

WARBIRD FLYER



FAA Warbirds Squadron 2 Newsletter



CO's Cockpit

By Ron Morrell

I hope everyone has had a wonderful holiday season and we are all looking forward to a great 2016. The Cascade Warbird Squadron is about to enter its 23rd year and as we kick it off with our January membership meeting, I want to thank you all for your continued participation and helping this squadron continue as the largest and arguably most active of all the EAA Warbird Squadrons in America!

During the January squadron meeting the membership will be asked to approve the Board candidates that have been researched and vetted by our Nominations Committee, this is your primary way to help create our direction and support your leadership. Your new Board will be meeting on January 9th right after the membership meeting to start discussing and formulating our plan of attack for this new year. We all would like your input and your suggestions on how we can improve and better serve our membership. You should all feel free to use our email addresses as they are published on the CascadeWarbirds.org web site to send us your ideas, requests and critiques.

I just finished reading an amazing autobiography that reminded me how one person can shake off the confines of bureaucracy and make ideas happen as long as they are persistent and keep clear goals in mind, this squadron can make those type of things happen here in the Pacific Northwest. I truly believe that this squadron can only continue to thrive and grow with active participation from our entire membership. The squadron is not made up of only metal and cloth airplanes...it is made up of people and ideas and enthusiasm for what we do. Our pilots, owners, marshalls, photographers, warbird enthusiasts, and veterans who lend us their support, all need to remember that we are a team, and team efforts pulling in the same direction are always greater than individual efforts. Sharing our history, experiences, and joy of flight (OK, landing!) all while preserving the "warbird experience" for today's and tomorrow's aviation enthusiasts is what we are all about.

Just looking back at my time as a member of this squadron, I can name numerous examples of non-pilots, newbie pilots and "span-can drivers" who have been

motivated by our members and grown into experienced pilots and even become Warbird owners and operators... just because of their exposure to this squadron and our membership. That is a measure of success that cannot be denied.

As some of you know, I was asked to join the Northwest Council of Airshows Board of directors this past spring. This position puts me in a position to not only have some influence in the airshow industry (very small influence) but it also puts me in the position to learn from the airshow industry. As much as we like to think of ourselves as our own little group that picks and chooses the local fly-ins to attend and asks to be included in the bigger actual airshows, we are definitely part of the airshow industry. As part of the NWCAS BOD, I recently attended the International Council of Airshows (ICAS) conference held during the first week of December. Sometime in the future, I will attempt to describe the feeling of sharing a room with the kings of airshow performers and the outstanding people that do the hard work of planning and cutting through all the red tape that needs cutting for an airshow to happen. Just to be clear, even at the NWCAS level, the Cascade Warbirds are part of the discussion and we can make things happen.

Just one example concerning a subject we discussed this past fall during our board meetings, I was able to engage the local FSDO while at the ICAS convention and he helped me find the proper FAA regulations that allow us to actually train a fly-by pilot before we unleash him or her to share the fly-by pattern with our experienced pilots...safety will be improved! I was also able to engage the planners for the JBLM Air Expo and open house this coming August 27th and 28th. They have already called me and I expect the Cascade Warbirds to be part of their show, on the ground and in the air. The Thunderbirds will just have to make room for our fleet. Again, it's your squadron, help the leadership to "Keep Em' Flying"! ✪

WARBIRD FLYER

★★★ Cascade Warbirds ★★★
Squadron 2 Newsletter

Squadron Commander Emeritus

R.D. "Crash" Williams

Commanding Officer

Ron Morrell

Executive Officer

Dave Desmon

Operations Officer

John "Smokey" Johnson

Veterans Affairs

R.D. "Crash" Williams

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This is the official publication of the Cascade Warbirds EAA Squadron 2. As such, it serves principally as a communications vehicle for our membership. The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Squadron or the EAA. As members you are encouraged to contribute articles, comments, squadron news, and anything else involving Warbirds or associated subjects to the editor. He will gladly work with you and see that your material is put into print and included in the newsletter, no matter your level of writing experience or computer expertise.

Articles can be submitted via e-mail, to the editor's address. Deadline for submission of articles is generally two weeks prior to the next publication, but earlier is always appreciated!

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Squadron Commander Emeritus

By Ron Morrell

Our new Squadron Commander "Emeritus"

For those of us that couldn't attend the squadron Christmas party this year, we have honored one of our members with a new title. One of our "founding fathers," Robert "Crash" Williams has decided that it his time to retire from our Board of Directors. As many of us know, Crash was the lynchpin in the founding of this squadron and also became our first Commanding Officer. Crash has been a prominent member of our squadron, our Board of Directors, and many times our "adult supervision." Over the last few months, while the various members of our squadron were debating about who should take office in January as our new Board of Directors, and which board members would be asked to stand in the leadership roles as the Executive Board, I came up with the notion that we cannot just let Crash retire quietly from our board. The idea of naming a former leader, especially one that has been as influential as Crash, as the honorary Squadron Commander, became obvious. The others on our Executive Board agreed and the "Emeritus" title was created. Crash was presented with the Certificate proclaiming Robert "Crash" Williams as the Cascade Warbirds Squadron Commander "Emeritus." We all thank Crash and will continue to honor his service and loyalty to our small piece of the Warbird community. ☺

Robert "Crash" Williams

is declared by acclamation and with the great
respect of the membership:

**Squadron Commander,
Emeritus,**

CASCADE WARBIRDS

EAA WARBIRD SQUADRON #2



December 12, 2015

Ronald A. Morrell, CO

Ops Tempo

By John "Smokey" Johnson

I received a request to write a short paragraph and say something about flight operations and also give all of you a little background of my flying experience. A few months ago I was approached by a member of the board and asked if I would consider being on the Board of Directors/Operations Officer. After considering the opportunity and the associated responsibility I decided to step up do what I can to support our Squadron.

I believe in the mission of the Experimental Aircraft Association (EAA), Warbirds of America, and Cascade Warbirds Squadron No. 2. Each and every member of our organization shares a passion for the preservation, exhibition, and operation of these classic warbird aircraft.

We also have a wonderful opportunity to educate the youth of our communities and help them to gain an appreciation not only of the actual aircraft but also the history of veterans who served our country during times of conflict.

There are numerous museums that do a wonderful job restoring these classic aircraft and showing them as static displays.

Something magical happens to the crowd when you place these same aircraft on the flight line, crank the engines up with all the smoke and wonderful noise, taxi out in formation, take off and do fly-bys. In order for us to achieve that goal it takes all of us, the support staff, marshalls, pilot/owner operators, and everyone else who volunteers their time, effort, and energy to make that happen safely. That's what we do, and what we are all about.

To all of you who volunteer to make this happen, I thank you for your support and I hope we can not only continue on in 2016 but grow our squadron.

I have been fortunate to have a career in aviation. I started out while attending Oregon State University by enrolling in a ground school course taught by the NRTOC staff. I earned my private pilots license in 1979 and began to build flight time so I could work towards my Commercial, and Instrument ratings. I hung around the airport and tried to get any flying experience I could. I got my Multiengine rating in a Piper Twin Comanche in 1982

and began riding in the right seat of anything I could get into to build multiengine time.

In October 1982 I moved to Alaska to begin my professional aviation career. I spent the next 2.5 years flying single, twin, and 4 engine aircraft around Alaska hauling passengers and cargo.

While in Alaska I joined the Civil Air Patrol and I worked in Flight Operations for the squadron and had the pleasure to fly the De Havilland DHC-2 Beaver on wheels, floats, and skis. I eventually worked as the Wing Safety Officer.

In 1987 I was hired as DC-8-73 First Officer with Flying Tigers based at JFK in New York. I commuted from Alaska to fly my trips. I eventually upgraded to the B-747 and

flew trips around the globe hauling a variety of cargo.

In August, 1989 Federal Express purchased Flying Tigers and they sold the B747's so I bid and was trained to fly the MD-11. I upgraded to Captain on the Airbus A-300/310 in 1995. I returned to the MD-11 as a Captain for several years until FedEx acquired the B-777 and I transferred to that aircraft for 4.5 years.

I recently checked out on the B767/757 as Captain and am based in Hong Kong until I retire next year in December, 2016.

I have owned and operated my North American T-6 since 1995 and have also owned a 1942 U.S. Navy Beechcraft SNB-5 (UC45J) which is now owned by the CAF. I also was very fortunate to purchase and partially restore a 1942 C-47 (Ser. No. 42-10082) which was an actual D-Day, Market Garden, Battle of the Bulge combat veteran. That aircraft now resides in the UK where it was based during WW II and flies at Duxford, England and hauls re-enactors every June 6th at Normandy, France.

I look forward to working with the Board of Directors, and all the members to make 2016 our best year ever. ★



Smokey in the T-6 (John Clark Photo)

Squadron News

MEET YOUR NEW DIRECTORS

The Nominating Committee has done its difficult work once again, and have proposed a slate to our membership. Four new faces have been added to your Board of Directors. Here's a modest intro:

Brad Engbrecht, a member for over 10 years, represents our northern allies. He flies the 777 for Cathay Pacific and owns a Nanchang CJ-6A.

John J "Smokey" Johnson has also been a member for over 10 years and is a Fed-Ex captain. He owns and flies an SNJ to our local events. We also roped him into being our new Ops O.

Kent Johnson joined us seven years ago, coming from a Navy career flying the F-11, F-8, F-4, and A-4 aircraft. He is also a retired Continental captain. Kent owns and flies NAVion.

Kent Mehrer been a member for a very long time, too – over 13 years. And he's been around aviation forever, it seems, having been involved with the Lickety Split racing team. In fact, he still has three Stearman available for sale.

PONY-UP TIME

January starts our new dues year. We thank the 80+ of you who have already paid and encourage the rest of you to submit your US\$20 to CWB, 1066 Yates Road, Oak Harbor, WA 98277, USA. If you're getting this newsletter in the mail, check the date behind your name to see if it's time to renew. And remember, the quicker you pay, the fewer times you have to hear from me. Thanks.

GREMLINS

We had some database problems in early December that involved our email addresses. If you are reading this but not getting our email blitzes, or are not getting the blitzes at your preferred email address, let me know at fred@fcsmyth.com. We certainly don't want to lose touch! Likewise, if you're not reading this and would like to, let me know about that, too.

SAVE THE DATE

We heard some moaning and groaning this year when a few folks realized they had guessed wrong on our banquet date. So, for those of you who are willing to plan ahead, our annual holiday dinner party will be Saturday 10 December 2016. If you put that on your calendar now, you won't be surprised come next year.

NEW MEMBERS

A few more folks we're pleased to welcome aboard. When you see them at a meeting, say hello and introduce yourselves.

Michael Cooke	Renton, WA
George Slocum	Sultan, WA
Anne Coatney	Renton, WA
Bruce Hinds	Port Orchard, WA

SCHOLARSHIPS

January kicks off our new scholarship year. We will again be teaming with our partner Galvin Flight Training at Boeing Field to "inspire today's young people to become the aviation pioneers of tomorrow." Each scholarship consists of Private Pilot Ground School tuition, all books and supplies, plus two dual training flights that will be logged in the scholar's personal

logbook. By the time you read this, the new scholarship application form should be available on our web site at www.cascadewarbirds.org. We are especially interested in applicants who have some relationship with members. Questions can be addressed to Pete Jackson (songbird50@aol.com) or Fred C Smyth (fred@fcsmyth.com).

PARTY PATTTER

The one thing that wasn't lacking was the camaraderie. Nearly 80 members and guests joined together on 12 December at our Annual Banquet and Awards Dinner to celebrate what was a very successful year. Our dinner was introduced by bagpiper Victoria Chan-Ross (www.heilanpiper.com), a member from up north. Performing a variation of "piping in the Haggis," she piped in our meal. Quite the experience, if we do say so ourselves. Following dinner is when the frivolities commenced. After several exaggerations were foisted upon the assembled, we got down to the serious business. Mad Hatter and LTC Matt Coombs (USAF) presented a memento of appreciation to the squadron for our support of their dinner party earlier this year. Next, XO Dave Desmon presented the Volunteer of the Year Award to Fred Smyth. But the highlight of the evening was reserved for co-founder R. D. "Crash" Williams. Recently retired from the Board of Directors and of active oversight of the squadron, Crash was presented the Oak Tree Search for Excellence Award that he initiated just five years ago. And then, as icing on the cake, the squadron declared Crash Squadron Commander Emeritus. It was great to see Sonya Williams in attendance again and we got to meet daughter Aimee Coombs, wife of the aforementioned Matt Coombs.



80 members turned out for the Annual Banquet (Dave Desmon photo)

CHRISTMAS PARTY!



Mad Hatter LTC Matt Coombs presenting award to CWB CO Ron Morrell at 12 Dec 2015 Awards Banquet (Anita Smyth photo)



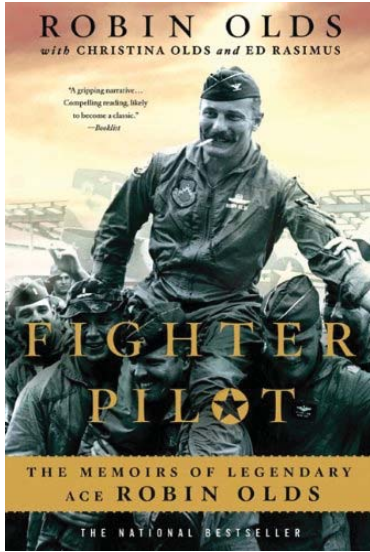
CO Ron Morrell presenting Crash the Oak Tree Search for Excellence Award (Dave Desmon photo)



Current CO Ron Morrell with Squadron Commander Emeritus R.D. Crash Williams (Dave Desmon photo)

Media Review

by Ron Morrell



Fighter Pilot: The Memoirs of Legendary Ace Robin Olds

Author: Robin Olds, Christina Olds, Ed Rasimus

Paperback: 432 pages

St. Martin's Griffin; First Paperback Edition edition (May 10, 2011)

ISBN-10: 0312569513

Last month, during the International Council of Airshows convention, I was privileged to meet and spent some time talking with the daughter of Robin Olds. Christina Olds, with the help of another writer, Ed Rasimus, pieced together an outstanding

memoir of Robin Olds. As Christina mentions in the acknowledgements at the beginning of the book, she spent hundreds of hours piecing together her father's notes and writings as well as personal talks with him and his friends and fellow military officers.

While I talked with Christina, she mentioned the volumes of drawings and doodles that her father had also put on paper throughout his long career. She told me she was entertaining the idea of publishing another tome showing off those pictures and sometimes politically incorrect drawings. I am looking forward to the possibility.

The autobiography is very well done and reads like a first person history of one of the most legendary fighter pilots in the history of American airpower. I was thoroughly entertained while reading the first person accounts of flying the P-38 Lightning and the P-51 Mustang in the European theater in

World War II. The stories of Robin Olds during the years of forced staff postings and his having to beg, borrow or even resort to subterfuge to get himself his needed fix of flying time in the new world of jet fighters was pure entertainment. Robin's description of the military and political juggernaut that seemed to be always in the way of real airpower and progress reminded me of the many ways we all have to remember what the real mission is supposed to be, and his tactics to plow through the minutia and find a way to get the job done is a great lesson for all of us, no

matter the profession. The most detailed portion of the book entails Colonel Olds' time in Vietnam. The detail and tactics discussions are first rate. The feel of being in the Rhino cockpit and sweating alongside Robin was outstanding. The mindset of a leader like Robin Olds is evident from the very beginning of his days "in country." The problem solving and mission orientation of those days seemed to bring out the best of what a commander officer needs to be. His loyalty to his troops, the bitter and raw emotions that he describes are the mark of the leadership the Air Force of the late 1960s needed most. I cannot

describe the totality of the book, you will just have to read it for yourselves and make your own conclusions. I was also privileged to be a member of the USAFA Cadet Wing just a few years after Brigadier General Olds served as Commandant of Cadets and the legend of the leader of the Wolfpack was alive and well while I spent my "Smack" year as a member of the "Wolfpack 5" squadron. The name Robin Olds was still uttered with reverence and awe... I can only hope that men like him can continue to rise above the politics and career ambitions to become the leaders of tomorrow that we need in our military and our country. Thank you Christina for bring us the story of the "Legendary Ace Robin Olds".

Just as an aside, I described the mission of our squadron and the activities we regularly support to

Christina and she thanked us all for our support of veterans and our tribute to keeping warbirds flying. ✪



Official portrait of Brigadier General Robin Olds as Commandant of Cadets at the United States Air Force Academy, circa 1967-71. (USAF Photo- Courtesy USAFA McDermott Library Special Collections)

Old Dogs and Children

by Ed Rombauer

On occasion, when the sun is warm and the smell of Avgas hangs like perfume in the afternoon air, I like to relax in the comfort of a deck chair parked under the wing of my airplane and watch the parade of people walk by. It reminds me of the days on the carrier when I would stand up on “vultures’ row” and mentally grade the landing traps of fellow pilots. The difference being that rather than judging the ability of twenty something year old jet jocks to successfully land a high performance jet on a moving steel deck in a couple of hundred feet, I was now relegated to judging whether visitors to the West’s Very Large Air Show and Fly-in could manage a hot dog, cold drink and small children without dropping or losing one of them. As I sat there in the shade of the airplane’s wing sipping on a cold soda, trying not to appear to be staring at the paying guests, my thoughts started to wander and I found myself trying to figure out what the connection was with flying and some of the older people in the parade.

One of these was an older man with a five or six year old boy and a big yellow dog. As he stood there in the hot sun reading the information sign at the front of the aircraft and explaining to the young boy about what they were looking at, the dog would longingly eye the dripping ice cream cone in the boy’s hand and then very carefully steal a lick. I started to call to the boy that his cone was being shared with his dog, when the older gentleman held up his hand and said “it’s ok, that’s why we call him Bandit.” Sensing that there was more to this story, I asked if they would like to sit for awhile in the shade of the plane’s wing.

After the usual “how do you like the air show?” conversation, I asked what brought him out to the airshow and why he liked looking at old warbirds. “Well,” he said, “I flew B-24s in the war in Italy, and I wanted to show my great-grandson some of the old planes we flew in.” In our conversation I learned that Del had been a B-24 gunner based in Manduria, Italy and had flown many missions over Germany and Romania, including the Ploesti raids. One of the more interesting stories he told was when he looked out of the waist gun position to see a ME-109, being chased by a P-38, start to burn and then explode. The P-38 passed close under the wing of Del’s B-24 hitting pieces of the 109, and then the 38 exploded sending the bomber up on one wing, filling it with holes.

Del spent the last year of the war in a POW camp, or rather in several of them, as the Germans kept retreating north. In the last few weeks, the Germans abandoned the prisoners to the Russians and Del and his fellow prisoners were moved by the Russians to another camp. As there was no food, and nothing to keep them warm, the march was long and arduous in the freezing cold. Since freezing to death was more a certainty than starving, Del survived one cold night by burying himself up to his neck in a barnyard manure pile. In the cold light of dawn, Del started to return through the woods to his group of prisoners while trying to stay away from the local residents. (It seems they were not happy with the American airman that had dropped bombs on them.) As he walked back to camp through the



A Consolidated B-24 Liberator of the 15th A.F. releases its bombs on the railyards at Muhldorf, Germany on 19 March 1945. (USAF Photo)

snow and woods, he heard a dog bark. Looking back he saw a large dog accompanied by a small boy standing a short distance away. Del, fearing that the dog’s barking would attract the locals, stopped and waved to the boy. “Hello—Soldier!” he called in German, hoping that the term “soldier” would be ambiguous enough to keep the boy from calling for help. While surveying the emaciated and freezing American airman dressed in rags standing in front of him, the boy and dog slowly moved closer. As Del stood there fearing the worst, the boy stopped and

stared at him. Suddenly he reached into a cloth bag he had slung over his shoulder and retrieved a small loaf of bread, which he offered to Del. Quickly accepting the life saving gift with a soft “thank you,” he turned and walked away, returning to his camp. A few weeks later General Patton, out of fuel and food, arrived at their camp to free Del and his fellow prisoners and start them on their way home.

Sitting there in the lengthening afternoon, listening to this brave American airman tell his stories of the horror of war and the courage that these young men showed against terrible odds, I realized that my flying is much easier. All I have to do to return safely home is to follow a few basic rules of flying and I am pretty well assured of a safe flight. Watching Del, his great-grandson and their dog walk away in that late afternoon, I could almost see a B-24 crewman standing alone in a German forest being helped by a small boy and a dog.

While sitting under the wing watching airplanes is still fun, it’s the people and their stories that bring flying to life. FLY SAFE ✪

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Cascade Warbirds Quick Look Calendar

January

- 9 Squadron Meeting at Museum of Flight
- 16 Heritage Flt Museum Open House at BVS

February

- 13 Squadron Meeting at Museum of Flight
- 20 Heritage Flt Museum Open House at BVS
- 20-21 Northwest Aviation Conference
- 26-27 Northwest Council of Airshows

March

- 12 Squadron Meeting at Museum of Flight
- 19 Heritage Flt Museum Open House at BVS

* Denotes Max Effort Event
See Website for Detailed List

Check Six



Sailors watch the explosion of the USS Shaw in the background, during the Japanese attack on Pearl Harbor, Hawaii, Dec. 7, 1941. (AP Photo)