



❖ Cascade Warbirds Squadron Newsletter ❖



John "Smokey" Johnson leads Alpha flight during the V-E Day flyover. Photo: Dan Shoemaker

CO's COCKPIT

By John "Smokey" Johnson



THIS IS THE FIFTH REVISION of this short article for our CWB newsletter since I started composing. "May you live in interesting times" is an English expression which is believed to come from a Chinese curse. Generally speaking, good times are less stressful and have less interesting events occurring.

As we begin to transition from spring to summer 2020, the total number of airshows and aviation events cancelled due to the COVID-

19 pandemic continues to rise. This pandemic has given us a whole new vocabulary which I won't repeat here, as I am sure you are just as tired of hearing all the catchy words and phrases, and I hope it goes away soon so we can resume the "old normal," if that's possible.

I am still scheduled to fly my North American T-6 down to San Diego, CA to arrive on July 16 and go into quarantine aboard *USS Essex* (LHD-2) which is part of an amphibious ready group based in San Diego. There are between 18 and 22 WWII aircraft to be transported aboard *USS Essex* to Honolulu, HI, specifically Pearl Harbor, to commemorate the 75th anniversary of the signing of the peace treaty with the Imperial Japanese forces aboard *USS Missouri* (BB-63) in Tokyo Bay on September 2, 1945. *USS Missouri* is presently docked just behind the sunken hull of *USS Arizona* on Battleship Row adjacent to Ford Island in Pearl Harbor.

On or about July 25, they are going to hoist all the aircraft aboard the carrier and then set sail for Hawaii. They are projecting a 7–10 day transit time from the west coast to Hawaii. Once there, we will offload the aircraft and be towed to Hickam Air Force Base, which is immediately adjacent to and joined with Honolulu International Airport. From there, we will all fly up to Wheeler Field and stage there for the event: flying in formation over Pearl Harbor and the *USS Missouri* on September 2.

There are several other events still on the calendar. NATA is still going ahead with their annual formation clinic in Dubuque, IA on July 16–19 even though EAA's big show at Oshkosh was cancelled earlier. The T-34 Association is hosting their formation clinic on July 11–13 and annual fly-in in Topeka, KS on July 11–20. That even changed in the course of me writing this article. Our local Northwest Multi-signatory Formation Clinic is scheduled in Bremerton, WA at Roger Collins' hangar on August 6–9. We will make a final decision after the 4th of July holiday weekend.

Airshow of the Cascades and Oregon Airshow are canceled. I

have not received any word on the week-end event at WAAAM in Hood River so far and hope it stays on the schedule. It is a fluid and turbulent environment right now. Be sure to check the event calendar often as updates are posted as soon as we receive notification of cancellation.

Today is June 6, 2020 and 76 years ago today, thousands of young men from the Allied Expeditionary Forces stormed the beaches of Normandy. The night before, paratroopers from the 82nd and 101st Airborne Divisions made daring night-time jumps from hundreds of C-47 aircraft inland behind the German lines to try and secure some of the major towns and destroy key bridges to slow the expected counterattack and reinforcements. Shortly after the deployment of the airborne forces, the surviving aircraft returned to start towing gliders with troops, jeeps, and small artillery pieces to land in the fields of Normandy. The invasion of the Normandy coast had been long awaited to push the Germans out of France and the lowland countries and start driving them back to their homeland east of the Rhine River.

As I reflect on the sacrifices of those courageous young men who fought and died on the beaches and in the hedgerows against the Germans, I am sad and disappointed that a significant number of American citizens, old and young, are unaware that so many died to secure the freedoms we enjoy today. We must continue to do our best to educate the youth and the general population about the sacrifices all our veterans have made, in WWII and other conflicts, to allow us the freedoms so many take for granted. ❖

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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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RENO AIR RACES

Disappointing news was received on 26 June—the National Air Races have been cancelled for 2020. But the RARA folks are planning an even better 2021: they are working on plans to stage two different events. Stay tuned for more info.

NEW FACES

We welcome to our midst **Dave Woodcock** of Sequim, WA. Dave is the current caretaker of a combat veteran L-4H; read more about that airplane elsewhere in this issue. Dave also owns a number of civilian aircraft. Pleased to have you aboard, Dave.

We also say hello to **Ralph Lehman** of Moscow, ID. Ralph was a 'Nam helicopter pilot; we'll read his bio in the next issue. Thanks for your service, Ralph.

TIME!

To get current, that is, with your 2020 dues. A few of you have yet to do so and it's playing havoc with the bookkeeping. Check the date next to your name on the envelope and, if delinquent, send \$20 to CWB, 1066 Yates Rd, Oak Harbor, WA, 98277. That or an email to Fred saying you want out. Thanks.

NEW PILOTS

Our friends at **Galvin Flying** have instituted a virtual learning program for our private pilot scholars. Currently, **Candace Do** and **Inayah Farooqi** are enrolled in the June class; they should get their first flights about the time you are reading this. **Riley Brux** hopes to start the late July virtual class and do his flying this fall. Finally, **Harry Pulido** is just finishing his ground training and has saved over \$5,000 to jump-start his flight lessons; he will do his training at Snohomish Flying Service.

Alex Jonson, our 2015 scholar, has progressed well. He reports, "I am currently still attending Embry-Riddle Aeronautical University in Prescott, Arizona. I am starting my senior year and will graduate in the fall one semester early with a bachelor in Aeronautical Science

and a minor in Applied Meteorology. I am about to finish up getting my commercial single-engine license now that the COVID-19 restrictions are lifted. I will be starting my CFI training later this summer."

Dan Barry reports on our 2018 scholar, **Devin Graves**, saying, "In early June I hopped over to Bremerton Airport and spent about an hour with Devin Graves, who was receiving instruction there in a Cub to get a tailwheel endorsement. As you may recall, Devin received a CWB scholarship in 2018 and embarked on flight training with a vengeance. During our conversation, I learned he had been involved with the Museum of Flight Summer Camp since elementary school and had remained involved as a volunteer and then counselor. The scholarship jump-started the next step of getting his private license, which he achieved in January of 2020. Since then, he has checked out in three different aircraft and now has that tailwheel rating in the J-3 Cub. He received his high school diploma on June 16th in a drive-through ceremony at Mount Rainier High School. From there, he is headed to the University of North Dakota at Grand Forks, where he is enrolled in the Commercial Aviation program. His long-term goal is to become either an airline or medevac pilot, while flight instructing on the side, which I am sure he will achieve."

SAVE THE DATE

We don't know what our world will look like come December, but if it's safe to do so, we'll be having our annual dinner party on Saturday the 12th. We'll keep reminding you because we just don't want you to schedule something else and rue missing our best non-flying event of any year.

AIRCRAFT AVAILABLE

Pilot and Vietnam veteran **Richard Kloppenburg** owns a restored 1967 O-2 that saw service in Vietnam. He is seeking its next caretaker; is it you? E-mail him for details at kloppenburg@mac.com. See it at www.cascadewarbirds.org. ♻

AS YOUR NEWLY APPOINTED OPERATIONS OFFICER for the Cascade Warbirds, I had built up a jam-packed spring and summer of flying opportunities by early 2020. By early May, the COVID-19 pandemic had wiped the slate almost completely clean. In addition, our piloting and formation skills hadn't received their early spring opportunity to "get the rust out." As the 75th anniversary of V-E (Victory in Europe) Day approached, it appeared like a great chance to show our appreciation for all the veterans' sacrifices years ago would pass by without an appropriate remembrance.

Luckily, our Cascade Warbirds CO, Smokey Johnson, decided that we should try, with as many rusty warbird pilots who were available and willing, to perform a V-E Day flyby throughout the Puget Sound region. As V-E Day, May 8th, approached, Smokey had coordinated a flight of eleven warbirds and also set up a photo-chase plane. The eclectic mix of warbirds gathered at the Arlington, WA (KAWO) transient ramp for a 10:00 briefing. Included in the flight were four T-6s, four Navions, two Nanchang CJ-6s, and a lone IAR-823. We were blessed with gorgeous sunshine, striking blue skies and temperatures in the high 70s. It was perfect weather for early May in the great Northwest.

Although we expected maintenance issues and delays, all eleven aircraft, plus the chase RV-8, started and took off from Arlington exactly at the pre-planned 11:30 takeoff time. After a rejoin overhead Arlington, the V-E Day flight cruised over Paine Field in Everett, and flew low over the Seattle waterfront, the docks, and Boeing Field. Smokey led the flight south over I-5 to overhead McChord and Gray AAF, then northwest to the Port of Bremerton. After a few of the aircraft departed for home, nine of the initial twelve landed at Bremerton for their good fuel prices and an initial debrief.

Thanks go to Smokey Johnson for coordinating and leading this V-E Day remembrance, and to the amazing group of warbird enthusiasts who flew this striking tribute to the veterans from 75 years ago.

To try and salvage some good training this summer, be sure to take advantage of the rescheduled 5th Annual Northwest Multi-signatory Warbird Formation Clinic, from Thursday–Sunday, August 6–9, 2020 at Roger Collins' hangar at the Bremerton National Airport (KPWT).

Fly safe, practice, keep sight, and see you in the air!
Let's go fly! 🛩️



Cascade Warbirds members fly over Puget Sound on the 75th anniversary of V-E Day. Photo: Tedrick Mealy, www.tmealyphoto.com

V-E DAY FLYOVER

By Dan Shoemaker

ON FRIDAY, 8 MAY 2020, the 75th anniversary of the Allies' victory in Europe during WWII, the Cascade Warbirds performed a commemorative 11-airplane formation flyover of the Puget Sound area. Prior to the event, Cascade Warbirds Commander and flight lead John "Smokey" Johnson coordinated the flyover with Seattle Approach Control and Joint Base Lewis-McChord to ensure safe separation of the formation from other traffic—particularly, a flight of two Air Force C-17s that would be concurrently performing their own flybys of local hospitals. The pilots met up at Arlington Municipal Airport at 9:00 Friday morning, and following a mass briefing and walkthroughs on the ramp, the formation took off.

The formation consisted of two flights of aircraft. Alpha Flight consisted of four North American T-6 Texans and a Nanchang CJ-6 in a "big vic" formation, and Bravo Flight was made up of four Navions, an IAR-823, and a Nanchang CJ-6 in a "big vic" of five aircraft with a Navion in

the slot position. Once assembled, the formation made its way over Marysville and Everett, then out over Possession Sound to line up for an overflight of Runway 16R at Paine Field. From there, the small aerial armada flew over Ballard and along the Seattle waterfront before passing over Boeing Field. The formation then proceeded down Interstate 5, past Seattle-Tacoma International Airport to Tacoma, and then on to Joint Base Lewis-McChord. Finally, the Victory Flight turned to the northwest to perform its final pass over Bremerton and the Puget Sound Naval Shipyard. Most of the aircraft then landed at Bremerton to refuel and debrief.

The flyover received tremendous publicity and media coverage thanks to Kerry Edwards and was very well received by those who were able to witness it. 🌟

[See the news and photo coverage at www.cascadewarbirds.org/2020/05/—Ed.]

V-E Day Pilots and Aircraft

John "Smokey" Johnson, AT-6 Texan, Alpha Lead

Lee Oman, AT-6 Texan, Alpha 2

Roger Collins, AT-6, Alpha 3

Bob Jones, AT-6, Alpha 4

Larry Pine, CJ-6, Alpha 5

Dave Desmon, Navion, Bravo 1

Victor Norris, IAR-823, Bravo 2

Dave Osgood, Navion, Bravo 3

Eric Olson, Navion, Bravo 4

Justin Drafts and **Stan Kasprzyk**, CJ-6, Bravo 5

JF Vallee, Navion, Bravo 6 (Slot)



Photos: Dave Richardson (chase plane) and Dan Shoemaker (on board)





T-28 RESTORATION, PART I

By Jack LaBounty

[CWB member Jack LaBounty is working to restore a T-28A. He has offered to introduce us to his machine and walk us through parts of the restoration process so far in this and future newsletters.—Ed.]

I SHOULD HAVE KNOWN BETTER

In November 1998, I purchased a T-28A project from Aerocrafters, Inc. in Santa Rosa, California. After getting several rides in Robert “Crash” Williams’ T-28B, I decided I should have one of these. I had restored a Fairchild PT-19B in the 1980s and early 1990s and thought I would find a T-28 project and do another restoration in my lifetime. I had not learned my lesson on the PT-19B on how long a restoration can take.

After searching for a project, I settled on a disassembled T-28A sitting behind the Aerocrafters shop at the airport. The fuselage was on the ground and other parts to the T-28A and two other projects were strewn around in a fenced-off yard. Aerocrafters had pretty much paint-stripped the fuselage, thinking an air museum on the airport would take the project and put it on an outdoor display. The museum turned down the offer. I guess the museum

had some standards. I ended up buying the project, another was later sold to an individual in Longmont, Colorado, and the third was picked up by an Aerocrafters mechanic and later shipped to somewhere in Africa. The individual in Longmont and I have become good friends and call each other almost every week to give support to each other. It is better than being institutionalized. And, we are both still married.

In 1999, I had the project brought in-state and put it at the Toledo, WA airport. A young A&P had started a business and needed work. Mostly, the fuselage and components were disassembled while at Toledo. After starting to take things apart, it became very apparent there were more corrosion issues than I had observed while on the ground in Santa Rosa. The T-28 models used a lot of 7075 T-6 extrusion aluminum and, given the time and technique of manufacture, corrosion became an issue. Besides aluminum corrosion, none of the electrical wiring was salvageable and all electrical and hydraulic components and instrumentation were going to need repair or replacement.

In 2005, we built a house in Stevenson, WA along the Columbia Riv-



51-7681 fuselage and intermediate section as a “basket case” in 1999. The triangular Mexican Air Force symbol can be seen despite having been paint-stripped. Photo: Jack LaBounty

T-28A s/n 51-7681

25 February 1953

Manufactured by North American Aviation, Downey, CA and delivered to the USAF. Manufacturer’s serial number 174-534, airframe serial number 927.

February 1953

Transferred to 3525th Pilot Training Wing (Air Training Command), Williams AFB, AZ.

April 1953

Transferred to 3505th Pilot Training Wing (ATC), Donaldson AFB, Greenville, SC.

June 1956

Transferred to 3308th Pilot Training Wing (ATC), Stalling AFB, Kinston, NC.

August 1957

Transferred to 3302nd Pilot Training Wing (ATC), Spence AFB, Moultrie, GA. Flight training and maintenance performed by Hawthorne School of Aeronautics under contract to the Air Force.

December 1957

Transferred to Arizona Aircraft Storage Branch (Air Materiel Command), Davis-Monthan AFB, Tucson, AZ.

September 1958

Dropped from inventory by transfer to Military Assistance Program.

September 1958

Assigned to the Fuerza Aérea Mexicana (Mexican Air Force) and numbered 927 (T28-927) out of the range of 903 to 988 for the T-28As sent to Mexico from the United States.

Late 1958

Based with Escuadrón Aéreo de Pelea 201.

Late 1980s

Brought back in-country by a Santa Rosa, CA individual.

Early 1990s

Title transferred to Aerocrafters, Inc., Santa Rosa, CA.

November 1998

Purchased by Jack D. LaBounty.

On September 1, 2008, I found a rolled newspaper dated May 17, 1979 inside the crankcase breather-line tube. This may indicate the approximate date that the aircraft was decommissioned by the Mexican Air Force.

Because the US Air Force used a civilian company for flight training and maintenance, no flight or maintenance logs are available from the Maxwell AFB archives.

T28-927 may have seen combat in March 1963 in a border dispute between Mexico and Guatemala. It was equipped with .50 caliber M2 machine guns by the Mexican Air Force. The actual conflict history is a little fuzzy, but T28-927 does appear to have been assigned to border patrol missions.

er and moved from Bellevue. I had a large shop bay built just for the T-28A project and moved it to Stevenson from Toledo. Having the project at the house afforded me the ability to work on system components to continue making progress but I did not have space to do any re-skinning work. Unfortunately, the fuselage had to sit outside under a tarp because I ran out of space in the shop. I told the neighbors it was yard art and since most had a log truck or tractor in their yard, I was able to get away with it.

About 2012, I thought I might actually get the T-28A together in my lifetime and moved the big parts to the Kelso airport. I was able to utilize Kelso Aviation facilities and personnel to assist me. It actually took some perseverance to convince the IA that he should help me with the project. He is still helping me, now at the Chehalis-Centralia airport, and says he is not sure he made the right decision. There can be some very challenging times when doing a restoration.

In May of 2018, I moved the project to the Chehalis-Centralia airport. It is in one of the larger hangars at the north end of the field. The hangar space is big enough for the project and two other flying aircraft.

The only disadvantage is the distance from our home, now in La Center, WA.

REGISTRATION

To get the aircraft registered with the FAA, I spent almost a year corresponding with the Mexican government to get a letter stating that they no longer had any interest in the aircraft. The FAA told me, "no problem," and to just send a letter in English to the Mexican FAA equivalent and they would send a letter to the FAA registration office in Oklahoma releasing any claim on the aircraft. After several letter attempts in English, I had a Red Robin restaurant bartender who was from Mexico translate the letter into Spanish and I had my release in a couple of weeks. I am not sure what all was put in the letter, but I never had to pay anyone off.

I had reserved the registration of N1628T. I wanted to be "28 Tango" in the air in reverence to the T-28Ds used in Vietnam. Most T-28Ds were modified T-28As. After getting my Mexican release letter, I was able to proceed with completing my FAA registration process. ✪



Years of inactivity and neglect caused all manner of corrosion to plague the mass of intricate metal, wiring, and tubing on 51-7681 by 1999. Photo: Jack LaBounty

I AM VERY PROUD TO BE THE OWNER of Piper L-4H, N9217H (43-30430), a veteran of WWII in Europe. She could easily be part of a museum. I purchased her from Kris Nasstro, a Navy F-18 pilot who has a passion for Cubs and military history.

All the paint color, markings, and stencils are authentic to the year and unit. “44” is the designator for the 30th Infantry Division, Ninth Army, and “B” is one of 12 battalions in that division. The following is some of her war record:

- 6 Apr 1944: 43-30430 is “factory complete” at Lockhaven, PA
- 10–19 Apr 1944: Accepted by USAAF, crated and put on a train to Newark, NJ
- 21 Apr 1944: Departs as ship’s cargo
- 16 May 1944: Arrives at US Forces Receiving, Attlebridge, England
- 23 May 1944: Receives AGF (Field Artillery) conditional inspection
- 31 Jul 1944: Assigned to Ninth AF in England
- 30 Nov 1944: Transferred to 30th Infantry Division
- 16 Dec 1944 to 25 Jan 1945: Battle of the Bulge—Artillery spotting and recon during the great Ardennes-Alsace offensive, near Malmedy, Belgium against the German 1st SS Division

Note: You may remember the 1968 movie “Battle of the Bulge” that starred Henry Fonda, among others. It was roughly based on the Ninth Army’s role in this area against the German Tiger tanks. The 30th ID totally destroyed Hitler’s elite tank division during the course of

the battle and it was never able to reorganize and come back into battle as it had done before.

- 31 Jan 1945: Turned in to Mobile Reclamation and Repair, possibly damaged from rough landings on snow and frozen ground or from high winds and weather
- 1 Mar 1945: Returned back to 30th ID
- 24 Mar 1945: 30th ID assault at the Rhine River
- 7 Apr 1945: 30th ID takes Hamlin, then Braunschweig

After the war, she was purchased by a former USAAF L-4H pilot for \$300 and eventually returned to the US in 1947 where she was converted into a J-3C-65. Kris found the yellow Cub ten years ago and spent many hours researching her war record. These aircraft with a documented history like this and being returned to the states are a rarity. Many were just scrapped and others were sold to be civilianized in Europe. He was committed to restore the aircraft to make her as authentic as possible, yet flyable. The A-65 was replaced with a C-90-8, no electrical system. Hand propping is part of the charm.

Nearing the end of the restoration, Kris met a 96-year-old young man who was a retired USAAF L-4 aviator. He told stories of sitting on his flak jacket and returning fire with his 1911 Colt .45. He told him, “We were just young men with nothing but the bare essentials.” That conversation led to the name above the nose art, **BEAR ESSENTIALS**.

The C-90 engine was majored by Don’s Dream Machines and has only about 180 hours since the major and the restoration. Lots of power for this light airframe. It flies beautifully, just takes me some getting used to the rear seat solo and heel brakes.

Kris based the plane at Meadow Lake, Colorado (KFLY). My ferry pilot was Brooks Mershon, who lives in Boulder and specializes in ferrying taildraggers. It took him 22.7 hours of flight time over four days beginning on Friday, May 1 to bring her to Blue Ribbon Farms (WN29). He really lucked out with the winds and weather through Colorado, Wyoming, and Idaho. He arrived here Monday evening after 11.5 hours from Idaho Falls! Oh, to be young again!

[Captain Woodcock served in the USAF Dental Corps from 1968–1974.—Ed.] ✪



43-30430 enjoys a pleasant retirement at WN29. Photo: Dave Woodcock

WE WOULD BE HARD-PRESSED to find a warbird fan who is not familiar with the iconic and celebrated B-17 and B-24, the B-25, or even the B-26 “Marauder” bombers. While these aircraft and their crews played huge roles in the Allies’ victory across the many fronts of World War II, a myriad of other lesser-known and more difficult to recognize aircraft filled vital roles in these arduous years of war. The twin-engine Douglas A-20 “Havoc” is one such bomber that can easily and sadly be overlooked.

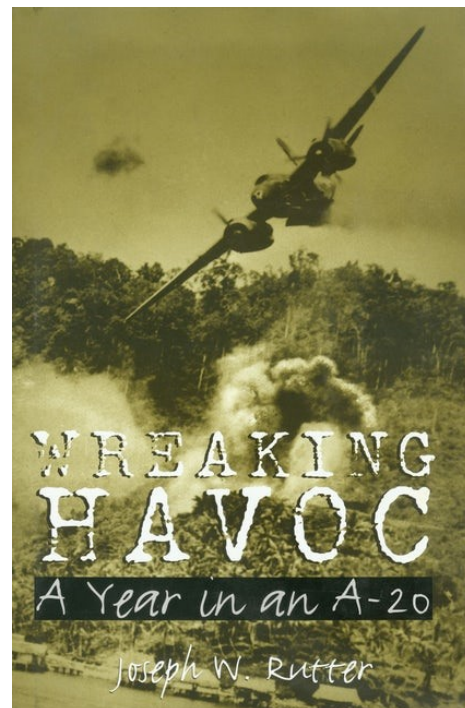
Thankfully, Joseph W. Rutter has chosen to keep the memory of the highly successful A-20 alive for us in his 2004 memoir, *Wreaking Havoc: A Year in an A-20*, detailing his youth spent learning to fly, fight, and survive against the odds in the South Pacific during the latter half of WWII. The 250+ pages are graced with a fluid prose not easily found in a casual author. Drawing from his own diaries, Rutter takes us through his difficult coming of age with remarkably fresh detail in a style very easy to follow, offering so much more than just stating technical information and dates. Beginning in mid-1943, after the much honored epic struggles of Wake Island, Midway, and Guadalcanal have already passed, a young Rutter relates his decision to join the war as a pilot and the ensuing tedious and dangerous flight training in the face of wartime military bureaucracy. Eventually, Rutter learns to master the venerable B-25 bomber before finally taking the opportunity to move to the sleeker, equally lethal, A-20 “Havoc.”

While Rutter’s autobiography follows a smooth timeline through his youth, he easily draws us into his thoughts and feelings, shared by so many of his generation during an often overly-romanticized era, giving unparalleled insights into wartime rationing, the labor of travel across the United States, and even to meeting girls and stunted dating in the 1940s with hand-written letters and fleeting in-person visits during sporadic leaves. For those of us pilots, his memoir abounds in the technical details of actually piloting the A-20, yet still holds the interest of non-flying readers. Initially posted to Dutch New Guinea in mid-1944, Rutter deftly weaves his story to carry readers along in his cockpit for so many of his hair-raising missions against the gradually retreating, yet viciously formidable, Japanese enemies.

In a manner unlike so many history books, his descriptions and continuous anecdotes of day-to-day living for air and ground crews at the remote, crude airfields strewn across the South Pacific are moving for their honesty, self-deprecating humor, and humble heroism in the face of such oppressive conditions. We are made to understand how the Allies faced brutal resistance

from not just the fanatically devoted Japanese, but from a relentless tropical climate, perpetually inadequate supply lines, and appalling operational accidents, even so late in the war. Finishing his tour based in recaptured territory of the contested Philippines, we learn that every mission required the utmost care, and that failing to give attention to all details could have lethal consequences. While Rutter’s narrative is richly woven by itself, he rewards readers with an abundance of personal photographs of firsthand experiences and his colleagues’, making the memoir a truly rare treasure not to be overlooked.

For further reading and for true aficionados of the A-20 bombers, I would also recommend the memoir by South African pilot Jack “Cobber” Weinronk, *The Vaulted Sky: A South African Bomber Pilot’s Western Desert War Before and After*, richly detailing his exploits with the RAF flying the A-20 in the North African campaigns against Hitler’s war machine. ☼



Wreaking Havoc

Author: Joseph W. Rutter

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Texas A&M University Press



A-20G in flight. Photo: USAAF,
<https://www.nationalmuseum.af.mil/Upcoming/Photos/igphoto/2000571375/>

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CHECK SIX



An ecstatic crowd packs Times Square on V-E Day after the announcement of Germany's surrender, ending WWII in Europe.

Photo: US Coast Guard,
<https://zer0.org/ve/>

UPCOMING EVENTS

STAND BY TO STAND BY

Events continue to change on short notice and we cannot project whether individual ones will continue or be cancelled.

Our full list of known events and their status is updated regularly on our calendar at www.cascadewarbirds.org.