



CWB member Joe Griffith flies his Nanchang CJ-6A over sunny Arizona mountains. Photo: Karyn F. King/PhotosHappen.com

## ✪ Cascade Warbirds Squadron Newsletter ✪

### CO'S COCKPIT

By John "Smokey" Johnson



**THE DAFFODILS AND CHERRY BLOSSOMS** are blooming and a hint of spring is in the air. I remember when I was a child hearing that March arrived like a lion and departed like a lamb. Hopefully, spring weather will soon be upon us and we can all get out and enjoy the beautiful Pacific Northwest.

We were attempting to have at least one in-person meeting in April before the flying season actually starts, but the Museum of Flight

was unable to accommodate us in any of their meeting rooms.

The mask mandate in Washington state was dropped and the pandemic numbers continue to decline, which is all a good sign that we may finally be emerging from under the shadow of COVID-19.

Recently, we heard from the Olympic Flight Museum and they officially invited Cascade Warbirds to the Olympic Airshow, which will be on Father's Day weekend, June 18–20, 2022 at the Olympia Airport (KOLM). This will be our first flying event in several years, so I am also trying to arrange a "knock off the rust day" in Bremerton at Roger Collins' hangar sometime in May.

We would like everyone to please try and attend this so things run smoothly when we are in front of the public and the FAA in Olympia. It will be extremely important for everyone who plans to work on the ramp as a marshaller or to fly in the airshow to attend so we can eliminate any possible actions which may cause dangerous safety issues on the ramp or in the air.

Our Ops Officer, XO, and I are busy trying to firm up the rest of the summer schedule and will update the calendar as organizations announce their events and details. Please check the calendar on the CWB website often. If there are last minute changes, we will send out an e-mail blast to everyone.

With all that in mind, it is time to start seriously preparing for a busy summer of flying activities. You need to make sure your aircraft is in good mechanical condition and your annual or condition inspection is up to date. We will also have to show proof of insurance, so make sure you have that current. Check with your agent or broker to verify that you can fly at an airshow in FAA waived airspace. Speaking of FAA waived airspace, take a few moments—or an hour or two—to review the latest version of the new FAA Order 8900.1, which covers the guidelines and limitations for participating as a pilot in command in an airshow.

Start reviewing your aircraft pilot operating handbook. Review

the specific flight limitations, normal operations, engine operating parameters, and airspeed limitations. Be sure to review the emergency operating instructions and checklists. A very useful exercise is to sit in your cockpit and go through every item in the emergency checklist and refamiliarize yourself with where all the appropriate levers, valves, switches, and circuit breakers are located. For those pilots who fly with a parachute, it is very important to review how to safely egress your aircraft. Forgetting to disconnect your helmet intercom system can cause serious harm and may jeopardize your ability to get away to deploy your parachute. Consult your specific aircraft POH for details.

I am very excited that we are finally going to be able, once again, to gather at airshows and events and enjoy the camaraderie that was an integral part of belonging to our organization.

Hope to see everyone on the flight line very soon. ✪

### FAA Order 8900.1

The entire 8900.1 is thousands of pages and it can be tough to find the full document! You want volume 3, chapter 6.

Go to <https://drs.faa.gov>, search for "8900.1,vol.3,ch6" (exactly!), then sort by Document Number to get the five sections in order.

## Squadron Commander Emeritus

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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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## HELLO THERE

We like to welcome new members into our midst. So, say hello to **Kristi McCormick** of Fox Island. She's a long-time flight attendant and aspiring pilot. She and her husband **Tim** own a Nan-chang CJ-6A.

Also joining us is a young lady who was previously a member of our family. **Cole Clark** has made her way to the National WASP Museum in Sweetwater, Texas, where she is the Office & Facilities Manager and Event Coordinator.

## DUES!

Yep, it's that time of year again. Still only \$20 and that's quite a deal considering what we do with your money. If you're not sure if you're current for 2022, just ask you-know-who. Or if you want to find the answer on your own, your paid-through date follows your name on this newsletter's envelope. Remit to CWB, 1066 Yates Rd, Oak Harbor, WA 98277 or Zelle to [fred@fcsmyth.com](mailto:fred@fcsmyth.com). Be forewarned; if your payment is in the mail when this goes to press, you'll appear as delinquent on the newsletter envelope.

## SCHOLARSHIPS

Our scholarship application deadline was extended to March 31 this year. Consequently, as this newsletter goes to press, our 2022 youth scholars have not yet been selected. We'll introduce them to you via e-mail and in the July *Warbird Flyer*. From the applications we've received, it looks like we'll be awarding four scholarships again this year.

## RENO FOR SURE

The races this year are 14-18 September; will you be there? We have again secured two boxes and there is still room in B-40. Only \$397 for the week, which includes box seats, pit passes, shared ice chests (for adult beverages) and, with two or more seats, reserved parking. Contact Fred for more info. And Circus Circus has again offered us preferential rates.

## CAN YOU HEAR US?

We like to stay in touch, mostly with e-mail blitzes and also with this newsletter. So, your responsibility is to keep us updated with e-mail and snail mail address changes. If you'd like us to have your cell number available, send that along too.

## PLUS UP YOUR STYLE

With the pandemic easing and the squadron back in the public eye at fly-ins and other aviation events, it's time to renew your livery and other swag.

Our shirts are available for only \$42, including postage. Choose from long-sleeve or short, khaki, navy, or black, with our logo and your name. Our unstructured two-tone hats are only \$23, including postage.

Combine items and save on postage. Give a shout-out if you want to know what else is available.

## 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](mailto:kloppenburg@mac.com).

**Eric Olson** is looking to sell a half share in his 1947 Ryan Navion. It has some nice upgrades to enhance both operation and comfort. E-mail Eric at [olson.eric@gmail.com](mailto:olson.eric@gmail.com).

In the *no, it's not a Navion* category, **Roger Ludwig** is selling his Piaggio-designed Focke-Wulf FWP 149D, and he'd like it to go to a warbird member. Contact him at [f15doc@gmail.com](mailto:f15doc@gmail.com).

Go to [cascadewarbirds.org/for-sale](http://cascadewarbirds.org/for-sale) for details and photos of each. 🌿

Opposite page (L-R):

1967 Vietnam veteran, O-2 *Saigon Tea*.

Photo: Richard Kloppenburg

1960 Focke-Wulf FWP 149D. Photo: Roger Ludwig

1947 Ryan Navion. Photo: David Schultz  
Photography

**WITH WINTER FADING** in the rear-view mirror and spring and daylight saving time cheering things up, it's time to think about your personal "ops tempo."

Winter often causes us to get rusty, as the weather and yearly maintenance lower our flight opportunities. As winter set in during late 2021, I set myself a personal goal to try to fly at least once a week to keep both my airplane and me in decent shape. It worked, with my airplane coming into spring in great shape, with none of the previous hard starting issues and creaks and groans after a long layoff. I also felt that my skills didn't atrophy from going too long between flights.

Here are some tips and activities to consider as you wake up your bird, and yourself, after a "long winter's nap."

- Be gentle initially, both on your bird and yourself. If the mornings are still cold, preheating does wonders for your engine, oil system, etc. Make sure you're dressed in layers, so you're warm during a good, thorough pre-flight, and can shed layers after the sun (that big yellow thing in the sky we haven't seen recently) starts warming the cockpit.
- Treat yourself to a flight with a CFI or an experienced friend/co-pilot, in your airplane or theirs.
- Give yourself a goal, like a flight a week, to keep your proficiency level up. I personally up my goal

from a weekly winter flight to trying to fly every four to five days.

- Winter was a good time for safety seminars and ground training but keep them up during spring on the days you can't fly.
- Try flying a different aircraft and/or a different class. Learning to fly a glider, seaplane, or complex aircraft can really help when flying your primary aircraft.
- Practice advanced and commercial maneuvering single-ship. Get a few *gs* on your body and the airplane. It'll feel great.
- Grab a CFI or experienced friend for some basic two-ship formation, warming up to advanced two-ship/four-ship as the rust recedes.
- I'm heading south for a couple of weeks of California and Arizona flying. Springtime flying is great there, and you can really fly almost every day.

Work on your personal "ops tempo" now, since summer in the great Northwest will be here before you know it.

Fly safe by flying often! ✪

*[You can always find the most up-to-date list of events at [cascadewarbirds.org/events](https://cascadewarbirds.org/events).—Ed.]*

## BLACK LAKE VETERANS SEARCHERS INTERVIEWED

**YOU MAY REMEMBER THE STORY** reported in the previous *Warbird Flyer* of US Navy aviators Ensign Gaston Mayes and Lieutenant (junior grade) Benjamin Vreeland, who were lost in the Washington Cascade foothills during a training flight in 1949.

The Seattle Channel, a government-access cable television station, has produced a brief video report about the two aviators, Nora Mayes' years-long search for her son, and the work done by local researchers Feliks Banel, Shawn Murphy, and Lee Corbin to determine the probable resting place of the fliers' SNJ.

Take a few minutes to watch this interesting and well-produced story; it's worth it.

Go to <https://youtu.be/A3K-QOLjX-U> or scan the QR code with your mobile device. ✪



Shawn Murphy and Lee Corbin discuss the search. Photo: Seattle Channel/YouTube



## WWII VETERANS FLY WEST

By Brandon Edwards

**THE ILLUSTRIOUS WWII B-17 PILOT**, Elden Larson passed away Sunday, January 13th, 2022.

We have also just confirmed that our highly informational 398th Bomb Group, 600th Bomb Squadron veteran, Lou Stoffer, a B-17 flight engineer and top gunner, has joined his fellow 398th friends in the Greater Heaven, March 14, 2022.

Unfortunately, I have lost almost all my documentation, past photos, and much more on my backup drive that failed earlier this year. I apologize for not being able to provide much in the way of additional details about these great men, friends of my family, well acquainted with many of the Cascade Warbirds, aviation, and WWII communities.

Please look to honor their service and give regard for their loss to their families and friends as they now reunite in the Greater Heaven with their mates and fellow veterans of the greatest generation.

Lest we forget! ✪



Brandon Edwards and Lou Stoffer discuss D-Day activities at the 2016 Aluminum Overcast tour stop at Boeing Field. Photo: Steve Heeb



Elden Larson was a guest at Historic Flight Foundation for the 2015 General Aviation Day at Paine Field. Photo: Brandon Edwards



Elden Larson and Kent Mehrer talked in EAA's B-17 Aluminum Overcast at the Olympic Flight Museum in 2017. Photo: Thomas Foose



398th Bomb Group B-17 veterans Fred Parker, Lou Stoffer, Allen Ostrom, and Keith Anderson were guests of honor at the 72nd anniversary of D-Day in 2016. Photo: Steve Heeb

## SUPER SUCCESSES IN THE CWB SCHOLARSHIP PROGRAM

By Kerry Edwards

**A RECENT QUESTION** about how long the Cascade Warbirds Memorial Youth Flight Training Scholarship Program has been going on prompted a research project which uncovered some very exciting surprises.

The program began in 2007 with a single student being sent to the EAA Air Academy at Oshkosh. To date, it has produced nine private pilots, thirteen commercial pilots, and an amazing four who went all the way to airline transport pilot!

### 2008

During the second year, CWB sent two campers to Oshkosh.

Taylor Barrett, of Seattle, also earned his private pilot certificate the very next year.

### 2009

Two more went to the EAA Air Academy at Oshkosh in 2009.

Brolin Graham, one of the campers, was inspired to get a student pilot certificate a few years later.

### 2010

In 2010, CWB expanded the program by teaming with Wings Aloft, a flight school located on Boeing Field in Seattle. Two again went to Oshkosh and three high school students were awarded scholarships for private pilot ground school classes.

Katie Brueske, of Olympia, who went to Oshkosh, received her student pilot certificate that same year.

Only one of the ground school students advanced.

Brandan Brink, from Silverdale, eventually received a student pilot certificate.

Jessika Montgomery, from Granite Falls, didn't pursue flying but did earn a bachelor of science in mechanical engineering and is now a product review engineer at Boeing in Everett.

### 2011

In 2011, the squadron awarded two scholarships to attend EAA's AirVenture Senior Camp. Five high school students were awarded scholarships for private pilot ground school classes.

Jason McCroskey, of Lake Stevens, went full bore, earning a commercial pilot certificate and, along the way, added a remote pilot certificate for small unmanned aircraft.

Dakota Lanning, from Shelton, earned her private pilot certificate in 2019.

One student was the star of the group.

Max Wasser, of Seattle, presently holds certificates for airline transport pilot (type ratings: A/CE-500, A/CE-560XL, A/ERJ-170, A/EJ-190) with commercial single engine privileges, flight instructor (airplane single engine), and remote pilot for small unmanned aircraft.

### 2012

This was another banner year for Cascade Warbirds



The previous generation and next generation of pilots. Our WWII pilot and airman honorary members pose with 2017 scholarship winners. Photo: Dan Shoemaker

scholars. Two more students received scholarships to attend EAA's AirVenture Senior Camp.

Alex Wencel, from Des Moines, holds certificates for airline transport pilot (type ratings: A/EMB-145, A/ERJ-170, A/ERJ-190) with commercial single engine privileges and flight instructor (airplane single engine, instrument).

And in the second phase of our annual scholarship program in May, five area youngsters were named to receive the private pilot ground school awards.

Kyle Clark, formerly of Kent, gave a presentation on his flying history at our March 2017 meeting. Kyle now holds airline transport pilot (type ratings: A/CE-500, A/CE-560XL, A/DHC-8) with commercial single engine privileges, flight instructor (airplane multi engine, instrument), and ground instructor (advanced, instrument) certificates.

Christine Chappelle, from Renton, earned her private pilot certificate and went on to graduate from MIT.

Eli Everson got as far as his student pilot card.

Jordan Parker, of Bainbridge, went all the way to commercial pilot with single engine, multi engine, and instrument ratings.

### 2013

From a big group of private pilot ground school award winners in 2013, two were outstanding.

Corey James, from Puyallup, followed his private pilot certificate with a flight instructor qualification in 2020 and then earned his airline transport pilot certificate (type ratings: A/DHC-8, A/ERJ-170, A/ERJ-190) with commercial single engine privileges in 2021.

Alex Jones, from Marblemount in rural Snohomish County, earned his private pilot certificate in 2020.

Alex Yantis, from Olympia, got off to a slow start but gained his student pilot certificate in 2021.

## 2014

CWB sent two youngsters to Oshkosh for the last time and awarded three private pilot ground school scholarships. One from this group was outstanding.

Shirahn Pathy, from Medina, earned his commercial pilot certificate with single engine, multi engine, and instrument ratings and private privileges for airplane single engine sea.

## 2015

There were four private pilot ground school award winners in 2015. Two have earned commercial pilot certificates.

Alex Jonson, from Issaquah, graduated magna cum laude with a degree in Aeronautical Science from Embry-Riddle Aeronautical University in 2021. He earned his commercial pilot certificate with single engine, multi engine, and instrument ratings that fall. He gained his flight instructor certificate this January and is working at Scottsdale Executive Flight Training in Phoenix, AZ as a CFI. Has signed up with Horizon Air's pilot development program and, once the required hours have been achieved, will be working for them.

Kevin Nguyen, of Seattle, has earned his commercial pilot certificate with single engine, multi engine, and instrument ratings. He recently added his CFI certificate and is instructing in California.

## 2016

Another four scholarships were awarded in 2016.

Jordan Villaluz, from Tacoma, earned his private pilot certificate last year.

Gabriel Bacerdo, of Issaquah, earned his commercial pilot certificate with single engine, multi engine, and instrument ratings in 2019 and his CFI (airplane single engine, instrument) in 2020. He graduated from Purdue's Professional Flight Program in May, 2021 and was hired as a flight instructor at Galvin in June. He reports: "I am very grateful to the Cascade Warbirds organization. In my cover letter and interview with Galvin, I was sure to emphasize that I completed private pilot ground school and my first two intro flights at Gal-

vin through the scholarship awarded to me by the Cascade Warbirds. It really has come full circle. I now have the opportunity to provide intro flights to those hoping to get into aviation just as I was in 2016. I was able to fly with Liam Mullins last week and was happy to see Cascade Warbirds on my schedule. I wish him well in starting his aviation career at Big Bend. My ultimate goal, although highly selective, is to fly the C-17 in the Air Force Reserve."

## 2017

Five private pilot ground school scholarships were awarded in 2017.

Ryan Check, from Woodinville, and Austin Mix of Black Diamond earned their private pilot certificates.

## 2018

This was the most remarkable year in our program. Twelve young people received private pilot ground school scholarships.

Gada Ahmed, of Seattle, and Jake Anderson, from Monroe, both got their student pilot certificates that year.

Logan Delapp, from Bonney Lake, entered the US Air Force Academy and is on track to graduate this June with a degree in geospatial science.

Devin Graves, from Des Moines, came to several CWB meetings, earned his private pilot certificate, and is presently in the aviation program at the University of North Dakota. This year, he finished instrument and commercial training, and is working on his multi engine rating as well as aerobatic training in a Super Decathlon.

Both of the young women from this group have excelled.

London Holmes, from Renton, earned her private pilot certificate, attended the US Air Force Academy Preparatory School, and entered the US Air Force Academy in 2021 as part of the class of 2025.

Mackenzie Rennhack, of Mill Creek, received her private pilot certificate just two months after graduating from high school, her commercial pilot certificate in January, 2020, and her flight instructor certificate that August. Mackenzie is a senior in professional flight in the aviation programs at Arizona State University and a flight instructor at Sierra Charlie Aviation. Recently, she was named first officer at iAero Airways. Two more young gentlemen also went on to impressive results. Jeffrey Spaeth, from Seattle, earned his commercial pilot and remote pilot certificates last year. Then he added a flight instructor certificate early this year. He reports, "As a student at the University of North Dakota, I have been actively pursuing two bachelor of



The largest class of scholars attended a meeting at the Museum of Flight in 2018. With them were CO Ron Morrell and scholarship committee chair Pete Jackson. Photo: Dan Shoemaker



Pete Jackson awarded certificates to two 2019 scholars at a CWB membership meeting. Photo: Eric Olsen

science degrees, in commercial aviation and unmanned aircraft systems operation. To date, I've accumulated roughly 280 hours of manned flight experience with dozens more operating unmanned systems. It is a privilege to maintain both a Part 107 small UAS certificate, commercial single/multi engine land certificate with an instrument rating, and a CFI/I certificate. Being about a year away from graduating, I am currently job searching for UAS-related positions in the greater Grand Forks, ND or Huntsville, AL areas."

Michael Zendejas earned his private pilot certificate in 2019 and his commercial pilot certificate with single engine, multi engine, and instrument ratings in 2019. He reports, "I am proud to say that I am a senior at Purdue University majoring in professional flight and I am in Army ROTC, as well. I am President of the Purdue Polytechnic Student Council and President of the National Society of Leadership and Success. I will be taking simulator courses to finish up my degree. I plan on graduating with a BS from Purdue and my commission as an Army officer. My plan is to go Army Guard (one weekend a month and two weeks in the summer) and fly commercially full-time. I am just starting to research where I can apply to help me build my flight hours so that I can reach 1000 hours and then apply to a regional airline. At this point, I am open to anything to build my hours. Once again, thank you so much for the scholarship opportunity your organization bestowed upon me, it really helped me and my aviation endeavors. In fact, my younger brother has decided to apply for it as well because he wants to follow in my footsteps."

**2019**

There were five private pilot ground school award winners in 2019.

Lukas Holloman, from Auburn, graduated from Auburn Riverside High School with honors and was 2/3 of the way to an associate degree in aviation technology at Green River College. He earned his private pilot certificate last year.

Keith Steedman, of Woodinville, was the winner of our 2019 Continuing Aviation Education Grant, an ad-

ditional \$2,500 to aid in the completion of the private pilot certificate. He is still working at completing the last requirements for his certificate.

**2020**

The year saw four private pilot ground school award winners.

Harrison Pulido, from Lynnwood, won the Continuing Aviation Education Grant, soloed in February, 2021, and finished his private pilot training. Unfortunately, he had to leave for college before he found a DPE to perform his final examination. He is now at Embry-Riddle in Daytona Beach and expects to get his check ride done at the local FBO.

**2021**

Four more private pilot ground school scholarships were awarded in 2021.

Alex Szrama, of Lynnwood, won the Continuing Aviation Education Grant. She finished her ground school, flew her two flights, and has until December, 2022 to complete the program.

Liam Mullins received his student pilot certificate in October, 2021. He finished his ground school and did his second introductory flight at Galvin Flying Service with CFI Gabriel Bacerdo, a former CWB scholar. Liam moved to Moses Lake to start training in the Big Bend commercial pilot program.

While our 2021 students are still works in progress, a review of the accomplishments of all our CWB scholarship winners shows that the pipeline is fluid in motion. Though the goal for many is that private pilot certificate, it is just a next step for others. We have students in the line who will show up as private pilots, commercial pilots, and more. Three of our past successes even added remote pilot to their resumes. ✪

*[Read all about our scholarship program and how to donate to it at [cascadewarbirds.org/youth](http://cascadewarbirds.org/youth).—Ed.]*



Scholar Keith Steedman earned our first Continuing Aviation Education Grant in 2019. He and his mother join Pete Jackson at a CWB meeting at the Museum of Flight. Photo: Dan Shoemaker

## A PILOT'S SHORAN EXPERIENCE IN WWII AND THE KOREAN WAR

By Carl A. Lindberg, Jr.

**MY FATHER, CARL LINDBERG, SR.,** had an interesting career in the Army Air Corps and then the US Air Force. Dad enlisted in the Minnesota National Guard in January, 1941. His unit (a 90mm AAA regiment) was sent to the west coast after Pearl Harbor. In late 1942, he volunteered for pilot training and gained his pilot wings in 1943.

He was assigned B-25 pilot training and was then sent to the 57th Bomb Wing on Corsica. He initially served as a pilot and later was appointed to be the assistant operations officer and group flight leader. Most of his forty-six combat missions were targeted to rail- and highway-related targets along the Brenner Pass.

In September, towards the end of 1944, Dad received a new piece of electronics to test in his B-25, the SHORAN (SHOrt RAnge Navigation). Only units in this area near Italy were given SHORAN to test.

*[SHORAN was an early ground-based radar bombing system. From Wikipedia: "SHORAN used ground-based transponders to respond to interrogation signals sent from the bomber aircraft. By measuring the round-trip time to and from one of the transponders, the distance to that ground station could be accurately determined. The aircraft flew an arcing path that kept it at a predetermined distance from one of the stations. The distance to a second station was also being measured, and when it reached a predetermined distance from that station as well, the bombs were dropped." —Ed.]*

Dad flew an aircraft with SHORAN at the last fifth of his tour flying in WWII and then all twenty-four missions flying B-26 Night Intruders during the Korean War included SHORAN.

Unfortunately, all the photos that I have examined do not show any discernible antennas, etc. that relate to the SHORAN system. I have listed below a number of articles relating to the use of SHORAN by B-25s in WWII and B-26s and B-29s during the Korean War. With both the B-25 and the B-26, I could not see any large pieces of exposed SHORAN equipment, but then I dealt with Cold War aircraft.

For more reading about SHORAN in WWII and the Korean War:

### General information

- <https://en.wikipedia.org/wiki/SHORAN>

### Use of SHORAN by B-26s during the Korean War

- <https://sites.google.com/site/bombgroup17/shoran>
- <https://sites.google.com/site/bombgroup17/a-shoran-mission>
- <https://napoleon130.tripod.com/id763.html> (backup site)

### Use of SHORAN by B-29s during the Korean War

- <https://media.defense.gov/2009/Aug/14/2001330299-1-1/0/AFD-090814-035.pdf> (see page 40)
- <https://www.koreanwar.org/html/bookstore-book.html?bookstore=276> 🌐



Carl Lindberg, Sr. flew the B-25 *Panchito!* in Italy during WWII and B-26s during the Korean War, performing radar bombing using the SHORAN radar system.

Photos: Carl Lindberg, Jr.



## IT'S FLY O'CLOCK SOMEWHERE

By Karyn King

**NOT MUCH FLYING WEATHER IN WA**, which is why I'm in Arizona! I've done quite a bit of formation flying and photography while I'm here, taking advantage until I return in May.

I'm always wearing my CWB patch on my flight suit and my hat! ✪

Photos: Karyn F. King/PhotosHappen.com



## O-2 RESTORATION PROGRESSES

By Jay Borella

**THE O-2A GOT ITS FIRST PAINT** this week. She is in Oklahoma. The wings and empennage will get done later.

It's nice to see this progress. ✪



1969 O-2A s/n 69-7642 gets stripped (left), primed (center), and painted (right) as part of its ongoing restoration. Read about its history and previous restoration steps in the October 2021 *Warbird Flyer*. Photos: Jay Borella



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## CHECK SIX



B-25s of the 310th Bomb Group, 57th Bomb Wing, 12th Air Force, flying out of Ghisonaccia, Corsica, use SHORAN to bomb an ammunition depot in Bologna, Italy through solid cloud cover.

Photo: US Army Air Forces, <https://catalog.archives.gov/id/204913218>

## UPCOMING EVENTS

Check our calendar at [cascadewarbirds.org/events](http://cascadewarbirds.org/events) for details and updates.

### May

- 14-15 Inland Northwest Skyfest (Spokane, WA)
- 20-22 Oregon Int'l Air Show (Hillsboro, OR)
- 21 Heritage Flight Museum Fly Day and Grand Opening (Burlington, WA)
- 21 Port Angeles Airport Day (Port Angeles, WA)
- 28 CWB Flying Warm-up and Social Gathering (Bremerton, WA)

### June

- 12 Navion Society 61st Annual Convention (Dayton, OH)
- 18-19 Moses Lake Air Show (Moses Lake, WA)
- 18-19 Olympic Airshow (Tumwater, WA)

### July

- 7-10 NW Formation Flying Clinic (Bremerton, WA)
- 9 Auburn Airport Day (Auburn, WA)
- 25-31 EAA AirVenture (Oshkosh, WI)
- 30-31 McAllister Museum of Aviation Fly-in (Yakima, WA)

**Bold** denotes a "max effort" event for Cascade Warbirds

See the website or contact the Operations Officer for details