

David Woodcock flies his Battle of the Bulge veteran L-4H. Photo: Dan Shoemaker



❖ Cascade Warbirds Squadron Newsletter ❖

CO'S COCKPIT

By John "Smokey" Johnson



REFLECTING BACK ON THE YEAR 2021, there was hope that the COVID-19 pandemic would abate, allowing us to return to our normal seasonal in-person meetings and participation in summer flying events. We did manage to have a really nice spring gathering in April at Roger Collins' hangar located at Bremerton Airport, with some flying and a wonderful BBQ burger and hot dog lunch cooked up by Victor Norris. Thanks to everyone who con-

tributed their time, energy, and help to set this up. It was so nice to see everyone and have a chance to talk in person, see people smiling, and enjoy the simple pleasure of telling a story or a joke. We all had high hopes the future was going to return to our normally busy summer flying season. As spring arrived, events were being cancelled or modified to virtual or remote. Consequently, we did not attend any events as an entire group.

In November of 2020, I purchased a 1944 North American SNJ-5 from Howard Jurgensen who lives in Ephrata, WA. I became aware of this airplane when CWB member Alex Munro, who is Howard's nephew, showed up at Roger Collins' hangar during one of our flying events. After my airplane was damaged in Hawaii and subsequently totaled by the insurance company, I asked Alex if his uncle would be interested in selling the airplane. He said there was an offer pending but would keep me advised.

I guess the deal fell through, because Alex called me and I made an offer to buy the SNJ-5. I flew it south to Boulder City, NV for the winter so I would have some time to fly it and get used to the new machine. In March and April, I went to Marana, AZ and Thermal, CA to participate in those NATA FAST formation clinics. I also attended the formation clinic in Modesto, CA in the fall.

The new SNJ is now back in my hangar at Diamond Point Airport for the winter. More about the history of the SNJ-5 in a later article.

Operations Officer Stan Kasprzyk, aka Sundance, and member Tom Jensen helped organize and coordinate several missing man formations for veterans who had gone west and their families at the Tahoma National Cemetery. We had to gather an unusual array of aircraft to complete these missions and it is a true testament to the dedication and professionalism of everyone involved to volunteer and fly these flights to honor our fallen veterans.

We also flew a memorial flight on Memorial Day at the gravesite

of U.S. Navy Seabee PO3 Marvin Shields in Gardiner, WA near Sequim. He was posthumously awarded the Congressional Medal of Honor for his heroic actions during the battle of Dong Xoai in June 1965 while constructing and defending an unfinished US Army 5th Special Forces A-Camp against the Vietcong in the Vietnam War.

In July, a whole group of CWB members gathered in Oshkosh, WI for the "big show." We stayed in the two houses that we have rented in previous years on Lake Winnebago, just north of downtown Oshkosh. Nice homes in a very quaint and quiet neighborhood. The airshow was great and had great attendance by vendors and spectators. It was nice to share the event with friends and fellow aviators.

In September, I did not attend the Reno Air Races this year because my new SNJ-5 has an original 1941 Navy-overhauled Pratt & Whitney R-1340-AN1 engine that would probably not do well going around the pylons at max continuous power. Maybe next year?

In November, Stan Kasprzyk sent out email asking for flight support to attend a dedication for two lost, but recently found, naval aviators from Sand Point Naval Air Station who perished and disappeared in 1949 in a North American SNJ-5 up in the Cascade foothills near Snoqualmie, WA. The dedication flight was originally planned for April but was canceled due to weather. Planning any flight operations in November can be tenuous as well. Eric Olson, in his L-17 Navion with Dan Shoemaker shooting photos, and Stan Kasprzyk and I in the new-to-me SNJ-5 managed to meet up at Paine Field, brief the mission, and fly up to Black Lake where they were going to dedicate a plaque in the naval avi-

WARBIRD FLYER

☛ Cascade Warbirds ☛

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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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ators' honor. More on that story in the following pages.

I am hoping we can have another "knock off the rust" event this spring to get everyone back in the groove for a nor-

mal season of airshows and events.

Wishing everyone a very safe and happy holiday season! ☛

SQUADRON NEWS

WELCOME ABOARD

New members make us a stronger, more varied group, so we're always happy to welcome them among us. Recently joining us is **Jim Roult**, of Silverdale, WA, an ATP CFII, retired USAF, with time in aircraft as varied as the venerable B-52 and the MH-53 Pave Low. Also new among us is **Jim Custis** of Denver, also an ATP CFI with time in everything from the B727 up through the B777. He owns several aircraft, one of which was Kevin O'Keefe's P.149E; he has since restored it to its former glory.

WE ARE PILOTS

We recently conducted a poll, wondering how long our members have been rated pilots, either military or civilian winged. Over 100 of you responded and the range of experiences was, well, broad, to say the least.

< 10 yrs: 9	30+ yrs: 22	60+ yrs: 10
10+ yrs: 5	40+ yrs: 24	70+ yrs: 1
20+ yrs: 7	50+ yrs: 26	

We've kept a list of those of you who responded, so if you haven't and would like to, send your info to Fred and we'll update the results in a few weeks.

TIME TO PAY

With the new year rolling around, you likely need to renew your membership. Still only \$20 per year, it's the best deal in the entire warbird community. If you're not sure where you stand dues-wise, check the date behind your name on this newsletter's envelope. Then mail your remittance to CWB, 1066 Yates Rd, Oak Harbor, WA 98277. Or pay with Zelle to fred@fcsmyth.com.

RENO AIR RACES 2022

The fastest motor sport in the world

is how they advertise it and we're center stage with two reserved boxes. We've sold out A-41 but if you'd like to have a seat in B-40 for the 14-18 Sep event, reserve now for just \$100 each seat and send to Fred using either method mentioned above. Final payment will be due NLT 31 Mar 2022. New pricing isn't available as of this writing, but it should be around \$400.

BTW, we are also accepting deposits for the 2023 races. There's something about sitting up front in the Moya Lear box that makes the week in Reno oh, so sweet! Same procedure as above; the box is only half full as of this writing, so you be the judge how quickly you want to respond.

SCHOLARSHIP FUNDRAISER

What a banner year for our scholarship fund! An off-hand comment to Peter Stekel started a fundraising challenge and within hours Karyn King and Roger Collins jumped in, doubling and doubling again with their donations. The challenges eventually totaled \$3,200 and then our members started their matching.

When all was said and done at the end of December, matches totaled over \$4,300, thus bringing the total of challenges and matches to over \$7,500. The squadron and our area youth thank all of you participants for your generosity. Finally, the year was capped off when long-time member and staunch supporter Bob Jones graciously added another \$2,500, bringing the total raised for the year to over \$10,000!

2022 SCHOLARSHIPS

The 2022 scholarship application window opened on November 1 and the forms can be found on our website, cascadewarbirds.org/youth. The deadline remains the last day of February. Selected youth will attend ground school classes, receive the books and supplies neces-

ON 11 MARCH 1949, two naval aviators took off at 10:05 a.m. from the Sand Point Naval Air Station in Seattle, a location now called Magnuson Park, for what should have been a two-hour flight in an SNJ trainer. Lieutenant (junior grade) Benjamin Vreeland and Ensign Gaston Mayes never returned. In the 1950s and early 1960s, after items were found in and around Black Lake, a few air miles from the town of Snoqualmie, WA, it was believed the plane disintegrated on impact, with the bulk of it resting from two to ten feet in the muddy bottom.

For over seventy years, the US Navy never struck the plane from their missing list and never officially notified families of the plane potentially being in the lake. Finally, on 4 December 2020, the Naval History and Heritage Command sent letters out to family members stating they believe the SNJ-5 Texan remains at rest in the silty bottom of the lake. In May 2021, American Legion Post 79 of Snoqualmie installed a permanent three-ton rock memorial at the lake, but low clouds and fog precluded a memorial flyover.

In October 2021, after a long, hot dry summer in the great northwest, I received an e-mail from Shawn Murphy, who had been involved in research on the SNJ crash, stating that family members of the lost pilots would again be visiting the area in November near the Veterans Day weekend. Since Shawn knew I was the Operations Officer for Cascade Warbirds, he asked if any warbird pilots might be available for another attempt at a memorial veteran flyby. As November approached and our atmospheric rivers of rain and low clouds began returning, I was able to get two thumbs up from potential fliers John "Smokey" Johnson and Eric "Beaker" Olson. Smokey's SNJ-5 would be a perfect candidate, since it was the same make and model as the lost aircraft in 1949.

The week before the planned flight, we experienced

a solid stretch of rain, wind, and low clouds, but held out hope for a break in the weather on Saturday. The morning initially dawned with generally VFR to marginal VFR conditions, but quickly degraded to low clouds and fog due to all the recent moisture. I drove from Renton to Paine Field instead of flying due to the fog and met Beaker and his Navion, where we scoped out the weather as local observers to allow Smokey to sneak in from Diamond Point in his SNJ. Just as timing was getting critical to allow an overflight while family members and observers were still on the ground at Black Lake, the weather cleared sufficiently for Smokey to land at Paine Field for fuel and a briefing. Since I had flown over the small, hard-to-find Black Lake in the past, I acted as the flight navigator in Smokey's back seat, while Dan Shoemaker joined Beaker in the



"Smokey" Johnson over Black Lake in his SNJ-5. Photo: Dan Shoemaker

Navion for photo opportunities.

We quickly blasted off as a two-ship from Paine Field's runway 16L and headed directly to Fall City and Snoqualmie Falls to establish our run-in heading. The terrain rises quickly to the east into the Cascade foothills. We threaded our way around hills and shark-finned ridges, followed the north fork of the Snoqualmie River, then turned northwest for our passes over the lake. Our first pass led

us too far to the west, but we quickly circled and found the lake using GPS coordinates. The weather held off for a number of low passes, then a close formation fan break/missing man to the west, then a final solo salute in the SNJ to the family on the ground and the memory of the lost aviators.

Once we returned for an overhead break to Paine Field's runway 16R, we received a call from the team on the ground at Black Lake who expressed their appreciation and noted that the family "felt chills" as we flew by. Mission accomplished!

Fly safe, by flying often! 🍀

sary for those classes, and also receive two flight lessons. One lucky budding aviator will also receive a \$2,500 grant to help them complete their training.

If you know any young folk in the Pacific Northwest who might like a

crack at learning to fly, pass along this info.

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 kloppenburgh@mac.com.

Read more at cascadewarbirds.org/for-sale. 🍀

2021 SCHOLAR UPDATE

By Liam Mullins

I COULDN'T HAVE BETTER NEWS! In this past month, I have completed my first two solos! It took a lot of training and dedication towards that accomplishment. Thankfully, my primary flight instructor and I work together like a well-oiled machine. He has been consistently helping me work towards my goals and adequately prepared me for my initial solo. Flying a plane by myself was very rewarding and put a smile on my face for a solid week. There are no appropriate words to accurately describe the feelings and emotions I felt that day.

The independence truly set in as I was climbing out at VY and reaching pattern altitude much quicker since there wasn't an additional person weighing the plane down. As I was turning base to final, I told myself, "I'm the only person who can set this bird down." I'm happy to say that I conducted three landings without setting off the ELT. All jokes aside, this quarter was very humbling. It took a lot of studying and time spent with my CFI on the ground and in the air to get where I am. I found that the best mindset to have in my flight training is to never be complacent and always be learning.

This upcoming quarter is to be as exciting as the last one was. For starters, I will be moving on to the next stage of my flight training, cross-country flights. I couldn't be more eager to explore what Washington and Idaho have to offer for those long flights! Additionally, I will start my meteorology class. I'm very keen on learning the science behind meteorology, as it will help make me a safer pilot. There is a lot more to my future in this two-year commercial pilot program, but I will make sure that I enjoy the process as I navigate

2021 SCHOLAR UPDATE

By Alexandra Szrama

THANK YOU SO, SO MUCH for giving me access to this amazing flight instruction opportunity and supporting community. I'm so excited to continue learning and to complete the flight training I've been looking forward to for years. Words cannot express my gratitude!!

Thank you!

PS: Thanks for the cap – I love it! ✪

through it. So far, I have had the most fun I have had in my life and a younger version of me would be proud of myself. I made the best decision of my life by choosing to continue the path of becoming a pilot. ✪



Liam completes his solo flight at Big Bend! Photo: Liam Mullins



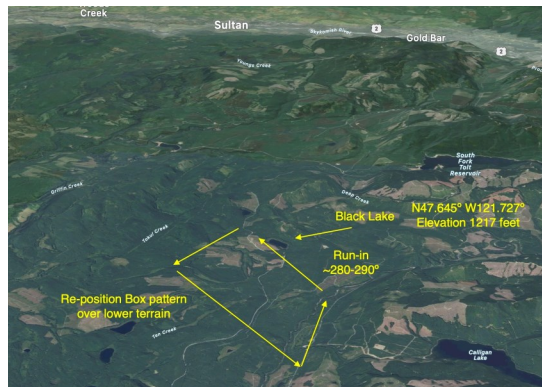
Memorial Scholarship

The 2022 Cascade Warbirds Memorial Youth Flight Training scholarship program is now open for applications!

Encourage a deserving teenager to apply or make your tax-deductible donation at cascadewarbirds.org/youth.



In November, Cascade Warbirds members Stan "Sundance" Kasprzyk and John "Smokey" Johnson (below left) plus members Eric "Beaker" Olson and Dan Shoemaker flew a memorial flight for two missing WWII naval aviators, one of whom was the son of Nora Mayes, pictured below in North Bend in 1961 while seeking clues to his whereabouts. Photos (L-R): Dan Shoemaker, Stan Kasprzyk, Lee Corbin



MOBILIZING MARINE LEGACY HORNETS

By Maj Jonathan "Skin Suit" Gilson, USMC

MARINE FIGHTER ATTACK SQUADRON ONE ONE TWO (VMFA-112), also known as the Cowboys, has a long history dating back to World War II. Today, it is the only Marine Reserve fighter attack squadron and flies the F/A-18A++ and F/A-18C+. While the airplanes are some of the oldest F/A-18s still operational, they have been upgraded and modified in order to meet the same demands required of the active duty squadrons. Another aspect of the Cowboys that is unique is, unlike the Guard or other service reserve squadrons, they generally only accept pilots who have already served out their contracts in the active duty component. So, the ready room is made up mainly of pilots with more than ten years of fighter experience who have continued their professional careers as airline and cargo pilots. The squadron is based out of Naval Air Station Fort Worth, Texas, but many of its members live in various states all over the country and travel to Fort Worth periodically to train.

On 1 May 2021, the Cowboys mobilized to deploy to Japan as a part of the Marine Corps Unit Deployment Program (UDP). The primary role of UDP squadrons is to project force, supplement local squadrons, and participate in joint exercises to better integrate with our allies throughout the region. The last time the Cowboys mobilized for a deployment was in 2013 so, for many of the young enlisted Marines, this was their first opportunity to work like their active duty counterparts and to experience operating and living outside of the United States. With old jets, oldish pilots, and young Marine maintainers, there was a lot of work and training to be done prior to the 15 September deployment date.

At first, the goal was to gain proficiency as pilots and allow the maintainers to work on qualifications. We executed local flights during the week and cross countries during the weekends.

For me, the highlight during this time was a cross country to Boise to conduct low level training, which included getting the fly the VR-1355 route. This route starts over the Columbia River near Pasco, travels north through the mountains, and ends just east of NAS Whidbey. As a child, I remember seeing Navy jets fly through the mountains around Snoqualmie Pass, so getting the chance to fly up Keechelus Lake at 300 feet was a great experience.

The next phase of our training took us to Yuma, AZ to work on air-to-surface tactics. This involved dropping various types of live ordnance from dumb bombs to JDAMs and conducting close air support (CAS).

Following Yuma, we returned to Fort Worth for a short period of time before leaving again to Tyndall AFB, Florida to conduct a missile and banner shoot. Here, we got the opportunity to shoot AIM-120s, AIM-9s, and the gun at a banner towed by one of our Hornets. This banner shoot was done jointly with VMFA-122, an F-35B squadron. We got the "privilege" of towing the banner to allow the F-35Bs to shoot their gun pod for the first time in an air-to-air environment. Thankfully, their pilots did well, so our jet returned without any extra holes.

The last major training detachment we did was out of Miramar, California. Here, the focus of training was air-to-air tactics, where we practiced both offensive and defensive rolls during large force exercises (LFEs). During this time, the Cowboys were evaluated by Marine Aviation Weapons and Tactics Squadron One (MAWTS-1). This evaluation was to ensure the squadron was qualified and proficient in the various Hornet mission sets to deploy. After Miramar, the Cowboys returned to Fort Worth to begin final preparations for the deployment to Japan.

On 15 September, twelve F/A-18s launched out of NAS Fort Worth to begin the journey to Marine Corps Air Station (MCAS) Iwakuni, Japan. The route of flight was NAS Fort Worth, TX to Miramar, CA to Kaneohe Bay, HI to Wake Island to MCAS Iwakuni. We received Air Force support in the form of KC-10, KC-135, and KC-46 tankers. Miramar was only a one-night stay but, in Hawaii, we stayed for two nights to allow us to adjust to the time zone changes.

After spending the required time at various beach bars, we took off for Wake Island. After another lengthy flight into Wake, we got the opportunity to walk around the island and see multiple historic World War II sights. Then, the following day, we flew the jets into MCAS Iwakuni to complete our journey across the Pacific and start our six-month deployment. 🌐



A VMFA-112 F/A-18 flies VR-1355.



Wake Island provides a historic backdrop for an F/A-18 flyby. All photos: Jonathan Gilson

MISSING WWII AVIATORS HONORED

By Feliks Banel and Shawn Murphy

THIS IS A STORY ABOUT TWO US NAVY PILOTS taking off from NAS Seattle at Sand Point on 3/11/1949, never to return. Much of this story was written by Feliks Banel in May, 2021.

Who is Feliks Banel and what part does he play in this? First of all, Feliks Banel introduced my collaborator, Lee Corbin, and I to each other because he knew we were working on this project separately. If you take the time to listen to morning news on KIRO-FM 97.3 on Wednesday and Friday mornings during the Dave Ross show, you'll hear Feliks report on Seattle's past.

The following is an incomplete version as Feliks saw the story. It's not quite the final chapter, but the story of two lost Navy aviators reached a significant milestone just in time for Memorial Day.

A special private ceremony took place last Saturday. It was held in the foothills of the Cascades east of Carnation, more than ten miles down a private logging road at a place called Black Lake.

The occasion was the dedication of a monument—a huge boulder engraved with the names of the two men: 23-year old Ensign Gaston Mayes and 25-year old Lieutenant (junior grade) Benjamin Vreeland. The pair took off one day, seventy-two years ago, in an SNJ-5 trainer, a World War II-era, single-engine Navy plane. They left from the old Sand Point Naval Air Station in Seattle—what's now Magnuson Park—for what should have been a two-hour flight. They were never seen again.

The loss of the two flyers was a tragedy for the families of both that took its toll over many years, but Saturday's event felt more like a celebration for the twenty or so people who attended.

Two of the people there were Lee Corbin and Shawn Murphy, both retired, and both aviation and history enthusiasts. Their research and other legwork helped convince the US Navy to officially conclude last October, over seventy years after it was lost, that the SNJ-5 and the two men likely ended up in Black Lake.

Along with Lee, Shawn, and the others, there was

also a very special guest. Dan Vreeland lives in Austin, Texas. He's the nephew of one of the lost flyers. Lt. Benjamin Vreeland was the brother of Dan Vreeland's dad—the "Uncle Benny" that Dan was too young to have ever met.

The ceremony was organized and led by Michael Pollina of American Legion Post 79 in Snoqualmie, and it was the members of Post 79 who paid \$8,000 of the Post's funds to create the monument and have it installed at the lake. Along with volunteers, other guests included a commander from NAS Whidbey Island and Lourdes E. "Alfie" Alvarado-Ramos, director of the Washington State Department of Veterans Affairs.

One of the speakers was Lee Corbin, who also happens to be a retired military and commercial pilot.

"These two guys took off from Sand Point Naval Air Station on March 11 of '49, at about 10:05 in the morning," Corbin told the audience, who stood on a dirt road running along the edge of the lake. "They came out here, came out east, to basically build some flying time and maybe have a little fun." But the fun didn't last.

Lee Corbin's nearly decade of research on the lost plane was critical in making Saturday's event possible. In that research, what first captured Lee's imagination was Nora Mayes, the mother of Ensign Gaston Mayes.

In my own words, I'll start with saying the official search ended after ten days.

There wasn't a single reason that got me started in the research of this lost flight. I suppose being a general aviation pilot who's been involved in past searches and my study of history led me down this path. I lost an uncle at his young age of nineteen serving in the US Navy during WWII and, like Dan Vreeland, I was born never having met this uncle. While growing up, I would hunt the North Bend area with my late father and brothers. We would be reminded the plane hadn't been found, even though by then it was already believed to be in Black Lake. As a reader of newspapers as a teenager, I read some of the stories of Nora Mayes' treks to the Pa-



Gaston Mayes, pictured with an SNJ-5 trainer similar to the plane he and Ben Vreeland were flying when they disappeared in March, 1949. Photo: Mayes family



Ben Vreeland puts his arm around his brother, Ted. Ben disappeared on a flight from Sand Point Naval Air Station in Seattle in March, 1949. Photo: Dan Vreeland



Dan Vreeland touches his uncle's name, the closest he can come to the missing aviator. Photo: Feliks Banel

cific Northwest. This all eventually led me down the road of talking to Feliks Banel and meeting Lee Corbin.

Ensign Mayes' father, Oscar, mother, brother, and sister came from Tennessee in 1949 to follow what had been done to find their son and what was going to be done. After the official ten-day search, very little was done by the Navy going forward. It started the twenty-year odyssey of Nora Mayes returning to Washington state every summer, searching and enlisting others to help in her attempts to find her son's missing plane.

Oscar Mayes at one point put up rewards as high as \$2500, a considerable sum in the early '50s, in an attempt to attract more interest in finding the plane. This area was not just an active logging area but also known for its hunting and other outdoor activities.

Early on, it was known the plane was in the Black Lake area because loggers had reported its path as it was running well, sounding sick, and then seen with the engine not running. During the '50s and early '60s, the area surrounding Black Lake was logged and searched and the lake itself was searched.

One group, in particular, the Eastside Frogmen Rescue Unit #1, made up primarily of police officers and firemen, including chiefs of the different agencies, spent many days searching the lake. Over the years, many artifacts were found in and around the lake, identified as items from the plane. The items were turned over to the Navy at Sand Point and somehow discarded. The searches ended and the Navy, without the discarded items, never closed the case of the missing plane.

Boeing engineers, the Seattle University hiking club, and many individuals offered their assistance in searching the area. The reason for all these volunteer searches led directly back to Nora Mayes' persistence in trying to find her son's plane. Sadly, Nora, her husband, Gaston's brother, and Vreeland's siblings all died before the case was closed. One elderly sister of Gaston still survives, as far as we know.

I can say unequivocally that for over forty-five years, nothing was done to further the pursuit of finding the lost plane until Lee Corbin came along. As Feliks said in his article, Lee has put together a voluminous file of information and published an article in a

historical journal. Lee deserves a big thank-you for his dedicated work!

Once Lee and I got together, we read through hundreds of documents, letters, and articles that were made available to us from the Mayes family. We were able to solicit interest from others to offer their expertise in scanning the lake using a magnetometer and, on another occasion, with divers probing the very soft, muddy lake bottom. The probing by the divers proved how soft the bottom is and how easily over the years the plane in pieces sunk deeper in the mud.

We certainly thank Scott Williams, a maritime archaeologist who assisted us by advising and then writing the report submitted to the Naval History and Heritage Command using Lee's and my research. I'd be remiss in not thanking Rob Wilson, Rob Hangartner, Randy Williams, Jim Trask, Steve Lloyd, Ron Rougeaux, and the late Steve Martin for their 2020 work at the lake.

At the dedication, Dan Vreeland put some of his father's ashes in the lake to join his brother. He shared what this meant for his family and stood at the water's edge listening to Lee and I share our beliefs as to how the plane ended its flight into the lake. We pointed out where anomalies were found and how they matched where we believe the plane hit and broke apart.

He then so eloquently read from the inscription on the rock memorial: "In honor of Lt. jg Benjamin Oliver Vreeland (25) of Bridgeton, NJ and Ensign Gaston Eugene Mayes (23) of Clinton, TN. Departed Sand Point Naval Air Station, Seattle, March 11, 1949. Here they rest in these beautiful environs. Dedicated by American Legion Post 79, Snoqualmie, Washington."

A smaller version of the memorial can be seen at the American Legion Post 79 in Snoqualmie.

In November of this year, we spent Saturday of Veterans Day weekend at the lake with Dan Vreeland, his sister—her first visit to the lake—Lee Corbin, Michael Pollina, and Feliks Banel. "Smokey" Johnson gave us five passes flying his SNJ-5 Texan. A big thanks to all who had a part in this!

One last thank you goes to Feliks Banel and a hope on my part that if you haven't already, take the time to hear and read his historical work. 🌟



Black Lake is in a remote and rugged part of the Cascade foothills. Photo: Feliks Banel

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CHECK SIX



At Fighter One, on Guadalcanal, VMF-112 "Wolfpack" pilot Lt Jimmy Johnson points out combat damage to his Vought F4U-1 Corsair, USN Bureau No. 02245, resulting from an encounter with a Japanese Zero during a dogfight over the Russell Islands in January, 1943.

Photo: <https://nittanyleathernecks.com/vmf112/gallery.html>

UPCOMING EVENTS

Our full list of events and their status is updated regularly on our calendar at cascadewarbirds.org/events. Check it for updates, which are likely.

January

8 Member meeting
CANCELLED

February

12 Member meeting
TBD

March

12 Member meeting
TBD

Bold denotes a "max effort" event for Cascade Warbirds

See the website or contact the Operations Officer for details