

WARBIRD FLYER



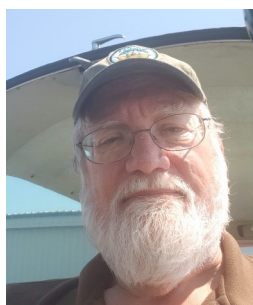
30 YEARS

CO's COCKPIT

★ Cascade Warbirds Squadron Newsletter ★



Roger Collins' TF-51D *Lady Jo* (top left) races at Reno. Photo: Dan Shoemaker



THE COOLING TEMPERATURES AND RAIN tell us that the flying season is coming to an end. The last ever Reno Air Race is in the books. Cascade Warbirds filled *five* boxes full of seats with seventy-five members and had many more in attendance and participating. The airport officials in Reno had decided that there were better things they could do with all of that land after fifty-nine years and that this would be the "final flag" for air racing at Reno.

Race week was shaping up to be fantastic. The weather was the best we'd seen in years—no smoke, no rain, very little wind, and mild temperatures in the mid-eighties every day. The crowds were nearly up to the levels of 15–20 years ago. Parking lots were full and there were lines at all of the vendors. There were a number of magnificently restored racers from years past in attendance, including the *Bardahl Special*, winner of the very first Reno Unlimited Gold race in 1964; Clay Lacy's purple #64 Mustang, Reno Gold winner in 1970, now owned and flown by renowned airshow pilot Vicky Benzinger; Bob Hoover's *Old Yeller* P-51 that was the Reno pace plane for decades; long-time fan favorite Race #11 *Miss America*; and Jimmy Stewart's 1949 Bendix Trophy winning P-51C *Thunderbird*, magnificently restored by Warren Pietsch and the Dakota Territory Air Museum. *Thunderbird* *still* holds the piston-powered Bendix speed record from what is now Edwards AFB to Cleveland, OH, set at 470 mph in 1949. The airplane was later owned by Jackie Cochran, founder of the WASP, who set three more speed records with it.

Several of our members and friends did very well at Reno, with Roger Collins' P-51 *Lady Jo* leading the Unlimited Bronze final race for several laps before settling for second place as Washington local Jeff Lavelle beat him out in his P-51 *Sweet and Lovely*. Jeff also qualified his Sport Class Glasair III *Race 39* at 410mph and led every race he flew.

Lee Oman of Sequim flew T-6 Race #69 *Eros* to a fifth place finish in Silver and Vic McMann of Vancouver, BC flew the #66 *Gunslinger* to a third place finish in T-6 Gold.

Tragically, as the racers were landing from the T-6 Gold final, the first and second place racers, #14 *Baron's Revenge* and #6 *Six Cat* collided on base for Runway 8, falling to the ground with veteran racers Chris Rushing and Nick Macy perishing. The FAA and the families of the lost racers cleared the event to continue but the Reno Air Race Association announced that they were cancelling the re-

mainder of the event. The Unlimited Silver and Gold, and the Jet and Sport Gold races were not run. The final Reno Air Race ended on a somber note.

Organizers say that six cities are vying to hold the National Championship Air Races in the future; I suppose we'll see. The logistics of Reno will be challenging to meet. If it does happen, Cascade Warbirds will try to reserve box seats so that our members may go on enjoying the "world's fastest motor sport."

Several of our members attended the WAAAM Fly-in in Hood River, OR. Always a great time—relaxed, fun, and geared more towards those flying in than to the general public. It's reminiscent of the old Evergreen Fly-in. If you haven't been to the Western Antique Airplane and Automobile Museum there in the past few years, go! Even outside of the fly-in. It is really a gem of a museum. I can't even say a little gem anymore, as their collection now includes over 140 aircraft, mostly flying, mostly from the 1920s, 30s, and 40s, and a similar number of automobiles. They'll even teach you how to drive their Model T Fords and let you take them for a spin on certain days. (Now if they'd just do the same with the P-40...)

Now we're looking forward the resumption of indoor CWB meetings at the Museum of Flight on the second Saturday of the month, starting Oct. 14th. It may have happened by the time you read this, but we're also looking forward to a CWB movie night and birthday dinner party celebrating the 30th birthday of Cascade Warbirds, and the 75th birthday of your CO's Navion—Saturday, Oct. 7th at the Buzz Inn at Harvey Field in Snohomish. If

(Continued on page 5)

Squadron Commander Emeritus

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Dave "Prancer" Desmon

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Dave "Prancer" Desmon

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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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FALL ACTIVITIES

As flying season winds down, our fall and winter events take center stage. Our monthly meetings are held at the Museum of Flight on Boeing Field in Seattle. Scheduled for the second Saturday of each month at 10:00 a.m., presentations run the gamut from veteran stories to restoration projects to war stories. Keep track of any updates by visiting our web page calendar. The meetings start in October.

SAVE THE DATE

But there will be no meeting in December; our annual Christmas Dinner Party will be on 9 December this year. It'll again be at the Hilton Garden Inn on Paine Field (so we can take the elevator home) and the feast will again be catered by Shawn O'Donnell's. More details, including menu selection and pricing, will be provided at a later date.

SAY HELLO TO

It's always fun to welcome our new members to the clan. This time around we introduce **Steve Bentley** of Silverdale. Next is **Leonard Eagon** of Everett. Lenny is ATP-rated and flies more aircraft than we have room to list. Joining us from Lakebay, WA, is **Tonia Houle**. And finally, **David Schroeder**, a third-generation pilot (his grandfather flew P-38s). David will likely be passing along war stories at one of our meetings.

We also would like to welcome back three gents who have just returned from too many years in the wilderness. Say hello again to **Jim Unger**, **Rick Luce**, and our resident Brit **Rob Mitka**.

NEW PILOTS

One of our most important and satisfying endeavors as a squadron is our scholarship program. Each year, we select four or five young adults who have an interest in learning to fly and get them started with a ground school class and a pair of instructional flights. This year's scholars are just now finishing their coursework and by the first of December, we will select the recipient of our

annual Continuing Aviation Education Grant in the amount of \$2,500. You'll read about our selectee in the January issue of *Warbird Flyer*.

Speaking of aviation grants, we are pleased to report that **Alexandra "Alex" Szrama** of Sammamish, our 2021 grant winner, just received her private pilot certificate in August. She's enrolled at ERAU in Daytona Beach and her next goal is an instrument rating.

Corey Zendejas, our 2022 grant winner who hails from Auburn, earned his private pilot certificate in July.

DONATIONS

Just a reminder, or maybe new information for recent members, that CWB is a registered 501(c)(3) entity, meaning that your donations are fully deductible as specified in applicable IRS regulations. For those of you who do not know, CWB has a robust scholarship program that is in its seventeenth year. The legal mumbo-jumbo can be found on our web site—click the About CWB button, then Legal Notes.

YOUNG LADIES SPONSORED

Our very own Karyn King has initiated a new benefit for young ladies who have a passion for aviation—she will sponsor them for CWB membership. This will enable them to become involved in the camaraderie, knowledge, and excitement of flight as well as the history of warbirds and their crews.

If you have a young lady to recommend, have her contact Karyn at *PhotosHappen@aol.com*. Those ladies not yet of age should include a parent in all contacts.

AIRCRAFT AVAILABLE

Allan Snowie is offering his Champ, 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 seeking a new home for his 1947 SeaBee. It includes a few nice STCs and Bose headsets.

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

AS WE ROLL INTO AUTUMN, we have a chance to look back and reflect on this summer's activities. It was a pretty active airshow season and Cascade Warbirds represented itself well at several local flying events.

The Northwest Formation Flying Clinic was held at Bremerton National Airport on 6–9 July. We had a good turnout with a wide variety of aircraft, including four T-28s, three Nanchang CJ-6s, a Yak-18T, a Piaggio P.149, an IAR-823, a Scottish Aviation Bulldog, two Navions, and even a turboprop T-34C. Needless to say, there were plenty of opportunities for dissimilar aircraft formation flying. Much training was done and much fun was had. As always, thanks to hosts Roger and Kim Collins, co-organizers Dave "Prancer" Desmon and John "Smokey" Johnson, and Morale Officer Colleen Hale for putting on such a great event.

The JBLM Airshow and Warrior Expo at Joint Base Lewis-McChord was logistically a bit of a challenge but turned out to be a good time for those who participated. We had six aircraft on static display. Tom Hoag's RC-3 Seabee, Dave Desmon's Navion, and Victor and Kirstan Norris's IAR-823 were all there and Arreed Barabasz flew his SIAI-Marchetti SF.260 across the mountains from Pullman to join us. Roger Collins and "Smokey" Johnson flew Roger's two T-28s, *Lima Charlie* and *Lumpy*, over from Bremerton to round out the CWB cohort. The planes generated a lot of interest from the crowd, many of whom hadn't been that close to classic warbirds before. The marshalling team both served as security and helped the owners/pilots answer the many questions that were asked about the aircraft.

Cascade Warbirds returned to Bremerton in force for the Bremerton Wings Over Washington Air Show. Roger Collins gave his P-51D Mustang *Lady Jo* its airshow debut, performing a flight demonstration along with Dan Vance in his P-51D *Speedball Alice*. Roger also flew a T-28 formation demo with "Smokey" Johnson in *Lumpy* and *Lima Charlie*. The Cascade Warbirds flight featured a very busy "Smokey" Johnson in Roger's AT-6 Texan, Bob Hill's IAR-823, and Dave Desmon's Navion in a three-ship formation, with Kirstan and Victor Norris's IAR-823, Michael Hanten's Bulldog, Stephen Baldwin's L-17, and Jeff Kimball's L-16 flying as

single ships. When not flying, the aircraft sat on static display, along with David Woodcock's L-4 Grasshopper and Dan Barry's L-3. Victor Norris and I even got to join airshow announcer Ken Hildebrand in providing color commentary on the Cascade Warbirds' performances. The show was a pretty big success and we can count on being included next year.

Cascade Warbirds was well-represented at the final National Championship Air Races in Reno, NV, not only in the CWB box seats but out on the course, as well. Roger Collins's P-51D *Lady Jo* returned to the races after many years, flown by John Muszala, II. *Lady Jo* finished second overall in the Unlimited Bronze Class, ending her participation in the Reno Air Races in style. Be sure to congratulate Roger on his airplane's strong showing the next time you see him.

Additionally, on 7 September, squadron members flew an all-biplane missing-man formation over Tahoma National Cemetery in honor of USAF Vietnam veteran Colonel Al Banholzer, a C-130 pilot and recipient of the Legion of Merit, the Distinguished Flying Cross, and several Air Medals. The formation consisted of two Stearmans, flown by Molly and Keith Littlefield and George Clifton, and a pair of N3Ns, flown by Tom "TP" Jensen and Mike Werner (with "Sundance" Kasprzyk riding with Tom). Thanks to the "South Puget Sound Flight" for performing such a distinctive and memorable flyover in honor of one of our nation's heroes.

This past summer, flying season couldn't have happened without the participation of our pilots and ground support crews. In addition to the pilots named above, thanks are also owed to our marshallers—Paul Youman, Rich Cook, Mike Weisner, Gary Shieler, Victor Norris, Robert Mitka, Tonia Houle, Brian Ruby, and David Schroeder—for their superb support.

As we all know, the arrival of fall brings with it low ceilings, poor visibility, rain, and icing conditions. It also brings full skies, congestion, and conflict at local airports on sunny days when everyone is out trying to take advantage of the good weather. Fly safe, exercise good decision-making, and keep your head on a swivel out there. I look forward to seeing all of you at the monthly meetings once again. ☺



Left: Allan Snowie's 7EC / L-16 conversion.

Photo: Lyle Jansma / Aerocapture Images



Right: Joshua Weinstein's Republic SeaBee.

Photo provided by: Joshua Weinstein

THE LINCOLN COMES HOME

By Tony Caruso

[In honor of our 30th anniversary, member Bob Hill found a historic story about CWB in volume 4, issue 3 of LOGBOOK magazine (www.logbookmag.com), reprinted with permission in its original form.—Ed.]

IT WAS A GREAT HONOR for the Cascade Warbirds to carry the good wishes and thanks of a grateful nation to the Officers and Crew of the USS Abraham Lincoln (CVN-72), which was returning home after over 9 months at sea. The Cascade Warbirds Squadron made a fly-over in 22 vintage military aircraft as the huge aircraft carrier returned to port. We were all very proud of the job they and the rest of our men and women of the armed forces have done and we let them know it with a fly-over that will not soon be forgotten! The fly-over was made on 6 May 2003, as the USS Abraham Lincoln entered homeport.

The idea of honoring Lincoln on its return home with a fly-over of vintage military aircraft actually came from two different groups. The first was the Cascade Warbirds Squadron. As Dave Desmon, Squadron Commanding Officer (CO), put it, “Members of the Cascade Warbirds, being a patriotic bunch and very proud of our troops in the Middle East, thought of the idea of a fly-over to help welcome ‘our’ carrier home.” Lincoln is homeported in nearby Everett, Washington. At nearly the same time, the staff at the Seattle Museum of Flight, in conjunction with Lincoln’s advanced shore detachment, was also pondering a way to honor the ship and its crew. They too, hit upon the idea of a fly-over. Elissa Lines, Director of Development at the museum knew just who to call. She called Dave Desmon and asked the question, “Would you guys be interested in doing a fly-over on the Lincoln when they return?” Desmon’s reply was something like, “Hell Yes!” The project was on.

Planning, coordination and execution of an evolution like this can be very daunting but Desmon says it all went off without a hitch. There were, however, several challenges, none of which were allowed to get to the “problem” stage. From the Navy side, Lincoln’s advanced shore detachment handled much of the bureaucracy involved in getting permission to fly over a Navy aircraft carrier. Assisted by Lieutenant Commander J. A. Felty and Lieutenants Mike Chanley and Jake



A SNJ-5 lines up behind a flight of three. All photos: John Clark

Jacoby, the Cascade group was also approved to fly within the security zone which surrounds the Everett Naval Station. This group of officers skillfully handled much of the coordination and communication with the ship.

For security reasons, the sailing schedules of naval vessels, even those returning home, are classified. Because of this, the Cascade Warbirds would only be given a six day advanced notice of the exact date the ship would arrive. This made things rather exciting for the Cascade group but as Desmon put it, “Who needs sleep anyway – it’s over rated.” Within only hours of the announcement for the fly-over, 22 members of the group had volunteered to participate. One member of the group even conducted a complete annual inspection of his aircraft just so he could fly in the event.

The fly-over would originate from Paine Field, Washington, whose manager Dave Waggoner – a former Navy A-6 Intruder driver – rolled out the red carpet for the Cascade Warbirds. The care and feeding of 22 vintage machines was a coordination workout in itself. Waggoner had his line staff stay late to help with the arriving aircraft and also provided security, transportation and briefing spaces. Sheri, the tower chief, made numerous accommodations and had her staff come in early the next day to ensure the aircraft launch went smoothly. Mention should also be made of Dave and Teri Wilcoxsin of Flightline services, who arranged for a very special price for fuel, thus adding their support to the event. Desmon said that the support and hospitality of everyone at Paine Field was outstanding.

On the day of the mission the Cascade Squadron was not given an exact time for the fly-over. However, Lincoln’s skipper, Captain Kendall Card, was known for arriving ahead of schedule. This was certainly understandable after over nine months at sea, including playing a key element in Operation Iraqi Freedom. If the warbirds arrived too early the families on the pier would miss the fly-over, while arriving too late would mean the carrier would be mar-



neuvering into its dock. One of the local pilots - Mike Robbins, a former A-6 Bombarrier/Navigator - launched early to act as a scout, relaying the position of Lincoln back to Paine Field tower. The idea was to conduct the fly-over while Lincoln was still in the turn basin, about one mile from the pier.

With Lincoln approaching the planned rendezvous point, and on Mike's position report, the Cascade Warbirds Squadron began launching out of Paine Field. Again credit goes to the staff in Paine Field tower as the 22 aircraft basically took over the airport. There was a lot of iron - or aluminum - moving around. All took off - within 3 and a half minutes - without incident. Some of these aircraft were over 60 years old and ranged in size from a 65 horsepower Aeronca L-3 to a 1,950 horsepower Grumman TBM Avenger. The formation was divided into three flights based on performance and type. Dave Desmon, flying in a Beechcraft U-8F Queenaire, exercised overall control and coordinat-



ed with the Air Boss aboard Lincoln. This aircraft, piloted by Ed Rombauer - a former Naval Aviator - and his son Richard, acted as lead for the "Heavy Flight." Dan Barry, flying his Aeronca L-3, acted as "Liaison Lead" and Curt Kinchen, in his Vultee BT-13A was "Trainer Lead."

Lincoln was arriving home in grand style. Escorted by fireboats shooting plumes of red, white and blue water, along with a veritable flotilla of pleasure boats, Lincoln, with sailors dressed in white manning the rails, approached the pier. At the rally point Desmon contacted the Air Boss and was cleared in. Flight after flight departed the rally point and flew up the carrier's port side, welcoming the brave ship home. The flights then continued towards the pier, past the tens of thousands of friends, relatives and loved ones waiting on the pier. Desmon said, "The Cascade Warbirds pilots pulled it off, also in grand style, without a hitch, hiccup or oops. A sky full of warbirds and a great ship full of returning heroes below. It was very cool" After the event, Captain Card wrote a personal letter to the Cascade Warbirds thanking them for their patriotism and the heart warming and colorful welcome home. ☼

The Cascade Warbirds

The Cascade Warbirds, Squadron 2 of the Experimental Aircraft Association (EAA), has a current membership roster of about 175 with a total of 130 aircraft (35+types), based primarily in Western Washington. Although not all members own an airplane and some are non-pilots, what we do have in common are the fires in our bellies when we hear a warbird engine start. Our membership is very proud of the following pilots who participated in this most unusual opportunity to say thank you to so many. To learn more about the Cascade Warbirds and to hear a round motor please visit: www.cascadewarbirds.org

When the crew on the flightdeck of the USS Abraham Lincoln looked up to see these vintage warbirds salute them - this is who they saw:

LIAISON FLIGHT

Dan Barry1942 Aeronca L-3
Frank Hoogkamer.....1941 Stearman
Robert Hill.....DeHavilland DHC-1 Chipmunk
Minard Thompson.....Cessna L-19 Birdog

TRAINER FLIGHT

Curt Kinchen.....1943 Vultee BT-13
Ken Morley.....1950 Ryan Navion B
Gordon Ball.....1948 Ryan Navion A
Willie Paterson.....1946 North American Navion

Hal Morley.....1972 Nanchang CJ-6A
Rod Richardson.....1941 North American SNJ-4
Bob Jones.....1945 North American SNJ-6
Craig Nelson.....1943 North American SNJ-5
Merrill Wien.....North American SNJ-5
Dave Crockett.....Cessna LC-126
Bill Junjek.....1946 North American L-17 Navion
Bud Granley.....Yak-55
Ross Granley.....Yak-18T
Neil Morrison.....1943 Beech C-45H

HEAVY FLIGHT

Ed Rombauer.....Beechcraft U-8F Queenaire
Jon & Ann Bowman.....1967 Cessna O-2A
Dave Bauer.....1954 North American T-28B
R.D. Williams.....1945 Grumman TBM Avenger



(Continued from page 1)

it hasn't happened yet, hope to see you there! If it has, hope we had fun!

We also have elections to look forward to in January as we embark on the next thirty years of Cascade Warbirds history. We need all members to be thinking of what you'd like the next thirty years to look like and how you can contribute. Talk to a Board member with your ideas or to volunteer.

Dec. 9th will be our CWB Christmas party at the Hilton Garden Inn at Paine Field in Everett. Save the date now and look for signups soon!

Lastly, for the pilots among us, it's time to start thinking about maintenance, about getting all the little things addressed on our trusty steeds while those things

are still little. And also about getting our heads in the pilot's manuals and refamiliarizing ourselves with the aircraft and avionics. Think about brushing up on your IFR procedures and currency if you're IFR rated. And everyone should be thinking about recruiting new members, especially younger ones. Bring them along to any of the upcoming CWB events or meetings. Take them to the airport with you. Everybody should have some business cards with the CWB website on them for those times you get to talking to someone about airplanes and they say, "What's Cascade Warbirds?" Cards are easy to make on your PC and printer, or ask any of your Board members and we'll get you set up.

That's it for now. Looking forward to seeing you all at an event soon! 'til then—Keep 'em Flyin'! ☼

SHARING THE JOY OF FLIGHT

By Marian Jensen

ONE OF THE BEST GIFTS you can receive in aviation is being told that you made a positive impact on a young person's life by introducing them to flying. What an incredible feeling it is to share the joy of flight!

I recently attended the Astoria Airport Open House and Fly-In organized by the Port of Astoria and the Coast Guard Air Station Astoria. My husband Tom and I were invited to bring our N3N-3 to the event as an example of a WWII trainer used by the Coast Guard to train their new pilots. The idea was for us to be around our N3N to answer questions from the approximately 1,500 people who attended the event. We had neglected to bring chairs, so after standing for a couple of hours, I climbed into the front cockpit of the airplane.

A young pilot came over from the Coast Guard helicopter on static display next to us. He and my husband were talking when I heard my former name spoken: "Marian Heale?" I looked down and he said with a big grin, "I'm Jason Weeks. You gave me my first ride in an airplane when I was twelve years old."

I had a big smile too, not because I recognized him—he was 12 years old at the time—but because anyone who is a current pilot could say I had given them their first ride. I believe wholeheartedly in Young Eagles, Teen Flight, and other programs which focus on getting young people interested in aviation and have given numerous youngsters rides in my Citabria. Turns out, twenty-six years ago, I put up a ride over the Spokane Valley to be auctioned off at a Washington State Patrol fundraiser. Jason's mother Gloria, who worked for the State Patrol, purchased the ride and gave it to her son for Christmas. It turned out to be as big a gift to me as it was to Jason.

Now, Coast Guard LTJG Jason Weeks has 2,500 hours in rotorcraft and 250 hours in fixed-wing aircraft and has been in the Coast Guard for nineteen years. He plans to make aviation his career.

Historically, there were a total of 997 N3Ns built by the Naval Aircraft Factory, beginning in 1935. They were tested and first delivered in 1936. There were 179 N3N-1s and 816 N3N-3s. The other two were prototypes. All the airplanes were originally painted yellow. Four of the aircraft were given to the Coast Guard in 1941, which decided on its own paint scheme. Our N3N was originally owned by Ron Ochs of Madras, Oregon, who decided to paint it in the Coast Guard colors even though it is not one of the original four. There is an N3N-3 on display at the Western Antique Aeroplane and Automobile Museum in Hood River that was claimed by the owner at the time of delivery to be one of the original four N3Ns given to the Coast Guard. However, the museum has no paperwork to confirm this claim and the aircraft is painted yellow. ✪



Jason Weeks stands on the wing of the N3N-3 saying hi after twenty-six years. Photo courtesy Marian Jensen

GIRLS IN AVIATION DAY

By Karyn F. King

WHAT AN INVIGORATING DAY at the Girls in Aviation Day at Harvey Field!

We were again (my fifth year) invited to participate to encourage girls to fully realize their potential in aviation. They came from all over to hear speakers and experience the support of the aviation community.

Joe Griffith performed a wheels-up low pass in his Nanchang CJ, then parked it for the girls to see and ask him questions about being a seasoned pilot. I gave out postcards with a photo of the CJ, my 3D formation flight cards, and of course the airplane zipper pulls were a great hit!

After flying the low pass and being on static display, Joe taxied back to the hangar with an enthusiastic Alaina, soon to be the newest CWB member. ✪



Above: Joe Griffith and student pilot Alaina, with Joe's Nanchang CJ-6A. Right: The girls thoroughly enjoyed their aviation day experience. Photos courtesy Karyn F. King

THE CASCADE WARBIRDS SCHOLARSHIP COMMITTEE is pleased to announce that scholarship winner Corey Zendejas of Auburn has earned his private pilot certificate. Corey began his flight training by winning the ground school scholarship in 2022. He followed that by qualifying for the Continuing Aviation Education Grant late last year. Corey soloed in June with less than ten hours total flight time. He attended a flight academy this summer, passed the FAA private pilot written exam, and was awarded his new certificate on July 20.

Corey is following in the footsteps of his brother Michael, who won the basic scholarship from Cascade Warbirds in 2018 and earned his private pilot certificate in 2019. Michael went on to earn his commercial pilot certificate in 2021 and graduated from Purdue University in 2022, majoring in Professional Flight with a commission as an Army officer. Corey attended Michael's graduation from Army Advanced Camp at Ft Knox, KY, and then was cadre at Civil Air Patrol's Ground Search and Rescue Academy.

Corey has been a Cadet Commander in his Civil Air Patrol unit and volunteers as a youth soccer coach. He will be a senior in high school and attend Green River College via Running Start. Corey hopes to earn an Associate Degree in Aviation Technology with an empha-

sis in Aviation Management while simultaneously earning his high school diploma, then transfer to a four-year university. He plans to pursue a major in aviation and join either Air Force or Army Reserve Officer Training Corps (ROTC).

Aviation and serving our country are dominant priorities in the Zendejas family. Carlos Zendejas served in the Air Force for twenty-two years as an Instructor Pilot/Aircraft Commander, Evaluator/Instructor Pilot, and Chief of Standardization/Evaluation, then as a Lead Command Evaluator Pilot in the Air Force Reserve, retiring at the rank of Lieutenant Colonel. Carlos has been with Alaska Air Group for twenty-one years. Prior to joining Horizon, he served as Alaska's Seattle base chief pilot, and is currently Vice President of Flight Operations for Horizon Air. Carlos is Alaska Airlines' representative to the Airlines for America National Pilot Sourcing Forum and sits on the Angel Flight West Board of Directors, Green River College Aviation Board, and the Civil Air Patrol Foundation Board. Kathleen Zendejas was an Air Force personnel officer and deployment officer. She now homeschools their two younger children. All three children are Civil Air Patrol members at Green River squadron—Senior Member Michael R. Zendejas, Cadet Lieutenant Colonel Corey P. Zendejas, and Cadet Technical Sergeant Ava Marie Zendejas. ✪

From Alex Szrama...

It's official, I'm a private pilot!

Thank you and Cascade Warbirds so much for all your support and for the extra time I needed to complete training. I start college in a couple of weeks—Embry-Riddle in Daytona Beach. I'm majoring in Aeronautical Science while in Air Force ROTC. I don't know if I'd be following this path without the CWB scholarship and grant, so thank you again!

From Corey Zendejas...

Thank you again for all that you and the Cascade Warbirds have done for me. The support and encouragement have really meant a great deal to me and have been instrumental to get my aviation journey off to a great start.

Enjoy the rest of your summer and my gratitude again.



WITH THE TYPICALLY CLOUDY, DRIZZLY WEATHER of spring and early summer in the Pacific Northwest as well as Alaska, there is ample time for one of my favorite addictions: reading. In particular, given my fascination with first-person accounts of history, certainly vintage aviation history, I am grateful to have found the rather obscure memoir *An Eagle's Odyssey: My Decade as a Pilot in Hitler's Luftwaffe*, by one Johannes Kaufmann. How grateful I am to finally get a copy of my own, and how rewarding the decision proved to be to splurge on the hardcover edition. The author is a unique writer indeed. Not only did he earn his pilot's wings in the German Air Force (Luftwaffe) in the peaceful years before the Third Reich's disastrous declaration of war against the world, but he served—and survived—with distinction on both the Eastern and Western Fronts.

In his candid telling of his own military aviation career, Kaufmann begins sharing his diverse journey with his country's humble days rebuilding its aviation after WWI, when Adolf Hitler was laying the groundwork for meeting the massive demands for skilled personnel for a fledgling Luftwaffe, by means of youth-appealing flying clubs across Germany. The author introduces the reader easily into the myriad of historically obscure German training aircraft now lost to yesterday, along with the entirely relatable thrills, anxieties, successes, and nervous mistakes known by new pilots around the world and across the decades. Whether it's the author's Heinkel He 51, Focke-Wulf Fw 44, or Heinkel He 72, any pilot today can quickly relate with a nostalgic, knowing smile to Kaufmann's stories of student days. Moreso, today's CFIs can relate as the author takes us through his memories as a Luftwaffe instructor pilot.

For the technically-fascinated person, such as myself, who absorbs any insights on the details of just how history's famous aircraft were flown and felt to fly, the author offers a treasure trove of shared experiences, taking the reader into the cockpit of the venerable trimotor Junkers Ju 52, its little known single-engine cousin the Junkers W 34, the rudimentary means of electronic navigation in Germany at the time, and countless training aircraft of the day as he buzzed along, both solo and with students, across pre-war Germany even as political tensions rose and war clouds loomed.

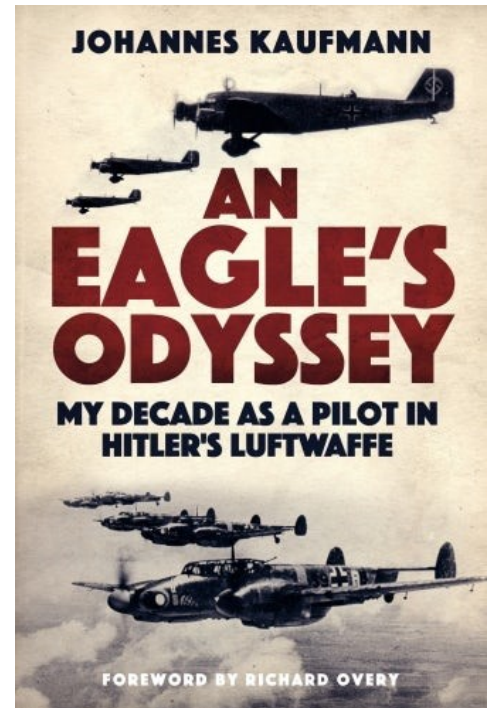
Formation fliers will readily relate to the author's formation anecdotes, which are timeless and irrespective of aircraft types across the decades. Particularly captivating was the minute-by-minute description of his sudden diversion with other pilots to take part in the fateful spearhead invasion of Poland. A highlight from the initial part of the author's wartime career is the detailed account of the harrowing delivery of German troops to the front lines in the lumbering Junkers Ju 52 transports, when the difference between bitter success

and crashing failure was a matter of fate.

Interestingly, and authentically, the author rarely touches on the details of the Third Reich's politics or dark ideology. In truth, he offers the reader his simple impressions as a low-level airman who, like any soldier in any military in history, is not privileged to know more than what he's told by the higher command. In this ground-level short sightedness, certainly without the hindsight we now benefit from, the author's naivete can perhaps be excused, although he doesn't hide the sense of foreboding and wonder at what dangerous paths the Nazi command was shoving Germany onto.

The reader will do well to have a respectable grasp on the history of Europe's WWII air war, as Kaufmann only addresses in any depth those operations in which he was personally involved. Hence, we read little of the savage fighting in the North African, Mediterranean, or Greek theaters. This isn't necessarily a weakness of the story, as it serves to remind the reader that without the veritably instantaneous dissemination of news that we have today, non-participants of such campaigns would have little to say about them at the time, especially under a military regime that controlled the news. Again, in the absence of a view to the greater political picture, Kaufmann simply follows his orders with humility, and embraces his duty as the Nazi leadership nonetheless pursued a course towards humanitarian disasters of unimaginable proportion.

Perhaps it is only natural that we Cascade Warbirders harbor not-so-secret favorite aircraft from both the present and generations past. Often, the classic aircraft of long ago exist now as static relics in museums, some only as black and white photographs, and an exceptional few of these history making machines still fly. One such aircraft for me is the distinctive Messerschmitt Bf 110 Zerstörer (Destroyer), Germany's noble yet mis-



An Eagle's Odyssey: My Decade as a Pilot in Hitler's Luftwaffe

Author: Johannes Kaufmann

Hardcover, 257 pages

Greenhill Books

guided fighter answer to the created need for a long-range bomber escort. Owing to the brutal operational realities, very few of these Bf 110s survived the war, far fewer exist today, and stories told by their pilots are rare indeed.

With the enthusiasm and bravado of youth, Kaufmann eagerly accepted the opportunity to transition to the Bf 110, the ill-fated twin-engine fighter with a historical reputation based more on its failures than its definite successes. While the author was spared participation in the Battle of Britain (and thus offers few details of the colossal aerial struggle, since he had no firsthand knowledge of the Bf 110's disastrous performance against the more nimble RAF Spitfires and Hurricanes), he once again takes the reader vividly into the cockpit on his many harrowing combat sorties of 1942–43 against the Soviet Union. In a far more effective role as a ground attack aircraft, we see that the Bf 110 performed quite well in strafing and bombing ground targets, as one reads through the vivid recounting of attacks against Soviet tanks, railways, and anti-aircraft emplacements across the vast open steppes of the Eastern Front. If one is as fascinated as I am with the often-derided Bf 110, Kaufmann's flying stories, which give insights into how the aircraft felt to fly, are truly a treasure. After reading of their combat results, one may gain a new respect for the aircraft in a different application of its hidden, and perhaps unforeseen, aerial strengths.

Yet Kaufmann doesn't focus solely on how well (and how poorly) the Bf 110 performed, or the failures seen in flying its intended replacement, the Me 210. Rather, we get an unparalleled look into the daily lives and living conditions of the Luftwaffe personnel in their enforced field conditions, incredible insights that reveal the humanity of all soldiers that transcend time and nationality. It's certainly worth noting how the author frequently gives credit to the often-overlooked ground crews, noting, "The nature of our operations – low-level bombing and strafing runs through seemingly impenetrable

curtains of enemy ground fire – mean that we were suffering damage on almost every sortie. The Gruppe's serviceability figures plummeted. Our ground crews and mechanics worked tirelessly around the clock to carry out what repairs they could on the spot. Improvisation, even cannibalization, was the order of the day."

Not lacking in the memoir are the author's humble, self-effacing aerial victories against both Soviet and American pilots, having scored twelve "kills" against the Polikarpov I-153 biplane and, after having transitioned in the war's later, desperate years to the single-engine Bf 109, against the Soviet Yak-3 and P-39, and even American-flown P-47 fighters. Even so, the author doesn't in any way hide the facts nor does he foster any illusions to the obvious dark fate of his Germany in late 1944 and early 1945. While he and his fellow pilots did score notable victories against the Allied air forces, he openly relates the disastrous costs of their air combat and their appalling, unsustainable losses of both aircraft and increasingly poorly trained aircrews. From the knowing perspective of an experienced flight instructor, the author relates the fatal shortening of flight training and severe shortages of fuel experienced by his colleagues. He even tells us of an unprecedented, impromptu conversation with the famous General of Fighters Adolf Galland on the eve of the bold, but ultimately doomed, push to stem the endless American bomber streams. Despite frantic and fruitless redeployments to airstrips in Germany's shrinking territory as 1945 ground on, the author closes his colorful memoir with his last flight over a devastated Berlin, all hope gone, the Third Reich's smoldering grave passing below. The humble, honest manner with which Johannes Kaufmann narrates his ten years of a wildly diverse career and flying experiences, from the bright beginning to the bitter end, offers a rarely equaled journey for the reader. I cannot recommend his memoir highly enough! ✪

30TH ANNIVERSARY AND 75TH BIRTHDAY PARTY

OVER TWO DOZEN CWB MEMBERS

gathered on the deck of the Buzz Inn overlooking Harvey Field on October 7 for a well-deserved dinner and social to celebrate thirty years of Cascade Warbirds. Conveniently, it was also just after the seventy-fifth birthday of CO Dave Desmon's Navion. Thanks are due to Dave and Colleen Hale for organizing the dual party!

It turned out to be a fantastic sunny fall day, with aircraft

and skydivers operating until dark. Most partygoers drove in to enjoy a tasty flight-precluding beverage (or two) in the warmth, but Tom "TP" and Marian Jensen flew up in their beautiful silver N3N-3.

After signing a birthday photo keepsake of N4591K, everyone voted on a movie and we watched the raucous *1941* in the nearby events hangar. While enjoying this delicious carrot cake and ice cream! ✪



Photo (and cake!) courtesy Dave Desmon and Colleen Hale



Clockwise from top left:
 Paul Youman's novelty
 marshalling wands
 CJ-6As and IAR-823 in for-
 mation
 T-28s in formation
 Dave Gagliardi and Bob
 Stoney teach formation
 flying
 Formation clinic group
 Formation briefings and
 young visitors
 Bob Jones, Larry Cruz, and
 Dave Desmon say a final
 goodbye to Reno

Photos: Dan Shoemaker



Clockwise from top left:
 AT-6A, Navion, and IAR-823 in formation
 Mike Hanten's Bulldog and Steve Baldwin's
 L-17 with Canadian flag skydiver
 Roger Collins talks with Bremerton Fire
 Department visitors
 Roger's Lady Jo rounds a pylon at Reno
 Formation clinic ramp at Bremerton
 Mike's Bulldog over Puget Sound

Photos: Dan Shoemaker



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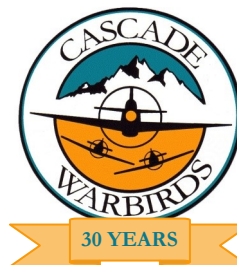
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CHECK SIX



After fifty-nine years, air racing at Reno came to an end. This tribute banner by longtime enthusiast and illustrator Brad Haskin was posted in the pit area and includes CWB member Bob Jones' #8 T-6 racer. Photo: Dave Desmon

UPCOMING EVENTS

October

- 7 30th anniversary, birthday party, and movie night (Snohomish, WA)
- 14 Member meeting, 10 AM Museum of Flight (Seattle, WA)

November

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

December

- 9 Annual dinner party (Mukilteo, WA)

January

- 13 Member meeting, 10 AM Museum of Flight (Seattle, WA)

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