



Dave Desmon's Navion blows out the candles at its 70th birthday celebration. Photo: John Haug

## ★ Cascade Warbirds Squadron Newsletter ★

### CO'S COCKPIT

By Ron Morrell



**THIS CO'S CORNER** comes as the days of 2018 are waning and we look forward to a new year. Which is more important, looking back at what we accomplished in the last 365 days or looking ahead and deciding what we will do to make 2019 a memorable year? We each must make that decision in our personal lives, but we should also decide what goals we can muster for our organization and how we can accomplish those goals.

As everyone knows, the Cascade Warbirds squadron is an all-volunteer organization and we have our written priority of educating others, especially the youth, about the history of warbirds in our country and the people who were part of, and shaped, that history. The most important part of the squadron's purpose is to be the flying history example to those we encounter throughout the year. Are you up for the challenge of showing more people your aircraft, talking with more kids and adults about how it was used, and sharing stories of the intrepid aviators who flew it in the early years? Do you know enough of the history of your own aircraft to educate others about the era and pilots who flew the very aircraft that you own and preserve for future generations?

These are all just good primers for you to consider over the next months of the "dark ages" here in the Pacific Northwest. By the time this gets to all of you, the holidays and festivities will be in the rearview mirror and we will all be settling down to our usual daily activities. I hope everyone had a great holiday season and stayed safe for the upcoming year. As usual, the CWB holiday party was one of my favorite activities of the past year. It is always a great time mingling and talking with each other when we aren't wearing flight suits or our "hangar clothes." I want to sincerely thank Fred for all he does to make it happen and I hope it was as much fun for all of you.

It is now time to dig in and start that more memorable year that we can all have in 2019. Do you have ideas or plans to get your hangar queen out into the open air more this year? Will you bring those ideas to our next squadron meeting and share them with all of us? That is how we move forward and grow our outreach and community visibility. I am personally looking forward to making this year bigger and better than last year and hope that you all will join in to push the limits!

If any of you know of a gathering of metal and fabric flying machines that should be on our radar, please send the info to me or bring it up to any of the squadron members who can pass the infor-

mation on to our Board of Directors and our aircraft owners. The planning for next summer's events will be fast and furious over the next few months and we don't want to leave any possibilities out of the discussions.

We are also in the last 12 months of the elected squadron leadership and will be on the lookout for new motivated and dedicated leaders to step up and turn their ideas into action. Keeping a unit like ours fresh and moving forward always needs new ideas, personalities, and motivations. If you are willing to help make a difference, get educated and look around at what you think the squadron needs, and please put yourself out there to help us move in the right direction.

It has been the highlight of my warbird flying experiences over the last 15 years being a member and in a leadership position in the Cascade Warbirds squadron. I plan to spend a lot more time involved in this group and only hope that I'm not done helping all of us "Keep 'em Flying." ★

### 2019 MEMORIAL SCHOLARSHIP PROGRAM LAUNCHES

Help a local young person who is passionate about aviation learn more about flying! Ten area youth may earn private pilot ground and flight lessons, worth approximately \$1,125!

Apply now at:

[www.cascadewarbirds.org/scholarship.htm](http://www.cascadewarbirds.org/scholarship.htm)

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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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## WELCOME ABOARD

We have some new members we'd like to introduce to you. **Chad Hawthorne** lives in Sammamish and owns a 1949 Navion in USAF livery. **Dave Wheeler**, Gold Seal and Master CFI, lives in Olympia and owns a Piper Arrow. **Torsten Reinl**, pestered to join by Rich Cook, lives in Seattle. **Jeff TeSelle**, retired USN and Delta pilot, lives in Redmond. **Jay Borella**, living in Bellingham, is a retired USMC Cobra pilot. Husband and wife **Bridget Wellen** and **Bruce Campbell**, also of Sammamish, own an IAR-823, which they are restoring. Finally, **Doug Clough** of Graham, WA, joins us; he owns a Stearman, a Luscombe 8A, and a Cessna 195B.

Plus, we have two folks returning from the wilderness: **Bill Lattimer** has been gone six years; he owns a USAAF 1948 Ryan L-17B and lives in Monroe, WA. **Jared Patton** has returned after two years; he lives in Tacoma, is an Annapolis graduate, and currently serves with the VR-61 Islanders at NAS Whidbey Island.

Be sure to make these folks feel welcome when you get the chance.

## SCHOLARSHIP PROGRAM

The squadron's scholarship program received an unexpected and very generous donation in November, neatly timed with Veterans Day, in the amount of \$3,000. Though the donor, who made a similar contribution a year ago, wishes to remain anonymous, this comment accompanied the gift. "I consider this contribution a well-deserved assist to young men or women to begin their aviation careers." The squadron thanks you for the confidence that you have placed in our program.

And, thus, we have kicked off our 2019 scholarship program, so please have any area youth you know who may be interested apply now. The new application and a description of the program can be found on our web site at [www.cascadewarbirds.org](http://www.cascadewarbirds.org).

Once again, **Galvin Flight Training** on Boeing Field has agreed to partner with us. Not only do they contribute the

value of the private pilot ground school tuition, they also provide the first hour-long dual instructional flight for only \$119. The deadline for this year is 28 February 2019. We will award a minimum of ten scholarships. Questions? Contact Scholarship Chair Pete Jackson at [songbirdt50@aol.com](mailto:songbirdt50@aol.com).

And then a bit of serendipity for one of our 2018 scholars. **Devin Graves** was so enthusiastic about a career in aviation after receiving our scholarship that he enrolled in the Part 141 private pilot program at Rainier Flight Service at Renton Municipal Airport (see his essay elsewhere in this issue). As his expenses mounted—he already has his first solo and nearly 40 hours in his logbook—his financial situation came to the attention of The Neyman Fund. Devin learned in early November that he was awarded a \$2,500 grant to continue his pilot training. We wish him the very best in his aviation career.

## RENO AIR RACES

It's that time of year again when you must decide about attending the races. We're still using reserved boxes A-41 (the Moya Lear box) and B-40. Prices for the entire week are \$392 for A-41 and \$372 for B-40. This gets you pit passes for all 7 days, box seats for the 5 racing days, up-front reserved parking all week long (per pair of tickets), and shared use of the communal coolers. Plus, Betty has again arranged preferential rates at Circus Circus—call 800-648-5010 and use password WRBRD19. Race week is September 9–15. Plan to pay in full by February 1; contact Fred for further details.

## SPEAKERS ANNOUNCED

We have an interesting series of speakers lined up to finish our meeting year. In January, we'll hear from Bob Noble, who'll tell us some hairy war stories about Air America. February will feature John Sessions of Historic Flight Foundation. He'll brief us on the "Daks Over Normandy" project, which will see a fleet of C-47 aircraft honoring the 75<sup>th</sup> anniversary of D-Day. Most of the fleet will then continue on to honor the 70<sup>th</sup> anniversary of the Berlin Airlift. And



rounding out the year in March will be David Williams, discussing the life and times of Mira Slovak.

## ANNUAL DINNER GALA

Another great party is “in the books” and, by all accounts, our revelers went away happy. It was the largest turnout in all the years we’ve been doing this, even all the way back to Bremerton days. We were joined by some very special guests: **Dick Nelms**, B-17 pilot; **Art Unruh**, B-17 waist gunner; **Ken Wheeler**, B-17 navigator; **Don Wood**, B-17 and B-24 pilot; **Fred Parker**, B-17 gunner; and **May Blanchette**, widow of **Emery**, B-17 ball turret gunner.

Videographer **Dan Shoemaker** displayed his work with a constantly running loop of this past season’s owners and event flying. Such has become a staple of our annual party and it was nice to see the great work by Dan and our squadron photographers.

**CO Ron Morrell** took the time to thank all the members, owners, and volunteers who expend so much effort all year long making our squadron such a success. And in a bit of tomfoolery, he awarded **Justin Drafts** the non-existent Greatest-Distance-Traveled-to-Dinner trophy.

After the frivolity and other adult endeavors, **XO Dave Desmon**

presented the squadron’s Volunteer of the Year award to **John “Smokey” Johnson** for his superior performance as our Ops O. Even as he’s touring the nation collecting aircraft quals in the likes of the B-17 and many others, he finds time to ride herd on our varied assortment of aircraft, owners, and squadron events. Well earned, Sir!

## WHAT TIME OF YEAR IS IT?

Why, it’s time to pay your dues. Check behind your name on the envelope that contained this newsletter. If the date is DEC 2018, then you’re due. Please send US\$20 to CWB, 1066 Yates Rd, Oak Harbor, WA 98277. Your favorite FO will really appreciate timely payment. Thank you.

## THE WEATHER OUTSIDE IS FRIGHTFUL

But since the fire is so delightful, why not curl up in front of it and study the manuals for your new warbird!



Steve Hewitt owns a 1943 C-45H that was once an AT-7 Navigator trainer. You’ve seen it at the air shows! Contact Steve for details at [snjhewitt@gmail.com](mailto:snjhewitt@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](mailto:kloppenburg@mac.com).



Paul Lewis has a Nanchang CJ-6A with many updates that’s perfect for formation and show flying. Get all the details by e-mailing him at [okanoganlew@gmail.com](mailto:okanoganlew@gmail.com).

Log onto [cascadewarbirds.org](http://cascadewarbirds.org) for more information about each. ✪

## ART UNRUH, 12TH MAN

By Brandon Edwards

**ART UNRUH, A LONGTIME CASCADE WARBIRDS MEMBER** and fellow servant, paid tribute to his departed friend Paul Allen on the Saturday of Veteran’s Day weekend, on his 96th birthday, when he cut the ribbon opening the third hangar at the Flying Heritage & Combat Armor Museum. The WWII Silver Star recipient and B-17 veteran was honored by raising the Twelfth Man flag over the Seattle Seahawks at CenturyLink Field on the evening of Thursday, November 15.

Additionally, Art spent a day meeting and ministering to the Seattle Seahawks at their practice facility and will be interviewed by Q13 News about his continued service and many accomplishments. If you weren’t able to tune in to watch their interview and the flag raising and National Anthem ceremony, you can find articles about and interviews with Art online.

Leading up to the events, Art commented, “It will be a great opportunity to spend some time with the Seahawks...It is a blessing...I will be giving one of my books (*The Shadow Casters*) to the Seattle Defense, the Offense, Special Teams, Russell Wilson, and Pete Carroll...honoring all veterans when I raise the flag.”

May Art’s exceptional heart and character be seen true by all and so inspire many, many more to come! My family and I hope you had a thankful and pleasurable Veteran’s Day weekend. ✪



Photo: Larry Maurer/Seattle Seahawks

**A CHILL IS IN THE AIR**, the days are noticeably shorter, and we're back on Pacific Standard Time. We have already had two great meetings with interesting presentations, and the Board is busy trying to line up and organize the flying events that our squadron wants to attend in 2019.

The initiation of Part 121 passenger airline service next year from Paine Field has the GA Day in question, so we are awaiting clarification for that event. Right now, the other "max effort" events we have selected are the Olympic Air Show, and Arlington Fly-In. There is work in progress to attend Wings and Wheels at Tacoma Narrows and we are trying to organize a gaggle to fly their aircraft back to attend Oshkosh. A CWB Day during Seafair and the Airshow of the Cascades in Madras are also being considered. Then there is WAAAM at Hood River and the Oregon International Air Show in Hillsboro.

With the change of location of Historic Flight Foundation to Felts Field in Spokane, the Vintage Aircraft Weekend (VAW) event is still not firmed up yet, either. If the VAW event does not take place, then that weekend would be open for the Bremerton Blackberry Festi-

val, if they decide to change their dates back to the original weekend. There are a lot of moving parts to the calendar this upcoming year, so it will be important for everyone to stay informed for the latest announcements, which we will try and put out as soon as the information is available. Hopefully by the spring of 2019, when the flying season begins, we should have everything worked out and a firm schedule published.

We also are in the process of setting the dates for the NW Multi-signatory FAST Formation Clinic at Bremerton Airport in late June or mid-July.

Like most of the other pilots and aircraft owners, I am trying to enjoy the few clear sky days to fly before our rainy season begins and I get down to work to start doing the necessary yearly maintenance on my airplane. This fall, I am also going to install a new Pratt & Whitney R-1340-AN1 and Hamilton Standard 12D40 prop.

I have also decided once again take my T-6 to Stead Airport and race in the 56th Reno Air Races in September 2019. If you have always wanted to be a part of a pit crew for the Reno races, here is your chance to volunteer. 🍷

## 2016 SCHOLAR UPDATE

By Gabriel Bacerdo

**IT HAS BEEN A LITTLE OVER A YEAR** since I have updated you on the progress I have made at Purdue University in the Professional Flight Program. After completing my first year at Purdue, I received my private pilot certificate and elected to stay the summer to continue flying. I completed my check ride at Indianapolis Regional Airport (KMJJ), where the Indiana Commemorative Air Force Wing operates a C-45 much like the one for sale on the Cascade Warbirds website. In the summer, I was introduced to commercial and instrument training, including commercial maneuvers and hood work. My highlight of the summer was getting to fly a solo long cross country from Purdue University Airport (KLAF) in West Lafayette, Indiana to Smyrna, Tennessee (KMQY). Unfortunately, our fleet of Cirrus SR20s are not outfitted with air conditioning, so taxiing around in high humidity and 100-degree heat took away from the fun a little bit.

This fall, I am continuing my instrument and commercial training. I finished my flight course ahead of schedule, just in time before the winter conditions of low ceilings and snow make it almost impossible to fly. My highlight of the course was flying a night cross country to Indianapolis International Airport and completing a touch and go, while being told to keep my speed up due to a 737 behind on a two-mile final. I am also halfway through my simulator course. Here, I have had the opportunity to practice GPS, VOR, and ILS ap-

proaches before I attempt them in the actual airplane next semester. If we have not met the time requirement for the lesson that day, my instructor sometimes lets me fly approaches into Renton or Paine Field.

Outside of flying, I am part of Aviation Ambassadors, where I am a student tour guide, showing prospective students our program and answering any questions they may have. Being an active member of Ambassadors allowed me to fly to Yeager, West Virginia with two fellow ambassadors in the school's Cirrus SR22 to represent the university at the annual airshow. There, we were given the incredible opportunity to meet who the airport was named after, Chuck Yeager, the first man to break the sound barrier. We were also offered the chance to ride on one of American's Flagship DC-3s. A few warbirds were on display as well including a B-17, B-25, TBF Avenger, a P-51 Mustang, and the Canadian Harvard Aerobatic Team.

Seeing these aircraft reminded me of the Cascade Warbirds, and all the doors it has opened up for me since being awarded the 2016 aviation scholarship. While I wasn't able to complete my private pilot training, attending ground school introduced me to the world of aviation from a pilot's perspective, rather than being an onlooker. I knew I wanted to be a pilot, but before then had no experience sitting in the pilot's seat. Being offered the two introductory flights introduced me to the world of general aviation flying, something I have

**AS I LOOK AT THE SIGN** on the door to my room that says, “I ♥ airplane noise,” I hear a 747 right above my house and think about how that sound has always been an inspiration for me. For as long as I can remember, I have always wanted to be a pilot.

It took me until the summer between 6th and 7th grades to fly in a general aviation aircraft. The opportunity came with The Museum of Flight’s ACE summer camp. I went up in a Cessna 172, and once we were clear of any conflicting airspace, I was able to “take control” of the plane, and it was amazing. Feeling like I was flying the plane was just a surreal experience for me, and I can’t really come up with any words to describe it. I can say that experience was one of the top moments in my life so far. Later with ACE camp, I got to experience the DA40—which I liked a lot because it had a stick, not a yoke, so I could pretend I was flying a warbird—plus the C-152 and more of the C-172. These introduction flights were truly inspirational and made my desire to fly more vibrant than ever.

Fast forward a few years to 10<sup>th</sup> grade, where I found out about the Cascade Warbirds and immediately joined them because of my love for warbirds and my goal to fly them someday. At the first meeting I attended, I learned about their scholarship that provides a Part 141 ground school for young people interested in learning to fly. I applied for the scholarship, not thinking that within a year I would be flying on my first solo.

Once I started my ground school, I realized that I should probably start flight training sooner rather than later so the knowledge I gained didn’t go to waste. Looking at different flight schools, I decided to learn to fly from Rainier Flight Service out of Renton Municipal. I started my flight training in a Cessna 162 in July of 2018 and am currently still working towards my private.

My flight training so far has been focusing on the basics, such as takeoffs, landings, steep turns, ground reference maneuvers, slow flight, emergency procedures, and communications. Despite the large amounts of effort and work I was putting into the flight training, I was enjoying every bit of it. I always looked forward to lessons, and always went home with a smile on my face afterwards. Finally, after an instructor switch, scheduling and weather issues, and 35.7 hours, I completed my first solo flight.

Flying by myself was truly an amazing experience that I will never forget. It was extremely fun but also

very challenging to manage everything by myself, without having an instructor in the plane to rely on. Now that I am done with my first solo flight, I am looking forward to working on cross-country flights.

For my flight training after my private, I plan on attending a four-year university to get trained up through becoming a CFI. I have always wanted to get at least a four-year degree, and when I found out that there were university programs made specifically for pilots, I knew that would be a good fit for me. The universities that I am looking at are Central Washington University, University of North Dakota, Embry-Riddle Prescott, Purdue, and Utah State University. I have already visited CWU and thought it would be a good fit for me, however I have not been to any other universities to compare it to. I have been very proactive about researching different universities and have created a spreadsheet to compare all the universities I am interested in by their costs, International Baccalaureate credit transfers, and their fleets. As mentioned earlier, I would like to get my CFI at any university I attend, and then teach there to gain hours and experience.

I am still exploring my future career options. I know that it will involve flying, but I am not sure if it will be commercial, corporate, or, if I really enjoy teaching, maybe a career CFI. If I decide to go the airline route, I know that my end goal would be flying cargo, ideally for FedEx. I have always thought that the MD-11s of FedEx were super fun to watch fly out of Sea-Tac airport with their three engines. Even though they will most likely all be retired by the time I would be able to fly for FedEx, the thought of the MD-11s, and the inspiration to fly cargo that was spurred by them will always stick with me.

I do know one thing for sure, and that is I want to become a warbird pilot, no matter which route I go. I have always had a love for them and could probably credit the P-38 for being one of the reasons I love aviation so much. Certain warbirds I want to become rated in are the B-17, F6F Hellcat, Spitfire, and of course the P-38. If there is any way I could make a career out of flying warbirds, I would take that over anything else.

Aviation has been, and always will be, a substantial part of my life. I know that becoming a professional pilot will take an incredible amount of hard work and dedication, but it is a dream of mine and I am willing to take it on. The first step is getting my private pilot certificate, and then I will be well on my way. ✪

been able to enjoy as I continue my training at Purdue. Since I was at Purdue over the summer, I have not yet had the chance to fly in Washington, but it is something I would like to do soon. This summer, I am planning on obtaining my CFI certificate, but I have not yet decided if I will be doing it at Purdue or at home.

I am very grateful that to be a part of the Professional Flight Program at Purdue University. If any recipients of the aviation scholarship have any questions about collegiate aviation programs in the future, specifically Purdue, I would be happy to help. ✪



**ONE SUNNY AFTERNOON WHILE FLYING** the T-6 raffle rides at the Reno Air Races for RARA in September, I received a phone call from my friend Dan Haug who was heading up the 2018 Culpeper Air Fest in Culpeper, VA, which is located about 50 miles south of Dulles International Airport (KIAD). He asked me if I would be interested in helping them by flying a C-47 in the Potomac Flight which was scheduled to be flown on Friday, October 12. They needed a formation qualified pilot to fly into the Washington D.C. security airspace. The flyover of Reagan National Airport and Arlington National Cemetery was to honor disabled American veterans, and, indeed, all veterans.

I would be flying a Douglas C-47 named *Miss Virginia*, which is owned by Karl Stoltzfus from Dynamic Aviation in Bridgewater, VA. Rod Moyer, Karl's son-in-law, would be the other pilot flying with me. We would be part of a formation of ten to twelve North American T-6s/SNJJs/Harvards, a Beechcraft C-45, and one to three Douglas C-47s.

I received email with several attachments from Jim Koch, the flight lead for the Potomac Flight. Jim requested that all the pilots pay special attention to the FAA requirements for operating in the Special Flight Rules Area (SFRA) surrounding Washington, D.C., and in the inner portion called the Flight Restricted Zone (FRZ). Each pilot must go on the FAA website and complete a one-hour online course about the SFRA and FRZ. I took lots of notes because there was a quiz at the end of the course that you had to pass prior to receiving credit for the certification. We also had to submit copies of our driver's license and passport information to be vetted by various federal agencies. A thorough background check would be completed by the FBI and the U.S. Secret Service prior to any individual pilot operating an aircraft inside the FRZ.

I had previously flown with Rod in *Miss Virginia* at Oshkosh, WI in a three-ship Vic formation during the big airshow on Friday and Saturday. Flying large bomber/transport aircraft in close formation is very challenging due to their size and the subtle power changes required to hold relative position. The large mass and inertia of the C-47 in conjunction with the



Lined up to overfly Reagan National. Photo: John Johnson

require firm but precise control and engine inputs. You need to keep the throttle jockeying to a minimum and always make sure the engine is driving the big Hamilton Standard quick feathering 11-foot, 6-inch 3-bladed propellers to avoid the gear lashing in the RPM reduction nose case.

This means you have to pick up the very slight position changes and add and reduce power slowly and smoothly. This is fairly easy to do when flying straight and level but, once the formation starts maneuvering in turns and doing formation configuration changes, it gets very demanding. The other big difference in flying formation in the C-47 and other bomber/transport airplanes is that all the flight control surfaces are very large and are all manual with cables. The use of elevator trim is necessary to neutralize the heavy adverse control forces generated during various maneuvers while flying formation.

I made my way across the country on Wednesday, October 10 via Minneapolis, arriving at Dulles International Airport just as the sun went down. I picked up my rental car and started my hour drive south to Culpeper, VA in heavy rush hour traffic. As I drove away from the airport, the area turned into rolling farm land and the roads narrowed and wound around both Revolutionary War and Civil War battlegrounds. I arrived in the small town of Culpeper and made my way to the hotel. It had been a long day and I was ready for a light dinner and some well-deserved sleep.

The next morning, at breakfast, I met up with several other pilots and crews and eventually we all made our way out to the Culpeper Airport (KCJR). Not much was going on, so I helped with the setup in the hangar that we would be using for meals and our briefings. As the day progressed, more participant aircraft started to arrive. By evening, almost all the T-6s had arrived and the C-45 and the other C-47, *Placid Lassie*, was entering the pattern for landing. Rod was in the process of



A perfect formation? Photo: John Johnson

complex mechanical nature of the two 1200-horsepower Pratt & Whitney R-1830-92 twin row 14-cylinder engines

training for his FAST wingman card and had his T-6 there, so during the day we managed to get three training sorties in before sunset. After we debriefed, he drove home to Bridgewater and would fly the other C-47, *Miss Virginia*, back in the morning. We did have one Dakota scratch due to maintenance issues.

The next morning, as other aircraft arrived, we accomplished several more T-6 formation sorties. After lunch, we had our official Potomac Flight brief, which was delivered by retired U.S. Navy Captain and current AOPA employee, Mike Ginter. We ended up with nine formation qualified T-6s, one Beechcraft C-45, and two Douglas C-47 Dakotas. After a quick brief by the TSA personnel about security, we got down to the mission brief, including individual aircraft position, takeoff and initial rejoin, form up, and flight path track.

We would depart the airport in section takeoffs for the T-6s and single ship for the C-45 and C-47s. We would do a wide five-mile circle over the airport until everyone was on board, then depart to the northeast toward Joint Base Andrews. The flight lead aircraft would handle all the communications with Washington Center and request and receive the flight's clearance to enter the SFRA and FRZ. Once we crossed the Potomac River, we would make a 120-degree left turn and proceed down the centerline of Runway 33 at Reagan National Airport (KDCA). All commercial airline and GA arrivals and departures would be put on hold until we were clear of the airport and the approach and departure corridors. We would then proceed straight ahead to fly over Arlington National Cemetery and then return to Culpeper Airport. The C-47s would break and land first, then the C-45, followed by recovery of the T-6s.

After the brief, we proceeded out to the tarmac to do a walkthrough of the entire flight. We successfully completed our practice and then everyone secured their aircraft for the evening and we headed to the hotel to clean up and go into town for dinner.

The next morning, we all met in the hangar, re-briefed, and walked through it all again. No questions, so we checked the current METAR and TAF, then had some more coffee and waited for the briefed start time. Before departure, each pilot/crew had to meet with the TSA personnel and get our documents checked and then they wanted to inspect each of the aircraft.

We had an early light lunch, then headed towards the flight line and did a thorough preflight, checking oil and fuel quantity, and pulled the propellers through to prevent hydraulic lock of one of the cylinders. Just before we were scheduled to start, we pulled all the flight control locks, removed the gear pins, climbed aboard, and closed the man door. We moved forward through the cabin and climbed into our seats. Ron started the temperamental P&W R-1830-92s. Once we had the oil warmed, I taxied the C-47 out in sequence and Rod did the takeoff. Once airborne, I took over as pilot flying for



the duration of the formation flight. We were the last aircraft to take off, so were tasked with letting Potomac Flight Lead know that "Dakota #3 is airborne." The initial rejoin went well as we circled the airport, so we headed out to the northeast.

We had been briefed to verify our transponders were in the OFF position so they did not set off collision avoidance alarms at the Air Route Traffic Control Center (ARTCC). Several of the aircraft participating in the flight had recently installed ADS-B in/out equipment. Some of the installations do not allow the pilot to turn off the ADS-B portion even though the transponder was selected OFF. During the first 20 minutes of the flight, Washington Center and our flight lead kept asking everyone to verify their units were selected OFF. Eventually everyone got their ADS-B turned off even if they had to pull the respective circuit breaker and we proceeded inbound to the boundary of the SFRA.

We received our clearance to enter and continue to our initial point for our turn toward Reagan National Airport. It was an amazing, awe-inspiring sight to look forward through our formation and see all the iconic landmarks in our nation's capital. You could clearly see the Lincoln Memorial, Jefferson Memorial, all the way down the National Mall towards the Capital rotunda, including the Washington Monument and the White House. As we passed over the top of the airport, I could see Arlington National Cemetery and the U.S. Marine Corps monument directly in front of us. From the air, you truly get a sense of how many men and women have made the ultimate sacrifice for our country, giving their lives and futures in defending our freedoms.

Being in the Tail End Charlie position of the formation, I had a moment to reflect on how fortunate I was to participate in this flight. We continued to fly to the southwest and cleared the FRZ and SFRA and turned back toward Culpeper Airport to make a pass at the Air Fest, then break and recover to land. We taxied clear of the runway and across the tarmac to our parking spot, shut down the engines, and just sat there for a minute reflecting on the amazing flight we just experienced. I reached over, shook Rod's hand and said thank you as we got up to get the flight control locks and gear pins. We secured the aircraft then went to the debrief, which was very quick, with everyone giving congratulatory handshakes and compliments on a job well done.

Several YouTube videos of the flyover may be found online by searching for Potomac Flight 2018. 🌐



## DEMISE OF THE BLUE LADY

By Robert "Crash" Williams

**HERE'S A LITTLE HISTORY ON ME** before telling you what happened to my favorite warbird. I went to Air Force flying school in November 1951 and graduated from Craig Air Force Base in Selma, Alabama in P-51s. I returned to the Minnesota Air National Guard to fly 51s, then the Iowa ANG to fly P-80s, and then the New Mexico ANG to fly F-100 Super Sabres. I was in the Guard for 28 years and, after leaving, managed radio and TV stations throughout the USA. I moved to Seattle and into management of KIRO News Radio.

I bought my first warbird, a Cessna 337, which was an O-2 in Vietnam with battle damage. I started looking around for some companionship, found four other guys with warbirds, and we formed the second EAA warbird squadron in the USA.

As the membership grew, I bought into a T-28 and then into a TBM Avenger. It had been a firefighter in Canada and was converted back to a torpedo bomber by two brothers in Minot, North Dakota. I had it flown to Boeing Field in Seattle and painted blue, with the name *Blue Lady* written on it with a small picture of my wife, Sonya, up on the engine nacelle. She had been a professional singer for many years. I flew it up and down the west coast to and from many air shows and to Oshkosh twice.

After turning 70 years old, I decided to "know when to hold them and know when to fold them." In other words, quit flying. I flew it to Courtesy Aircraft near

Chicago and put it up for sale. After almost a year, it sold to an aircraft museum in Brisbane, Australia. I took it to Long Beach, California, folded the wings, and put it in a cargo ship. The plane appeared all over eastern Australia out of Brisbane for about five years until the owner of the museum died from cancer and his entire museum went up for sale. The owner of a museum near Chicago bought the airplane, put it on a cargo ship, and shipped it back to Long Beach. I found out his name was Ron Carlson and immediately got in touch with him via e-mail. He flew it to Modesto, California

and put a lot of extra things on the plane while waiting for May, when he could fly it from California to Chicago in good weather.

Ron and a friend flew the plane to Phoenix, Arizona for an air show and then left, flying east out of Phoenix to Albuquerque and then Chicago.

They reached a mountainous area around Flagstaff, Arizona surrounded by 80-foot tall trees and, right then, one of the cylinders blew up, throwing oil all over the plane and taking out all visibility. The two pilots had to bail out at that point. They both landed in trees and had some personal injuries. They finally got out of the trees, found each other, and started walking out. It took a couple days before they found people.

So, the wreckage of the TBM Avenger *Blue Lady* is somewhere on the side of a mountain near Flagstaff, yet to be found! 🗺️



## IAR-823 SERIAL #4

By Bridget Wellen

**BRUCE CAMPBELL AND I** are restoring IAR-823 serial number four. It was imported directly from the Romanian Air Force and flew to California where there was an unfortunate situation with a mechanic. It came up on a truck from California to Snohomish. We also purchased a supply of those spare parts that still exist and had them trucked to WA from the importer in VT.

This is a sizable project, as it has been sitting since 2003. There is very little corrosion and the engine looks like it is likely to be in okay condition.

One of the big accomplishments has been getting the wing attach bolts custom made by a shop that handles aviation bolts routinely. We were very lucky to have a sample on loan from Steve Stavrakakis to work off of as a model. Our current focus is getting the new landing gear installed and rigged, the wings attached, and all new glass installed. 🛠️



IAR-823 #4 stripped for restoration. Photo: Bridget Wellen

[Follow Bridget and Bruce's restoration blog at <https://iar823number4.home.blog>.—Ed.]



**IT ALL STARTED WHEN** I was 90 days old and my mother boarded an airliner in San Francisco bound for Seattle with a crying, screaming baby—me. But that's a story for another time; this is the tale of my purchasing and flying my Navion from Denton, TX to Paine Field, WA. (Oh, be quiet, it fit my criteria for price and useful load!)

I found the plane online, found a hangar at Paine Field (someone up above was telling me it's time), then flew down to Denton, inspected it, paid for it, and airlined home to make arrangements to recover it. You know, insurance, a qualified pilot to help fly it back and, of course, re-registration of the aircraft into my name. Steve Baldwin's son, Aaron, agreed to help me fly it home. He cleared his schedule and we met in Dallas on November 8 with the intention of flying to our first fuel stop at Plainview, TX that afternoon. The weather had other ideas.

We decided to leave early the next morning at 0630. Local weather was adequate for our flight west, the plane was full of fuel, baggage loaded, airplane pre-flighted, and crew on board. Engine was started, systems brought up and checked, taxi lights on, and the journey began at 0645 CST. We departed Denton and headed west to our first fuel stop at Plainview, where I learned about self-service pumps. We had left the bad weather about halfway to Plainview, so the next leg had CAVU all the way to a field northwest of Albuquerque, NM. We're chasing the sun now.

Next stop: Moab, UT, en route altitude 10,500 ft. There, we refueled, checked hydraulic fluid, added a pint—no visible leaks, just some spillage during filling!—and departed for Burley, ID by way of Salt Lake City airspace, again at 10,500 ft. Spectacular canyon country and the Great Salt Lake was a sight with the descending sun, dark shoreline, and 10,500 ft. altitude. Approaching Burley at night, the runway was difficult to

spot at first due to the street lights. I spotted the beacon and Aaron saw the runway at about the same time. We landed and proceeded to carefully taxi to the FBO due to no lighted taxiways. The FBO was closed and there was no self service, so we parked the plane and got a room at the Best Western hotel. Dinner, a couple of brewskis, set up the flight for Saturday's journey to Paine Field, then to bed.

We didn't need to get up so early on Saturday and still needed the FBO to open and fuel the plane. We met a very nice FBO operator and paid the bill in a nice warm office. We left Burley for Baker City, OR, again at 10,500 ft., with a small headwind which turned to a rear quartering tailwind, which helped keep our average ground speed above 100 mph. We landed at Baker City, refueled, the plane got “cat scanned”—the FBO's very friendly cat followed us out the door to the pump and, while we were fueling, proceeded to inspect the cabin of the airplane—and we were off to Paine Field at what was becoming our usual altitude.

We passed Mt. St. Helens and Mt. Rainier and found the usual Puget Sound scattered cloud cover. Sea-Tac was off to our left, then Auburn was below us, then we passed Renton on our left—next airfield is Paine Field, home. We landed on 34R and taxied to my hangar (strange how that sounds!) on the east side of the airport. I opened the doors, moved my car out of the hangar, unloaded our bags, and gave the plane a good look. It looked and performed very well for the trip and I got some stick time in my aircraft. Aaron called his dad, who flew his Navion over to pick up Aaron, so he could return to Bremerton to fly with one of Aaron's students. Before they left me, we put the plane in its new home, put the landlord-required catch pan under the engine, and chocked the nose wheel.

So that's my story of our flight from Denton, TX to Paine Field. What fun! ✪

## NORTH AMERICAN NAVION JOINS THE PNW AND CWB

By Tanner Matheny

**ONE OF OUR NEW MEMBERS**, Tanner Matheny, just acquired a 1946 North American NAVion from Colorado. Tanner has flown with Dave Desmon and David Osgood in their Ryan Navions and has really enjoyed the experience, along with flying at get-togethers.

We asked Tanner why he wanted a Navion. “As an aviation lover, I have had so many airplanes in mind that I would enjoy owning, but none of them come close to the practicality, the looks, and history of the NAVion.”

Tanner plans on flying at future events, including the formation clinic to become formation qualified.

He also wanted to express his thanks to everyone in the Cascade Warbirds, especially Dave and David, for

their generosity with their time and Navions and looks forward to paying it forward to the next group of new CWB members. ✪

*[Have you adopted a warbird?*

*Share the news!*

*Contact us with a short notice and photo at editor@cascadewarbirds.org.—Ed.]*



A beaming Tanner and his new NAVion.  
Photo: Tanner Matheny

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## CHECK SIX



The view from the Tail End Charlie position during the 2018 Potomac Flight over Reagan National Airport and Arlington National Cemetery. Behind and below another C-47, pilot John "Smockey" Johnson has a commanding view of the entire formation.

Photo: John "Smockey" Johnson

## UPCOMING EVENTS

### January

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

### February

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

### March

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