



Tom Hoag's Seabee and Mike Hanten's Bulldog fly past the crowd at the Olympic Air Show. Photo: Dan Shoemaker

❖ Cascade Warbirds Squadron Newsletter ❖



CO'S COCKPIT

By John "Smokey" Johnson



AFTER OVER TWO YEARS of cancellations and lockdowns due to the COVID-19 pandemic, we are finally able to make plans to attend airshows and other events. Now we just need to get everyone off the sofa and re-energized to continue working on our mission objectives. Last weekend, several CWB members, including pilots with their aircraft and marshallers, attended the Olympic Air Museum's airshow in Olympia, WA over the June 18–19 Father's Day

weekend. We had five flying aircraft and three static display aircraft there for the crowds to view and visit. Several more were scheduled to attend but mechanical issues or weather at their home airports kept them from attending.

While parked in the static crowd area, Steve Baldwin and I both opened up our airplanes and let kids, and some adults, sit in the cockpits of our aircraft. There is nothing like the excited look of a young girl or boy as they settle in the seat and start looking around. Some were full of questions. Some were overwhelmed with all the "clocks" in front of them. I had one little girl who just sat there and had this look of "I love this and I want to become a pilot." I asked her if she wanted to fly and the smile increased in size and intensity as she said, "YES!"

Showing the airplane to younger girls and boys is one of the more enjoyable and satisfying things I do at the airshow. I always wonder if that experience will make a difference in their lives and give them the encouragement to pursue a career in aviation. Who knows, maybe one day they will apply for our scholarship program?

I would like to encourage all of you to get out and start participating in the events that we are attending this summer. We really need more aircraft, pilots, and marshallers to attend the flying events. While five flying aircraft was a satisfactory showing, it pales in comparison to the thirteen to fifteen we have had in the past.

Unfortunately, one of the events we were going to attend and fly in was recently canceled. The Gig Harbor Wings and

Wheels Air and Car Show was recently canceled because of noise and crowding concerns. We are still participating in the event at the Bremerton Airport (KPWT) on Saturday Aug 27, 2022, so please come.

I know the price of fuel is expensive, both for our aircraft and automobiles, and that there are still lingering fears of COVID, but we all need to get back to living a normal life. Check the calendar on the website, ask any of us on the Board, or email any of us. This is an organization of volunteers and we all need to be involved to get it back up and running like it was before the pandemic. Without everyone out there participating, there is no Cascade Warbirds.

I look forward to hopefully seeing you this summer at an event or in the fall once our meetings resume! ❖



Steve Baldwin snaps a photo of a young girl and her mother sitting in his 1948 L-17B, a former NASA Glenn Research Center aircraft. 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.

Business Office

1066 Yates Road
Oak Harbor, WA 98277

Editorial E-mail

editor@cascadewarbirds.org

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WILL YOU BE THERE?

At the races, that is? In Reno, in September? We've got reserved box seats available, just \$397 for the week, and that includes reserved parking up front near the entrance gate. Contact Fred for more info.

YOU'RE DUE!

Some of you, anyway. It's time to renew your dues, just \$20 for the year. Check the expiration date behind your name on the newsletter envelope. This is your last issue if you don't renew. We're actually serious!

HAPPY BIRTHDAY

Cascade Warbirds turns twenty-nine years old in August. It was back in 1993 that Robert "Crash" Williams, Carl Terrana, Mike Lavelle, and Rick Fernald put pen to paper and created what has become the largest warbird squadron in the nation.

We can all pat ourselves on our backs for the mission we are accomplishing and the lives of our scholars we are enriching.

MEET OUR 2022 SCHOLARS

Jacob Barnas of Edmonds is a senior at Edmonds High School. He plans to attend Embry-Riddle in Prescott and earn a Bachelor of Science in Aviation Science.

Gabriel Michaud is from Kent and attends Kentlake High School. His goal is to attend a four-year aviation school and become an airline pilot.

Ophelia Sullivan lives in Mukilteo and attends Kamiak High School. She is also enrolled in the aerospace curriculum at Sno-Isle Tech. She also would like to become an airline pilot.

Ethan Wilkes of Lacey is a helicopter mechanic in the US Army, serving at Joint Base Lewis-McChord. He has plans to become an emergency medical services pilot.

Corey Zendejas lives in Auburn and is in the Running Start program. He plans to earn an Associate degree at Green River College. He then hopes to

enroll in a four-year aviation college that also offers an ROTC program.

SAY HELLO

We'd like to welcome several new members. Their addition helps make us stronger and, thus, better able to achieve our mission. **Paul DeLaurell** lives in Lake Stevens and earned his certificate in 2016. He's the proud owner of a NAVion. **Tim McCormick** of Fox Island joined just a month after his wife **Kristi** came on board. He's a corporate pilot and the two of them own a CJ-6A. And then there's **Thomas Curran**. He's been a pilot going on forever, is retired Air Force (F-15C and B-1B), and a CFI since early on. We welcome them all into our midst.

LOOKING FORWARD

The plan, of course, is to return to our normally scheduled routine this fall, with member meetings on Saturday, 8 October, and Saturday, 12 November. We would hope to finish up the year with our annual dinner party and award banquet on Saturday, 10 December.

But, of course, who knows just what to expect from the unknown and even from the county health officials. So, save the dates and stay tuned. We'll keep you up to speed with member email blitzes as necessary. And stay safe out there!

AIRCRAFT AVAILABLE

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.

Go to cascadewarbirds.org/for-sale for details and photos. ♣



Copyright David Schultz Photography 2016

Eric Olson's 1947 Ryan Navion.
Photo: David Schultz Photography

AFTER OUR UNSEASONABLY WET AND COOL May and June, it's time to refresh our minds and air machines for that expected blast of summer (somewhere after the middle of July, probably).

Be sure to take advantage of the better weather that invariably occurs on weekdays. If you're still working, take a couple of mid-week days of well-earned vacation to fly!

Prepare your mind for the flight(s) with a little self-study the day before, reviewing your POH, especially the normal and emergency procedures for your bird. Start slow, with some local area work, get proficient in approaches and landings, then go pull some *gs* out of the local area. Refresh your visual scan, since there are probably a lot of other rusty pilots flying out there who are concentrating too much inside the cockpit.

While recently teaching my twelve-year-old grandson to fly down in Long Beach, CA, I asked him what's the first thing to do before we started a series of medium and steep banked turns. He replied, "The first thing you do is look outside, then..." Perfect, he remembered the ground training well.

The updated 2021 FAA Airplane Flying Handbook has a great note in the flight maneuvers section that deserves emphasis: "Approximately 90 percent of the pilot's attention should be devoted to outside visual references and scanning for airborne traffic. ... No more than about 10 percent of the pilot's attention should be inside the flight deck."

When formation flying, we reinforce that training by ensuring the wingman NEVER loses sight of lead.

Fly safe, fly often—and LOOK OUTSIDE! ✪

O-2 RESTORATION: DENTS, DINGS, AND A HOT STRIPPER

By Jay Borella

THE LATTER IS ACTUALLY a reference to the chemical paint remover, but now that I have your attention, a quick update on the restoration of O-2A 69-7642...

I wanted to start with a big thank you to the Cascade Warbirds members. I floated a question about stencils for the detailed lettering associated with the paint job. The Cascade members provided a great deal of input and suggestions to help keep this project accurate and on track. I sincerely appreciate the time and effort of those who assisted in this matter. As we tried to solve this problem in Washington, the paint shop solved the problem in Oklahoma. The lettering has been completed in accordance with the USAF tech order. Cascade Warbirds is an excellent collection of passionate individuals. Thank you, again.

I recently spent a week at the restoration hangar working on the wings, getting them ready for paint. The fuselage is painted and ready for re-assembly. As the fuselage comes out of the paint booth, the wings will go in. To get the wings ready requires paint removal, sanding, more sanding, and some chemical preparation. Some pictures detail the progress from dust covered hangar queen to a shiny bare metal wing. This is a tedious process. Getting around the base of all the round head rivets, for example, is time consuming. You don't realize how many nooks and crannies exist in the flight control areas until you try to sand them all. It took about eight hours of scrubbing to do one half of one side of one wing. The effort is worth it. It allowed me to get very familiar with every dent, crack, scratch, etc. and address them as needed. The end result is a wing that (hopefully) looks the same as it did on the production line.

Other pictures tell an interesting story about the plane. The leading edge of the wing is pock-marked

with several dents and dings. This is a result of the debris kicked back by the folding fin rockets when they are fired. If you look at the picture of the 2.75" rocket, you can see a plastic tab holding the fins together, as well as a lead tab (looks like a coin) in the center. The lead coin is what received the firing voltage from the aircraft, via the rocket pod. The coin transferred the voltage via a wire, through the nozzle, to the propellant. This caused the propellant to ignite, launching the rocket. The blast would blow off the lead coin and the fin retainer. This causes the marks on the leading edge of the wing. For a brief moment, I was tempted to leave the dents. However, the other wing was re-skinned, and does not match. At least I have good photo evidence from the restoration, so I can share the story.

After the wings get painted, the booth will be ready for the tail booms and empennage. There is still a mountain of work to be done, but it is nice to see the big pieces coming together again. Thanks for your time. ✪



A dusty and painted wing becomes shiny, eventually. The pock marks are due to fired rockets.

Photos: Jay Borella

FROM 20 THROUGH 23 MAY, the Boeing B-29 Superfortress *Doc* made a tour stop at Boeing Field. I managed to secure the pilot observer seat on the airplane for the 11:00 a.m. flight on Sunday, and this is a report of my experience.

First, a little background on the airplane itself. B-29 number 44-69972 rolled off the production line at the Boeing Wichita, Kansas, plant in March of 1945. It was delivered to the US Army Air Forces but never saw combat service during the war. In 1951, it was converted for use as a radar calibration aircraft and assigned to the 1st and 102nd Radar Calibration Squadrons at Griffiss Air Force Base in Rome, New York. The squadron named its seven aircraft after the Seven Dwarfs from the Disney movie, with this airplane receiving the moniker “Doc.” In 1955, it was transferred to Arizona to take up target tug duty, before finally being stricken from the Air Force rolls in 1956. It was then taken to Naval Air Weapons Station China Lake to be used as a target.

The airplane was later rescued from China Lake and began undergoing restoration, first in Ohio and then back in its birthplace in Wichita. The non-profit Doc’s Friends acquired it in 2013, and the restoration to flight status continued in the organization’s base in Wichita. After extensive engine runs and taxi testing, it made its first flight in 2016. It made its big public debut at Oshkosh, flying alongside the Commemorative Air Force’s B-29, *FIFI*, in a spectacular flight demonstration. It has been touring the country ever since.

One of the first things you notice when looking at



The gleaming B-29 Doc flew rides at Boeing Field. All photos: Dan Shoemaker

Doc from the outside is the lack of the B-29’s distinctive remote turrets. Like many post-war Superfortresses, *Doc*’s four defensive turrets were not necessary for its given missions, and were removed to reduce both weight and drag. It’s been restored to the same configuration it was in while serving as a radar calibration aircraft. The other thing you notice right off the bat is the sheer amount of meticulously polished aluminum covering the entire aircraft. It is a sublimely beautiful aircraft.

As I was on the 11:00 flight, I showed up earlier that morning to watch the engine run and the 9:00 takeoff. Once the aircraft returned from its first flight, and the passengers from that flight got to spend some time crawling around the inside and outside of the airplane, the passengers on my flight were brought out onto the ramp, introduced to the crew, and given our pre-flight briefing. We then boarded the aircraft and took our seats. There are three passenger seats in the front of the airplane: the bombardier seat, just ahead of and between the pilots; the pilot observer seat, immediately behind the aircraft commander’s seat and across from the flight engineer station; and the navigator’s seat, just behind the pilot observer. An additional six passenger seats are arranged in the center of the aft compartment, three each facing outward toward the sides of the aircraft. No one is allowed transit through the narrow twenty-foot-long tunnel connecting the forward and aft sections of the airplane through the bomb bays in flight, so, unlike in the B-17, where you start on the airplane is where you stay on the airplane. Once the pre-flight checklists were complete, the crew started the engines and we made the long taxi to the end of runway

Dan’s seat provided views of the outside panorama and the pilots.



14R. The sound of the four Wright R-3350 engines running up to full power was glorious. The pilot released the brakes and we began our roll down the runway, lifting off about mid-field. We made a left turn out of the traffic pattern and continued on our way out over Lake Washington. Our flight took us to the north end of the lake, then across the Sound to the Hood Canal Bridge. We turned back to the north to the southern end of Whidbey Island and then southeast across the mouth of Useless Bay. We then proceeded back across the Sound and paralleled the shoreline of the Kitsap Peninsula before setting up an extended straight-in to Boeing Field.

A funny incident happened while we were over the north end of Lake Washington. We were watching a blue and white Kodiak on floats flying toward us in the opposite direction several hundred feet below us. We figured we had surprised him, as he made an aggressive sharp turn to the east when he was about a mile ahead of us. Some discussion online afterwards revealed that local aerial photographer Long Bach Nguyen was aboard the Kodiak, and that he snapped several photos of us as we passed each other. He confirmed that they received a TCAS alert on us and were shocked to see a B-29 flying toward them.

One of the most interesting aspects of the flight was getting to watch the flight engineer do his job throughout the flight. The pilots' instrument panels are surprisingly sparse, consisting almost entirely of just the basic flight instruments, along with two tachometers and two manifold pressure gauges (one instrument for the two engines on each wing). The pilots do operate the throttles, but the engine instruments are monitored and the propellers are controlled primarily by the flight engineer. The propellers require constant adjustment, as they go out of synch every time the aircraft turns or changes pitch appreciably. The process of synchronizing the props was especially interesting to me, as it's all done visually.

The engineer has a window on his side of the airplane from which he can see the starboard engines. The small window behind the navigator's station is not for the navigator. It turns out it gives the flight engineer a direct line of sight to the port-side engines. The engineer synchs the props by first setting the RPM on the

Unsurprisingly, Dan was all smiles during his ride.



outboard propellers. When the outboard and inboard propellers are not synchronized, you can see the flickering



The engineer's view allows synchronizing the propellers.

shadow of the inboard propeller on the disc of the outboard prop. The flight engineer then adjusts the inboard props until their shadows are no longer visible on the outboard props, and voila, all the props are synchronized, at least until they need to be adjusted again.

During the flight, we up front were able to get up and move around the flight deck, checking out the other positions and waving at the folks at the other end of the tunnel behind us. We were allowed to hop up into the front of the tunnel to look up through the sextant bubble on the top of the plane. The passengers in the back of the plane can also get up and move around and can crawl back to the tail gunner's position if they are so inclined. The crew opened the hatch to the nose gear well when we were on final approach, allowing us to watch the gear go down. The flight along the Seattle waterfront on extended final was spectacular, as always, and the plane landed like a dream. We returned to the Museum of Flight's blue ramp to a long line of people waiting to see the aircraft.

After the flight, we had the opportunity to finally elbow-crawl through the tunnel and trade places with the folks who flew in the aft of the plane, exploring the spaces we didn't get to see during the flight. Once we were done, the airplane was prepared for the ground tours.

So, my final impressions. It was expensive. I took about ten hours' worth of aircraft rental hours out of my flight fund, but I have to say that it was worth every penny. It's one of those experiences you may get a shot at only once in a lifetime. As a photographer, I'm normally snapping pictures constantly during flights like this. However, although I did take quite a few photos on this flight, I found myself spending most of my time just enjoying it and taking in the whole experience with all of my senses. As with every flight aboard a warbird, I really felt a kinship with those young men who flew the aircraft into combat, rejoicing for those who came back and mourning those who didn't.

If you ever get the chance to fly on *Doc* or her CAF sister ship, *FIFI*, I can't recommend it enough. It's an amazing experience that will stick with you for the rest of your days. ☺

OLYMPIC AIR SHOW

By John "Smokey" Johnson

THE WEATHER WAS MARGINALLY COOPERATIVE for the Olympic Flight Museum's air show held over Father's Day weekend. Cascade Warbirds started out with eleven pilots and airplanes signing up for the airshow, plus several members from our marshalling crew. The weather forecast called for a frontal band of showers and rain to arrive in the early afternoon.

I was planning on leaving Diamond Point just before lunch, to arrive before the rain started, and was preparing the plane for departure when my wife came out and said I had better get a move on. She had just seen the weather and the rain was moving faster than the forecast predicted. I hurriedly finished packing, pulled out the SNJ, stowed the tug and lawnmower, did a quick preflight, and climbed in to start and warm up the oil before taxiing to the runway for takeoff.

The flight down to KOLM was smooth and the ceilings were between 2,500 and 3,000 feet MSL. I went to the east of Bremerton and Gold Mountain to take the most direct route. As I flew further south, the ceiling began to lower and the skies began to turn dark, with an angry, ominous looking area to the southeast of

followed the marshallers to my parking spot. There was one other CWB aircraft there already. Victor Norris had departed Bremerton Airport (KPWT) to arrive before the weather closed in as well. He came over and we got my baggage out and the canopy cover on just as it started to rain.

By the time we walked over to the Olympic Air Museum's building and under cover, it was a steady, solid rain and it continued raining that way for several



Vic Norris talks to a visitor about his IAR-823.



Dan Barry's L-3 sits behind Mike Hanten's Bulldog.

Olympia just off the airport. Ten miles out, I tuned in the ATIS and called the tower, which cleared me for a straight-in. I requested a three-mile initial with a right break for landing on runway 17 and the tower approved. I decided to practice my three-point landing, as the wind was still light and I wasn't in formation. The landing went well, and I rolled out and made the left turn on runway 8, then used taxiways to the ramp and

hours. Kirstan Norris arrived by car to spend the weekend with us and support the effort. Within a few minutes, I started receiving texts from other members letting me know that they were weathered in at their departure airports and were standing by to see if it would improve later, so they could depart and make their way down to Olympia. I checked in with Teri Thorning in the office and received my pilot packet, wrist bands for admission, and keys for two vehicles for CWB members to utilize for ground transportation from the hotel to the airport.

The three of us decided to go to the hotel and see if we could check into our rooms early, warm up some, and possibly get some lunch before returning to the airport in the hope that more airplanes and crews would arrive in the afternoon. There was a briefing scheduled for the airshow performers at 1500 hours (3:00 p.m.), followed by a practice session, and we went to see how many others had arrived, were still inbound, or stuck on the ground due to weather. While attending the briefing, Tom Hoag and Dan Barry arrived in their SeaBee and Aeronca L-3 and taxied to the designated CWB parking area. They decided to head directly over

to the hotel to get their rooms.

After the briefing, hearing most everyone else would wait until tomorrow morning because they were weathered in at their home airports, we decided to stop by the beer wagon at 1630 hours to assist the vendor in purging the lines of the various beers available. We were completely successful in getting most of the foam out of the tap lines, and a mini happy hour, as well.

Everyone who had stayed at the museum waiting for more aircraft to arrive were chilled and damp, so we decided to head to the hotel and warm up, change out of our wet clothes, and get some dinner at our usual Mexi-

Nanchang CJ-6 for static display.

After the required safety briefing at 1000 hours, but just prior to the waived airspace taking effect, Mike Hanten finally made it in from Bremerton with his Bulldog. I called and asked Jim Gibson, the Air Boss, if I could brief Mike and he said that was OK, but he had to get inspected by the FAA. We were very fortunate that the FAA inspectors were in the ramp area, and we quickly got him checked and OK'd to fly Saturday afternoon's event.

That meant that just prior to the start of the airshow, we had a total of five aircraft participating. I had spent a considerable amount of time trying to figure out how we were going to all fly at the same time, in the same airspace, with a 100-knot difference between the SeaBee and the SNJ. The only way I could conceive it working was to fly circles with the faster aircraft flying larger diameter circles from the SeaBee out to the SNJ and stacked up at higher altitudes as you went towards the outside of the circle. It would look like a lopsided, upside-down wedding cake with a straight-line segment in front of the crowd on the show line. We were all a little skeptical because we had not tried to have the L-birds and faster trainers flying the show line simultaneously, due to the disparity in airspeeds. Several acts prior to our time slot, the marshal-



Paul Youman chats with CJ-6A owners Tim and Kristi McCormick.

can restaurant. We had just been shown to our seats for dinner when we got word that Logan Shepard and his newly acquired FW-149 and the Commemorative Air Force's Stinson AT-19, flown by John Smutny, were airborne. They managed to depart Auburn Airport (S50) and make their way south to Olympia before dark.

As we enjoyed the wonderful lime-flavored adult recreational beverages and our delicious dinner, word came in that they were on their way from the ramp to rendezvous with us for dinner. Unfortunately, by the time they arrived, the restaurant staff had closed the kitchen down, so they had to go look for some dinner elsewhere. I heard the next morning at the briefing that the only thing they could find open besides fast food was the grocery store deli.

On Saturday morning, the weather was still keeping several intrepid aviators from departing their respective airports due to IFR conditions. It was cool outside, with ceilings about 3,500' at Olympia. Steve Baldwin managed to depart his home airport and arrive with his former NASA L-17 to fly in the airshow. New members Tom and Kristi McCormick arrived in their



Logan Shepard is the new caretaker of Roger Ludwig's FW-149D.

lers coordinated getting the five airplanes out of the crowd area and to the hot ramp where we could start. The SNJ was towed over by the Olympic Air Museum ramp staff due to its weight. Paul Youman and Dan Shoemaker assisted, along with the pilots and some CAP cadets. Thanks to all the marshalls for your help keeping the crowd safe and moving the airplanes.

We started our engines, warmed up, and everyone



Bud Granley and Brian Reynolds receive custom Lycoming engine coat racks.

checked in on the radio. When we were ready, we taxied out on runway 17 and awaited takeoff clearance from the Air Boss. The SNJ and IAR took off first and we widened out to the west on the departure leg as the rest of the flight, consisting of the Bulldog, L-17, and SeaBee, got airborne. We had briefed that as soon as Tom, in the Seabee, was airborne and could make the turn inbound towards the show line at a safe altitude, he would call that he was rolling in. Steve would follow Tom by rolling in with the L-17, followed by Mike in the Bulldog. I would follow Mike and Victor was flying in trail with me. We would use lead and lag to adjust our spacing to optimally have one of our aircraft in front of the crowd in a safe, spaced interval. After a few turns, we all discovered that this was working really well and started to also incorporate doing some bar-

nana passes for the photographers in the crowd. I think we flew approximately ten passes each and the Air Boss finally called us in to land. We each made our last pass and pulled off after passing the crowd to enter a right downwind for landing on runway 26, with everyone rolling to the end for safety. We taxied back and ended up in front of the crowd to shut down our engines and be pushed and towed back to our parking spots.

I wish to express my appreciation for the professionalism and skill of the pilots who flew this event. Everyone did an outstanding job maintaining their positions in the circle and keeping evenly spaced on the show line pass for the crowds. Bravo Zulu to each of you!

After the airshow, there was a ceremony



John "Smokey" Johnson led the group in his SNJ-5.



Vic Norris flew as #2 in his Romanian IAR-823.

by some of the Olympic Air Museum's staff to make a presentation of a very unique aircraft component coat rack to Bud Granley and Brian Reynolds. Bud also received a P-51 exhaust stack mounted on a plaque from Brad Pilgrim. Bud even sat down and played a few songs on the band's keyboard. Good times were had by all. The BBQ was hot, hamburgers, hot dogs, and potato salad were being served, and everyone enjoyed the camaraderie of sitting and chatting with friends. The hangar party at NW Helicopters started at 2000 hours and was great, as usual, with music, dancing, and wonderful appetizers.

On Sunday morning, the weather had improved, and everyone was more relaxed because we had figured out how to tow and push the five airplanes out of the sterile

ramp to the flight line and safely fly during the airshow. Briefing went well and everyone made it on time. Fortunately, there were no changes in the airshow or timeline from the day before. We all went out to our aircraft and had time to interact with people in the crowd who were walking around enjoying the morning.

I briefed the same routine as on Saturday to move the airplanes out of the crowd area into the hot ramp several acts prior to ours. Tom Thorning, the Ramp Boss, came over and we coordinated when to call the CAP cadets to help with pushing the other four airplanes after the tug towed the SNJ out. Marshalls Rich Cook and Heijo Kuil arrived to help move the airplanes out to the start area as well. Kerry Edwards stopped by and visited with everyone for a while before we had to go fly.



Mike Hanten was #3 in his Scottish Aviation Bulldog.



Steve Baldwin's ex-NASA L-17B flew in the #4 position.

One of the points the Air Boss always makes during the briefing is that the timeline is dynamic and variable, and the acts are more important than the actual chronological order. We had a great demonstration of that on Sunday. Ross Granley was flying the replica Zero and Bud Granley was in the P-51D. They were on the runway ready for takeoff but had been there for an extended period when I noticed the Zero taxiing back off the runway, followed shortly by the Mustang. I quickly turned on my master switch and radio and advised Jim Gibson, the Air Boss, that we were standing by and ready to start. He asked if we could crank engines right away. I responded with "affirmative" as I raised my hand to give the start signal to the other four airplanes and marshalls. We man-

aged to get started, warm up, and do our engine run-ups while taxiing out to the runway. That minimized the "dead time" during the airshow.

We flew about five laps and, again, everyone did an excellent job maintaining spacing. Victor, Mike, and Steve all departed from the show to their respective airports. Tom and I landed and parked. I flew one ride in the AT-19, then went home. Weather was very nice on the flight home.

I would like to thank everyone who came out to fly or help on the ramp at Olympia and volunteer their time and energy to support the airshow and Cascade Warbirds. Your time spent supporting the organization is much appreciated. For those who tried to make it but were weathered out, I would like to thank you for trying and being safe. Maybe next year. 🌟

All photos: Dan Shoemaker



Tom Hoag flew as #5 in his Seabee.

YAK-18 FERRY FLIGHT, PART I

By Alex Munro

IN SEPTEMBER OF 2021, my uncle sent me an email, excited that he had seen an airplane on Barnstormers and wanted to know what I thought of it. I did a quick search and concluded that the Yak-18/CJ-5 was hideous and not particularly high performance. By the time I formulated a polite “I don’t think this is the one,” he had already made a full price offer on the plane. I was to arrange travel to Groveland, CA to ferry it home.

The two of us have an odd partnership when it comes to aircraft. He owns the plane. I take care of it, buy the gas, and fly it. I was a kid when he was buying and selling a T-6, a Soko, a Yale, a T-28A, and finally a T-28C. As life would have it, he hung up flying and sold the T-28 the same week I got my private pilot’s license in 1997. I was destined to pilot spam cans instead of real airplanes, and the opportunity to measure oil consumption in gallons instead of quarts was lost. Since my first airplane ride was in my uncle’s T-6 with Bud Granley up front, I was well aware of the significance.

Fast forward many years, drastic life changes, and more than a little gray hair, and I got a call from him. While he had hung up flying, he had not hung up buying and selling interesting vehicles, nor his thirst for pristine museum pieces. He had just made a deal to trade a Model A Ford and some cash for a BT-13. The plane arrived at his home airport in Ephrata, WA.

The BT was not pristine, but it sure was a head turner. I flew that plane all over the Pacific Northwest to various fly-in events and somehow managed to even bring home “Best Warbird” at Hood River in 2018. Not long after that, my uncle was approached by someone eager to buy the plane, and the next thing I knew, I was ferrying it to Texas with the new owner.

An SNJ-5 followed the BT-13 and, while I loved flying that plane, it also didn’t meet his exacting standards of being pristine and it was gone before I could become truly attached. Never mind that all these planes were built as quickly as possible by unskilled labor in wartime and were never pristine to begin with. The contest they were built for had other priorities. Add 75+ years of being banged around and they all seem to have a blemish here and there. But as I said, he owns the plane and I’m just the wheelman.

SO THERE I WAS...

If it has wings and goes up when you pull back on the controls, I’ll fly it. Reportedly, the Yak-18 fits the description, so I made arrangements to travel non-rev one way to Fresno, the closest airport served by commercial operators. I rented a car and drove to Groveland, where I met the owner and his wife, both really nice peo-

ple, living in a large hangar home. Parked near the 60’ bi-fold hydraulic door was the Yak. I still hadn’t changed my mind about the ugliness or about it being 400-hp short of a real warbird, but I had to concede that I was looking at a true museum piece.

The fabric work was perfect, as it was on every plane in the hangar. He used Poly-Fiber covering material, but the rib stitching was done the original way, with over 10,000 stitches on the wings. The cockpits were original, unmolested time capsules containing a combination of Russian and Chinese instruments and placards. Every piece of the original radio equipment was still bolted in place and wired up. There is a flare pistol in the front cockpit and a row of flares on the left sidewall. The sheet metal fuselage skins are not dented up from crew members dragging parachutes and dirty boots across the canopy rails. The cowlings give the impression of having been in an accident and hammered back out by disgruntled low skilled labor but, in truth, the pieces were hand

hammered at the factory and they did not bother with an English wheel or body filler. Besides the flare pistol, included accessories are bamboo/canvas mats which cover the wing walks when parked, a Chinese leather helmet, cowl plugs used during extreme cold weather (the large nostrils become slits), and a glider tow hook assembly. Also in the pile were all the logs and maintenance manuals, in Chinese, of course, and a letter from the Chinese government releasing the aircraft from service.

My uncle is the pickiest man

alive when it comes to authenticity and condition. I knew with 100% confidence he would love this plane. He sent Alan a check for \$10k to hold the plane and I had a cashier’s check in my pocket for \$55k to complete the deal.

Well, it didn’t go down as planned. Just prior to my commercial flight leaving Sea-Tac, a friend of the owner called to tell me the agreed-upon annual inspection hadn’t been completed. They also couldn’t find the Experimental-Exhibition airworthiness certificate with “the letter” describing the privileges and limitations for flight. The registration was missing and presumed to be expired. I was afraid to ask about the W&B form.

To complete the annual (condition inspection, actually), Alan was unable to sign it off himself. He had just lost his credentials as a mechanic because he’s known to speak his mind, which he did to the FSDO in Fresno. They responded how a mother does to a child who uses profanity and relieved him of his authority. Not to worry, I was told, they had someone lined up to sign it off.

By the time I got to Alan’s place, the EE airworthiness certificate with letter and current registration had



A working knowledge of Mandarin is helpful.

been located, but there was still the issue of the condition inspection. They hoped I would take the plane with a ferry permit, but they couldn't arrange that in time. I wasn't about to risk my own clean pilot record on a ramp check for a plane without clean paperwork. I put the cashier's check back in my pocket and got another non-rev seat back home.

In the roughly nine months since then, we followed leads on planes ranging from Chipmunks to T-28s but could never put a deal together. We heard that the annual had been signed off and new tires installed (I declined to fly it until they had been replaced). While I still thought the plane was about the ugliest thing with a fuel cap, I had to admit that from the firewall back it was starting to grow on me.

In the meantime, I watched every YouTube video, read about the history, and even discovered that CJ-5s were not only used in combat but the last time a US serviceman died in an aerial bombardment was in the Bed Check Charlie raids in Korea. Those raids were similar to the Nachthexen (Night Witches) raids in WW II, where women pilots flew biplanes with the same Shvetzov radial as the Yak, gliding down over German trenches and hand tossing grenades and mortar rounds. Like the Night Witches, the Bed Check Charlie raids were mostly harassment, but did have a psychological impact—until the night they struck a five-million-gallon fuel depot, taking the lives of two US servicemen guarding the facility. The advent of radar-equipped night fighters put an end to the raids.

Now, there's nothing to cheer about the loss of US servicemen, but it's a piece of history and I don't exactly have to like Hitler to jump in line for the chance to fly a Focke-Wulf. Just saying.

IT'S RARE, EXTREMELY RARE

A really surprising thing happened when we sold the BT and bought the SNJ. With the BT, I got a parking spot right in front wherever I went. When the BT was sold and I flew to events in the T-6, I got the dead pan look and a "park over there." There are lots of T-6/SNJ's and if you fly one you are usually not alone. I never went anywhere and saw another BT-13 or -15. When I was flying it around, the word on the street was there were maybe fifty intact examples in the world with twenty to thirty flying. I'm happy to report that number has gone up by at least ten in the past few years (and, sadly, down one here in Washington).

The Yak? Buckle up. I know of exactly five Yak-18/CJ-5s in the US. One is in the Smithsonian in full Bed Check Charlie rig, including bomb racks. It is static only. Three of the other four were all imported at the same time around 1985. Alan's plane was the only Yak. The



The unique profile of an early Yak-18. All photos: Alex Munro

others were all CJ-5s.

HOW DO I KNOW, AND WHAT'S THE DIFFERENCE?

Alan's plane, N18YA, was built in 1949 and delivered to the Chinese military. The Chinese liked the plane well enough that they ordered lots of them. By 1951, Yak was delivering them to China in kit form and, by 1953, the Chinese were tooled up to

produce all the parts and assemble them. The first flight of a Nanchang CJ-5 was in 1954. Two of the other three planes were produced in '54 and '56. The difference? There isn't one, except what the people who built them ate for dinner. Having the only Yak-18 in the country should get me a parking spot other than next to the Honey Buckets.

If you have fingers to count on, you may have noticed I left one plane out. It is here in Washington, owned by Doug Sapp. Doug supplied parts for the Nanchang CJ-6 crowd for many years but recently sold off the entire business, which was moved to Colorado (I think). But Doug kept his CJ-5. Rumor has it he installed "the big engine," likely the 260-hp nine-cylinder from a CJ-6. Having now flown 850 miles over mountainous territory in very high density altitude conditions, the idea has appeal. Given the giant anvil nature of the Shvetzov, I don't even think the swap would create a CG issue.

OH, THE SHVETZOV

Perched on the front of the Yak is a 160-hp five-cylinder radial. I've heard it referred to as a knock-off copy of the Kinner five-cylinder. You can ask Harrison Ford if that is a compliment (I suspect he would say it's not). But having spent a few hours looking at the Shvetzov and several Kinnners in Alan's hangar, I don't understand the comparison. They are both five-cylinder air-cooled engines which sound like a washing machine full of car parts. The Shvetzov and the early Kinnners both lack top end oil lubrication. Every twenty-five hours, you remove the valve covers and pack everything full of grease. It melts down over time and mixes with the engine oil.

Beyond that, the Kinner employs a pair of conventional pushrod tubes behind each cylinder. The Shvetzov has one fat tube with both pushrods in front of the cylinder, an arrangement I've never seen before. Also, where every other radial engine I know of uses a single large cam which drives every cylinder in an odd-then-even firing order, the Shvetzov employs a large gear case in front of the cylinders with five individual cams driven by enough gears to cause a Swiss watchmaker to sweat.

Over the winter and early spring, my uncle and I went back and forth with "should we just get the Yak?" but we were never on the same page. ☹

[To be continued.—Ed.]

CWB SUPPORTERS

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Member: WPA, AOPA, EAA, Cascade Warbirds,
Red Star Pilots Association

Karyn F. King
PhotosHappen@aol.com
(206) 795-2796



TOM PATTEN
PRESIDENT

DataSupply
COMPANY, INC

4624 16th STREET EAST SUITE A-2, TACOMA, WA 98424

(253) 922-3494

e-mail: datasupply@w-link.net

CHECK SIX



B-29s were famous as heavy bombers, particularly for delivering the only atomic bombs dropped during war in human history. But they had peacetime roles, as well, including as the “mothership” for the early part of the X-1 supersonic flight program. Here, a modified B-29 drops a Bell X-1 research aircraft.

Photo: NASA, <https://airandspace.si.edu/multimedia-gallery/si-86-1008jpeg>

UPCOMING EVENTS

Check our calendar at
cascadewarbirds.org/events for
details and updates.

July

- 2 Republic Breakfast Fly-in
(Republic, WA)
- 7-10 NW Formation Flying Clinic
(Bremerton, WA)
- 9 Auburn Airport Day
(Auburn, WA)
- 14 D-Day veteran 100th birthday fly-by
(Chehalis, WA)
- 25-31 EAA AirVenture
(Oshkosh, WI)
- 30-31 McAllister Museum of Aviation Fly-in
(Yakima, WA)

August

- 5-7 Abbotsford Airshow
(Abbotsford, BC)
- 19-21 Arlington Skyfest
(Arlington, WA)
- 19-21 Oregon Int'l Air Show
(McMinnville, OR)
- 21 Boeing Family Day
(Everett, WA)
- 21 WWII veteran memorial fly-by
(Lakewood, WA)
- 26-27 Airshow of the Cascades
(Madras, OR)
- 27 **Bremerton Fly-in
(Bremerton, WA)**
- 27-28 Warbird Roundup
(Nampa, ID)

Bold denotes a “max effort”
event for Cascade Warbirds

See the website or contact the
Operations Officer for details

Mea Culpa

In the last issue, we misidentified Joe Griffith; he is a CWB member in his own right. Scholar Devin Graves attends the University of North Dakota, not Utah State. The editor sincerely regrets these errors.