moffitt is a graduate of Mount Rainier High School and currently works for Costco to earn money to jumpstart his aviation career; he wants to become a commercial pilot.

Mackenzie Rennhack is a senior at Henry M. Jackson High School and plans to attend an aviation college so she can become an airline pilot.

Jeffrey Spaeth is a senior at Raisbeck Aviation High School and has already been accepted into the aviation program at the University of North Dakota. He's been a member of CAP for four

years and hopes to join the Air Force after college.

Conner Spurling is a junior at Arlington High School, is in his third year of AFJROTC, and hopes to attend the USAF Academy. He would like to become an Air Force pilot.

Michael Zendejas is both graduating from high school this year and receiving his AA degree from Green River College. He then plans to earn his BS degree and a commission as an Army officer. Both parents were Air Force officers, his father a pilot.

We wish all these scholars the best as they pursue their aviation dreams.

Another very qualified applicant, **Lucas Yantis**, of Olympia, was judged by the committee to live too far away to make effective use of our scholarship program at Boeing Field. In a bit of serendipity, The Neyman Fund, another local group with a desire to promote aviation education for area youth, learned of Luke's situation. After determining that Lucas was willing to make the commute for six weeks, Neyman agreed to fund his ground school at Galvin, as well as his first two flights. We thank this new group for stepping forward and wish Lucas the very best of luck.

PLEASE. PAY. NOW.

It's only \$20 and you know we're using the money wisely, especially if you read the scholarship report in this issue. The truth is, several of you have not yet renewed for 2018. So, if the date following your name on the envelope containing this newsletter is DEC 2017, please send your check to CWB, 1066 Yates Rd, Oak Harbor, WA 98277.

We don't know where your final reward will be, but you'll at least cease hearing from Fred about being delinquent.

FLY LOW, FLY FAST, TURN LEFT

The National Championship Air Races at Reno will be held September 12-16 this year and, if you're interested in attending, the squadron always reserves two boxes at show centerline. The front box A



Cascade Warbirds squadron commander Ron Morrell and scholarship program administrator Pete Jackson flank the 2018 scholarship winners who were able to attend the March membership meeting. (L-R) Ron Morrell, Alex Marshall, Jake Anderson, Jeffrey Spaeth, Mackenzie Rennhack, London Holmes, Taylor Moffitt, Joe Cavanaugh, Conner Spurling, Logan Delapp, Pete Jackson. Photo: Dan Shoemaker

-41, for years the Moya Lear box, is full but there are still a few seats available in row two's B-40.

For only \$370 for the week, you get unlimited access to the pits, reserved seating in the box, and reserved parking up front near the main gate (one parking pass for each pair of tickets purchased). If you're interested, get in touch with Fred; chances are you know how to reach him.

DINNER DATE

Since we have so much fun doing this, we don't want anyone to miss it. It's our annual holiday dinner party and awards presentations. We'll be back at the Red Lion in Renton this year and the date is Saturday, 8 December.

There'll be much more info blitzed to you after the flying season winds down, but get this marked on your calendar now so you don't miss the festivities.

NEW FACES

We're pleased to introduce several new members.

- Mike Flood**, North Bend, WA
- Tom Patten** (he's our newsletter publisher), Tacoma, WA

Devin Graves, a 2018 Aviation Scholarship winner, Des Moines, WA

- Ron McElroy**, Auburn, WA
- Tom Givens**, Olympia, WA
- Robert Renner**, Eagle River, AK, owns an AT-6D
- Brian Jones**, Ellensburg, WA
- Mike Reirdon**, El Cajon, CA, owns a T-34A
- David West**, Renton, WA

We also welcome back **Lee Donham** who is re-upping after a ten-year absence.

Like always, take the time to make these new folks feel welcome in our organization.

FLYING SEASON APPROACHES

With the sun hinting from time to time that it's still alive, this is the right time for you to get a warbird!



Steve Hewitt owns a 1943 C-

45H that was once an AT-7 Navigator trainer. Full info is in his Barnstormers ad. Contact Steve at snjhewitt@gmail.com.



Daniel Sallee owns a beautiful CJ-6A that's just right for the budding warbird pilot. See his ad on Barnstormers for more information about the aircraft. E-mail Daniel at danielsallee@gmail.com.



Vietnam veteran pilot **Richard Kloppenburg** owns an immaculately restored 1967 O-2 that saw service in Vietnam. E-mail him for full information at kloppenburg@mac.com.

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

IT'S MARCH, AND SPRING IS just around the corner. The CWB staff is working diligently trying to prepare for a very busy flying season this spring and summer. So that means it's time for everyone to start the annual spring preparation process.

While we are all aware of the fact that we have to do our aircraft annual or conditional mechanical inspections, don't forget to take some time reading and reviewing your aircraft Pilot Operating Handbook (POH). Pay special attention to the abnormal and emergency sections and familiarize yourself with the procedures and memory items.

These items should be practiced while sitting in your airplane and become second nature to every pilot. If you wear a parachute, make sure it has been recently inspected and repacked by an approved rigger. You should also rehearse each step on how to egress your aircraft and be familiar with each specific item – e.g., seat belt, oxygen mask, radio cords, and proper exit strategy for your aircraft. If you haven't ever gone through the motions, it is a worthwhile exercise to actually do a dry run and time yourself.

If you are a FAST, JLFC, or RedStar Wing or Lead formation pilot, make sure to do a thorough review of all those manuals and materials. Check your specific signatory website updates. I know the FAST Formation Training Manual had a recent update and I understand the Red Star manual has several changes as well. Be sure to go to the FAST website (www.flyfast.org) and review the Airshow Operations Manual. It is full of definitions and diagrams that will familiarize you with the FAA airshow operations and keep you in compliance with the various rules and regulations.

Once you have reviewed all those materials, don't forget to review the current appropriate FARs. Make sure that all your electronic devices or paper charts are all current and up to date.

If you are like most people, our exercise programs slow down or become non-existent during the holidays and winter months. Now is the time to get back out there and hit the gym or go for a walk and get back into better physical condition.

Looking forward to seeing everyone out on the flight line in the upcoming months. ✪

UPCOMING FORMATION CLINIC



Roger Collins in his T-28D leads Ron Morrell in his T-28A and John "Smokey" Johnson in his T-6G. Photo: Karyn F. King/PhotosHappen.com

ATTENTION FORMATION PILOTS! *Formation Flying, LLC*, a new organization formed for the purpose of hosting formation flight training in the Northwest, will hold its inaugural formation flying clinic in Bremerton, WA, June 29–July 1.

While this is not an official Cascade Warbirds event, you may wish to consider attending this training weekend to get certified or to brush up for the airshow season. You will likely see many familiar faces as both

instructors and students!

The program will provide FAST (Formation and Safety Team) certified formation training featuring instructors from NATA (North American Trainer Association), RedStar, and JLFC (Joint Liaison Formation Committee).

For more information and an application, see their website at www.formationflying.org. ✪

OUR CASCADE WARBIRDS PARTICIPATION at the Northwest Aviation Conference and Trade Show in Puyallup was again a very successful presentation of what we are all about to the greater aviation community.

A big tip of the hat to Dave Desmon, who has been a one-man, do everything guy at this event for years. Many of you may not know that Dave has masterminded, organized, and devoted more than a full weekend to this each year, beginning with putting the exhibit in place late on Friday, staying overnight at a local motel to open the show on Saturday, putting it to bed and staying over Saturday night to open on Sunday, then taking it all down at closing on Sunday and storing the materials for the following year.

A big change in his duties at Boeing precluded this intense involvement this year and he twisted my arm to assume the chairmanship for this year. Following a quick briefing and assessment of available materials, Mary Lee and I set out to build an exhibit that featured illustrations of all the opportunities people have to become involved in the many activities of Cascade Warbirds.

We assembled photos of squadron aircraft, air shows, marshalling, monthly meetings, guest speakers, scholarship awards, hangar parties and mounted them on panels that could be displayed on easels which Dave had acquired over the years. We purchased a big 40"x60" white foamboard to screen a John Clark produced slideshow of squadron activities. Fred Smyth loaned us two enlargements of "a couple of GIs and their Loaches in Viet Nam." (Most of us recognized Fred as one. Saturday morning a visitor asked if we knew who the second was, and when all present answered no, he said, "It's me!" This was Bruce Hinds from the Washington Seaplane Pilots Association.)

Bob Jones offered a huge wide-angle photo of a formation over Boeing Field shot from his plane in 1987. Ops Officer Smokey brought in a big super photo of his T-6 plus a flight suit and Korean War helmet. Kent Johnson brought in his old Navy helmet, a G-suit, and volunteered his time almost all of both days. John Haug brought in a large handful of back issues of this publication which all were picked up by visitors by the end of the show. On Sunday, Dan Shoemaker added his old helmet to the exhibit. Al Vazquez supplemented with a photo slide show of a wide range of aircraft.

On Saturday, Allan Snowie reprised his presentation given at the January CWB meeting on Nieuports over the centenary celebration at the Vimy Memorial.



The photo displays showed the breadth of fun activities Cascade Warbirds members participate in. Photo: Kerry Edwards

Between members who volunteered to commit to specific shifts, and those who dropped by, we had a constant presence of many members and it was like old home week through everyone's contacts in the greater aviation community.

At least two potential scholarship applicants were exploring aviation opportunities and stopped by to talk with us. Six of our members took advantage to renew their memberships and we gained six new members, fulfilling the recruiting aspect of the project.

Cascade Warbirds is well known by many in the region, and better known now by many more who took the time to talk to us and see what we are all about. We gained many friends and contacts that will be of great assistance in our future activities. There were valuable lessons learned that will sharpen our focus and increase our effectiveness in future presentations.

If you would like to have a lot of fun talking with fellow enthusiasts and seeing your squadron in action, plan on being a part of this big event in the future. ✪



The booth neatly set up with photos, video, and printed information. Photo: Kerry Edwards

MEMBER SPOTLIGHT: PETE JACKSON

By John Haug



Photo: Henry Geijsbeek

IF YOU'VE BEEN A MEMBER of Cascade Warbirds in the last twenty years, you probably know Pete Jackson. While you won't find him flying formation at the local air shows, you will see him just about everywhere else CWB works to serve its members and the aviation-loving public: Arlington air show coordinator, B-17 merchandise

salesman, marshaller and tug driver, Board of Directors member, youth scholarship manager. Plus, he's a private pilot, sailor, BMW enthusiast, and all-around nice guy. If you don't know Pete Jackson yet, he's just the sort of person anyone can make fast friends with.

Pete grew up near the eastern shore of Lake Union, watching the seaplanes ply the waves. He and friends would ride their bicycles over to Portage Bay to watch a Seabee that used to operate there. At one point, when he was older, his father gave him some money to take a few flying lessons. He says his mother, who was afraid of the risks of flying small planes, never forgave his father for that, but Pete loved it! That permanently secured his interest in aviation, though it was a number of years before he could indulge it.

The many different roles Pete has filled in CWB is in keeping with his varied background. While attending college in Seattle, he worked at a hotel bar and became quite an adept bartender. (Remember this for the next squadron party!) After completing his marketing degree, Pete joined his father's lighting supply business. Unfortunately, after a few years, his father died unexpectedly, and Pete spent a great deal of time on the road as a salesman and managing customers. He eventually moved on to other work, but ultimately grew tired of working for others.

He and his brother, who used to instruct at the UW Yacht Club, still have the family boat, a 27-foot, twin-engine 1957 Richardson Express. Pete still loves antique boats but also attends the Seattle Boat Show each year to ogle the latest designs. He also loves older cars and daily drives his 1984 BMW 325e, which he bought in 1987. Pete points out it's the only US-market BMW engine to use a timing belt rather than a timing chain. Yep, he's a BMW mechanical expert, too.

In the early 1980s, Pete owned a 1979 BMW 528i. For those not so inclined, owning a car like a BMW or Porsche in the US

during the 70s and 80s set you apart as a little different: a bit of a connoisseur, an enthusiast, someone who appreciated the total package of European design, power, and handling. He had always tinkered with cars and had come to know well the mechanic who maintained his BMW. Both had mechanical knowledge, both were BMW aficionados, and Pete had the funding to contribute, so they started Ultimate Motor Works, a BMW specialty shop in Kirkland. Pete had found his niche; he owned and operated Ultimate for 30 years. His business partner "disappeared" in the 2010s—"I would suggest you don't always have partners!"—and the shop continued in Pete's sole hands for a few more years before he decided it was too much for one person to run and went on to manage Redmond Workshop for the next couple years.

During the late 80s and early 90s, Pete decided it was time to learn to fly. He started lessons at Boeing Field, but didn't have a good experience with the school. Taxiing to the runway one day, Pete found the right wheel brake wasn't working properly; the CFI insisted it was fine and then proceeded to taxi in a circle on the working brake. Pete inquired about the details of a gauge on the panel and the CFI said, "We're paid to teach you to fly, not to fix it." Being very mechanically inclined, that answer didn't sit well with Pete. He knew that detailed knowledge of the aircraft components and systems could be a life-saver one day, so he left that school and quit flying for a while. A few years later, he ended up at Galvin Flying and finished his private pilot certificate, in part thanks to his ground instructor, CWB member Henry Geijsbeek!

The flying hook firmly sunk, Pete rented airplanes from Wings Aloft and worked toward tailwheel, high performance, and complex endorsements and his seaplane certificate in a Cessna 172 at Kenmore Air. He's been to Air Combat USA three times, flying simulated



Pete tugging aircraft at the Arlington Fly-In. Photo: John Clark



dogfights and aerobatics in SIAI-Marchetti SF.260s with former US Navy pilots. He encourages anybody, pilot or not, to go – “It’s the most fun you can have out of

bed!” If money were no option, Pete would own a De Havilland Beaver on amphibious floats “in a heartbeat.” He got an hour of left seat time in one and loved it.

Pete is also friends with C. Marin Faure, the author of the book about Kenmore Air, *Success on the Step*. He maintained Marin’s BMW at Ultimate for years. He finagled the right seat in a turbine-powered Otter being photographed by Marin from a Beaver with the door removed. And he came to know a little of Kenmore founder Bob Munro, who Pete describes as, “a gentleman’s gentleman, just a really nice guy.”

Pete ticked off more flying accomplishments in his 320 hours of flight time than many private pilots do in that time. But he hasn’t flown much in the last few years due to medical issues, a topic he’s passionate about with his fellow pilots. He urges all pilots, whether they’re private pilot Johnny Bugsmasher or a retired military super pilot, to be honest with themselves about their health. Particularly the generally older and strong-minded demographics involved with warbirds. Be proactive about medical concerns before they become big problems. Too often, Pete says, we’re tempted to keep something from our aviation medical examiners because we don’t want to risk our medical certificates or get dragged through lengthy FAA paperwork processes. But that means we’re not addressing genuine medical problems. However much we love being able to go fly at any time, the risks to our own lives and our families’ well-being aren’t worth it. Pete survived a triple bypass operation with a nearly complete blockage. He’s recovered well, regained his FAA medical certificate under special issuance, and is working to get back to flying proficiency.

So how did Pete get involved with Cascade Warbirds? Our own Betty Sherman worked in Pete’s dental office in the 1990s. She has been involved with the Reno air races for years—she is currently the National Air-racing Group’s treasurer—and brought back programs from the races. Pete inquired about local groups and she put him in touch with CWB founder Bob “Crash” Williams in 1996. Pete showed up to his first CWB meeting as a member and met Crash, who said, “You Pete? You signed up for events? Meet Jack, you guys are doing Arlington.” Twenty-two years lat-

er, Pete is still the CWB liaison to the Arlington Fly-In, where he first learned how to safely tug small and large aircraft, both civilian and military. Pete’s first ride in a warbird was with Crash in his T-28. He’s since been thankful to fly with members in a T-6, B-25, FW-149, Navion, and IAR-823.

Pete let Crash volunteer him to staff the B-17 merchandise trailer—“I’ve always been a sales guy!” He enjoys talking with the veterans and public who visit, sharing his love of the birds and the show. He got into marshalling and says that the long, busy days are made worthwhile by seeing the smiles from both kids and adults who benefit from that work. Now having a bit less dark hair than he used to, you’ll most often find him driving a tug at Historic Flight Foundation events attended by CWB, over the years moving everything from a T-6 to an EA-18G Growler to a large helicopter.

Crash also nudged both Betty and Pete onto the Board of Directors. Pete currently chairs the scholarship committee, which provides flight training funds to promising area youth. Just last year, he provided logistical planning support at the formation clinic. He occasionally applies his many years of mechanic expertise to help CWB members Paul Youman and Rich Cook perform maintenance on member aircraft.

Whether it’s as salesman, marshaller, scholarship chair, sailor, pilot, mixologist, general helper, or CWB recruiter, Pete Jackson, with his wide-ranging past, is the embodiment of what makes Cascade Warbirds a great organization full of great people. His CWB tenure is the result of other members’ positive and nudging engagement, and he continues that tradition. Pete is why I joined Cascade Warbirds. I attend the Reno air races in box A-40, next door to CWB’s box A-41. During a break in the racing one year, Pete and I started talking about cars. I’m a bit of a car enthusiast and like 90s BMWs, and he offered some tips on my comments about loving to own an E39 M5. Of course, we also talked airplanes, and when I mentioned that I live near Seattle, he encouraged me to stop by a meeting at the Museum of Flight. If there’s one lesson all of us as members can take from Pete’s example, it’s to get involved, engage others, and be a “gentleman’s gentleman.” 🍷



Four classic airport ramp machines, one waving. Photo: Henry Geijsbeek

I'M SURE MOST OF US ARE AWARE of how fast we're losing military veterans of World War II. We likely never heard of most of them while they were alive. Here in the Yakima Valley, we lost in just two days three WWII vets to whom I had some connection.

Les Amundson, 97, of Sunnyside died Oct. 13. The next day, we lost Jack Wimer, 91, and Art Goehner, 94, both of Yakima. Les was a B-17 pilot whose plane was shot down on his first mission. Jack was a gunner in the SB2C Helldiver. Art, too, was in the Navy – a crewman aboard a seaplane tender in the Aleutian Islands.

During his Saturday afternoon hours volunteering at our McAllister Museum of Aviation, I heard many stories, military and civilian, from Art. He was already in the Navy when war broke out and served on land and sea. Art's ship was the *USS Williamson*. He said it was originally a four-stack World War I-era destroyer. Two stacks had been removed so the ship could carry 20,000 gallons of aviation fuel.

The most memorable, for me, of his experiences happened when a seaplane tied onto the ship for some kind of work. As crew members were exiting the airplane, one of them accidentally released two depth charges, which exploded under water. I don't recall how many lives were lost in that incident, but fortunately damage to the ship wasn't too extreme.

And then there's Jack, who at times was quite a character and finagler. Jack was 17 when he enlisted in the Navy and had to get parental approval. He and his "Beast" were stationed aboard the carrier *USS Wasp*. Jack said he had 200 carrier takeoffs and 198 carrier landings. Sea water was involved in one or both of the non-carrier landings.

Asked by a friend once how he felt being in the Navy at such a young age, Jack replied that it was pretty good. He got to shoot at enemy planes, got food and drink, etc. If he had been home, he would have been thinning peaches.



Jack Wimer, Gunner's Mate 3d Class on a SB2C Helldiver and proud Navy veteran.

After the war, Jack got his pilot's license through Charlie McAllister's flight school. After Charlie died and his place of business became the McAllister Museum, Jack joined the museum. His membership number was 44 (mine is 278). He spent many hours volunteering at the museum in a variety of capacities.

When the Yakima Air Fair came along (1982-1997), Jack was involved in that project, as was I. Among the many acts that appeared were the Canadian Snowbirds. He treated some Snowbirds to golf at the Yakima Country Club and even hitched a ride on one of their Tutors when a Snowbird had to fly home to pick up something.

Then there's Jack's Arnold Palmer story. Arnie had been in Yakima for some event and Jack happened to be at the airfield when Palmer was refueling his Aero Commander. During a conversation with Arnie, Jack managed to get a ride with him when he flew home to Pennsylvania. But, then, there was the matter of pay-



Navy veteran Art Goehner served in Alaska on board the *USS Williamson*, a seaplane tender. He received the Purple Heart after being strafed by Japanese aircraft.



USS Williamson in the Panama Canal in its original destroyer configuration. Photo: Naval History and Heritage Command

ing for an airline flight home.

My connection to Les Amundson is tenuous. His parents and my dad's relatives were Sunnyside pioneers. After Les crash-landed his B-17, he and his crew spent a month with the Dutch underground. Then the Germans caught him and he was sent to Stalag Luft I, a prisoner of war camp, which brings up another tenuous connection. Les was in that P.O.W. camp when my uncle Tom Griner arrived there. Uncle Tom was a replacement co-pilot in a B-17 based in England. His bomber was shot down March 4, 1944, over France on his eighth mission, the first daylight mass raid on Berlin by American pilots. Among the 7,000-plus prisoners in that camp, according to a site I stumbled across a few years ago, were Francis Stanley "Gabby" Gabreski and Robert A. (Bob) Hoover.

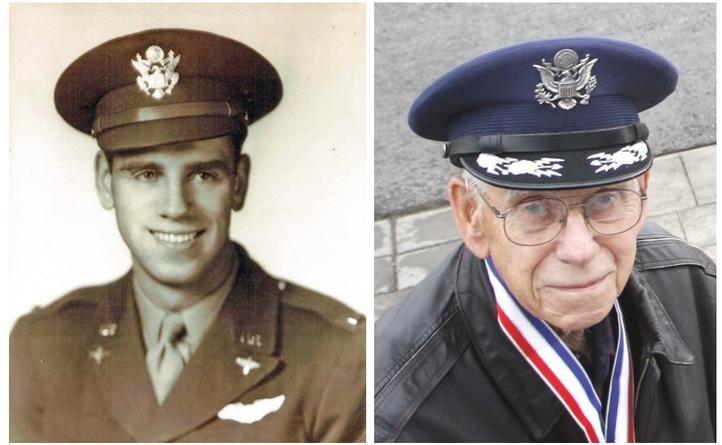
Of course, there were other now-deceased WWII vets I met through association with the museum.

Bob Baird was 84 when he died in 2005. Bob flew P-51s during the war and received public attention for some flying he did after the war. Shortly after war's end, the Naches School District acquired, for a total of about \$250, a surplus Mustang to use in a mechanics' program. Bob flew it from the Yakima airport to Naches, landing on old Highway 12 and taxiing down the narrow roadway between orchards.

Another "character" was Howard Hanson, 90 years old when he died in 2015. Howard flew P-61 Black Widows during the war.

Vern Arnold had 30 missions as a B-17 bombardier when he was discharged from the service. He was 94 when he died in 2011. Vern kept notes during the war and later wrote a little book about his experiences, *B-17 Bombardier*. Many years ago, one of Vern's sons bought a Norden bomb sight as a gift for him, and Vern later gave it to the museum. The son found it online and outbid a museum for it. It had been stored in a container with a nitrogen atmosphere and is in great shape.

Although Jack and Vern are gone, we still can hear them talk about their wartime experiences on DVDs for



B-17 pilot Les Amundson, Army Air Corps lieutenant and Air Force Reserve lieutenant colonel.

sale at the museum.

Then there was Joe Foss. I met him at the National Rifle Association's annual meetings and exhibits in Seattle in May 1997. Foss was a Marine fighter pilot in World War II. He won the Medal of Honor while flying Wildcats on Guadalcanal in 1942–43. He shot down 26 Japanese planes.

As I recall, it was a press conference with Charlton Heston, who would become NRA president in 1998. Foss had been NRA president from 1988–1990. I got to chat with Foss quite a bit that afternoon until the gathering broke up. He told me he had written an autobiography and how I could go about obtaining a copy. Just had to look him up in the Scottsdale, Arizona, phone book—he said his number was listed when he was governor of South Dakota—and call for details. ☘

All photos courtesy of Liggett Taylor, unless otherwise noted.



Bob Baird threads his way between bushes and trees while taxiing a P-51 from highway 12 to Naches High School.



Bob Baird delivering the P-51 to Naches High School.

HI EVERYONE, my name is Al and my wife Barbara and I joined Cascade Warbirds last year as new members and recent transplants from south Florida. Soon after joining, I was asked if I wanted to become a marshaller, aka signalman.

This was a no-brainer for me. One of the coolest things you can do is participate in the ground movement of large, expensive, aircraft ... well, except for flying them, of course. You get a front row seat to history, some serious horsepower and spinning propellers, and you are also important. You are the eyes behind the pilot; you see what they don't see. At the highest level of marshalling, think about what a Navy signalman does on the deck of an aircraft carrier dispatching and receiving aircraft. Vital work, important teamwork that is critical to the success of a mission. So it is not only fun, it is important and an honor to be on the CWB marshalling team.

A little backstory: when I was 18–19 years old and in the Palm Beach Junior College aviation program, I worked the ramp at Palm Beach International Airport. This was great for me because I was immersed in aviation. The money I made working at the airport paid for my flying lessons and school. I loved that job; I worked around large commercial airliners. I used to love marshalling in and pushing out the L-1011s and DC-10s because they were the largest.

What always amazed me was the trust and laser attention every pilot gave you as their marshaller when the aircraft was moving or getting ready to move on the ramp. This fact was reinforced on the ramp at Sea-Tac recently when we arrived a few minutes early and the marshallers weren't at their stations. Alaska Air waited on the taxiway in front of the gate, engines on, for the few minutes until they arrived and, when they did, everyone did their jobs by the numbers. What could have been hurried was flawless.

So, I come to the marshalling job with some experience and appreciation, but also with a fresh set of eyes. What's new for me, and a bonus, is that I get to marshal old warbirds. Our CWB marshalling team comes with a wide range of experience. Some, like me, are pilots and have the perspective of having been both in front of and behind an operating engine and spinning propeller. Some have added training from neighboring warbird groups like the Historic Flight Foundation and the Flying Heritage and Combat Armor Museum. Like the CWB squadron, the marshallers are a diverse group of enthusiasts, pilots, and aircraft owners with the skills to make flawless what is the important work of managing aircraft on the ground at airshows.

In recent past newsletters, our CO has discussed professionalism and being serious

in the operation of our aircraft. Clearly this mindset extends to ground operations and marshalling. I've mentioned spinning propellers several times now. This is not a place where you want the smallest mistake or accident. In the spirit of staying sharp and always improving, I propose we periodically get on the same page. I submit to you what I consider the four best sources on the topic:

- **FAA Airplane Flying Handbook**—Specifically, the graphic that depicts standard ramp signals on page 2-12.
https://www.faa.gov/regulations_policies/handbooks_manuals/aviation/airplane_handbook/media/04_afh_ch2.pdf
- **FAA Aeronautical Information Manual**—See the Hand Signals from page 4-3-27 to 4-3-30.
https://www.faa.gov/air_traffic/publications/media/AIM_Basic_dtd_10-12-17.pdf
- **ICAO (International Standards) Annex 2**—See the Rules of the Air Appendix pages 1-5 to 1-17.
https://www.icao.int/Meetings/anconf12/Document%20Archive/an02_cons%5B1%5D.pdf
- **IATA Ground Operations Manual Airport Handling Manual Supplement Ed.4 2015**—See section 4.8.4 on pages 65-84.
<http://www.butterfly-training.fr/media/FR/documents/docs/AHMIGOM-4th-Edition-2015.pdf>

Guess what, they're all slightly different from one another. In my opinion, the FAA signals are the very minimum with 11 signals each. The ICAO and IATA signals are more thorough with 34 signals each, but we wouldn't use all of them. The IATA standards include a signal for engine and brake fire and signals from the pilot to the marshaller, which is a good idea. Maybe now is a good time to discuss and agree on the signals we're going to use to communicate with one another before the engines are on and props are spinning.

[See also the *hand signals quick reference on cascadowarbirds.org*.—Ed.] 🌀



A CWB marshaller prepares to direct EAA's Aluminum Overcast. Photo: Al Vazquez

SPATIAL DISORIENTATION & THE GRAVEYARD SPIRAL

By Lt Col Roger "Mota" Ludwig, Jr., USAF

AS ONE OF THE “LUCKY” FLIGHT SURGEONS with stick time in the back seat of the F-15B and F-15D, I learned many lessons from Eagle drivers. “Once a Redhawk, always a Redhawk” is a mantra that echoes in my mind as I recall my 16 years with the 123rd Fighter Squadron in Portland, Oregon. They have earned their reputation as one of our nation’s finest “all weather” fighter squadrons. Just look where they are stationed; it’s a sink or swim part of the country when it comes to flying in bad weather. You either fly in it, or you don’t fly, and that is simply not an option for the squadron tasked with the Northwest sector defense of our nation.

As such, I have learned many lessons. Foremost is that weather is never the friend of the pilot and weather is frequently not going to cooperate and provide that beautiful blue sky flying day we all dream about. Especially if you are flying out of PDX, particularly any time between October and April. Although I have never formally trained in IFR conditions, my brother Eagle drivers taught me to rely on my instruments. There are too many stories in the squadron of close calls from even the most seasoned pilots. The take-home lesson was *always* simple: don’t trust the seat of your pants. If your eyes can’t make reference, then your instruments are the only thing you should trust.

Spatial disorientation is one of our biggest hazards as pilots and is believed to be the #1 cause of mishaps. Your inner ears simply cannot be trusted to give you the balance and reference you need when you can’t clearly see reference points to get your brain balanced. There are actually six different physiologic categories of spatial disorientation, but I will try to not bore you with all the types and definitions.

More simply stated:

“Spatial disorientation is the mistaken perception of one’s position and motion relative to the earth. Any condition that deprives the pilot of natural, visual references to maintain orientation, such as clouds, fog, haze, darkness, terrain or sky backgrounds with indistinct contrast (such as arctic whiteout or clear, moonless skies over water) can rapidly cause spatial disorientation.”

There are three more critical “types” of spatial disorientation.

- **Unrecognized**—As it sounds, the pilot is simply unaware that they are affected
- **Recognized**—The pilot has identified they are affected and can rely on instruments to recover
- **Capacitating**—Underlying medical cause such as

illness, inner ear, or visual condition

To say we are VFR animals is to state the obvious, but I think it is one that we too frequently push aside. All our knowledge, wisdom, and insight will not help you when you are stuck in the weather if you don’t pay attention to what your instruments are telling you.

The *graveyard spiral* is a high speed, tight descending turn (not a spin, because the wing never stalls) entered because of a failure to detect rolling motion. Since any bank rate of less than two degrees per second is not felt, the wing may drop and the plane may begin a turn without the pilot realizing it.

As the plane spirals downward and its descent accelerates, the pilot senses the descent but not the turn. The natural tendency is for the pilot to pull back on the yoke to arrest the altitude loss. But with the bank angle having gradually increased, this control input only tightens the turn and increases the descent rate.

A simple reference to the artificial horizon would quickly show what is happening to your aircraft. So why do so many pilots seem to ignore this critical piece of information all the way down into terrain? Training and trust. Few groups of humans are more confident in their skills and knowledge than pilots. We frequently can be described as “cocky” or “arrogant.” Although we will disagree and consider ourselves “confident,” it is exactly that mindset that can lead us to overly trust our own sensory system.

During my training as a flight surgeon and my time in the squadrons, we learned five tips to help minimize and survive “Spatial D.”

- **PLAN FOR IT**—Have a game plan to recover your aircraft. Training, organization and compartmentalization will keep you alive.
- **EXPECT IT**—Anticipate that you are going to experience Spatial D during your flight. Once you have expected it and planned for it, your mind will be straight on how to recover from it.
- **RECOGNIZE IT**—The more quickly you can recognize that you are experiencing Spatial D, the more quickly you can focus on stabilizing or recovering your aircraft.
- **CONFIRM IT**—Rely on your instruments, cross check, and fly your aircraft!
- **RECOVER**—Use your training, correct the attitude, get your wings level.

In closing, let me simply reinforce what many of us already know. There is no substitute for training, training, training. Expect and prepare for the possibilities and you will be less likely to find yourself in an unusual attitude that you can’t recover from.

Keep the blue side up! ✪

CWB SUPPORTERS

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SkyQueenPhotography.com
SkyQueenJewelry.com

Karyn F. King



PhotosHappen@aol.com

Member: AOPA, WPA, EAA, Cascade Warbirds

TOM PATTEN
PRESIDENT

DataSupply
COMPANY, INC

4624 16th STREET EAST SUITE A-2, TACOMA, WA 98424

(253) 922-3494

e-mail: datasupply@w-link.net

CHECK SIX



USMC Capt Joe Foss looks out from the cockpit of his Grumman F4F-4 Wildcat. Foss became the top ace of the Marine Corps in WWII, with 26 of his squadron's 72 aerial victories during the Battle of Guadalcanal. He received the Medal of Honor for his heroism. Foss retired from the Marines as a Major and, later, from the South Dakota ANG as a Brigadier General. He also served as governor of South Dakota, commissioner of the American Football League, and president of the NRA.

Photo: DVIDS/Capt Aaron Moshier, <https://www.dvidshub.net/image/4113319/pilot-joe-foss-sitting-cockpit>

UPCOMING EVENTS

April

- 7 All pilots safety stand-down, 10 AM
(Museum of Flight)

May

- 19 **Paine Field Aviation Day**
28 Tahoma National Cemetery flyover

June

- 2-3 Gunfighter Skies Air & Space Show
(Mountain Home, ID)
16-17 **Olympic Air Show**
(Olympia, WA)
23-24 Utah Air Show
(Ogden, UT)
28-7/1 Formation Flying, LLC formation clinic
(Bremerton, WA)
30-7/1 Tacoma Freedom Fair
Wings and Wheels

July

- 6-8 **Arlington Fly-In**
23-29 EAA AirVenture
(Oshkosh, WI)

August

- 3-5 Seafair
10-12 Abbotsford Int'l Airshow
17-18 Warbird Weekend
(Heritage Flight Museum)
24-25 **Airshow of the Cascades**
(Madras, OR)
24-26 Wings over Republic
(Republic, WA)
25 **Bremerton Fly-In**
25-26 Olympic Peninsula Air
Affaire
(Sequim, WA)

September

- 8-9 Hood River Fly-In
12-16 Reno Air Races
28-30 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.