



John Sessions' DC-3 with others at the Shuttleworth Collection Flying Festival. Photo: John Haug

✪ Cascade Warbirds Squadron Newsletter ✪



CO's COCKPIT

By Ron Morrell



WE HAVE AN AMAZING GROUP OF MEMBERS in the Cascade Warbirds squadron. Over the years that I have been at the helm helping move our group in the direction that the membership has asked for, we have become a stable force and we all seem to know the what, where, and how of getting things done. But—you knew there would be a but—we have also added new members and are always recruiting additions to our organization.

That means two things. Leadership needs to change occasionally, with new ideas to be explored and new input needs to be examined to keep from becoming stale and lethargic. The second thing is we need to remember that, with new members and new recruits, not everyone has the same level of knowledge and experience concerning how we do things.

We all have opportunities to transition our newbies to experienced and productive members, as well as work on our next leadership team. The easiest and most obvious is the leadership team. This fall, we will be seating a Nomination Committee which will be responsible for rounding up volunteers and making decisions about who would be best to take the reins for the next two years and keep moving the squadron in the proper direction.

Do not take this lightly. In January, a new Board of Directors will take their seats and it will be different from today's leadership team. Everyone can have input by talking with the members of the Nomination Committee and giving them your opinion. Whether you want to be considered for the Board of Directors or one of the Executive Board positions, or simply to give your opinion on who you would like to see in a position to lead any of the many committees and roles that we have around the squadron. Your ideas count and without them we will become stagnant!

You do not have to wait until the October meeting to figure out who is on the Nominating Committee. Get your voice heard by any of the Board or Exec Board members and it will be passed on to those who will start the search this fall. There *will* be changes, I can guarantee it!

The second part of this message is the hard part. As an all-volunteer membership, we are always faced with a numbers crunch. Do we have enough members to staff a booth at the Puyallup aviation convention, do we have enough marshallers to support the pilots, do we have enough pilots to support an airshow?

These questions are asked continuously and can be tough to answer. At times, the answers are “whoever we can get, regardless of experience.” This default answer can be dangerous and can soil our reputation around the Pacific Northwest and with the airshow planners. The members of our organization who head these events and gatherings need to make the hard decisions.

In my years as the Commander, it has been a rare occasion when mistakes were made and we have had to cover ourselves, but it does happen! Despite being all volunteers, sometimes the event and group leadership need to make a decision and possibly take corrective action to keep the Cascade Warbirds safe and unsoiled. Our volunteers need to realize this and our leaders need to be aware that “get along and go along” can be a mistake.

We can mitigate these possible problems by taking the reins, demonstrating leadership, having good pre-event and post-event debriefings, as well as making sure everyone is on the same checklist. As a leader, your question needs to be this: Do I make this decision to keep from upsetting an individual at the possible expense of the safety or reputation of the entire squadron?

It has been demonstrated to the pilots on more than one occasion that not even the FAA inspectors always know the rules and follow them correctly, so we must know them ourselves. We all should want to protect the Cascade Warbirds and we all should respect those who have put in the planning and leadership efforts to keep the CWB safe and protect the reputation of the organization.

We also all know that leaders can be

WARBIRD FLYER

✪ Cascade Warbirds ✪

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Officer-at-Large

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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.

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wrong, but behind-the-scenes debriefings are the rule, not a suggestion. It protects us all from unwanted scrutiny and keeps small issues from becoming big ones!

Our new members expect and need to be mentored by the old guard. The new

ideas and suggestions are sought after but the experience and cunning of some are also valuable, and we all need to meld the two and keep the overall goal in mind at all times: Keep 'em Flying! ✪

SQUADRON NEWS

SCHOLAR UPDATE

The scholars we introduced to you last issue are making progress through their training.

Jackson Mangum has completed his ground school class and just finished his first of two introductory flights; he's flying the Cessna 152.

Both **Judah Britton** and **Lukas Hollo-man** are enrolled for their classwork as of last month and should be ready to take their first flights within a few days.

And **Keith Steedman** and **Tim Wetzel** are signed up for classes this month.

We would like to thank **Galvin Flight Training** for their continued generous involvement in our scholarship program.

London Holmes, a 2018 CWB scholarship awardee and recipient of two other aviation scholarships, was just awarded her private pilot certificate. You can review London's aviation aspirations in the April 2019 *Warbird Flyer*. And be sure to see how London plans to "pay it forward" with her Fearless Aviators initiative at www.fearlessaviators.com.

CIRCLE FLYING

Anything to get your attention: Don't forget the Reno Air Races in September. The squadron has reserved-seat boxes, two if demand warrants, and right in the center of all the activity.

The entire week of racing and other festivities for only \$392. Contact Fred for details and to make payment arrangements.

SAVE THE DATE

Just a reminder. We don't want to hear that you had no prior knowledge or that the date slipped your mind. Our annual Christmas dinner gala is Saturday, December 14, in Bothell.

You'll have all the details you'll need

as we move into the fall, but most of all we want to be sure that you'll be there!

WARBIRD FLYER FINAL ISSUE

We're sorry to say that this is the final issue of the squadron newsletter, at least for those of you who have yet to renew your dues for 2019. There are just a few of you, but we'd like to keep the group intact.

Check the date on this newsletter envelope and send your \$20 to CWB, 1066 Yates Rd, Oak Harbor, WA 98277. Thanks.

HERO FLIES WEST

It is with heavy heart that we report the passing of long-time member CAPT Walter Spangenberg, Jr., USN (Ret).

Walt was a 1948 graduate of the US Naval Academy, a naval aviator, and flew in both Korea and Vietnam.

He was an instructor at the US Naval Test Pilot School at Pax River and flew aircraft as varied as the Vigilante, Wildcat, Prowler, Crusader, Corsair, Hellcat, Cougar, and the Fury. Walter was 93.



Walter Spangenberg in the Whidbey Island Naval Flying Club T-34B in the late 1990s.

Photo: Fred C. Smyth

(Continued on page 3)

THE AIR SHOW SEASON IS WELL UNDERWAY, with the Olympic Air Show completed and TIW coming up this weekend. It was apparent to everyone involved at Olympia that our ground and flight operations were not up to our normal high standards.

We were uneasy and a bit anxious to see how the FAA representatives would implement the new 8900 regulations. Everyone had complied with the new regulation to submit all their FAA required documents and emergency escape plan electronically to the air boss starting 120 days from the event. As it turned out, we had to do it the old school way by standing in line and showing paper documents as we had in years prior, after the mandatory morning briefing.

We had issues on the ramp with marshallers, with the usual problem of the "no prop line" in conflict with allowing the crowd to mingle with us and our aircraft. We had an issue with an aircraft straying across the show line boundary and with the use of a safety pilot for a new air show aircraft and pilot.

As all of this was going on, I kept thinking, "What's going on here?" After some time to think it through, I and others deduced that the majority of these issues had been worked out during the GA Day event at Paine Field earlier in the season. Historically, that was our first air show, where everyone came out and we all had

the opportunity to knock the rust off from our previous winter's inactivity.

This year, GA Day did not happen due to the initiation of Part 121 commercial airline service and the start of TSA-mandated security protocols which accompany the airlines. We did not have an opportunity to assemble and go through all the necessary procedures that are an integral part of our air show operations. As in other aviation endeavors, we had to learn and be reminded that this, too, is a perishable skill and requires practice to get all the rust and kinks out prior to going full-bore into the air show season.

For that reason, I am suggesting, if Paine Field does not have an event next year, Cascade Warbirds pick an airport and time to have a practice air show.

We may be able to find a local airport that would welcome such an event and combine the two, but I feel it is imperative that the marshallers, pilots, and other important support personnel have an opportunity to brush up on all the necessary and important skills it takes for us to successfully organize and complete an air show event with our normal high standard of professionalism. Always remember that the public is always watching us and every cell phone out there is a video camera.

Be safe and look sharp! ☛



CWB flew formation practice, at Olympia, and at the Museum of Flight Vietnam Veterans Memorial. Photos: Dan Shoemaker and Greg Bell

IT'S AIRSHOW SEASON

Join our pilots showing historically significant aircraft to the public with your new warbird, available here from your fellow members.

Steve Hewitt owns a 1953 C-

45H that was once an AT-7 Navigator trainer. A classic with extensive military service and civilian upgrades. Contact Steve for details at 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.

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



Steve Hewitt's 1953 C-45H.
Photo: Dan Shoemaker



Richard Kloppenburg's 1967 O-2A Saigon Tea.
Photo: Richard Kloppenburg

REMEMBERING KEN WHEELER

By Brandon Edwards

OUR LONGTIME FRIEND and Cascade Warbirds member, Ken Wheeler, ascended to the Greater Heaven on Easter Sunday, April 21, 2019, having been graced with 96 strong years. Ken is survived by his second wife of 43 years, Sharon, with their blended family of six children, sixteen grandchildren and thirty great-grandchildren, almost all in attendance at his most fitting memorial service and celebration of life.

Ken was a B-17 navigator in the 15th Air Force and he flew 35 missions from Lucera, Italy in the 352nd Bomb Squadron of the 301st Bomb Group. With 29 years in the service, Ken retired from the Pentagon as a Lieutenant Colonel.

"I get teared up every time
I get up close to her. The
B-17 becomes a part of you."

He favored the B-17 his entire life, though he was also very fond of the Lockheed Constellation and the Beech C-45. He had another great career and passion for most things nautical, loved sailing, reading, learning, traveling, and—no guessing needed—helping a large extended family and others. He was an “Energizer Bunny,” ever abundant with inspiration assisting and



Ken Wheeler on the 2016 D-Day media flight. Photo: Brandon Edwards

serving the country, his family, and the church.

Asked what is his best lesson or proverb, Ken replied, “The lesson was resilience, which I believe came as a result of many things, but primarily the good Lord and the Army Air Corps training that gave me such ability, confidence, encouragement; the belief in myself to overcome obstacles which were all necessary in both of my careers and in my life in general.”

His charm, gentle character, great experience, and ministry will be missed! The Cascade Warbirds will be flying a missing man tribute at the 21st annual Olympic Air Show on Fathers’ Day weekend. Many of Ken’s family plan to be in attendance. ✪

DICK NELMS IS KNIGHTED!

By Brandon Edwards

THREE WORLD WAR II VETERANS were awarded the French Legion of Honor on May 10th, among them our own CWB member Dick Nelms—the pilot of B-17 *Pandora’s Box* in the 447th Bomb Group of the 8th Air Force—for his gallant contributions completing 35 successful missions in Europe in 1944.

Dick was accompanied to the Museum of Flight by several good friends when the French Consul General for the west coast, Emmanuel Lebrun-Damiens awarded these three veterans their medals.

I want to remind each of you that Dick is an avid volunteer and now 96 years old. He is an inspirational speaker twice a month and special B-17 docent at the Museum of Flight most Saturdays.

The next time you see Dick, be sure to bow or curtsy to our Chevalier “Sir” Richard Nelms! ✪



Dick Nelms and two other WWII veterans meet with French Consul General Emmanuel Lebrun-Damiens. Photo: Brandon Edwards

PILOT PRE-FLIGHT INSPECTION: IMSAFE OR I'M FINE?

By Bill Lattimer

THERE LIKELY ISN'T A PHRASE that causes more worry than the response of "I'm fine" to a question of how someone's doing. We recognize this as a near-certain indicator they likely aren't "fine"; it's not a trivial response because it's not a trivial question. We hesitate before crossing that interpersonal boundary to ask, and we only do so if we're aware of situations or see physical signs of someone under physical or emotional stress.

As pilot in command, we're responsible for asking ourselves this question and self-assessing our readiness to fly as part of our pre-flight. Most articles I reviewed rehash the AIM IMSAFE mnemonic. I'm going to skip that—if you don't know it, look it up. Instead I'll ask the question: When you assess your readiness to fly, are you completely present in that decision?

Recently I was climbing into my bird, with my hand on the grip and my foot on the step, ready to jump up on the wing. As I always do, I took a moment to *be present* in that final assessment before getting in. I use the IMSAFE mnemonic as a "flow list" to ensure I'm being thorough, but I ask the broad question of "Am I 100% ready to fly?" I recognized that the late night previous was having more of an impact than expected, and that I was under a bit of stress from a work assignment. I decided not to go. I fired up the tug, put the bird back and spent a few hours cleaning my gear. Not nearly as much fun, but something satisfying that needed to be done.

There's no way to tell if the margin was as narrow

as I thought it was, but we do know that sometimes flying isn't predictable. Lunches run late. Buddies decide to hit just one more airport, or drop someone off somewhere, or do a fly-by of a grounded friend. A minor maintenance issue requires some mental bandwidth and adds stress. Weather doesn't quite evolve the way you expected. All of these can make a flight more challenging, making what might have been minor fatigue or stress more of a concern. "Go fever" is our worst enemy.

That pressure can quickly lead us down a very slippery slope and cause an unintentional and sometimes unconscious re-evaluation of pilot readiness: "It's OK, I'm fine." There are too many accident reports of very experienced pilots who follow this path. They weren't quite 100%, there was significant pressure to go, they were late for something and the weather wasn't cooperating. Let's be blunt to ensure we embrace the importance of pilot readiness. That path often leads to a pile of aluminum scrap in a field.

Unlike the past crews of the aircraft we fly, we don't have to go. Period. No lives are at stake, no countries will fall. Our buddies may be counting on us to be there and to buy the burgers, but they all have their own charge cards or they couldn't own an airplane. The unofficial US Coast Guard motto, "We have to go out, but we don't have to come back," doesn't apply to us. We have to come back, every time. Start by making sure you're ready to go out. ☘



Hope is not a strategy, at least in the cockpit. Copyright Charles M. Schulz/Peanuts Worldwide LLC.

NEW CWB WEBSITE

By John Haug

THE NEW CASCADE WARBIRDS WEBSITE went live this May at <https://www.cascadewarbirds.org>. Many thanks are due to John Clark for maintaining the previous website for many years with news, events, and photos. But technology and expectations change, so, like a gyro-driven aircraft panel in a world of GPS screens, we were due for an update.

The new site has been designed from scratch and should look good and work well on any device you have, be it PC, phone, or tablet. We have a mix of information to present: for members, the public, potential youth scholars and parents, veterans, and more. My aim was to focus on the most important information for both members and non-member visitors seeking info about our sizeable and visible group. There is some new material and some content from the old site is gone.

The old website is archived at <https://>

old.cascadewarbirds.org. It will remain there, but not get updated further.

A brief news post on the site summarizes what's there. The focus is on our three main missions of Airshows, Veterans, and Youth. Occasional news will be posted for general goings-on, as well as reference info such as airshow points of contact. There are links to our Flickr photos and YouTube videos. Full-color newsletters are in the archive going back to 2005. Aircraft and equipment sale ads, with photos and details, are available. We also hope to attract some local sponsors of our worthy works. Every officer now has an "@cascadewarbirds.org" e-mail address which presents an easy to remember and professional contact.

I hope this new resource is useful to you and to our visitors. If you have feedback on the site, contact me at webmaster@cascadewarbirds.org. ☘

NATIONAL WARBIRD OPERATOR CONFERENCE REPORT

By John "Smokey" Johnson

THE 24TH ANNUAL NATIONAL WARBIRD OPERATOR CONFERENCE was held in Tucson, Arizona at the Westin La Paloma Resort in February, 2019. It is a gathering of warbird pilots, mechanics, museums, and others interested in the operation, preservation, and maintenance of former military airplanes and helicopters. Also in attendance were numerous vendors that specialize in the restoration of warbirds, warbird sales, and products such as flight helmets and footwear.

Day one started out with a tour of the USAF Davis-Monthan AMARG, aka the "Boneyard." We boarded busses at the hotel and drove down the hill towards the base. We had to surrender our driver licenses and go through security prior to entry. I guess they heard we were warbird pilots and collectors. Once we were through the security checks, we picked up our docent who was going to provide the audio portion of the tour. As we drove in, most of us started naming aircraft types and some of the folks on the busses had actually flown some of these aircraft. We went through most of the retired training airplanes and drove down a narrow street that was lined on both sides with almost everything that was Vietnam and post-era aircraft flown by the US Air Force (T-37, T-38, F-84, F-89, F-4, F-102/6, F-16, F-15, F-105, F-101, etc.) and the US Navy/USMC (T-2, T-34B, F-8, A-4, F-4, FA-18, and more). There were even some US Coast Guard C-130s, Dassault Falcon 20s, and other airplanes and helicopters.

The larger aircraft like the C-5s, KC-10s, KC-135s, C-17s, and some B-52s were located further away and we had a chance to drive by those lumbering giants as well. We finished up driving by the active side of the base and visited an A-10 training squadron and got to get hands on with the airplane and all the ordinance it is capable of carrying. It is truly humbling to look down the seven-barrel 30mm electric-operated rotary (3900 RPM) cannon. Glad these guys are on our side! Then we were off to the O Club for lunch and had a nice surprise Mexican buffet lunch, minus the margaritas, of course. Then it was back to the hotel for the evening welcome reception sponsored by NATA (North American Trainer Association) and USSIC insurance company, which was very nice.

The next morning, we started with a welcome and opening remarks by NWOC Board member Rick Siegfried, who then introduced our first speaker. Mike Ginter, "Gintac," is the former president of NATA and now works for AOPA as Vice President of Airports and



State Advocacy. He gave us an update on several ongoing airport closures, ADS-B, Regional Airports advisors, and several other items on the hot topic list for AOPA. He also put in a plug for NATA and the Arsenal of Democracy Flight which will happen in 2020 over Washington, D.C.

Next up was Dr. Warren Silberman, manager of the Civil Aerospace Medical Institute. He discussed the aging pilot population, various health-related issues, and how to navigate through the FAA aeromedical system. He had several suggestions, the most important of which was to have an advocate like an AOPA medical advisor on your side and to let them work with the FAA. Dr. Silberman did open the floor for questions and, of course, there were lots of questions prefaced with, "I have a friend with a situation or problem with the FAA aeromedical folks."

Our lunch guest speaker was then introduced. Retired US Navy Captain and Red Bull Air Race Director Jim DiMatteo. He spoke briefly about his career in the US Navy and the Red Bull races. He then told us that he had recently found a copy of his father's Navy logbooks and letters from his father to his mother during WWII. He asked if we would like to hear some of the letters and see some of the logbook entries and was met with an enthusiastic applause. He spent some time going over entries and letters and had all of us on the edge of our seats. Lots of accidents and mishaps during initial training, carrier qualification, and even just staying current awaiting orders to go to war. He was assigned to VF-11 (later VF-111) "The Sundowners" flying the FMC-2 Wildcat then the F6F Hellcat. After WWII ended, he served in Korea flying the F9F-2 Panther and F9F-8 Cougar. Years later while attending an event, his

father heard an admiral discussing the VF-11 squadron patch and gave an explanation about its meaning which was, well, watered down and politically correct. Jim said his father went up to the admiral and corrected him, saying it represents our fighters shooting the down the Japanese.

Next was Jack Harrington, who gave a presentation titled "Ask an Aviation Lawyer." Topics included purchase contracts and FAA investigations and violations. Jack also suggested that everyone purchase the AOPA legal insurance and don't forget to submit a NASA report. He then opened it up to the audience for questions.

Next was Barry Hancock from Pilot Makers Advanced Flight Academy. His topic was training to cope with upset recovery, spins, and aerobatics. Barry discussed the current lack of proficiency by most GA pilots and some warbird pilots in how to properly recover from an inadvertent spin or an aerobatic maneuver gone wrong. His feeling was that the FAA's approach was inherently flawed because if you have never done a spin or deep stall, then if and when it happens, how will you know how to safely recover from the maneuver before ground impact.

USAF Col (Ret) John Grones and Jon Helminiak gave a short presentation about the D-Day Squadron, which is trying to have 20 vintage WWII C-47s make their way across the Atlantic Ocean to Duxford, England, then on June 5th stage to Normandy for the 75th celebration of the Longest Day. John was also a FedEx pilot and was my Chief Pilot on the Airbus A-300/310 and B-777. I had the opportunity to fly C-47s with him at Oshkosh in July, 2018 and during the Potomac Flight over Arlington National Cemetery in October, 2018. Great fun but a lot of work to make that big airplane maneuver and stay in position. Mass and inertia play a huge role in managing the energy to make the formation look good. They are also going to do the Belin Airlift memorial and go to several other European venues while on the continent and plan to be back in Oshkosh.

After a short break, we all went to our aircraft type breakout sessions (T-6, Fighters, T-34/RPA, Bomber/Transport, and T-28s). I attended the T-6/SNJ sessions, where we discussed recent incidents and accidents. Maintenance trends were also discussed, such as the new fuel valve available to replace the old cork valve. Reduced power versus max or METO power takeoffs and the additional fuel flow for cooling the engine. Oil filters for the Airwolf filter system and, of course, the ever-ongoing discussion about the virtues of Aero Shell W-120 versus Phillips 25W-65. Same thing with the spark plugs, Champion versus Tempest. Lively debate ensued until we finally decided it was time for happy hour and dinner.

The next morning, we all woke up to a very rare event in Tucson, AZ, even in February. We had received about 3-4 inches of snow at the hotel and several feet up on Mt. Lemmon right behind us. Tucson International

Airport was closed for a while because the lawnmower plow could not keep up with the runway plowing (lol), and they did not have the deice capability and quantity to properly deice the aircraft. It was all very beautiful but most of us had come from a northern climate and were looking for some warmer temperatures.

After breakfast, we dove right in with our first topic and guest speakers Paul Draper, Jose Flores, and Bud Wheeler. They discussed the complexities and challenges in overhauling, restoring, and maintaining the broad spectrum of warbird powerplants from the radials to the water-cooled inline engines, and even the some of the jet engines. Without the technical expertise of these guys and all the others out there, we would all be static displays or airplanes on popsicle sticks.

Next up was Rob "Scratch" Mitchell who was a RCAF Snowbirds CF-18 pilot. He is also currently flying with the Patriots Jet Team. He talked about "Managing Risk from the Airshow and Film Worlds." Very interesting view into a highly complex and precise environment to operate aircraft in to entertain crowds at airshows or for films.

Hartley "Postal" Postlethwaite, the president of Formation and Safety Team and Red Star Pilots Association, and Scott "Scooter" Yoak, who flies his P-51 *Quick Silver*, give a very nice overview of the new 8900.488, including a PowerPoint presentation. The new 8900 was released and activated at the ICAS Convention and it governs how we fly and operate our aircraft at airshows in FAA designated waived airspace. Many of us are already aware of some of the changes and more will become apparent during the upcoming airshow season. Until then, just be flexible and pay close attention as no one knows how, when, or to what extent the FAA will administer and enforce all these new rules. I recently acquired a copy of the presentation and will find some time and place to show everyone graphically what this all looks like.

Our lunch guest speaker today was USAF Major General (Ret) Tommy Williams, who was fortunate enough to fly F-4s, F-5s, and F-16s. He now works for Delta Airlines and is directly involved in the USAF Heritage Flight program which was to be conducted the following week at Davis-Monthan AFB.

Next panel of speakers was on US Government Affairs with Congressman Sam Graves, EAA Vice President Sean Elliott, FAA Standards representative Tom Leahy, and Doug Macnair from EAA Government Relations. As usual, the FAA authorization bill, ADS-B, Next Generation ATC, and other topics were briefed and discussed. The panel then opened up the floor for questions. Very informative and educational.

The next day, two of the aircraft-specific type breakout sessions was last on the agenda and we continued to discuss various topics that were brought up by individuals in the group. I always walk away from these sessions feeling better educated and prepared to fly my aircraft and I think it is the most important portion of NWOC. ☺

2019 MARKED 75 YEARS since the D-Day invasion of France during WWII. Last quarter, I mentioned the groups organizing a piece of the celebrations in Europe of the D-Day 75th and the Berlin Airlift 70th anniversaries. I was fortunate to plan a trip to the UK with a pilot friend and we attended the event at IWM Duxford, though we were unable to visit France.

The UK-based Daks over Normandy organized a gathering of DC-3s and C-47s from around the world to reenact the D-Day parachute operations over Normandy. The Tunison Foundation organized the US contingent under the D-Day Squadron banner. The final reported count of attendees was 25 aircraft, including the DC-3 owned by CWB member John Sessions' Historic Flight Foundation. One of the parachutists I spoke with—late in the evening at a pub, mind you—estimated nearly 250 jumpers. All in period military uniforms, with period gear, and jumping under round military-style parachutes. The plans were dazzling to any WWII buff. Formations of Skytrains and Dakotas discharging hundreds of olive-drab figures over the green fields of Normandy to honor those who did so under deadly conditions in 1944.

We marvel at the majesty, courage, and planning involved 75 years ago in sending over 10,000 aircraft, 5,000 ships, and 150,000 soldiers into battle across the English Channel to liberate millions from Nazi tyranny. In reality, marginal weather caused scattered parachute drops and tens of thousands were wounded and killed in the shallow beach waters and in the hedge-



Paratroops ready their equipment during the dress rehearsal at Duxford. Photo: John Haug

rows.

This year's celebrations pulled together an impressive global union of vintage aircraft, volunteer parachutists, administrative volunteers, generous financial backers, ground support infrastructure, regulatory approvals, and legal agreements. Stormy weather, regulatory blockers, and logistical problems all reared their heads, but the group did fly from the UK to France and make their drops.

Parts of the US contingent met for public display, formation practice, and paid rides at the AOPA Fly-in at Frederick, Maryland and at Waterbury, Connecticut in April—plus a formation fly-by around New York City—before beginning their trek across the Atlantic. Aircraft and crews gathered at Imperial War Museum Duxford in the UK for more days of display, practice, and rides. They then flew to Normandy, near Caen, to drop parachutists as part of the massive set of memorial activities occurring in north-western France. All were on display and did more demo and paid flights for a few days in Caen. Some number continued on to celebrate the Berlin Airlift at a number of fly-bys and displays in Germany.

I was at Duxford with my pilot friend, Mark, and another who found an inexpensive flight from Seattle for the Duxford event and a long weekend getaway. Mark is an avid and skilled photographer, so he purchased access to a special night photo shoot at Duxford with the collected aircraft. To the chagrin of the



Crews brief at their aircraft during the twilight photo shoot. Photo: Mark Sanford

Daks manager, airport health and safety people enforced quite a number of limitations on access to only a few unpowered aircraft and for shorter hours. But the photographers did get some interesting shots of the stately birds lit up at night.

The next day, the group intended to perform a dress rehearsal of the entire mass formation flight and jump at Duxford, the core event we formed our UK travel plans around. Unfortunately, weather was uncooperative with low clouds, stiff winds, and rain showers. The aviation regulators set a hard limit on wind speed to allow the jump because the jumpers were using round parachutes which were limited in speed and maneuverability. No jumping or flying happened, other than a few high fly-bys. On the plus side, all the aircraft were out on the field (though behind a fence, and many distant in the grass) and the jump crews were in full dress for the crowd, going through the motions of preparing for flight. And one can do far worse than escaping the weather inside Duxford's superb exhibit buildings.

That evening, my other friend suggested dinner and drinks at a bar he'd heard had some good WWII history and might be attended by some of the reenactors. The Eagle pub at Cambridge University dates to 1667 and is well-known for being where Francis Crick announced that he and James Watson had cracked the structure of DNA. It also houses a rear bar commonly referred to as the RAF Bar, which is famous for its ceiling covered with graffiti from WWII crews escaping from the stress of their deadly jobs. The tradition continued and military personnel, including someone from the D-Day 75th crews, have scrawled their names or units on the ceiling



One of the few fly-by flights at Duxford takes off. Photo: Mark Sanford

and walls to mark their presence and service.

Indeed, some of the jumpers were present, and in the gung-ho spirits that pints of high-strength cask ale can elicit from amped-up men in uniform who were denied their moment. One gregarious American southerner declared that he intended to jump out of the airplane over France the next day, damn the consequences, even if it was his final blaze of parachuting glory.

Weather was still dicey the following day and the departure for France was delayed. Reports are that logistical issues caused trouble in France, with crew shuttle problems and many closed roads. Fortunately, the aircraft did depart and the jump did happen over one of the historic UK jump zones at Sannerville. There are numerous media reports and amateur photos and videos of the aircraft in well-spaced trail discharging their jumpers. A number of the parachutists wore mini video cameras. Separate from the Daks group, a few Normandy veterans performed tandem jumps with experienced parachutists. WWII veterans in their 90s, all smiles,

thrilled to honor their fellow airborne soldiers, once again parachuted into France. Needless to say, it's well worth some time to find the photos and videos online.

Despite the challenges that the Daks group is still sorting through, all involved successfully pulled off likely the largest and last such reenactment in history. The achievement of organizing that number of privately-owned aircraft and volunteer jumpers, plus all the legal and logistical support, is impressive. As an enthusiast of warbirds and history and a grateful free American, I thank them for their perseverance in honoring, and educating the public about, those who flew to France to keep the free world free. ✪



Paratroops are reviewed during the Duxford dress rehearsal. Photo: Mark Sanford

THE RADIALS N' RIVERS FLY-IN 2019 in Lewiston, Idaho is a wrap. This was the third year for this particular airshow and the warbird lineup was impressive, given how new it is.

The event kicked off on Friday night, June 28, with a \$50 a plate dinner to honor two aviators from World War II. The dinner was a catered one with salad, rolls, mashed potatoes, breaded mushroom bites, breaded beef bites, and a dessert. The hangar held about 450 people and we had to order our tickets over the phone as they are sold in the Lewiston and Clarkston areas.

The guests of honor for Friday night's dinner were none other than Col Clarence E. "Bud" Anderson and Rear Admiral E. L. "Whitey" Feightner, both of whom are World War II aces. Bud Anderson is a triple ace with 16 kills and Whitey is an ace with 9 kills. Both men had a career in their respective branches that is inspiring, to put it mildly.

To help honor these two great men, the Erickson Collection out of Madras, OR sent their 1944 F6F Hellcat and Jack Roush sent his 1944 P-51B *Old Crow* to the airshow. An evening flight was scheduled for after the dinner to involve the Hellcat, P-51s and P-40s but Mother Nature had other plans, as a storm rolled through the area that eventually sent everyone heading for cover.

Saturday morning, things got into full swing with the gates opening at 7 a.m. and breakfast available for purchase. There was no entry fee, although donation buckets to help offset the cost could be seen at various vendors' booths. Due to the weather the previous night, the photo shoots got underway sometime around 8 a.m. with the Hellcat, six P-51s (one each of A, B, C, and H models, and two D models) and at least four of the five

P-40s taking off at different times for their photo shoots.

Upon landing, the Warhawk Air Museum's P-51C *Boise Bee* had its landing gear collapse, which resulted in one of the runways being closed for a time while they got the situation sorted out. Steve Hinton, Jr. was at the controls and was not hurt. It took some time, but they finally got *Boise Bee* towed off the runway on her own gear. If you're on Facebook, check out the photos and story on the Warhawk Air Museum's page.

Aircraft in attendance included the P-47D *Dottie Mae*, owned by Allied Fighters, a Bücker Jungmann that once belonged to Mira Slovak, two T-28s, a P-64, a yellow Howard DGA (N5604V), a T-34, a PT-22, three or four SNJ/AT-6s, a handful of Stearmans, a DC-3 from the Museum of Mountain Flying in Montana, and a few aircraft from the golden age of flight. Not to be left out, the Cascade Warbirds had two birds there in the form of *Ida Red* and *Grumpy*.

Overall, it was a good event that has great promise for getting better in the future. If you want to learn more about Bud Anderson and Whitey, I recommend the following books:

- *To Fly and Fight: Memoirs of a Triple Ace* by Col Clarence E. "Bud" Anderson with Joseph P. Hamelin
- *Whitey, The Story of Rear Admiral E. L. Feightner, A Navy Fighter Ace* by Peter B. Mersky 🌟



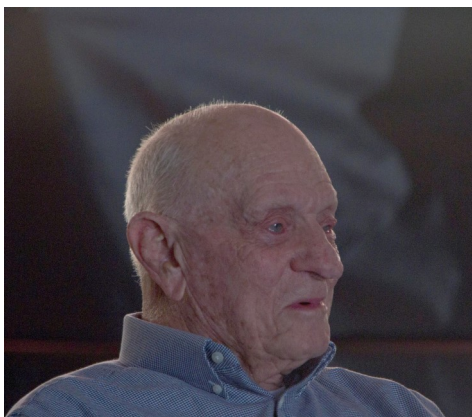
A line of P-51s makes up just part of the warbird ramp at Radials N' Rivers. Photo: Eric Olsen



Eric meets with WWII ace Bud Anderson.



The Warhawk Air Museum's P-51C Boise Bee takes off at Radials N' Rivers.



WWII ace and retired US Navy Admiral Whitey Feightner speaks at Radials N' Rivers.



Crowds gather in front of Michael Kopp's TBM-3E Avenger *Ida Red* as John Sessions' Historic Flight Foundation prepares its B-25 Grumpy for flight.



WWII ace and retired USAF Colonel Bud Anderson speaks at Radials N' Rivers.



Allied Fighters' P-47D Dottie Mae and P-40s line the ramp.

All photos by Eric Olsen

CWB SUPPORTERS

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NW Navioneers (and A-ahhrs) Proudly Present...
FIVE MORE NAVIONS FOR 2019!

CHECK SIX



Pathfinders of the 2nd Battalion, 505th Parachute Infantry Regiment, 82nd Airborne, and aircraft crew of a C-47 Skytrain just before D-Day.

Photo: US Army

https://commons.wikimedia.org/wiki/File:US_Army_Pathfinders_June_1944.jpg

UPCOMING EVENTS

July

- 6-7 Gig Harbor Wings and Wheels
- 12-14 Wings over Republic (Republic, WA)
- 13-14 NW Formation Clinic (Bremerton, WA)
- 20 FHCAM SkyFair (Paine Field)
- 22-28 EAA AirVenture (Oshkosh, WI)

August

- 3-4 Seafair / CWB Day (Seattle, WA)
- 9-11 Abbotsford International Airshow
- 10-11 Warbirds over the West / B-17 fundraiser (Salem, OR)
- 16-18 **Arlington Fly-In**
- 23-24 Airshow of the Cascades (Madras, OR)
- 25 Chilliwack Flight Fest
- 31 Bremerton Fly-In & Car Show

September

- 7-8 Hood River Fly-In
- 11-15 Reno Air Races
- 20-22 Oregon International Air Show (Hillsboro, OR)
- 28 Felts Field Autumn Invitational (Historic Flight Foundation)

Bold denotes a “max effort” event for Cascade Warbirds.

See the website or contact the Operations Officer for details.