



30 YEARS

Celebrating thirty years of airshows, veterans, and youth—thanks to our members!

★ Cascade Warbirds Squadron Newsletter ★



CO's COCKPIT

By Dave "Prancer" Desmon



FROM JOHN "SMOKEY" JOHNSON:

After months of discussion with my wife Susie, we have decided to sell our wonderful home at Diamond Point Airport and relocate to a hangar house located at Leeward Air Ranch near Ocala, FL. The task of moving several aircraft, parts, tools, oil barrels, tugs, trucks, and fuel tanks is a little daunting and we wanted to be out of our house by the end of August to facilitate listing it before winter.

As I compose this note, it is 2345 hours and I just drove twelve hours from Amarillo, TX to Houston, TX. I finally ran out of energy and pulled the motorhome towing the jeep off at a truck stop twenty-five miles east of Houston, just off Interstate 10. Tomorrow, I will drive through New Orleans, Mobile, Pensacola, Tallahassee, Gainesville, and finally Ocala. Then I am going to fly back to pick up the A-36 Bonanza in Boulder City, NV and fly it to its new hangar at Leeward Air Ranch.

Because of the complexity of our relocation, I have decided to resign my position of CO of Cascade Warbirds effective June 17, 2023. That day coincided with the Olympic Air Show and I wanted to be there to help in any way I could. I will maintain my membership in CWB and become a Florida-based ambassador.

It has truly been an honor to be a part of this fine organization over the past several years, first as Operations Officer and then as Commanding Officer. I would like to thank everyone who has stepped up in the past to help make this organization something that we can all be proud of. I hope that some of the members who have been viewing Cascade Warbirds from the sidelines will step forward now and help the existing Board of Directors to maintain a healthy, vibrant, and purposeful EAA Warbirds of America Squadron.

The most difficult issue I have had to deal with during my tenure was the COVID-19 pandemic. The needless lockdown and isolation truly impacted everyone's psyche and isolated all of us from the friends and groups we normally socialized with. Somehow, we all need to step out of the shadows of that horrible event and re-energize Cascade Warbirds to continue its mission to educate the general population about the sacrifices of our military veterans, to promote aviation education by assisting with ground school and some flight training through our scholarship program, and to pay tribute to fallen veterans and provide closure to their families by

conducting missing man formations at their interment ceremonies.

Please consider volunteering for a leadership position on the Board of Directors or assist a current Board member. I wish all of you the very best and look forward to seeing you at Sun 'n Fun, Oshkosh, and wherever the air races end up in the coming years.

FROM DAVE "PRANCER" DESMON:

As you just read, our illustrious CO has bought a house at Leeward Air Ranch and is moving to Florida. He has stepped down as CO of the Cascade Warbirds. The Board has asked that I, as XO, step into the CO role until our next scheduled election, which is this January. I have agreed to do so.

First of all, a huge thank you to Smokey for his years of service to Cascade Warbirds and to the Northwest warbird community in general. You will be missed, sir! And you'd better come back and see us!

This brings up the topic of leadership. We need to find and grow the next leaders of Cascade Warbirds to ensure our continued health and vitality. We cannot assume that the same people who have "always done it" will be able and willing to continue doing so. It is time for us to deepen our bench, to use the sports analogy. If we have only a handful of folks who are familiar with any given job, then we are just one bad day away from failure. Please think about pitching in and helping Cascade Warbirds last another thirty years. The starting line is this January.

Speaking of which, this summer is our 30th anniversary year! Cascade Warbirds was founded in August of 1993. In our first outing of this season, we had a pretty weak

WARBIRD FLYER

✪ Cascade Warbirds ✪

Squadron Commander Emeritus

R.D. "Crash" Williams

Commanding Officer

Dave "Prancer" Desmon

Executive Officer

Dave "Prancer" Desmon

Operations Officer

Dan "FAGIB" Shoemaker

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Newsletter Editor

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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 email or mailing addresses below.

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showing. Only three Cascade Warbirds airplanes flew the Olympic Air Show, with two more on static. There was a day when we had two dozen airplanes at Olympia and they were begging us, "Please, no more!" Well, this year they were begging us "Please, more!"

We have a few more "opportunities to excel" this season, as we used to say in the Navy.

First up is the Joint Air Warrior Expo at Joint Base Lewis-McChord, July 14 through 16. Our Operations Officer, Dan Shoemaker, is organizing that for us. Next up is Wings Over Washington, the former Tacoma airshow, now being held

at Bremerton on August 19 and 20. Let's do our best to show our pride in Cascade Warbirds at those two shows.

Your board has been talking about what other sorts of celebrations we should put on for our 30th anniversary. How about a hangar movie night and barbecue? Anybody interested in that? Let us know! Cascade Warbirds is your organization, and we want to be sure to do things that interest all members. Any other ideas? Please let me or your Board know.

Here's looking forward to a great 30th anniversary summer, and many more! ✪

SQUADRON NEWS

WE INTRODUCE

Recently joining the squadron is **Brooks Petersen** of Sequim. He's both an Army and a Coast Guard veteran, rated in several categories (including helicopter!), and the proud owner of an L-19/O-1 Bird Dog. From Bothell is student pilot, Army veteran, and A&P **Bradley Bell**, who already owns a Navion. Next is **Brodie Hernandez-Winkler** of Coquitlam, BC. He's an aviation photographer and an aspiring student pilot. And, finally, joining us from faraway Draper, Utah, is **Stacy Granley** (that name somehow seems familiar). Previously an airline dispatcher, she's currently an air traffic controller. We welcome all of you to our fine family. We hope you get involved.

Extra, Extra: As this goes to press, **Gary Zentner** of Gig Harbor came aboard. You'll get to meet him at Reno. From Victoria up Canada way comes **Chris Cowan**. He owns a CJ-6. And **Summer Martell** of Port Townsend also came aboard. She owns a Student Prince.

LAST CALL

This could well be your last issue of *Warbird Flyer*. We refer to the handful of you who have yet to renew your membership for 2023. We invite you to reconsider and remit the modest \$20 to our Finance Officer. If you've forgotten whether you've paid, look at the date following your name on this newsletter's envelope. Contact Fred for payment options.

FINAL WORD ON RENO

As recently reported by AOPA, the Reno folks are having problems locating a suitable venue to continue the racing we have come to love. The major issue is the expanse necessary for the Unlimited class. Reno CEO Fred Telling was quoted as saying, "There are roughly five miles from the home pylon to the farthest out pylon on the Unlimited course and about four miles across, it's not exactly 20 square miles but it's a lot of land." He also opined that finding a home for the 2024 races was an "aggressive" timetable; he had higher hopes for a 2025 event.

HOUSE HUNTING IN OSHKOSH

This is for you prior planners looking forward to 2024. Reasonably priced accommodations are nearly impossible to find for AirVenture, but our very own Dave Desmon (davedesmon@yahoo.com) has got a deal for you. Contact him soonest for 2024 rezzies. Yes, less money for the week than you would pay daily elsewhere and, we've heard, within lip-crawling distance of the local CWB pub. Don't miss out!

AIRCRAFT AVAILABLE

Mike Jones is selling his Nanchang CJ-6A. It even comes with parachutes! Contact **Larry Pine** with your interest (or we can put you in touch).

Allan Snowie is offering his Champ,

SUMMER HAS OFFICIALLY ARRIVED, and airshow season is once again in full force. We've already completed three aerial events, with many more in the offing. Sadly, two of these events were missing man formations for friends who had flown west, but that's part of what we do and we were honored to be a part of their remembrances.

Robert "Crash" Williams, one of the founders of Cascade Warbirds and a longtime commander, passed away on 15 November 2022. We originally tried to put together a missing man flyover for his funeral service at Tahoma National Cemetery on 20 April 2023 but, spring weather in Washington being what it is, we were unable to get the planes together and forced to scrub the mission. We had a second and final chance during Crash's Celebration of Life ceremony on Mercer Island a few days later. Given that the church at which the event was being held was right under the ILS final approach course to Renton Municipal Airport, we had to get the Renton control tower's approval and the ATC manager was very cooperative and helpful in getting the whole thing coordinated.

The weather cooperated that day and John "Smokey" Johnson (Beech Bonanza), Greg Anders (Beech T-34), Bob Hill (IAR-823), and Dave Osgood (Ryan Navion) met at Paine Field with their aircraft. We took off and began orbiting southeast of Renton. The service ran long, and then we had to hold for two aircraft flying the ILS approach into Renton, but we ultimately made a successful run-in over the park where everyone had gathered after the ceremony. Bob Hill made the missing man pull-up with smoke, then circled around for a final pass over the crowd as the rest of the formation continued back to Everett. All of us in the formation were pretty sure Crash was having a good chuckle at all the challenges we encountered in the course of honoring his memory, but I also think he'd

have appreciated that we had the current and two former CWB commanders participating in the flyover, both in the air and on the ground.

Major Bob Meyer was a Battle of the Bulge veteran and World War II prisoner of war, and a personal friend of Roger Collins and the Cascade Warbirds as a whole. He flew with us on our Memorial Day missing man flyover of Tahoma National Cemetery in 2018. He passed away recently and on 15 May we had the privilege of flying a missing man formation in his honor over his memorial service at Tahoma. Smokey flew Roger Collins's AT-28D as lead, with Victor "TOGA" Norris as number two in his IAR-823, Roger as number three in his T-28C, and Bob Hill in his IAR-823. This mission went off without a hitch.

Cascade Warbirds' participation was pretty light at the Olympic Air Show at Olympia Regional Airport, with only three airplanes flying in the show and five aircraft (including those three) on static display. However, despite the low turnout, the cold temperatures, and constant threat—and occasional appearance—of rain, the show attracted a sizeable crowd and we all had a good time. At the after-show party at Brian Reynolds's hangar bar, we presented Brian a metal print of a photo I had taken of him racing the "Hot Streak" jet truck in his AH-1 Cobra in 2019 as a token of our appreciation for his friendship, partnership, and hospitality in hosting Cascade Warbirds as participants in the Olympic Air Show for more than twenty years.

We still have a full summer of airshows and events ahead of us, and I again encourage all of you to get involved and participate to the maximum extent possible. I'll be sending out e-mails detailing opportunities throughout the airshow season. We need not only pilots and their airplanes, but marshallers, ground crew, and photographers, too. I hope to see all of you out there! ✪

which was modified from a tricycle gear 7FC to a conventional gear 7EC and sports a faux Royal Navy Pacific Fleet Air Arm livery.

Joshua Weinstein is looking for a new home for his 1947 SeaBee. It includes a few nice STCs and Bose headsets.

More info on each is at cascadewarbirds.org/for-sale. ✪



Mike Jones' Nanchang, Dragon Lady.
Photo: Barnstormers/Jeremy Lindgren



Allan Snowie's 7EC / L-16 conversion.
Photo: Lyle Jansma / Aerocapture Images



Joshua Weinstein's Republic SeaBee.
Photo provided by: Joshua Weinstein

THE O-2A SKYMASTER was acquired for the purpose of Airborne Forward Air Control. This mission requires a hefty array of radio and navigation equipment to conduct effective strike coordination. The airplane has a UHF radio to talk to strike aircraft, an FM radio to talk to ground troops, a VHF radio to talk to everyone else, KY-28 encryption to cipher the communications, a multimode transponder with cipher and self test, and TACAN, ILS, VOR, ADF, and FM homing for navigating. Not to mention inverters and alternators to keep all these devices fed. I knew going into this project that the avionics would be a high hurdle. Chasing wires was the emphasis of my recent work. Fortunately, the high hurdle was not as tall as I feared.

The electronic array listed above would likely require no more than a couple small boxes today. In 1970, each of the components required its own black box, ranging in size from a shoe box to a boot box, weighing 30–45 pounds. The cockpit panel is littered with control heads for the various devices. These are connected to the aft radio rack via a massive bundle of wires. The radio rack is a stack of aluminum shelves full of gadgetry which occupies the rear third of the cabin. It is my intent to keep the aircraft as true to original as I can, so the gadgetry is staying in place. The bad news is the boxes are fifty years old, at least. The good news is they are line replaceable units that slide into and out of receiver racks. The restoration hangar has shelves of these units, many of which are still in shrink wrap from depot overhaul. Despite their age, I may have a chance to find an operable assortment. It is the base architecture that I need to focus on. Fortunately, MIL-SPEC wiring is as stout as one would hope. I checked the bundles, harnesses, cannon plugs, grounding points, etc. and found very few faults. The 'trons should flow to the boxes, as far as I can tell.

The interesting duty was discerning which wire

Left: The result of chasing down all the wires—labels for each bundle and what it belongs to.

Right: The radio rack test fit with trays and equipment installed.

bundle went to which black box. I consulted the maintenance manual, which clearly shows the wiring and

placement of each component, broken down by aircraft serial number. This would have been immensely helpful had the USAF techs stuck with the plan. I discovered the boxes in this aircraft were not arranged in accordance with the graphic. This airplane is straight out of the bone yard, so it has not been doctored by an avionics shop since its days of military service. I went cannon plug by cannon plug, attempting to identify the home for each component, based on where the line ended up. This was tricky because some items were mounted upside down, on the bottom of a shelf, or, in the case of the transponder, mounted backwards because the lines had been trimmed too short to reach the front. It was a foul-mouthed adventure, as I lugged around forty-pound boxes in tight quarters playing "O, cannon plug, where art thou?" I then needed to mount the correct support bracket for each item. Many of these devices reside on a specific tray with isolation mounts to reduce vibration. Early on, I lost hours trying to fit a tray into the "right" spot, which didn't match the Air Force's improvisation. I was eventually able to map out the wiring, label the plugs, and install the mounts. For a brief period, I had the radio rack full of equipment, which I removed to give way to ongoing maintenance.



Fifty-year-old radio equipment, still in shrink wrap.



Some may ask why I am fussing about wiring to an FM radio or cipher box I will never use. For now, I wish to see what will fire up. I will then pare down the array to what I need and hollow out the remaining black boxes to save weight and retain appearance. I want the

(Continued on page 7)

YOU NEVER KNOW where a casual conversation about an ad in Barnstormers is going to end up. After a few deals fell through—including a T-28 Fennec, a Harvard Mk IV, and two different CJ-6s—I had given up. On this occasion, I was pointing out a “flyer” T-6 to my uncle, knowing full well it wouldn't be up to his standards. My intent was just to point out what has happened to T-6 prices in the past few years.

For some reason my uncle called the guy to chat about the plane and learned of a T-28 not yet listed for sale. The man who had placed the ad was trying to sell his T-6 to acquire a pristine example, but to do so he had to buy four airplanes as a package deal. If I recall, there were a D-18 Beechcraft and a Stinson SR-9, oh, and a T-28C.

Before I even knew he had called the guy, my uncle had struck a deal to buy the Charlie model T-28.

It was late January and I was still on shift at my job in southwest Alaska when I got a text message that said I needed to be in Atlanta, GA on February 2 to get trained and ferry the plane back to Ephrata, WA. Because the T-28 has over 1,000 hp (other than the A model), one has to be authorized to fly it. It used to require a Letter of Authorization from the FAA but now it takes an application and check flight with a specially authorized experimental aircraft examiner, similar to a type rating.

I booked a one-way ticket to Atlanta and packed a light bag. The pass-through owner was a really nice guy who picked me up at the airport and drove me to Peachtree City, GA, home of Aircraft Spruce, where the plane was. I checked into a hotel and the next morning he picked me up, took me out to breakfast, and drove me to the airport to see the plane. My instructor was running late, so I spent a day going over the logs, inspecting the airplane, and chair flying it until I knew where every control was.

My instructor was Chris Rounds, an airshow pilot, ferry pilot, mechanic, and all-around nice guy. He strongly preferred that we jump right in the plane and ferry it to Douglas, which was not quite an hour to the southeast. His argument was that the city of Douglas wouldn't mind a warbird beating up the pattern and there were warbird experts who could help us if the plane had an issue.

Douglas is the home base of Tom Reilly, who may be best known for having restored the NACA XF-82 Twin Mustang prototype. On the ramp at Douglas was a superb B-25, a C-47, a DC-4, and the red T-33 Chris uses in his airshow routine. In a hangar nearby were a pair of Stearmans, a pair of T-6s, and a turbine A-36 Bonan-



The T-28 makes for a striking figure in the low sun on the ramp in Douglas, GA.

za. In the clubhouse was a vertical fin from the P-38 *Glacier Girl*. In a large hangar nearby was a B-17 under restoration by Tom. Not surprisingly, the workmanship was far better than on the planes produced during the big one.

We did a bunch of ground school, talking about systems, preflight checks, power settings, and airspeeds. The brakes on this aircraft are stock and fade quickly if you use them excessively during taxi. By excessively, I mean more than a couple of taps getting to the hold short line.

Since the Navy isn't supplying engines or fuel, we used 46–47” of manifold pressure. Our takeoffs were done with no flaps, pulling the gear up once positive rate was established and accelerating to 130 knots before pitching to hold that speed. I'm just going to say it now: the plane is very fun to fly.

We flew out to the practice area and got a feel for the plane. The controls are very light and balanced compared to the planes I fly. Keep in mind that with two butts and some gas it weighs around 8500 lbs and the controls are not boosted, so it really is well designed.

After doing some turns to headings, climbs/descents, and clearing turns, it was time to try steep turns. Those steep turns kicked my butt for the next three flights. I mean, I could fly the plane in circles with a steep bank angle but to hold the turns to ACS commercial standards was elusive. Even though you sit on the centerline, the view over the nose is not symmetrical thanks to the huge prop out front. I mastered aileron rolls and pattern work while continuing to be disappointed in my performance in steep turns. My disappointment was amplified because I'm a company check airman for part of my job. I critique other pilots as they perform what we all know to be a basic maneuver, so I really wanted to nail it.

By the third flight, I could at least self-critique and they came together. We made numerous flights burning almost exactly fifty gallons an hour for our sorties, a number I would later use for trip planning. Eventually, I was able to nail my steep turns, which were certain to

be an element of my upcoming check ride.

My approaches went from too high and slow to too low and fast, but I eventually found Goldilocks and even mastered the show-off technique of throwing out the drag brake and opening the canopy while the plane was still rolling out. Every bit of drag helps with those brakes, which is also why I was taught to just let it roll all the way to the end. I understand a set of Queen Air brakes can be adapted for use.

We did stalls, banked stalls, accelerated stalls, simulated engine failures, and everything else that might be encountered while flying the T-28.

It's a long way from Douglas to Ephrata. Chris had a plan which involved completing my training in Georgia and then flying the plane together to Huntsville, TX, north of Houston, where we would meet Charlie, aka "Tuna," an FAA-approved examiner who would do my check ride. I wasn't Chris' first rodeo and I could tell he was comparing my progress with Tuna's schedule so he would know when we should launch for Texas.

His timing was perfect. On the afternoon of our last training day, we departed westbound, arriving at Trent Lott airport near Pascagoula, MS. We spent the night there and pushed on to Jennings, LA the next day for gas, skillfully (or luckily) avoiding heavy weather which was passing through the area.

Chris picked the major waypoints but left all the navigating and flying to me. I needed the practice. From Jennings, we reached Huntsville and got hotel rooms. The next day it was 300' overcast, so we stayed in our rooms. I went over the Navy flight manuals for the oral part of my check ride.

The next day started out at 300' overcast but it was supposed to burn off by noon. Tuna flew into the airport at the assigned time in the nicest Beech Duke I've ever seen. I had already done my preflight, cleaned the canopy, run up the engine (cleaned the canopy again), and checked oil and hydraulic fluid levels. Nothing left to do but take the check ride.

No matter how many check rides you take, unless they're for recurrent training, you always wonder if you've got it all down or you'll blow it over something simple. The paperwork was the usual ID check, form

8710, and transfer of several pictures of Benjamin Franklin. Charlie didn't find any gaps during the oral test, so we went flying. Huntsville had been selected because it's a quiet municipal airport with a long runway. On this afternoon, every airplane in the county with an approach speed of 60 knots or less decided it would be a great place to do some pattern work. The check ride includes a go-around and I was able to do a non-simulated one when a Cherokee decided to roll all the way to the end of the runway.

I nailed my steep turns, stalls, and everything else he asked me to do. On my engine out glide, I would have gone long at my chosen pasture but we would have lived. Chris told me about one of his students who performed well during the check ride but got lost during the maneuvers and couldn't find his way back to the airport. More than once he gave me a stern look and reminded me, "Don't get lost," so I didn't.

Next thing I knew, the plane was parked back on the ramp and I was a T-28 pilot. I filled up the tanks and thanked Chris for his work getting both me and the plane ready for this trip. I packed up my bag, some of the manuals, and twelve gallons of oil (you know, just in case) and kicked rocks westbound.

My first stop was Fredericksburg, TX. While fueling up, I was approached by a man and his two daughters. He had been a Navy mechanic in the 1970s and had worked on T-28s. He lived about six miles from the airport and knew exactly what he was hearing when I flew over, so he packed up his daughters and drove to the airport. Of course, I let them climb up on the wing and allowed the girls to sit in the plane. It's what I do.

This brings up an interesting point. I've been flying the BT-13 and T-6, which are both awesome examples of WWII history. We're running out of people who were alive back then and flew those planes. What we still have is a pile of people who flew or turned wrenches during Vietnam into the early '80s when these planes were retired. This gentleman was a bit emotional to be able to see one in person again.

I launched from Fredericksburg and made it to Las Cruces, NM, where I spent the night. The importer of the Verner Radial I have on my Kitfox lives there. He met me at the airport and took me out to dinner and beers before we went to his house. The next morning, he took me back, showed me his impressive workshop, and toured me around the airport. The rampers who fueled the plane loved it. As Brett and I sat eating breakfast in the airport café, the guy at the next table asked if I was flying the T-28. After cheerfully responding that I was, he told me his dad died in one. He had just finished carrier qualification and was flying back in formation when another pilot collided with him. A sobering reminder that not everyone who sees the plane will have positive thoughts about it.

Kingman, AZ was my next fuel stop. There had to be at least a hundred American Airlines regional jets sitting idle on the ramp. I continued northward, skirting Las Vegas and eventually arriving at Reno-Stead

A beautiful background for the T-28 on the ramp in Las Cruces, NM



Airport in Nevada where I called it quits for the night. The avionics guy at the FBO was kind enough to drive me to the giant hotel/casino where I got the nicest hotel room I've ever stayed in, for cheap.

I woke up the next morning to two inches of snow everywhere and low ceilings. It was supposed to burn off by noon, so I checked out and went to the airport. I spent an hour pushing the slush off the airplane and getting ready. Preflight done, I started the engine and let it warm up, then did a run-up. All I needed was more 100LL and a bit higher ceiling. Those came together in short order and I took off to the northeast.

I took a route through eastern Oregon and landed at Richland, WA, where I met up with Scott Urban, who was busy detailing his beautiful T-28B. I had hoped he could fly the last leg with me but that didn't come together. I fueled up and flew the last, seemingly very short, leg to Ephrata. A couple of "inspection passes" at the airport was in order. One can't be too careful, so a close inspection for FOD or small animals is just the right thing to do. That brought out a swarm of CAP youth who were very interested in the plane. Of course, I had them up on the wing and sitting in the cockpits taking selfies just as the chocks went in. Had I been smart, I would have given them rags and had them wipe the considerable amount of oil off the outside of the plane.

So, there it is. The next day was spent cleaning the plane and getting it pushed into the hangar next to the

Yak-18. While the five-year propeller inspection wasn't due until the end of July, there was an oil leak at the base of the prop and the prop governor. Both items have been removed for service in Puyallup. As I type this, the prop is almost done and will be installed next week.

A few details about the plane. I haven't verified this yet, but N648LW was built in 1957 and is supposedly the third from last built. It came with rocket rails and fake rockets, which were not on the plane for the ferry flight (the drag would be heinous). A Charlie model should have the big drag brake (check), tail hook (check), and skinny nose wheel (not so check). The reason is that the prop blades are from a Grumman Tracker. Having a fat nose tire helps keep those tips from vacuuming rocks off the ramp. ☺



At home in Alex's uncle's hangar in Ephrata, next to his unique Yak-18. All photos: Alex Munro

(Continued from page 4)

panel to remain steam gauges and analog "clunking" number dials. The one component I am adding is a semi-modern transponder. We have a Collins TDR-90 and analog control head that will mate with the Garmin GDL 82 ADS-B to form a self-contained IFF system that meets modern regulation with better reliability. The old transponder system, with its four boxes, will be installed for appearance. The TDR-90 will blend in with the other Collins boxes on the radio rack and there is a spot on the panel for an additional control head. It will be unoriginal but lost in the clutter. I have found that this battle of authenticity versus function consumes a lot of time. A case in point was one of the faulty cannon plugs I discovered on the radio rack. Someone had sheared the old plug in half during removal. It didn't damage the wires, just the collars. This took hours to rebuild, then study, compare, and realign the pins with the correct configuration to fit the UHF radio. Time spent on something likely never to be used.

Finally, the truth teller. We applied power to the aircraft with a GPU for the first time in thirty years. I was expecting fireworks and blue smoke everywhere. The relays closed, the lights came on, and the switches worked right away. No drama. This test was done to run the fuel pump in the recently installed right wing, as well as to test the flap motor. I purchased my first

batch of fuel for the plane, to partially fill the right wing tanks. I was amazed and pleased to see the fuel get pumped to where it was routed and the flaps run full circuit without complaint. This plane is eager to be done and flying again. I feel things are going to gain traction soon and all this "invisible" work will pay off. Having the right wing installed is a major step forward. A coworker commented to me, "at least the plane can fly around in a circle now."

Thanks for reading. I will report back when the remaining major components start to assemble later this summer. Stay safe. ☺



Pouring the first batch of fuel into the right main tank to test the auxiliary fuel pump for the first time. All photos: Jay Borella

WHY JOIN CWB? OR, HOW I BECAME A MARSHALLER (TRAINEE)

By Brian Ruby

"BUT I'M NOT A PILOT, let alone an airplane owner—why would I join the Cascade Warbirds?" The inner voice of nattering negativity complained after a chance encounter with one of CWB's board members. "Even if I did, why would they accept me—where would I fit in?" An image came to mind of a group of tall, stern-faced men in a huddle of flight suits, holding a variety of helmets and headsets sprouting wires, pausing their nonstop exchange of acronyms to glare at this upstart outsider trespassing in their world...

OK, I'm exaggerating. Having spent four years in Marine Fighter Attack Squadron 122, daily interacting with pilots, I had first-hand experience confirming the truth described by Martin Caidin. Well, apparently, I've been misquoting Mr. Caidin for years. That's OK, my paraphrase avoids copyright infringement: "I like pilots because they tend to be honest, straightforward people. It's a reflection of the medium—you can lie to yourself, your friends, or your spouse, but you cannot lie to your airplane. If you try, it will kill you." So, with high expectations, I accepted the invitation to attend CWB's meetings at the Museum of Flight. After all, I love history and airplanes, and here was a group dedicated to both.

Cascade Warbirds didn't disappoint. Each meeting started with squadron news, then a presentation, then lunch—during which the membership displayed its warmth and gregariousness—and the board meeting, which is open to members. The presentations alone were worth the hour-long drive: A retrospective of the recently-retired Bud Granley's fifty-year career in military aviation and air showmanship. A blow-by-blow account of the technical and sociopolitical issues encountered during the restoration of six Me-262s and a Zero. A firsthand account of the early USAF drone program and another about the various Soviet MiGs that fell into our hands during the Cold War. My only complaint was that often, upon hearing that I worked at a shooting range, members would pepper me with questions about guns when I was there to hear them talk about flying!

During lunch at one of those meetings, I chanced to sit next to Paul Youman. I didn't know it at the time, but he is the director of the marshaller program for CWB. Marshallers are the folks you see on the flightline waving wands around and controlling airplane traffic on the ground. He delivered an enthusiastic exposition on the importance of marshalling and recommended that I attend the training. We exchanged cards and I walked away more intrigued than enthusiastic.

Spring rolled around and I received an email with details for the first marshalling class and organizational meeting. It was held at the Museum of Flight Restoration Center and Reserve Collection on Paine Field. There was a PowerPoint presentation on flightline safety, both in general and tai-

lored to marshallers, and the part marshallers play in airport and airshow operations, plus we

were given a handout of the hand signals. I believe I was the only novice present, so I also received my equipment issue, a dayglo yellow vest and set of wands. The class ended with a stern injunction that the signals were to be memorized and practiced, preferably in front of a mirror.

I admit, while I did review the handout and practice a few times, I didn't have the signals memorized cold when I stepped onto the flightline for my debut at the Olympic Air Show, held June 17–18 at the Olympia Regional Airport. The airshow is hosted by the Olympic Flight Museum and 2023 was its twenty-third anniversary. There were four experienced marshallers present and they (and the pilots) provided concise and timely tutoring as I helped to park my first two aircraft. There isn't much to add about the technical aspect of marshalling. Knowing the signals is important but most of the skill seems to lie in having a plan for where you want to direct the aircraft and judging the timing of the signals that can only be developed through experience. Secondary responsibilities include keeping the overly curious away from sensitive equipment and answering questions about the aircraft and CWB. When "off duty," we were able to watch the aerial performances and eavesdrop on pilots' conversations. I also attended the pilot briefing and even caught a ride in a Vietnam-era Huey.

Although I've attended airshows in the past as a gawker, being on the inside was a new and very rewarding experience. I certainly have a deeper appreciation for the unseen preparatory and operational work that an airshow requires. What impressed me most was witnessing the patience and generosity of spirit by all whom I encountered. The CWB pilots were quick to answer questions, both technical and historical, from novice members and especially the public. ☼



Chief marshaller Paul Youman shows Brian the ropes at Olympia. All photos: Dan Shoemaker

Brian and other marshallers set up the display line for visitors at Olympia.



NORTHWEST BIRDDOG FLY-IN

By Bob Stoney

ON JUNE 3, 2023, several members of the Cascade Warbirds assembled at the Colville, WA airport (63S) for the third annual Northwest Birddog Fly-In. The fly-in, which drew nine Birddogs from around the Cascades area and even more pilots, was hosted by International Birddog Association (IBDA) President Minard Thompson and his wife, Janice. (For more information on IBDA, see <https://cessnabirddog.org>).

There were L-19/O-1s representing the US Army, US Air Force, US Coast Guard (who didn't operate them, but Kenny, the airplane's restorer, wanted to use the callsign "Guard Dog" so he painted his airplane in Coast Guard markings!), US Navy (again, not a real thing, but fun!), and Canadian Army (flown to the gathering by Canadians and Birddog experts Jim Herbert and Kris Reynolds).

The group shared community knowledge and fellowship and then sat down to a catered lunch. After lunch, Minard Thompson talked about safety, challenges facing the lovers/owners/operators of Birddogs, and announced that the 75th anniversary of "the Dog" will be celebrated in 2025 in Kansas (either Wichita, the birthplace of all Birddogs, or Topeka). Several of the fly-in participants stated they'd be going to Oshkosh this year and, with others planning to come from around the continent, this year's AirVenture promises to have significant representation by the "lovable one niner." ✪



Bob's green Army L-19 peeks out from behind attendee Jim Herbert's. Minard Thompson addresses the gathering. Birddogs attended from surrounding states and Canada. All photos: Bob Stoney

CWB NAME PATCHES

By Kerry Edwards

OUR NAME TAG PROJECT with Cascade Warbirds insignia wings wrapped up in May with seventeen members receiving a total of twenty-seven name tags. I am pleased that, with a group purchase, we were able to deliver this custom product at a lower price than could be achieved individually.

I was very pleasantly surprised by how many members added a note in their correspondence to thank me for my efforts on this project. We have a really great group of incredibly warm and considerate folks.

If anyone wants additional name tags, or knows someone who missed this opportunity, these unique items can still be available. The price will depend on the size of the order. For details, contact me at pr@cascadewarbirds.org. ✪

30 YEARS OF PNW WARBIRDS

THANKS, CRASH, CARL, MIKE, AND RICK! Our beloved Cascade Warbirds was founded by these visionaries (OK, they just wanted to play with airplanes...) on August 27, 1993.

Since then, countless hundreds of members have contributed their time, energy, and expertise to build and maintain a top-notch warbird organization that serves the public, young future aviators, and our membership with educational, experiential, and social activities.

It's up to *us* to propel this organization into its fourth decade by volunteering to organize activities, attending and supporting events, flying at air shows, maintaining an excellent safety record, welcoming and engaging the public, giving fun and educational presentations ... and recruiting the next generation of pilots, enthusiasts, and veterans.

On the ramp, in the hangar, and at the meetings—let's make this a "max effort" season! ✪



Point your phone above to read CWB's coverage in EAA Warbirds magazine!





CWB IN ACTION

Flying his T-28C, Roger Collins pulls up during the missing man formation over the memorial service for Battle of the Bulge veteran Bob Meyer. Photo: Dan Shoemaker



Our intrepid chief photographer and marshaller, Dan Shoemaker. Photo: Brian Ruby

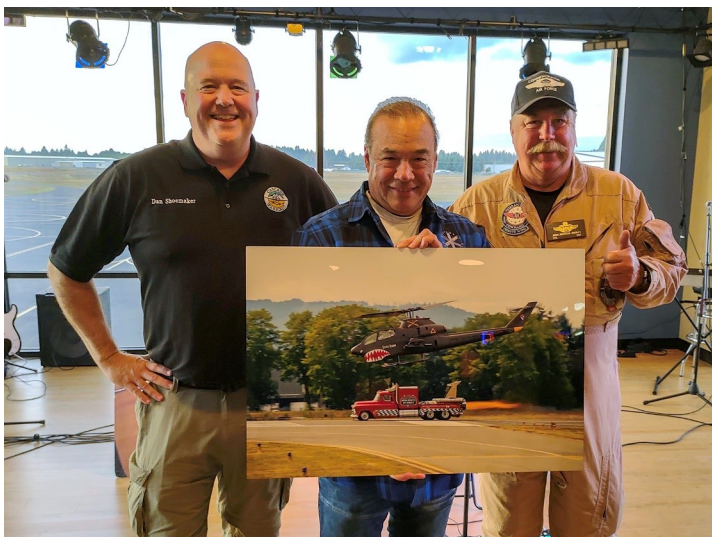
See these beautiful photos in color at cascadewarbirds.org/publications.



Bob “Booshka” Hill (IAR-823) begins the pull-up during the missing man formation over Cascade Warbirds founder Robert “Crash” Williams’ memorial service. John “Smokey” Johnson leads in his A-36TC Bonanza with Dave “GUSO” Osgood (Ryan Navion) and Greg Anders (T-34A) flying wing. Photo: Dan Shoemaker

Alex Munro captured this stunning photo of his (uncle’s!) new T-28C during transition training in Douglas, GA. Photo: Alex Munro





As thanks for over two decades of airshow collaboration, Cascade Warbirds presented Olympic Flight Museum founder Brian Reynolds a metal print of Dan Shoemaker's photo of Brian in his AH-1 Cobra racing Hayden Proffitt's Hot Streak II jet truck.



Dan Barry introduces a young attendee at the Olympic Airshow to his 1943 Aeronca L-3C. Photo: Dan Shoemaker



Brian Ruby captured these three photos of Planes of Fame's P-38J 23 Skidoo, Olympic Flight Museum's OH-13G display unit, and the Cascade Warbirds display lineup at the Olympic Airshow.

Members gathered to remember CWB founder Robert "Crash" Williams at his memorial service in April. Photo: Brandon Edwards



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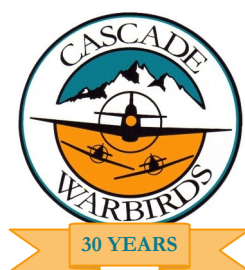
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UPCOMING EVENTS

August

- 11 Abbotsford Int'l Airshow
(Abbotsford, BC)
- 19 Airport and Coast Guard
Open House and Fly-In
(Astoria, OR)
- 19-20 Wings over Washington Air-
show
(Bremerton, WA)
- 27 Cascade Warbirds' 30th
Birthday!

September

- 9 WAAAM / Hood River Fly-In
(Hood River, OR)
- 11-17 Reno Air Races
(Reno, NV)
- 29-10/1 Oregon Int'l Air Show
(McMinnville, OR)

October

- 14 Member meeting, 10 AM
Board meeting, 1 PM
Museum of Flight
(Seattle, WA)

November

- 11 Member meeting, 10 AM
Board meeting, 1 PM
Museum of Flight
(Seattle, WA)

December

- 9 Annual dinner party
(Mukilteo, WA)

See cascadewarbirds.org/events for
details or contact the Ops Officer.

CHECK SIX



Many know about use of the O-1 by Forward Air Controllers (FACs) in Vietnam and the famous landing by Vietnamese Major Buang-Ly and his family on USS Midway by sacrificing UH-1H Hueys to the sea. Fewer may know about the O-1's service in Laos by USAF "Raven" FACs to support the massive CIA "secret war" against communist forces in Laos. Here, purportedly, a heavily equipped O-1 and crews pose for a more lighthearted photo in 1971.

Photo: Unknown, https://www.reddit.com/r/MilitaryPorn/comments/57ebzd/usaf_ravens_with_their_o1_bird_dog_in_lima_20a/