



John "Smokey" Johnson leads in his T-6G. Photo: Dan Shoemaker

✪ Cascade Warbirds Squadron Newsletter ✪

CO's COCKPIT

By John "Smokey" Johnson



THIS IS MY FIRST OPPORTUNITY AS THE NEW CO to write something meaningful to the Cascade Warbirds membership. First, I would like to express my gratitude to Ron Morrell, who worked tirelessly as the CO for the previous eight years. I would also like to thank all the other members of the CWB Board who have spent a lot of their personal time to keep Cascade Warbirds on track and headed in the right direction.

Earlier this year, we distributed a survey to the aircraft owners and pilots to gauge their interest in attending different events throughout the Northwest. The results indicated there is still lots of interest in attending formal airshow events, local CWB gatherings, obtaining FAST formation training and Wingman cards, and maintaining currency. We will do our best to facilitate all these plus continue our scholarship programs and honor our veterans.

We are also exploring a new program to assign a member mentor to each of our scholarship recipients to provide guidance and encouragement during and after their formal flight training. In doing so, we hope to bring some younger members into our ranks. We are also trying to find a replacement for the EAA's B-17 tours, as it is not scheduled to visit the west coast in the near future.

As I sit here this morning trying to write some additional content relevant to put into the newsletter, I began to reflect on just how much and how fast the events of the past month have changed our lives, possibly forever.

We are currently trying to navigate through the COVID-19 pandemic. As you know, we decided to cancel our March meeting in order to protect the membership from possible health risks. The following week, we tried to schedule a Board meeting at Heritage Flight Museum located at Skagit Regional Airport, but it was also canceled as the ever-changing health crisis continued to worsen. I would like to thank the Anders for making their facility available to the CWB Board. We will continue to monitor the situation and endeavor to keep everyone apprised of the current status of events and cancellations.

A whole new vocabulary has evolved from this event including "social distancing," "sheltering in place," "flattening the curve," and my favorite, "the new nor-

mal." The response to this global pandemic has been unprecedented. No one can predict the end of the COVID-19 outbreak but it will eventually pass and we will hopefully resume our normal lives and activities.

Please remember that social distancing does NOT mean social isolation. I urge all of you to follow the directions of our local, state, and federal authorities to help stop the spread of this coronavirus. Check on the health status and needs of your friends and family and try to maintain some level of normal sanity. There are lots of projects around including reading, yard work, aircraft maintenance, and personal pilot academic proficiency to keep us all busy during this time of year. Stay engaged, active, and try to maintain a positive attitude so that when this does finally subside, we can smoothly transition back to our spring and summer schedule.

Please frequently check the Cascade Warbirds website and Facebook pages for updates and, most importantly, stay healthy. ✪



Smokey at the 2018 Reno Air Races. Photo: Dan Shoemaker

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This is the official publication of Cascade Warbirds. The views expressed in this newsletter are those of the individual writers, and do not constitute the official position of Cascade Warbirds. Members are encouraged to contribute any matter related to warbirds, which the editor will gladly work with you to publish.

It is the goal of Cascade Warbirds to promote the restoration, preservation, operation and public display of historically significant military aircraft; to acquire and perpetuate the living history of those who served their country on these aircraft; and to inspire today's young people to become the aviation pioneers of tomorrow.

All correspondence to the squadron may be submitted via the e-mail or mailing addresses below.

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WELCOME ABOARD

Some new folks showed up this past quarter and we'd like to say hello. **Larry Smigla** is an aviation photographer hailing from Fairfield, CA. **Robert Wilsco** is a private pilot from Arlington. **Ross Ye Tian** lives in Bothell and is working on his commercial AMEL. **Bill Huttula** is a Viet Nam vet who flew Cobras for Uncle Sam. Finally, **Carole Lamberton**, of Mercer Island and wife of long-time member Bill Lamberton, has added her separate membership. They are all an important part of what we do, so take the time to make them feel welcome.

MEET OUR 2020 SCHOLARS

It's a real pleasure to introduce our next crop of aviation students. They are the ones who, in just a few years, may well be piloting the airliners we're aboard. **Candace Do** lives in Bellevue and is a senior at Newport High School. She's also a Running Start student at Bellevue CC; her ultimate goal is astronautics. **Harrison Pulido** lives in Lynnwood and is a junior at Bothell High School. He hopes to become a commercial pilot as well as an aerospace engineer. **Inayah Farooqi** is from Redmond and is a junior in the Cambridge Program at Juanita High School. With aspirations to become a pilot, she's considering the Air Force as one way to do so. **Riley Brux**, living in Auburn, is a recent graduate of Auburn Riverside High School and ultimately plans to become an astronaut. He's currently working full time to fund his college education.

OTHER SUCCESS STORIES

Julie Jonson, mother of 2015 scholar **Alex Jonson**, reported on his status. Alex is a junior at Embry-Riddle in sunny Arizona and is headed for his commercial ASEL. He's also about to take the exam for his CFI Ground Instructor rating and has just completed his first-ever 4.0 semester. He's been on the Dean's list every term and turned 21 at the end of March.

Keith Steedman was a 2019 scholar and the winner of our 2019 Supple-

mental Aviation Scholarship Grant, an additional \$2,500 to aid in the completion of the private pilot certificate. He's training at partner **Galvin Flying** and reports that he is on track to earn that license come August this year.

Devin Graves, who was scheduled to take his private pilot checkride late last year was, in fact, successful and is now a rated pilot. He's at Utah State University, in their aviation program.

For those of you who wonder, your donations make a difference. The squadron and the scholars thank you.

BULLETS

- National Championship Air Races, Reno, Sep 16–20, reserved seat box, reserved parking, \$392 for the week: fred@fcsmyth.com.
- 2020 dues now payable, still only US\$20. Mail to CWB, 1066 Yates Rd, Oak Harbor, WA 98277. Check your mailing label to see if you owe. Don't make Fred ask again.
- THIS IS IMPORTANT! Save the date: our annual Christmas dinner party is slated for December 12 in Bothell.
- Are you on our blitz list? We communicate primarily by email, so if you want to be "in the know," you'll make certain we have your updated contact info. Again: fred@fcsmyth.com.
- Attending EAA AirVenture July 20–26? Prefer to stay within walking distance and pay \$550 for the week vice \$550 per night? Prefer to be within lip-crawling distance of your bed? Contact Dave at davedesmon@yahoo.com.

AIRCRAFT AVAILABLE

Steve Hewitt's 1953 C-45H was previously an AT-7 Navigator trainer. It has a classic look (plus civilian upgrades) to match its military pedigree. Contact Steve for details at snjhewitt@gmail.com.

Pilot and Vietnam veteran **Richard Kloppenburg** also owns a true warbird—an immaculately restored 1967 O-2 that saw service in Vietnam. E-mail him for details at kloppenburg@mac.com.

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

I'M PROUD TO SERVE AS YOUR NEW OPERATIONS OFFICER for 2020, while helping to navigate this decidedly different year of operations. The virus stand down is hitting us right as we normally start to "get the rust out" in preparation for a new season of flying. Although the airshow season will be different and definitely reduced from previous years, the need to personally prepare and be safe in the air will be even more critical, given our late start and minimal proficiency.

I was recently reviewing a history of F-15 operations since the mighty Eagle started flying in 1972, an amazing 48 years ago! Although the F-15 has an unmatched 104:0 ratio of air-to-air kills vs. losses, I was shocked to find one of the leading causes of F-15 accidents in peacetime was mid-air collisions, mostly with other F-15s! Although a few Eagles were lost in mid-air with F-16s, F-5s, F-4s, and others, the biggest culprit was other Eagles, many in 1v1 maneuvering while reviewing basic fighter maneuvers, or BFM. An appalling 39 F-15s were lost over the years to peacetime mid-air collisions alone, and of those 39, 31 involved other F-15s. Obviously, a majority of our training was with similar aircraft, but those similar F-15s still lost sight and hit each other with disastrous results.

Whenever we begin to "get the rust out," we need to be cognizant of the important safety issues as we return to formation flying. We often stated, "lose sight, lose fight" in the air-to-air community and, as evidenced by the sobering statistics above, any time two or more aircraft are in the sky together, the potential is there to

"scrape paint." Even though our level of maneuvering is much below that of F-15 air-to-air, we still have the potential for losing sight while practicing rejoins, formation changes, and even while checking cockpit instruments while in close formation.

How can we help ourselves fly more safely in formation? Be vigilant! Take things slowly, especially early in the flying season, and be precise. Always strive to be in the exact pre-briefed position, and don't accept being out-of-position. ALWAYS keep sight, and avoid fuel or systems checks inside the cockpit until the flight is relaxed to a route or loose formation. Don't be afraid to say something if you are uncomfortable in flight. Don't be afraid to "Knock It Off" when things don't look or feel right, or even excuse yourself from the flight if YOU don't feel right.

Be sure your briefing includes "Lost Sight" and "Lost Wingman" procedures, including a safe exit vector away from the flight, and a safe rejoin point, including altitudes. Use radios as required and be ready to positively exit the flight when things don't look or feel right.

Situation awareness is important. A quote on situation awareness that I like is, "Don't let your aircraft occupy space where your brain has not already been."

Once we can return to normal operations, we need to be sure we are safe in the air for ourselves, our fellow pilots, and the folks on the ground. Safety is enhanced with good briefings, good debriefings, proficiency, and, probably most importantly, with a good mindset. Fly safe, practice, keep sight, and see you in the air! 🌟

UPCOMING BOOK TEASER

By Peter Stekel

ON OCTOBER 18, 1941, 25 Curtiss-Wright P-40 Tomahawks from the United States Army Air Corps 57th Pursuit Group took to the air from Bradley Field at Windsor Locks, Connecticut. The men were led by Major Clayton Hughes, a 1929 West Point graduate and a commander recognized for possessing limited practical experience in tactical leadership, who lacked situational awareness while in flight, and commonly exhibited a stubborn inability to admit and own up to mistakes.

The 57th was on a "show-the-flag" training mission to the west coast to test air defenses around McChord Army Air Base near Seattle and garner practical experience in group maneuvers and squadron flying. Three weeks later, only three aircraft returned to home base.

The mission got off to an inauspicious beginning with some pilots turning back due to mechanical problems and engine failure. Boding ill for the coming tragedy, a C-47 Skytrain with a ground team of mechanics and technicians tasked with supporting the Tomahawks had to return early on due to mechanical failure.

Then, in the course of one disastrous week, while flying from southern California to Seattle, four pilots

were killed in crashes, four others were forced to bail out over isolated mountainous terrain, a further three pilots were injured, with an additional nine other aircraft either destroyed or rendered inoperable. Losses to search and rescue aircraft and crews were also extreme.

Lost and leaderless over the mountains of California, the ill-equipped pilots of the 57th struggled to confront the immediate challenges of bad weather and mechanical breakdowns encountered along their route. Most had received their wings within the previous six months and could not be considered "high time," well-trained, nor experienced pilots. But such impediments were nothing compared to the scandalous command failure that led to the United States Army Air Corps' worst pre-World War II aviation disaster.

Rather than go forward in time from my previous two books, I've decided to take a step backward! If Pearl Harbor hadn't happened, Maj Hughes would have been court-martialed. Instead, he was sidelined for the rest of his career. Though he did do a stint in accident investigation during the war. Well, of course he did! He had practical knowledge of what leads to accidents! 🌟

WHAT WENT WRONG? FORMATION FLIGHT TURNS TRAGIC

By Richard McSpadden

[Reprinted from December 2019 AOPA Pilot, all rights reserved. Thank you to AOPA, Richard McSpadden, and Charles Floyd for donating this safety article so relevant to our operations.]

A GROUP OF FLORIDA AIRPARK NEIGHBORS depart in formation on a sunny spring morning for a breakfast fly-out. Pilots on this airpark fly formation a lot, and joining up to fly out for breakfast is a routine Saturday morning event.

Leading the flight is a highly experienced airline transport pilot-rated CFII in a Great Lakes biplane. At least two other airline transport pilots with multiple instructor certificates are in the formation, which consists of an alternating mix of high- and low-wing airplanes, each a different model. After a quick briefing, the formation departs: two-element (two-airplane) takeoffs, followed by a single airplane. The pilots rejoin into a V formation, and the flight lead signals to spread out. A spread formation is less taxing on wingmen: It allows them to cross-check aircraft performance, scan for traffic, and glimpse the countryside. Still, their primary attention must be on station keeping—maintaining proper position on the platform aircraft (the one on which they are flying formation).

The V formation rolls out south, with lead on the point; number two on the left in a low-wing Grumman Tiger; number three on the right, in a high-wing Cessna 170; number four on its right side in a low-wing Grumman Lynx; and number five in a high-wing Super Decathlon on the far left, flying off number two (see below). The flight lead directs the formation to echelon left, meaning all aircraft will line up on a diagonal bearing line to the left of lead. Southbound, in an echelon left formation, the glaring Florida sun will be to the left of the formation, so the wingmen—each staring to the right

to fly off the airplane ahead and to the right of them—won't be squinting into the sun. This is excellent wingman consideration and the kind of move that comes with experience.

In the cross-under maneuver, number three—an experienced formation pilot, ATP-rated CFII with more than 24,000 flight hours—must move down, then aft, and with nose-to-tail and vertical separation from lead, slide over to the left side of lead, then move up and onto the echelon bearing line. Number four moves with him, and crosses behind and below number three about the time number three crosses behind number one. It's a basic move, common in formation flying. Based on the experience of the pilots participating in the flight, they would have each moved back and forth, into and out of echelon formation dozens of times. A mix of high- and low-wing aircraft in an unusual five-airplane formation made the somewhat routine move more complicated. Moving from V to echelon from a wider spread formation is also unusual and complicates the move further. Most formation moves are executed from close formation.

While moving his airplane from V to echelon, number three—upward visibility limited by his Cessna 170's high wing—collides with number two, an ATP-rated CFII in a low-wing Grumman. Both airplanes immediately depart controlled flight; both pilots are killed upon ground impact.

The midair collision illustrates just how quickly formation flying can turn tragic. This flight was part of a routine event loosely orchestrated by Gaggle Flight Formation Group, an informal group fashioned on the airpark to coordinate formation flights and set basic expectations and parameters. Pilots would gather around an oak tree on Saturday mornings, and, depending upon who showed up, they'd match airplanes and experience

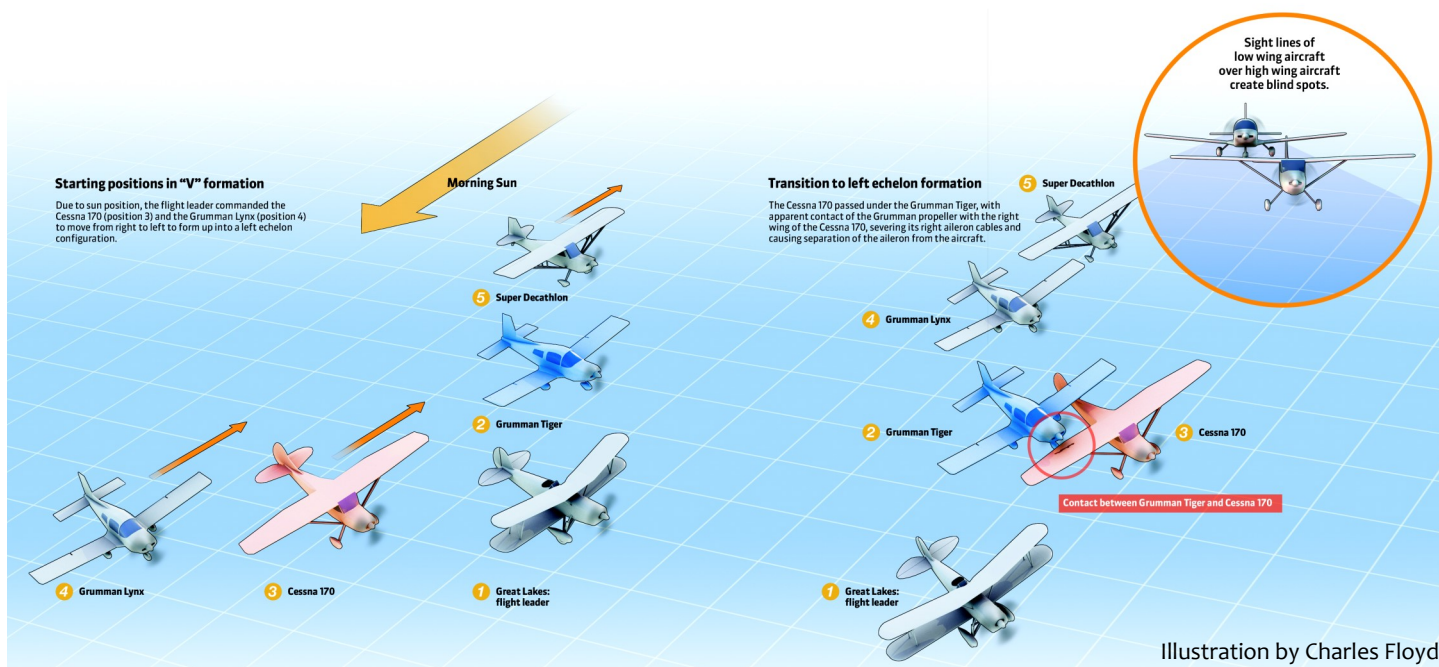


Illustration by Charles Floyd

levels, assign formations, brief the flight, and launch.

The cause of the accident seems simple. Number three failed to clear his flight path and rammed number two, who was focused on her flight lead and never saw the danger developing. But how could such a basic error occur? Why did number three—a high-time pilot, experienced flying formation in his airplane, and well aware of the limited upward visibility in his high-wing 170—ram a wingman during what should have been a routine formation maneuver? It seems likely there is more to this accident. Dismissing it without a greater probe risks overlooking some deeper learning.

It seems obvious: You must keep the airplane you're flying formation on in sight—and if you don't, you call it on the radio and move away (break out). Yet in the moment, in fluid formation maneuvering, a loss of sight can be rationalized. You think that you instinctively understand where the other airplane is and that you'll regain sight momentarily. The embarrassing situation of having to call blind on an airplane you're just feet away from can add to delayed action. Many formation accidents have happened from pilots rationalizing a loss of sight, being reluctant to call it in hopes of regaining the visual quickly, and in the interim colliding with a formation partner.

Formation demands discipline. Pilots must call when losing sight, maneuver to ensure separation, and work to regain visual contact—not most of the time, every time. Regardless of some complicating factors, number three had an obligation to confirm visual contact with number two and clear his flight path. Why didn't he? Flying with a mix of high- and low-wing airplanes with differing performance parameters would have made the formation cumbersome to lead and challenging to fly on the wing. It can be difficult for high- and low-wing airplanes to maintain the same bearing line in echelon because of the limited upward visibility in a high-wing airplane. High-wing Cessnas are especially difficult to fly in formation. The straight, long wing and struts block high, forward visibility and with even minor deviations in position, pilots can easily lose sight of the aircraft they're flying off of, even in close formation.

This flight warranted an extensive briefing on positions, limitations, and precautions. From statements in the NTSB docket, it does not appear the flight lead conducted such a briefing.

Five-airplane formations are nonstandard. Most organizations that structure formation flying build formations off of pairs (elements). A six-airplane formation is easier to coordinate and easier to lead than a five-airplane formation. The ability to break off flights in pairs, each with a flight lead and a wingman, simplifies orchestration. Extra thought and extra briefing about how a five-airplane formation will operate is required. The move to echelon offers a good example of the added complexity. In this formation, were numbers three and four expected to maintain element integrity (stay together) and establish the echelon by sliding to the very back of the formation—behind and to the left of number five? Or was the expectation that number two and number

five would split so that numbers three and four could move in between them in order to keep the flight in numerical order? Did number three expect number two to slide aft with number five so that number three could slide his element next to lead? Did the flight have a shared expectation of the move and how they would align? Was it briefed, or barring a briefing was the flight lead directive and specific enough in the air? None of these briefings seem to have been accomplished.

Number three was experienced in flying formation and would have been familiar with upward visibility constraints because of the 170's high wing. It's hard to understand him just plowing up into position and hoping to miss number two. It becomes more explicable if number three had different expectations on number two's position in the echelon.

Perhaps the move to echelon from a wider (spread) formation was a contributing factor. Spread formations have a larger window of acceptable position, which is why formation changes are typically made from close formation. There's more predictability in the position of fellow wingmen in close. Perhaps number two was within acceptable parameters for a spread formation, but wider than number three expected. Three may have justified his lack of visual contact with number two by thinking she was in closer than she actually was.

Any of the position options for moving a five-airplane from V to echelon are acceptable. Even doing so from a wider, spread formation is acceptable, but the moves are nonstandard and would require either a prebriefing or for the flight lead to be directive and specific airborne. There is no room for doubt in anyone's mind about how the formation will move. It seems likely this flight did not have a shared vision of either their lineup or their spacing.

Good formation briefings feed predictability, which is so critical to safe formation flying. Everyone must be able to predict the actions of the person next to them, and thus the actions of the entire flight. Did the decades of success for Gaggle Flight Formation Group and the Saturday morning routine lead to complacency? It seems likely. Statements from participants that morning indicate the flight was not thoroughly briefed. A proper briefing would have included emphasis on important nonstandard factors such as the mix of high- and low-wing airplanes and the nuances of a five-airplane formation.

This Florida midair collision reinforces critical lessons learned for formation flying. Disciplined adherence to standards is imperative on every flight, in every maneuver, every time. A one-time mistake can be costly. The discipline to call blind in the somewhat embarrassing situation of losing sight of the airplane you're crossing under is an example. The discipline to adequately brief and prepare the flight is another. A lot of thought and preparation is needed to analyze situations and think through the challenges and the nuances of the flight, especially when they are unusual or nonstandard.

A formation moves as a unit. Predictability is key. Shared expectations are important and all of that is set in the tone and thoroughness of the flight briefing. 🌟

THE DISTINGUISHED FLYING CROSS MISSION

By Richard Kloppenburg

THE PROLOG—BY LT. RICHARD L. KLOPPENBURG

I was conducting visual reconnaissance (VR) along Highway 20, between Bao Loc and Di Linh, Vietnam. The date was about September, 1966. I received a radio call from an American ARVN Ranger platoon adviser. I was told that the platoon was to be on location for the night. The platoon was located about two clicks east of Highway 20 near the Dai Binh River. The location was about five clicks from the subsector headquarters at Di Linh.

The American adviser indicated that he wanted me to scout the area for any Viet Cong activity. At that point, the Viet Cong began firing at the ARVN platoon. The American adviser called me and indicated that he was under small arms fire but could not determine which direction it was coming from. I determined that it was coming from the direction of the Dai Binh River.

It was late in the afternoon and I could see the bad weather moving in my direction. I continued to support the ARVN Rangers, trying to determine where the Viet Cong were located. Time was passing and I was running low on fuel. The American advisor kept informing me that he had to know where the Viet Cong were located. I stayed on location much longer than I should have because of his repeated requests.

At about this time, it was near darkness. I flew over the river. At that point, I could see the Viet Cong swimming across the Dai Binh River. They were moving away from the Rangers in a northerly direction. At first, I did not recognize the black forms in the water. During another flight over the river at a lower altitude, I determined that it was a Viet Cong squad-plus sized unit swimming across the river. The American adviser indicated that they were still under enemy fire. He said, "We are taking direct fire." The Viet Cong had the American advisor and the ARVN forces in an ambush situation. "Stay longer on location and help us pinpoint the Viet Cong." At that point, I also came under fire from the Viet Cong forces. Because of the darkness, I could now see the tracers from both forces. I could now see and hear the small arms fire directed at my aircraft. I made several low passes over the ambush area. They were made from a different direction each time because I did not want the Viet Cong to predict my direction of flight. Repeating direction of flight caused the demise of several

Birddog pilots. At this point, my altitude was so low that I felt extreme distress. Because of the presence of my airplane, the Viet Cong forces decided to break contact with the friendly forces and flee away across the river.

It was now dark, and I was in the rain and scud. I was about 30 miles from Bao Loc airfield. I had no choice but to tell the American advisor that I had to return to the airfield, because I had a severe low fuel situation and no safe flight visibility.

I turned south toward Bao Loc. After about ten miles, I had to descend to the top of the jungle and follow Highway 20 back. At that point, I determined, because it was dark and low visibility, I must have help in finding the runway. I called Specialist Gilbert Hartzog on the jeep radio. I told Hartzog to position the jeep, with the lights on, at the north end of the runway so that I could see where the airport was and see the runway to land. "Don't turn on the jeep lights until you can

hear my airplane."

There was no alternate airfield; I had to land at Bao Loc. Bao Loc had no navigational facilities. I flew time and distance in the scud, while maintaining level flight and attitude. I had Highway 20 memorized and therefore knew where I must turn from the road to the airport. When I believed that I was near the airfield, I gained altitude and turned toward it. The airplane was then in IFR conditions. After only a few seconds, I determined that the time was OK to descend. I

did and the airfield was within sight. I did not have the altitude to fly a normal pattern downwind or a base and was very low on fuel; I was only 150 feet above the airfield. I was not on a straight-in approach. I had to immediately slip the aircraft to slow it down and lose altitude. I had to land the aircraft in a crab, and thus almost lost control. I knew that I had only one chance at a landing—this had to be it. When on the ground, Hartzog followed me to the south end of the runway. He saved my butt. We put the airplane away, jumped in the jeep, and raced to the MACV. The 1-1/2 mile road trip to the MACV was not secure at night. That is the reason we very seldom flew at night. We used to get shot at going to and from the airfield.

The next day, I met the American advisor in the Bao Loc compound. The advisor indicated that I saved his unit from the ambush situation. I have a picture of



Lt. Kloppenburg with his O-1 Birddog in Vietnam. Photo: Richard Kloppenburg

me with an AK-47. The rifle was captured from the fleeing Viet Cong forces. I also have a picture of the Ranger adviser holding a web belt captured from one of the Viet Cong that he shot. You can see the bullet hole in it.

The Bao Loc airport was a 900-foot dirt runway. The airfield was leased from a Frenchman named Beacbeau who owned the runway and the surrounding tea plantation. There were no improvements at the airport, no radar, no beacon, no runway lights, and deep ruts in the dirt runway.

Bao Loc was in Lam Dong Province in the central Vietnam highlands. Highway 20 is the same highway where Captain Linus Chock was shot down and KIA. This is the same highway where an Air Force FAC named Captain Hilliard Wilbanks was shot down and KIA; he was consequently awarded the Medal of Honor. Both Chock and Wilbanks died in approximately the same location as my ARVN Ranger incident. Chock took my place when I went on R&R. The day that Wilbanks was KIA was a day that I cannot remember the actions of. Highway 20 between Bao Loc and Di Linh was called "death alley", because many people were KIA during convoys. When Chock and Wilbanks were KIA, many soldiers, including American and ARVN, were killed when the individual convoys were overrun.

THE EPILOG—BY COL. MACK GIBSON, COMMANDER OF THE 183RD AVIATION COMPANY, 1967

Because of significant enemy activity, it became necessary for Lieutenant Kloppenburg to fly his O-1 Birdog in support of night operations underway near Bao Loc, a province for which the 183rd Aviation Company was responsible for visual reconnaissance and other missions. It should be noted that this particular province was one of the most hostile (and primitive) areas that we were assigned to support.

On this particular mission, as darkness set in, so did very deteriorating weather conditions. It was raining with fog on the surface of the field strip, which had absolutely no lighting that would provide a capability for night operations. (It was a daytime, primitive fair-



American ARVN advisor Sgt. Tanksley showing equipment from a Viet Cong soldier who ambushed his unit. Photo: Richard Kloppenburg

weather air strip.) There was no visibility. Although he could have gone to the safety and warmth of the MACV compound, Hartzog elected to wait for his section leader, Kloppenburg, to return from this unusual and dangerous mission.

The Viet Cong were moving towards the runway and were known to be at the north end of the strip. The Viet Cong were always at the north end of the runway at night. Hartzog recognized the gravity of the problem, knowing full well that without some means of marking the runway, his leader would NOT be able to locate the field and land safely. He also knew that there was imminent danger from the VC. Still, at great personal risk, Specialist Hartzog drove his jeep to the other end of the runway in order to illuminate a landing spot. When he heard the aircraft through the fog, he turned the lights on so that our pilot could see them through the poor visibility. Kloppenburg breathed a deep sigh of relief when he spotted those jeep lights. He landed safely. He and Hartzog then skedaddled to the MACV compound where their sweat turned into a well-deserved couple of beers that evening.

Sgt. Tanksley was the Vietnamese Ranger advisor on the ground that I communicated with. Two days later, he came to the Bao Loc compound to thank me for saving his Vietnamese Rangers. You will note that he is holding a Viet Cong belt with a hand grenade. He is holding a gun belt showing a hole from a bullet that killed the soldier. He also captured the Viet Cong's AK-47. ✪



Lt. Kloppenburg in his O-1 Birdog in Vietnam. Photo: Richard Kloppenburg

[We asked how the restoration of IAR-823 serial number 4, being undertaken by Bridget and husband Bruce Campbell, was progressing, including how they spend their hours, timeline projections for major milestones, and some insight into the budget.—Ed.]

WE'VE BEEN BUSY taking apart everything that can come apart, scrubbing off minor surface corrosion, removing the interior, and taking all the accessories off the engine. Some of the fittings need inspection on both sides, so require removing rivets. The backup alternator is back from overhaul at B&C. The right magneto looks better than new after an overhaul that also addressed an AD. Most of the bearings for controls are still made at a company in Lithuania and a shipment should be here soon. The canopy doors are powder coated, and door glass is cut and drilled. (We did this as a demo project at the airshow in Arlington.) Various pieces are chrome plated or cadmium plated.

The indoor hangar at AWO is much easier to work in than the outdoor one at Harvey. It is standing on its gear with new nose wheel and all new tires. We are making good progress getting the gear to swing correctly using the manual crank.

The work is tedious and slow, but we are making progress every week. We have shelving units filling with parts for cleaning and others new and ready for installation. The fiberglass cowling has been repaired and both cowling pieces are primed. We're replacing the left magneto with an electronic ignition for better performance and fuel efficiency. The primary alternator and starter are being replaced with new ones from B&C.

We have an unusual wheel arrangement on our IAR-823. Things are press-fit, tapered in barely visible ways, and held on by this nut that is a pain to turn. There is (or used to be) a tool for them but no one knows where to find them. Others use a screwdriver and just bash the corners off as they turn the nut. We decided to find or make a tool. I bought several pin wrenches and other gadgets that almost worked before giving up and making this. We found the right sized socket that has the same size outer diameter as the nut and cut it to make little tines that stick up and fit in the slots. Works well enough. When we have some extra time, we will make another with four tines instead of two for even better function.

Dedicated time is every Sunday from 10am (leave home by 8am) to whenever done for the day. Some weeks that is 4pm, and others that is 8pm. This is about half what we had been doing when out of Snohomish, but we are making better use of the time as we can have all of our tools there and organized and are not fighting to keep birds from nesting in every open space. In addition to those hours, one or the other of us are available to meet the mechanic anytime he is able

to be there. That plus running around to buy supplies, drop parts off, pick parts up, get measurements, and whatever else is needed can add an additional 10-15 hours or more depending on the week.

My grandfather has tools in his shop, so he works on making tools and other gadgets that can't be purchased, such as a tapered pin of precise size for aligning bolt holes in the main gear. He also has a bucket of paint stripper and works on cleaning up smaller pieces in preparation for inspection for damage and waiting for primer. The largest number of hours currently has been in searching for replacement pieces, finding correct fasteners, digging through documentation to confirm specs, finding materials that are equivalent to the original used in critical locations, and trying to ensure the next projects in line are ready to work on so in-person hours are as productive as possible.

For specific larger projects, Bruce takes days off work so we can dedicate full time. Hours per week have ranged from six during weeks we had other matters requiring attention (urgent home repairs and back surgery being the big culprits) to 60+ on weeks I drove hundreds of miles dropping off and picking up parts at multiple locations from Chehalis to Arlington and everywhere in between.

A timeline will take a bit more looking and thinking. A lot of this depends on how the engine looks and when they are ready to take it. We just made the decision to use the new wings rather than the original, so that will be a shift, also. One of our current slow-moving projects is to clean the surface corrosion off of wings, surfaces, and any other area we find it. We just got the technique down last week, so I don't have a good feel for time estimate. (This missing timeline drives me crazy! Much hinges on the engine so I am attempting to sequence things so that we keep making progress while the uncertainty of the engine timing and expense is still there. We can get much more specific when we get a better idea of the extent of engine work needed.)

I had been keeping a spreadsheet of all expenses directly related to the restoration. When I checked the total last December and saw we had passed \$20,000 (not including hangar rent), I quit counting. I need to go through and update that spreadsheet at some point, but it isn't high on my priority list. I keep an eye on accounts to ensure we have an emergency reserve. Monthly bills are paid in the first few days of each month. Whatever remains goes to the airplane in one way or another. The expectation is that we will easily reach \$60,000 and likely be closer to \$80,000 for the total project. ✪

AUTHOR ADAM MAKOS' BOOKS aren't formulaic, but they do follow a basic formula: take a noteworthy wartime event and tell the stories of those involved, leading up to and after the event. In *A Higher Call*, he wrote about an act of extraordinary humanity in the skies over Germany during World War II. In *Spearhead*, he tells the story of the crew of one of the US's brand-new Pershing heavy tanks advancing through Germany late in World War II, including its well-documented duel with a German Panther tank in the streets of Cologne. *Devotion* centers on the friendships between Navy Corsair pilots aboard the USS *Leyte* in peacetime and during the Korean War, particularly focusing on Lieutenant Tom Hudner and Ensign Jesse Brown, the Navy's first black carrier-based fighter pilot. The book also spends a good amount of print on the fleet Marines who the Navy pilots would ultimately risk and give their lives to support in combat.

The book opens in the middle of the action, with a flight of six Corsairs screaming up a road in North Korea to aid in the relief of the Marines at the infamous Chosin Reservoir. One of the planes is catastrophically hit by small arms fire. Deep behind enemy lines and in mountainous terrain, there's no safe place to land or bail out. It's with this cliffhanger that the story shifts back to the childhoods of Tom Hudner and Jesse Brown. Hudner grew up in a well-to-do family in Massachusetts, attending the US Naval Academy after he graduated high school. It was only after two tours as a communications officer that he became interested in aviation and applied to flight school, ultimately earning his wings in 1949. Brown was the son of a Mississippi sharecropper and a schoolteacher, who grew up with a lifelong interest in aviation and airplanes. While attending Ohio State University, where he was denied entry into the school's aviation program because of his race, he was accepted into the US Navy Reserve's aviation program. After graduation, he attended Navy flight school and ultimately received his wings in 1948. It was during flight training that Brown married his high school sweetheart, Daisy.

The book then follows Hudner and Brown as they are assigned to Fighter Squadron 32, flying F8F Bearcats at Quonset Point Naval Air Station in Rhode Island, and then on their Mediterranean cruise aboard the USS *Leyte*, flying F4U Corsairs. There, between training exercises and duties aboard ship, the airmen and fleet Marines enjoyed the warm climate and got a taste of the high life in the south of France, even befriending the young actress, Elizabeth Taylor. It's here that we are introduced to the fleet Marines who were attached to the task force.

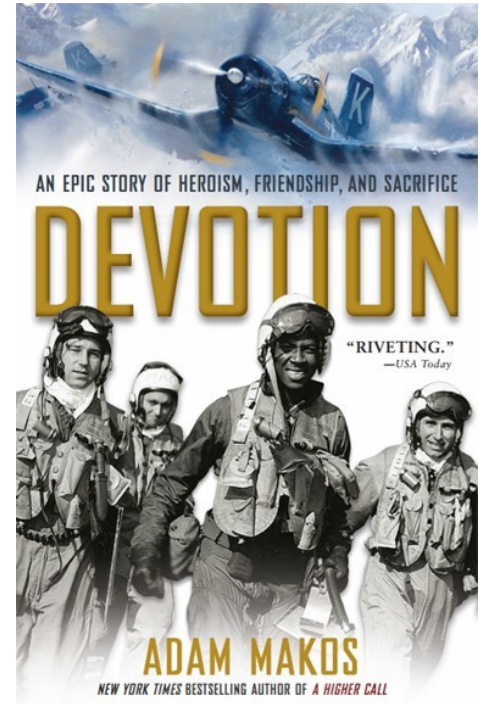
Nothing lasts forever, though, and before long, hostilities had broken out on the Korean peninsula. *Leyte* was dispatched to support the war effort there, with a brief stop in the States. Once in the Korean theater, the

Marines find themselves surrounded by Chinese troops at the Chosin Reservoir. What happens next forms the meat and climax of the book, the narrative alternating between the Marines on the ground and the Navy pilots, culminating in an act of extraordinary heroism and one friend's devotion to another.

If you don't know the story of Hudner and Brown, don't look them up before reading *Devotion*. Reading it without knowing how it ends makes the book all the more suspenseful and satisfying. Makos' style is literary, with the book reading as much like a novel as a history book and biography. He makes liberal use of dialogue, which really helps bring the historical figures to life. The book is exceedingly well-researched, but much of the military jargon is toned-down to make the book more accessible to non-military readers. Military history purists may have an issue with that, but it didn't lessen enjoyment of the book for me.

The chapters dealing with the war in Korea were taut and harrowing, as one would expect. However, the earlier chapters covering the two aviators' younger lives and their experiences on the *Leyte's* Mediterranean cruise were just as enjoyable. I gained a new appreciation for young Elizabeth Taylor through the book; she was a class act who married poorly early, and who really enjoyed spending time with the aviators and Marines.

Devotion is a thoroughly entertaining, educational, and inspirational read, and should appeal to military history buffs and casual readers alike. Makos does an excellent job capturing the horrors of the war in Korea, particularly the Chinese human wave attacks at the "Frozen Chosin," but the stories of the Marines' and aviators' daily lives are well-written and really flesh out the men and women who lived this story. *Devotion* is a worthy addition to any aviation library. 4.5 out of 5. 🌟



Devotion

Author: Adam Makos

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Ballantine Books

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CHECK SIX

WING
Types: Planar, Swept-back with rounded tip, High-wing, Mid-wing, Low-wing, Swept-back with rounded tip, High-wing, Swept-back with rounded tip, Swept-back with rounded tip, Swept-back with rounded tip
Shapes: Planar, Swept-back with rounded tip, High-wing, Mid-wing, Low-wing, Swept-back with rounded tip, Swept-back with rounded tip, Swept-back with rounded tip, Swept-back with rounded tip

ENGINE
Types: Reciprocating, Turbine
Number: One engine, Two engines, Three engines, Four engines
Position: Wing-mounted, Tail-mounted

USELAGE
Types: Single-engine, Multi-engine
Shapes: Light and thin, Medium bomber or attack, Heavy bomber, Plane with floats, Flying boat, Twin-booster
Other Identifying Characteristics: Single-engine with low-wing, Single-engine with high-wing, Twin-engine with low-wing, Twin-engine with high-wing, Single-engine with high-wing and high landing gear, Single-engine with high-wing and low landing gear, Single-engine with high-wing and high landing gear, Single-engine with high-wing and low landing gear

TAIL
Types: Single-engine with low-wing, Single-engine with high-wing, Twin-engine with low-wing, Twin-engine with high-wing
Shapes: Swept-back tailfin, Forward-swept tailfin, Swept-back tailfin, Swept-back tailfin, Swept-back tailfin, Swept-back tailfin

WEFT IS A SYSTEM FOR AIRCRAFT RECOGNITION
The great majority of different aircraft designs... (text too small to transcribe fully)

Non-flying days are opportunities to hit the books! This 1942 poster was produced for the Army Orientation Course and presented a systematic way to identify aircraft.

Illustration by Jack Coggins for U.S. Army.

UPCOMING EVENTS

STAND BY TO STAND BY

With nearly all public and private gatherings suspended, no events are expected in the immediate future.

Our full list of projected events and event status is updated regularly at

www.cascadewarbirds.org.

Photo: University of North Texas, <https://digital.library.unt.edu/ark:/67531/metadc247/>