



Dan Barry's L-3 takes off at Gig Harbor Wings and Wheels. Photo: Dan Shoemaker



❖ Cascade Warbirds Squadron Newsletter ❖

CO's COCKPIT

By Ron Morrell



WHERE DO WE GO FROM HERE? The beginning of the meeting season always presents new opportunities and new challenges. Just ask Dave about finding presenters and interesting guests for the meeting dates! For me, this past year seems to include more challenges to overcome than in previous years, as well as more challenges being created as we go forward, but it is early yet!

I hope everyone, from the pilots/owners to the marshallers and enthusiasts had a great flying season and was able to enjoy the opportunities that were available. I hope everyone will see that, in my last few months as the CWB Squadron Commander, my goal will be to concentrate on leaving the organization in a better place than it was when I was anointed as Flight Lead back in 2012. That is a big challenge for me due to the fact that I have thought, since the first day I got to know the squadron back in 2005, that it was one of the best organizations around and was respected as a fine example of a group of warbird owners, pilots, and enthusiasts. I never would have volunteered to become the Squadron Commander if I had not already thought very highly of the Cascade Warbirds.

I hope everyone agrees that this squadron is on a very solid footing and, like every organization, is always in need of new ideas and fresh enthusiasm to keep it moving in the right direction. We will need our membership to help out and step up to keep the excellence that we need to face the inevitable next set of challenges. This past flying season, we had some self-imposed setbacks as well as setbacks imposed by outside forces. We will spend this meeting season discussing these and finding ways to mitigate these issues in the future. If you have been cognizant of the issues, feel free to step forward and help come up with solutions and make your voice heard. We will need positive changes to squadron policies, rules, and attitudes to prevent any recurrence of the issues we faced in 2019. That is your challenge as a member of the largest and most active EAA Warbird squadron in the country.

My last months in office as the leader of the CWB Board of Directors will include discussions of pride in our organization, the discipline needed to keep our squadron on track, and the hard reality of where warbird flying and warbird organizations are going. I welcome everyone's input and ideas. In the same vein, as I write this, we have all seen and been following the speculation and discussions in the media and social media concerning the recent crash of the Col-

lings Foundation B-17. Lives were lost, many are badly hurt, and a valuable piece of history is destroyed. The usual immediate "knee-jerk" reactions have surfaced concerning the flying of historic aviation assets and all I can advise is to step back, don't make any assumptions, and do some self-analysis.

Consider your own flying habits, mitigate your own risks, and attempt to be professional in all we do as warbird pilots, owners, and enthusiasts. You can do much to help show others that we can safely fly historic military aircraft by maintaining excellent maintenance standards, adhering to standard flying practices, and your own diligence to hard-learned safety practices. Maintain your own high standards of personal qualifications and personal proficiency while demanding the same from your peers. With all that in mind, there will still be accidents, just do your duty to minimize the risks and your own exposure. A short prayer to Icarus can't hurt either!

With all this in mind, remember one very important rule: warbird flying is serious fun! We need to remember that we all participate in flying activities including flying, spectating, and enjoying the company of other enthusiasts because we have fun doing it! Attending the Reno Air Races does not include flying for most of us but we still enjoy the camaraderie and esprit de corps by just participating alongside our friends and soon to be friends. The sound of freedom includes the sounds of Pratt & Whitneys, Merlins, Bristols, Wright Cyclones, and even those that start with an "F" and push today's modern fighters around the pattern. Enjoy the freedoms all of these created for you and maintain far into the future. Also, Keep 'em Flying. ❖

Squadron Commander Emeritus

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Commanding Officer

Ron Morrell

Executive Officer

Dave Desmon

Operations Officer

John "Smokey" Johnson

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Fred C. Smyth

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.

Business Office

1066 Yates Road
Oak Harbor, WA 98277

Editorial E-mail

editor@cascadewarbirds.org

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WELCOME ABOARD

We are pleased to introduce to you a couple new members. **Joang Shaeffer** lives in Arlington and is the owner of Aviation Covers, Inc. (www.aviationcovers.com). Have a look-see at their offerings when you're ready to protect your aeromachine. Also joining us is **Ross Demmel**; he lives in Bucoda, WA, and owns a PT-26A. Make sure these folks feel welcome.

PARTY TIME!

And save the date—that's the important part! The non-flying highlight of our year is the Christmas Party and Awards Banquet. This year we'll do it on Saturday, 14 December, at the Hilton Garden Inn in Bothell. That's exit 26 off the I-405 southbound. Cocktails at 1730 hours and dinner at 1900 hours. (Civilians: Google for a translation. ☺)

There will be a special prize for greatest distance travelled to attend. Tickets this year are only \$45; you can reserve your seat by sending a check to CWB, 1066 Yates Rd, Oak Harbor, WA 98277.

Rooms at the Hilton start at only \$109. Reservations will be made online at our personalized Hilton web page; we'll email that info to you shortly.

SCHOLAR REPORT

All five of this year's students (**Judah Britton, Lukas Holloman, Jackson Mangum, Keith Steedman, and Tim Wetzel**) successfully completed their private pilot ground school courses and were able to log their two instructional flights by the end of last month. Four of them have submitted essays to the Scholarship Committee in hopes of securing a grant of \$2,500 to further their pilot training.

NEWS FLASH—Keith Steedman was just awarded the Aviation Training Grant of \$2,500. Keith has enrolled in the private pilot program at **Galvin Flight Training** and this grant will be disbursed as his interim training goals are achieved. We wish him the very best in his aviation career.

Finally, 2018 scholar **Devin Graves** who, after using his CWB scholarship, decided to continue his pilot training and was the recipient of a \$2,500 grant from The Neyman Fund, is due to take his private pilot check ride this month. We've heard that Devin plans to continue his flight training, next earning his instrument, commercial, and CFI. To that end, he has been accepted into the Utah State University aviation program. We wish him the very best in his quest to become a professional pilot.

FUNDING OUR SCHOLARSHIPS

Our squadron has committed nearly \$30,000 to area youth since the inception of our scholarship program. That money has come from the B-17 rides program, member dues, and specified donations. We are thankful for each and every dollar made available for this worthwhile program.

For those of you with tax-advantaged retirement plans, there is a distribution strategy available for direct donations from your plan to us, completely bypassing your IRS Form 1040. See your tax professional to learn the value of this maneuver. If you want to check our bonafides, search for "cascade warbird" at www.irs.gov/teos. Every little bit helps.

EDITOR WINS AWARD

John Haug, editor of this very publication, was honored by EAA at Oshkosh this year for the quality of his work. Receiving both a plaque (which can be seen on our web page) and a citation, EAA thanked John for his hours of hard work that contribute to the success of this squadron. Indeed, we all thank John for his tireless efforts.

KICK SOME TIRES

Join our pilots showing historically significant aircraft to the public with your new warbird. They're available here from your fellow members, who would love them to go to a good home.

Steve Hewitt's 1953 C-45H was previously an AT-7 Navigator trainer. It has a classic look to go with its military pedigree.

(Continued on page 3)

THE LONG WARM DAYS OF SUMMER are fading into days that are getting shorter and the temperatures are cooling down. There is even some termination dust in the Olympic Mountains and Cascades. To say it was an interesting flying season would be an understatement.

Unfortunately, this year we lost our spring warm-up and "shake the rust off" event. General Aviation Day at Paine Field was cancelled due to the introduction of Part 121 airline service and the TSA security protocols. CWB's participation in GA Day always gave us an opportunity to work out all the irregularities in the ground and flight operations prior to our regular busy season.

As I reflect back through all the events we attended this year, there are some items I think we all need to review.

We all need to conduct ourselves as professionals, especially in front of the public and the FAA. If there are any issues or personnel problems, we need to resolve them in a calm and professional manner. Remember, almost every person in the crowd has a cell phone which is equipped with a video and still camera and we are potentially always under surveillance.

We also need to show up on time, rested, fully pre-

pared, and ready to fly or standby on the ramp next to your aircraft for static display.

If you are not mentally and physically fit and prepared to fly or marshal aircraft, please don't hesitate to let the Pilot in Charge or Head Marshaller know. It is much better to personally stand down than to have an accident or incident on the ramp or in the air.

The implementation of the new 8900 also offered some challenges as well. We were not sure how or to what extent the FAA would put the new rules and regulations into effect. As it turned out, we submitted all our documents electronically to the air boss prior to the event as per the new regulations and then, upon our arrival, had to show paper copies of everything to the FAA. Apparently, there was a computer security issue transferring the data from the air boss to the FAA system.

I would like to suggest that we stage an airshow type event in the early spring at a local non-towered airport so we can have the opportunity to practice all our ground and flight operations prior to the airshow at Olympia. Hopefully, we have learned some valuable lessons this year and we should all try to do a better job during the 2020 airshow season. ✪



CWB members displayed at Gig Harbor Wings and Wheels, Heritage Flight Museum's Fly Day, the Hood River Fly-In, and the NW Formation Flying Clinic.



Photos: Dan Shoemaker

gree. Contact Steve for details at snjhewitt@gmail.com.

Pilot and Vietnam veteran **Richard Kloppenburg** also owns a true warbird which he's looking to pass

on to the next generation. It's 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. ✪

FLYING TO OSHKOSH

By Stan "Sundance" Kasprzyk

INITIAL PLANNING FOR OUR OSHKOSH 2019 ADVENTURE started at the 2018 Cascade Warbirds Christmas party. I was able to convince Justin Drafts to make the trek to OSH '19 with me in his Nanchang CJ-6, to really give the Chang some long cross-country exercise. Dave Desmon committed to flying his Navion, and over the next few months, Dave "Guso" Osgood in his Navion, Vic and Kirstan Norris in their IAR-823, and Bob and Robin Hill in their IAR rounded out the five-ship cross-country team.

Justin and I departed Paine Field as #4 in a four-ship on Friday late morning, 19 July, with Bob and Robin Hill following a few hours later. We climbed to 11,000' to clear buildups over the Cascades, then cruised into clear skies over eastern Washington en route to Coeur d'Alene. The Nanchang had the shortest legs of the flight members, still allowing for comfortable legs of 2 to 2.5 hours between refueling. Our first day provided gorgeous views of the Cascades and Rockies, with a further stop in Bozeman, MT on our way to an overnight in Billings, where the Hills joined us. Edwards Jet Center coordinated a great stay in the North-ern Hotel, with easy access to Jake's restaurant.

Our five-ship continued east under partly cloudy skies, with stops in Gillette, WY en route to Pierre, SD. I jumped into Dave Desmon's right seat to get some gorgeous photos of the flight as we passed Devil's Tower in Wyoming, then Mt. Rushmore and the Badlands in South Dakota. Pierre hosted us at the Ramkota Inn, with great rates courtesy of the Mustang Aviation FBO.

The Oshkosh weather on Friday and Saturday had been quite miserable, with periods of heavy rain and wind, leaving muddy parking conditions and restrictions on arrivals. On Sunday morning, we decided to press as far east as possible. Just after departing Pierre, we vectored Guso in his Navion to a precautionary landing at a paved crop duster strip in Highmore, SD due to a canopy issue. After discussions with the extended Navion community over the phone, we resolved the issue, enough to get Guso's Navion safely to Oshkosh. We continued east for refueling stops at Redwood Falls, MN and Mauston/New Lisbon, WI, then decided to go for it before Oshkosh closed.

Nearing Fond du Lac, we switched to a strangely quiet North tower frequency, and were immediately



The CWB Oshkosh 2019 team at the Edwards Jet Center in Billings, MT. Stan Kasprzyk, Robin Hill, Dave Osgood, Kirstan Norris, Bob Hill, Vic Norris, Justin Drafts, and Dave Desmon. Photo: Terran

cleared to Warbird Island and runway 27, taking the five-ship smartly up initial with the clearance to "land on any dot!" After waiting 30 minutes to park due to Cessnas 2 Oshkosh landing, we shut down safely in warbird parking for a wonderful week at AirVenture!

The weather for the remainder of the Oshkosh week was excellent, and the daily air shows highlighted the "Year of the Fighter," with outstanding (and noisy) F-22 and F-35 performances daily and heritage flights of classic WWII fighters joining the formations. The Cascade Warbirds flew a few times during the week, and I was able to join Guso Osgood for an enjoyable seven-ship formation photo mission mid-week. Oshkosh did not disappoint, with hundreds of aviation vendors and seminars, in addition to the impressive warbird exhibits and nearly constant flight demonstrations.

Justin Drafts, Bob Hill, and I had commitments requiring a Friday departure, so we left in a two-ship on Friday morning westbound, stopping in Albert Lea, MN, Pierre, SD, and Gillette, WY en route to Billings, MT. The route provided another fly-by opportunity, so I jumped in with Bob Hill for some IAR-823 stick time and photos of the Nanchang over Devil's Tower. Saturday had us fly through the first real weather of the trip near Helena, MT, but we then had good conditions into Missoula, MT, Ephrata, WA, then smoothly through Snoqualmie Pass into Paine Field. 30 hours of warbird flying sure makes for a great month! If you haven't been to Oshkosh yet, hitch a flight with Cascade Warbirds. We had open seats for more to experience Oshkosh! ✪



Left: The Cascade Warbirds 5-ship en route to Oshkosh and the Warbird arrival. Middle: Two IAR-823s in trail behind a 4-ship of maneuvering Navions. Fight's on! Right: A gorgeous view of Justin Drafts in his Nanchang CJ-6 over Devil's Tower, WY. Photos: Stan Kasprzyk



It was a real highlight to see the only flying Twin Mustang perform multiple times throughout the week. Owner Tom Reilly ended up taking home the Post-WW2 Grand Champion award.



After an almost 20-year absence it was great to see the Fairey Firefly return.



"Excuse us." The Navion flight cuts in front of the approaching T-34 group during the L&O Warbird show.



Rod Lewis took home the Grand Champion WW2 award with his freshly restored Mosquito.



Bob and Robin Hill's IAR-823 on the L&O line next to Dave Desmon's Navion.



EAA's B-25 Berlin Express will be joining Aluminum Overcast on its tour program in the near future. This aircraft was recently returned to the markings it wore while filming the movie, *Catch-22*.



Dan Barry's L-3 fits in nicely at the WWII re-enactment camp, and drew quite a crowd. Photo: Dan Barry

IN JULY, I FLEW DOWN TO PEARSON FIELD at Fort Vancouver to join the Friends of Willie and Joe (FoW&J), a WWII military vehicle and memorabilia collectors organization that operates out of Shelton. Prior to the death of the famed cartoonist, Bill Mauldin, creator of the iconic WWII cartoon GIs, Willie and Joe, the organization received permission from Mauldin to use their names. You have probably seen their encampments at some air shows; in fact, I sometimes park with them, as my L-3 fits in better with jeeps than with some of our warbirds!

Every year, the National Park Service at Fort Vancouver sponsors a WWII weekend memorial event which is one of the priority venues for the FoW&J and they invited me to join them. They set up their encampment in front of the historic Pearson Field hangar and are joined by collectors from other similar organizations, which resulted in six or eight military tents where they slept, cooked, and displayed their WWII equipment. The site was ideal for me to be included since I could taxi up from the runway to the hangar,

which put me right there with their vehicles and tents.

I was only there on Saturday but found it such a rewarding event that I hope to go back next year for both Saturday and Sunday. There was a steady flow of spectators throughout the day and it was interesting to see the difference from the usual airshow crowd. A certain number were history buffs but, for the most part, they were people who probably came to visit Fort Vancouver and just happened on the WWII display. A lot of them were not particularly well acquainted with airplanes like a 76-year-old fabric-covered spotter plane that weighs 830 pounds.

I received a lot of questions like, "How did you get it in here?", "When was the last time it flew?", etc. I talked with several tourists from Europe who were, of course, impressed with the WWII technology but beyond that were very surprised I could own and fly a former military aircraft. I found it a very rewarding experience and an opportunity to spread the warbird gospel to a different audience. ✪



The FoW&J event kept a good turnout of attendees engaged in WWII history. Photo: Dan Barry

TO PARAPHRASE SEAHAWKS QUARTERBACK RUSSELL WILSON, we've got "a whole pack of Navions" in the squadron and we'll see a few at nearly every event. Having a good grounding in the history and military heritage of these aircraft helps us all tell a good story about their service and honor those who built, maintained, and flew them. It's an interesting story, but a somewhat convoluted one. This first installment is about the origin of the L-17, and I'll cut to the chase and hit the high points.

North American Aviation (NAA) designed the NAVion to capitalize on what it thought would be a postwar general aviation boom for a four-place personal aircraft. Like all NAA products, it was designed like a military aircraft, built tough and had beautiful lines. Those qualities had three impacts. First, it made the aircraft a tough sell against the competition. For every person who liked its rough field/short field capability, excellent outward view, and good useful load, there were ten who wanted easier passenger entry and more speed, which the Beech Bonanza and others were able to provide. Second, the aircraft was expensive to build and difficult to maintain. This was not an issue for a military aircraft, but significant for a private owner and a new civilian manufacturer. Finally, it made the aircraft interesting to the U.S. Army, which at that time was interested in a four-place light personnel transport aircraft. These all play out in the history of the military version of the NAVion: the L-17.

The Army wanted the NAVion but the Key West Agreement that outlined the responsibilities of each branch of the armed forces prohibited the Army from procuring fixed-wing aircraft. So, in 1947, an order was placed by the Air Force for 83 NAVions which were given the designation L-17, 'L' being the designation for liaison (light transport and reconnaissance) aircraft at the time. These aircraft were little different than "civilian" Navions and, in fact, when the Air Force requested a delivery, a NAVion was pulled from storage parking across the street from North American, painted grey, had military radios and lighting installed, and was flown off. This is why manufacturing serial numbers of the North American L-17 are chaotic and out of order. It's also why we see in-service photos of these aircraft in so many different colors from bare aluminum to zinc chromate to olive drab. When the Army took possession, the last color they wanted was "Air Force Grey," so it came off. Immediately.

The Army was generally satisfied with the L-17, although they were looking for longer range and a more complete panel for instrument flying. Minor changes were made in the field, including upgrading the starter, adding a dimmer for indicator lights, and a few proactive repairs and changes for the airframe. In 1948, the Air Force was working with North American on the XP-86 (later F-86 Sabre Jet) and didn't like seeing resources pulled away for the NAVion. They gave NAA an

ultimatum of sorts: which aircraft would they prefer to focus on? NAA knew where the money was, and quickly put together a deal with Ryan Aeronautical to transfer the NAVion—type certificate, aircraft in progress, tooling, and parts. As a sad precursor to today's liability environment, once Ryan confirmed they had what they needed to build, NAA destroyed all other documentation about the aircraft to ensure no liability remained. This is the reason there's very little documentation from the time NAA was building the aircraft. Ryan renamed the Navion, removing the capital 'A' that had identified "North American" in the NAVion name.

Part of the deal for Ryan was an order for 158 new L-17s with enhanced capabilities including a "full gyro" panel, an under-seat auxiliary fuel tank, and several other minor changes. They also provided parts to retrofit a little less than half (33) of existing North American L-17s with these new features, with the installation work being done by Schweitzer Aircraft Company. To keep all these aircraft straight, original NAA aircraft



Photo courtesy Bill Lattimer.

were designated L-17A, the new Ryan aircraft were designated L-17B, and the Schweitzer upgraded NAA aircraft were designated L-17C.

Ryan started production, building these 158 aircraft in a single, sequential production run, hoping to generate cash flow for their civilian production as well. At the very last moment, the Air Force added an order for five additional aircraft for the Hellenic (Greek) Air Force and Ryan continued the production run, ultimately producing 163 L-17B aircraft.

The operational story begins with these 246 aircraft representing about 10% of overall Navion production. As an origin story, it doesn't read like a blockbuster movie script. But the L-17 would go on to serve with distinction in a broad variety of roles, some traditional and some very surprising. That's the subject of the second half of this article: Myths and Legends. ★

RAF SQUADRON LEADER MAURICE COUPLAND

By Dan Barry

IN LATE AUGUST, I RECEIVED A CALL from Kimberly Ford, who had obtained my name as a pilot who might be willing to spread cremated remains from the air. I acknowledged some experience but was admittedly lukewarm about taking this on. Kimberly, it turns out, is an Air Force Academy graduate and former C-17 and KC-135 pilot who now flies for Alaska Airlines. She was trying to deal with some ashes that had essentially been left in limbo. They were the remains of a former RAF Squadron Leader, Maurice Coupland, who had been a pilot in WWII.

A few days later, I met Kimberly and her father, Leonard, a retired Army officer, at Auburn to pick up Maurice's ashes. They also had copies of documents showing some of his history. Maurice was born in Calgary in 1917. He earned an aeronautical engineering degree there in 1936 and obtained a limited commercial pilot license. By 1937, he was a pilot in the RAF, going on to serve in Bomber, Training, Coastal, and Transport Commands in Europe and the southwest Pacific, later returning to Canada to train instructor pilots. He left the RAF in 1946 to fly for Air Canada but lost that position as the airline scaled down. He went on to work in the Canadian aviation industry and ended up as an engineer at Boeing in 1958.

It turned out Maurice and his wife were Leonard's neighbors in Bellevue, where Maurice died in 1998. Maurice's wife hadn't made arrangements for his re-



Dan Barry with Leonard and Kimberly Ford, all grateful to help a pilot veteran make his final flight westward. Photo: Dan Barry

mains before she died. When the estate was settled and the house sold, both sets of ashes were left in the garage. Kimberly stepped in and dispersed the wife's ashes from a boat in the Sound but she felt it more appropriate that Maurice's ashes should be spread from an airplane.

I took the cremains back to Apex, my home field near Silverdale, and recruited Ken Olsen, a neighbor and fellow Cascade Warbirds member, to help. On September 3rd, we took off in my Aeronca L-3 with Ken and Maurice's remains in the rear seat. Squadron Leader Coupland's final flight proceeded in clear skies and smooth air as we headed over the Strait north of Point No Point. We have all read of mishaps during ashes dispersal but, despite this being Ken's first such mission, it went off without a hitch. After landing, we each raised a pint to Maurice at our favorite local brew pub, wishing we could have met him earlier and heard about his WWII exploits. I notified Kimberly who sent this response.

"Thank you so much! I'm so grateful that you and the Cascade Warbirds were willing to honor Maurice. What a fitting tribute. This truly was a special last mission for him." ✨



Maurice Coupland getting secured in the L-3 for his penultimate flight, from Auburn to Apex. Photo: Dan Barry

CAPTAIN WALTER SPANGENBERG, JR.

By Peter Spangenberg

[Last quarter, we reported on the passing of CWB member and veteran Walter Spangenberg. Walt's son, Peter, contacted us with a bio Walt had written for CWB. If you wish to share the story of a veteran, contact the editor.—Ed.]

WALT LEARNED TO FLY WHILE IN HIGH SCHOOL, as a Civil Air Patrol cadet, but then took the long way around to Navy wings, with three years at the Naval Academy and two years as a cruiser deck and engineering officer before Navy flight training. Wings in 1950, and then to a carrier-based F4U squadron in 1951 with deployment to Korea. 1952 brought assignment to the re-commissioned Air Group Nine with VF-91 at NAS Alameda, flying F9F-2 Panthers, and another deployment to Korea.

Aero Engineering postgraduate study was followed by a return to the Pacific Fleet flying the FJ-3 Fury and deployment in USS *Ticonderoga* to the western Pacific. VX-4 and Bullpup missile testing flying the FJ-4B and A4D-2 led to Test Pilot School at NAS Patuxent River, MD. This involved flying qualities and performance testing in a wide variety of aircraft from the Piper Aztec and Grumman Mohawk to the A-5 Vigilante, E-2 Hawkeye, and P-3 Orion. It even included the de Havilland Sea Vixen and Gannet AEW.3 on a liaison visit to the Royal Navy test squadron at Boscombe Down in England.

Current in eleven naval aircraft when he left the test center in 1963, Walt was sent for a year to an aircraft ferry squadron, which was then desperate for pilots with multiple currency because of the strict imposition of NATOPS qualification and currency requirements. All done in the interest of flying safety, but tough on the aircraft ferry business as it was then conducted like a chess game, from A to B and then to C and on to D, all in different aircraft! It proved to be a great opportunity to do lots of cross-country flying, with stops at many naval air stations and even air force bases never before visited.

Return to the fleet in 1964 with assignment as XO and then CO of an F-4 Phantom squadron was accompanied by deployments to Vietnam in the carriers USS *Constellation* and USS *Ranger*. It was mostly an air-to-mud game, but there

were a few high points, like the Haiphong oil strike in June 1966.

After that, it was all downhill from a flying point of view. Two tours in Naval Air Systems Command project management in Washington, divided by a year at sea as commanding officer of an amphibious ship. The Washington assignments were mitigated a bit by proficiency flying in the T-1A during the first tour, and by towing gliders on weekends at Warrenton, VA. Post-Navy activity in the aerospace industry, mostly related to flight test engineering, was improved a little by evening flying with a co-worker in the Beech Bonanza of which he was a part owner.

Retirement in the Northwest is agreeable, with participation in the activities of the Whidbey Island Navy Flying Club. ✪



Captain Walter Spangenberg, Jr., USN (Ret.)
Photo courtesy Peter Spangenberg.



Walter taking flight lessons at Stephens Airport while in high school. Photos courtesy Peter Spangenberg.

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Karyn F. King
PhotosHappen@aol.com
(206) 795-2796



TOM PATTEN
PRESIDENT

DataSupply
COMPANY, INC

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

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CHECK SIX



The engine-less L-3! WWII pilots destined for the CG-4A combat glider trained in powered aircraft by shutting down the engine in flight. As aircraft and instructors were in short supply, the Army decided in 1942 to alter existing light aircraft designs into training gliders by eliminating the engine and adding a third seat and flight controls. In this way, one new glider could train two students simultaneously and one powered tug could carry many gliders aloft. Aeronca designed and built the first conversion, from its L-3, in just nine days! 250 were ordered and conversions were requested from the L-2 and L-4.

Photo: US Army, https://commons.wikimedia.org/wiki/File:Aeronca_TG-5_Glider_Trainer_in_flight.jpg

UPCOMING EVENTS

October

- 5 Benton Air Faire
(Redding, CA)
- 12 Member meeting, 10 AM
Board meeting, 1 PM
Museum of Flight
(Seattle, WA)

November

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

December

- 14 Annual dinner party &
awards banquet
Hilton Garden Inn
(Bothell, WA)

January

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