



Bill Shepherd flies his beautiful Yak-3M at last year's Olympic Airshow. Photo: Dan Shoemaker

✪ Cascade Warbirds Squadron Newsletter ✪

CO's COCKPIT

By Dave "Prancer" Desmon



THE SUN IS NOW MAKING an occasional appearance, the rain is warmer, and the days are getting longer. You know what that means? Flying season is just about here! Many of us have not flown a lot in the last many months, so now is a good time to work on getting planes and pilots up to speed. Give your bird a good going-over and look for anything out of the ordinary. Be sure all the inspections are up to date—you do remember all of the required inspections,

don't you? Take some time to review your POH, manuals, FAR/AIM, and avionics. Be sure they are updated. Take a few laps around the pattern and get those habit patterns rebuilt. GUMP three times on every pattern! Get that sight picture. Make sure everything is operating properly before heading out cross-country. Get your "airshow book" updated and get ready to come out and join us at some flying events this year! Speaking of which, some important events are coming up on the schedule.

Paine Field Community Day (PFCDD, formerly GA Day) is May 18 at KPAE—Young Eagles, static displays, airport and community exhibits, and food vendors. Volunteers are needed for general assistance, the CWB booth, static display, and marshalling for the YE aircraft. Paul Youman will run a marshaller class for anyone needing a refresher on April 20 at 10 a.m. at the Museum of Flight Restoration Center at Paine Field. All PFCDD volunteers will get a t-shirt, a free pizza dinner on May 16, and food vouchers for the event. Contact me for more info or to sign up and Paul for the marshaller class.

Cascade Warbirds Fly Day is planned for June 8. This is a day for pilots in the squadron, warbird owner or not, to give some rides to the non-pilot members—a low-key, fun, social get-together just for CWB. The venue is being decided by a vote of the members. XO Bob Stoney is the ringleader. Contact him for more info.

The Olympic Airshow is June 15–16. Cascade Warbirds has been a big part of this show since its inception and Brian and Teri treat us really well. This is a fun event! Let's make it *Max Effort* and give them a great turnout! Contact Ops O Dan Shoemaker to sign up.

The Bremerton Airshow is a fairly new, but really good, event with lots of heavy warbirds. This should be another *Max Effort* on August 17 and 18.

If you are interested in learning or practicing formation flying, the NW Multi-Signatory Warbird Formation Clinic will be at Bremerton Airport August 22–25. Contact the CO or XO for info or

visit www.nwformationflying.com, which will be updated with 2024 info soon.

Some of you may remember being asked by EAA to complete a survey about the squadron last year. Over thirty of you did so and the results have been compiled and returned to us for action. John Haug did a great job cleaning up the data from EAA and making it much easier to read. See the results in the "2023 Member Survey Results" post at cascadewarbirds.org/news/. Your Board of Directors spent quite a bit of time dissecting and analyzing those results at the last Board meeting, looking for ways to improve the squadron and make it what you want it to be. This will be an ongoing effort.

The good news is that CWB is doing fairly well. We are doing a lot of things right, but there is room for improvement. The majority of you (over 85%) would recommend CWB to a friend or colleague. Seventy-five percent are satisfied with the meetings.

The items most important to you were: Connecting with aviation enthusiasts, Hosting tour stops (B-17, B-25, Trimotor), Presentations on aviation, Scholarships, Aviation education, and Fly-outs.

You liked the Museum of Flight, but there were comments that we should investigate holding meetings for more of the year and at other facilities and locales. You asked for more flying events, more airshows. You want the tour stops back. You mentioned the need to keep recruiting new leaders and younger members and leaders.

Some of these suggestions are already bearing fruit. For example, the CWB Fly Day, our participation in EAA Leadership Boot Camps, additional social gatherings

(Continued on page 2)

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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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RENEWALS DUE

Time to pay the piper, better known as your friendly FO. Still just US \$20 for the entire year; send your checks to CWB, 1066 Yates Rd, Oak Harbor, WA 98277. We also accept Zelle, Venmo, PayPal, and credit card payments. Check your dues expiration date on this newsletter's envelope—it's correct unless your check is in the mail. Don't make us ask twice. Many thanks to those of you who have already renewed.

NEW MEMBERS

We really enjoy welcoming new members into our group. Since the last newsletter, **Mark Seward** of Seattle has joined. He's been flying for nearly forty years and currently owns a Navion Rangemaster. Then there's **Robert Wade** of West Richland, WA, who's been at it nearly fifteen years, first licensed in the United Kingdom. He owns an RV-4. Living in Anacortes is **Mark Burns**, who has forty-five years of experience and currently owns a Morrisey 2150A (later, the Varga Kachina). He's now in the process of building an RV-8. Then there's **Bayan Towfiq** of Sammamish. He owns a pair of SIAI Marchetti SM 1019 aircraft, one on wheels and one on floats. Lastly, meet **Jeffrey Hanoff** of Pasco. He's a US Air Force vet, a CFI, and currently flies a PT-23 for the Richland CAF.

Make sure to say hello to these folks when you meet them.

2024 SCHOLARS ANNOUNCED

This is our eighteenth year of providing aviation education assistance to the young adults in our greater Northwest region. We had another great group of applicants and selected the following for our current class: **Kaitlyn Calawa** is a

in April and May, and we're looking into expanding our meeting venues.

This is an area where the Board needs help. We need volunteers to take on projects and your input on just what we can do to make the next thirty years even better than the last thirty. I encour-

senior at Kamiak High in Mukilteo. She plans to become a biology researcher in remote locations and needs to become a pilot to access those areas. **Lilli Gilbreath** is a junior at Sultan High in Sultan and wants to become an airline pilot. She's taking many AP courses and will graduate high school with thirty college credits. **Brynn Hoyt** of Bothell is a junior at Bothell High. She comes from an aviation-oriented family. **Asher Pedersen** is a junior at Stanwood High in Stanwood and has his heart set on becoming an Air Force pilot. Both his father and grandfather are Air Force veterans. He will be applying to the Air Force Academy after high school. **Sejal Shah** of Bellevue attends Lake Washington High where she is a junior. She's a member of the National Honor Society. Her goal is to become an Air Force pilot.

AIRCRAFT AVAILABLE

Joshua Weinstein is looking for a new home for his 1947 SeaBee. More info at cascadewarbirds.org/for-sale.



Photo: Joshua Weinstein

CORRECTIONS

Alexandra Szrama was a ground school scholarship winner in 2021, then won the Supplemental Aviation Scholarship Grant, before Karen King began her youth member sponsorships.

New member Trent Hendricks' last name was misspelled.

We apologize for the errors. 🌿

age you to look at the survey data and think about what CWB means to you, what you'd like to see, and how you can help make it so. This is *your* squadron.

Thoughts? Ideas? Suggestions? Volunteers?? Let me or one of the Board members know! Keep 'em Flyin'! 🌿

I'D LIKE TO START OFF by asking you to think about how you first became interested in aviation or flying—what really set the aviation “hook” in you. For me, it happened when I was about six, and my parents took me to a local airshow at Michiana Regional Airport in South Bend, Indiana. I was completely entranced by both the aerial and static displays. My dad, recognizing my interest, bought me a ride in a Cessna 172. I sat in the right seat, with my mom in the back. I still remember it distinctly: the ground falling away as we took off, the feeling of various minor g-forces I experienced, and how simultaneously bigger and smaller the world got. Previously, I had only seen small sections of the St. Joseph River that flowed through town, and now I could see miles of it at one time. The pilot pointed out local landmarks like the Golden Dome on the University of Notre Dame campus, and explained what he was doing in terms I could understand. That pilot instilled a love of flying in me that day and set me on the course to getting my pilot certificate and embarking upon a career in aviation.

Compare this to my dad's first experience in a light aircraft. He was in the Army Reserve at Fort Hood in the early 1950s. He was given the opportunity to fly in an L-19 Bird Dog, and he took it, thinking it would be something he'd enjoy. Well, upon learning that it was the young man's first-ever flight, the pilot decided to wring the airplane out without so much as easing into it or even announcing his intentions. My dad was so shaken and got so sick that he's never flown in a small aircraft since and even gets nervous on passenger jets. I've taken my mom up into the air and while my dad is proud of my accomplishments, he has never—and likely will never—fly with me. That unthinking army pilot and his stunts robbed my dad of a potential love of flying and stole from me something that I could share with my father. To me, that's unforgivable. It says a lot about my father that he could, recognizing my interest in airplanes, put aside his own personal fears and take the chance that my first flying experience would be better than his. It was the greatest gift he ever gave me.

A few years ago, I took a buddy and his teenage son, who had expressed an interest in flying, along with me on a Fly Washington Passport stamp run to Hoquiam and Ocean Shores. Since that day, I've watched my friend's son solo and have followed his ongoing flight training progress at Embry-Riddle Aeronautical University in Prescott, AZ. I'm very proud to have been a part of his aviation journey.

Cascade Warbirds does wonderful things and has launched numerous aviation careers with its Youth Scholarship Program. However, something as simple as giving an airplane ride or taking the time to talk to someone about airplanes or being a pilot, controller, engineer, etc., could spur a person, young or old, to pursue recreational flying or a career in aviation. Alternat-

tively, just one bad experience could sour him or her on the idea. I urge you to always look for opportunities to bring new people into our community.

On to business. It's March and the first airshows of the season are now rapidly approaching. The first, Paine Field Community Day, will be on 18 May 2024 in Everett, WA. This will be a static-display-only event for us, except for those members who are planning to give Young Eagles flights. We're also looking for marshallsers and for members to staff the Cascade Warbirds booth at the event. If you're interested in volunteering as a Young Eagles pilot, visit the EAA's Young Eagles website for more information: www.eaa.org/young_eagles (see “Become a Volunteer Pilot”).

June brings with it our longest-standing airshow partner, the Olympic Airshow at Olympia Regional Airport on 15–16 June 2024. This will again be a flying and static display event. After last year's light turnout, I'd really like to see us make a maximum effort to show our flag this year. The call for participants has gone out and we're already off to a pretty good start, but I'd love to fill the ramp as much as possible with our airplanes. Organizer Teri Thorning would like to have as many aircraft as possible arrive on Friday to ensure everyone is in place by the time the show opens Saturday morning, but early arrivals on Saturday morning are allowed if necessary.

We've also been invited to participate in the following events:

- 21–22 June: Pangborn Festival of Flight and Fly-In, Pangborn Memorial Airport (KEAT), Wenatchee, WA. Static display only.
- 21–23 June: Curtis Airport Fly-In and BBQ, Curtis Airport (OWA2), Chehalis, WA. Static display only, but there will probably be opportunities to fly if desired.
- 22–23 June: Skyfest 2024, Fairchild AFB (KSKA), Spokane, WA. No invitation yet but we are looking into the possibility of participating.
- 13 July: Auburn Airport Day, Auburn Municipal Airport (S50), Auburn, WA. Static display only.
- 19–21 July: Concrete Fly-in, Mears Field (3W5), Concrete, WA. Static display only.
- 3 August: Port Townsend Airport Day, Jefferson County International Airport (OS9), Port Townsend, WA. Static display only.
- 17–18 August: Wings Over Washington, Bremerton Airport (KPWT), Bremerton, WA. Flying and static display.
- 24 August: Tacoma Narrows Airport Day, Tacoma Narrows Airport (KTIW), Gig Harbor, WA. Static display only.

(Continued on page 4)

SCHOLAR UPDATES

By Kerry Edwards

PART OF THAT STELLAR CWB scholar class of 2018, Devin Graves has taken big steps in advancing his aviation career. In addition to a commercial pilot certificate with single-engine, multiengine, and instrument ratings, he earned a flight instructor certificate with single-engine and instrument ratings last July.

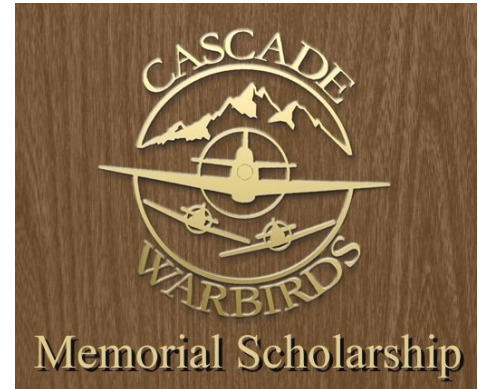
Devin graduated from the University of North Dakota with a BS in Aeronautics, Commercial Aviation, and is currently a full-time instructor at UND teaching private, instrument, and commercial students. He is hoping to begin instructing tailwheel and aerobatics in UND's Super Decathlons soon. Devin is also part of the Horizon Airlines Pilot Development Program, which means he has a first officer position waiting once he reaches the flight hour requirements.

Also from the class of 2018, and a fellow student at the University of North Dakota, Jeffrey Spaeth began his aviation career with a remote pilot certificate for small unmanned aircraft systems in July 2021. He earned his private pilot certificate; then his commercial pilot certificate with single-engine, multiengine, and instrument ratings; then added a flight instructor certificate with single-engine and instrument ratings in

November 2023.

From the class of 2017, Austin Mix added to a plethora of ratings. He started with a remote pilot certificate for small unmanned aircraft systems in February 2017. He earned his private pilot certificate with single-engine and instrument ratings in 2021. Austin achieved his commercial pilot certificate with single-engine, multiengine, and instrument ratings in May 2023.

From the class of 2016, Jordan Villaluz, now of Renton, earned his private pilot certificate with single-engine and instrument ratings in 2021 and his commercial pilot certificate with single-engine, multiengine, and instrument ratings in November 2023. ✪



CWB MEMBER FLY DAY AND PARTY

By Bob Stoney

ANNOUNCING THE 2024 Cascade Warbirds “Squadron Fly Day and Party” on Saturday, June 8 from 1000 to 1600. This is a chance for the airplane owners in CWB to thank you, the membership, for your support of the squadron by taking you, your families, and special guests, such as CWB supporters and scholarship winners, flying. So far, a dozen owners have agreed to bring their airplanes—including Navions, Stearmans, CJs, IARs, Bird Dogs and more—to a special day.

The location requires your vote below! Mark your calendars now, stake out the time to come join the squadron for some dogs and burgers on the grill, conversations about warbirds, and flying.

If you're an airplane owner and haven't contacted me yet, please do so soon so we can plan: Bob Stoney (CWB XO), bob.stoney@comcast.net, 206-579-1775. Oh, and you don't need a warbird to fly! If you don't have transportation and need a ride to the event, please contact Bob to help arrange a ride. We'll get you there!

So, where is this event? We've narrowed it down to

two locations and we need your vote! We analyzed most of the local airports, considering facilities available, access, operations, and parking for both airplanes and cars and selected two airports: Auburn Municipal (south) and Arlington Municipal (north).

The focus should be on you, the passenger, and this is your chance to vote. Send an email with your preferred airport—Auburn (S50) or Arlington (KAWO)—to Bob by April 31 to register your preference. We'll use the results to choose the location and will announce it in May. ✪



- 6–8 September: Hood River Fly-In, Ken Jernstedt Airfield (4S2), Hood River, OR. Static display with opportunities to fly.

Most of the details for these events are still to be determined. Please keep an eye on the calendar at cascadewarbirds.org/events/ for new information. I'll

also send out updates by e-mail. If you are interested in participating, whether as a pilot, a marshaller, a photographer, or a CWB booth representative, please contact me at OpsO@cascadewarbirds.org, and I'll put you in touch with the point of contact for that role.

As always, stay safe, have fun, keep 'em flying! ✪

DICK NELMS' 101ST BIRTHDAY

By Bob Stoney

ON SATURDAY, FEBRUARY 17, 2024, Richard “Dick” Nelms, a WWII B-17 pilot, celebrated his 101st birthday at the Boeing Field Museum of Flight. Following cake, cards, and birthday songs, Mr. Nelms joined Cascade Warbirds member Bob Stoney for a flight in Bob’s O-1E Bird Dog. Dick flew most of the flight and Bob commented, “He’s so smooth on the controls, you can tell he’s been flying a long time.” The pair visited Renton and Boeing airports, where B-17s were manufactured (though Dick’s B-17 was built by Douglas Aircraft in California).

Nelms graduated from high school in 1941 and enlisted in the US Army Air Forces shortly afterward. He completed his flight training through the Southeast Army Air Forces Training Command at airfields in Alabama, Florida, and Indiana. After receiving his commission, he joined the 710th Bombardment Squadron of the 447th Bombardment Group and deployed to Europe as a Boeing B-17 Flying Fortress crewmember. He initially served as a copilot before receiving a promotion to first pilot. During his tour, Nelms flew a total of thirty-five bombing missions in Europe and earned five Air Medals, the Presidential Unit Citation, and the Distinguished Flying Cross.

Dick, a true American hero, still serves as a volunteer at the Museum of Flight and is a Cascade Warbirds member. 🇺🇸



Above: Captain Nelms flashes a smile as pilot Bob Stoney snaps a quick in-flight photo.

Below: Bob and Dick pose in front of Bob’s beautiful O-1 Bird Dog at the Museum of Flight. Dick and many others celebrated his 101st birthday with a party at the museum. Photos: Bob Stoney

Dick’s most recent recognition—for both his wartime service and his civilian service speaking to youth and military groups about his time in WWII, particularly overcoming fear and maintaining a positive attitude—was being named by the Army Aviation Association of America as a Knight of the Order of Saint Michael.



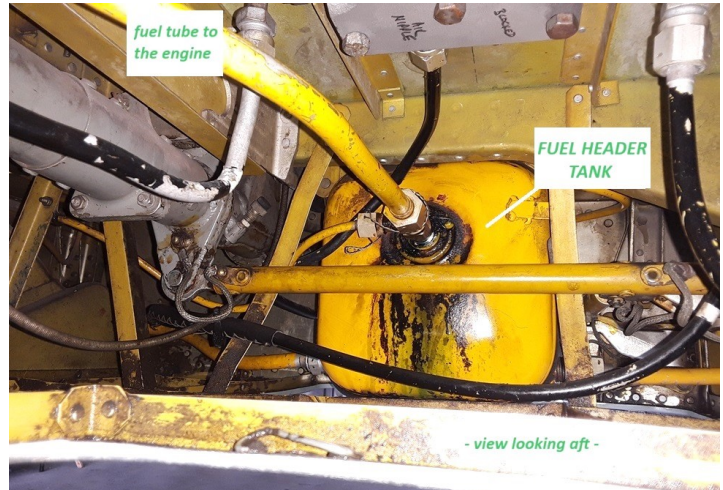
IS GOOD ENOUGH “GOOD ENOUGH”?

By Justin Drafts

A VERY GOOD QUESTION, INDEED. In many instances in life, the answer can be a simple, “Yes, yes it is.” However, when it comes to aviation, in particular aviation *maintenance*, we need to spend a bit more time considering our answer. As the adage by Capt. Alfred Lampugh wisely asserts, aviation is “terribly unforgiving of any carelessness, incapacity, or neglect.” Any mechanic who disagrees with this sentiment should be avoided, yet there exists a wide range of attitudes toward such conscientiousness in the aviation world. I recently ran headlong into just such an example of this “disagreement” in the quality of workmanship of the Chinese-built fuel system on my own Nanchang CJ-6A.

Built in 1974 for the Chinese Army Air Force (PLAAF), the fuel system is simple enough in design: each wing carries a single, vented aluminum fuel tank, each of which feeds its avgas directly into a small header tank located directly under the aft cockpit (the tank is about the size and shape of a one-gallon milk jug). This header tank filters the avgas prior to sending it forward to the aircraft’s radial engine via one hefty integral threaded pipe fitting. This fitting joint is notorious in the Nanchang fleet for being poorly installed at the Chinese assembly plants and it commonly results in tell-tale stains of weeping fuel. There is simply no way the PLAAF squadrons’ maintainers were not aware of this widespread weeping fuel issue, yet the problem seems to have gone chronically uncorrected. The reasons *why* can be the source of much conjecture—possibly a political environment intolerant of criticism or simply a lack of concern for such a problem—but the issue of poor workmanship nonetheless remains.

Although the draining of my CJ’s fuel system and removal of the header tank was tedious (judging by the condition of its retention hardware and worn rubber gaskets, it had not been removed since the aircraft’s time in PLAAF service), the process wasn’t complicated. The ultimate repair to the faulty fitting was also thankfully straightforward. I needed to simply wrench out the



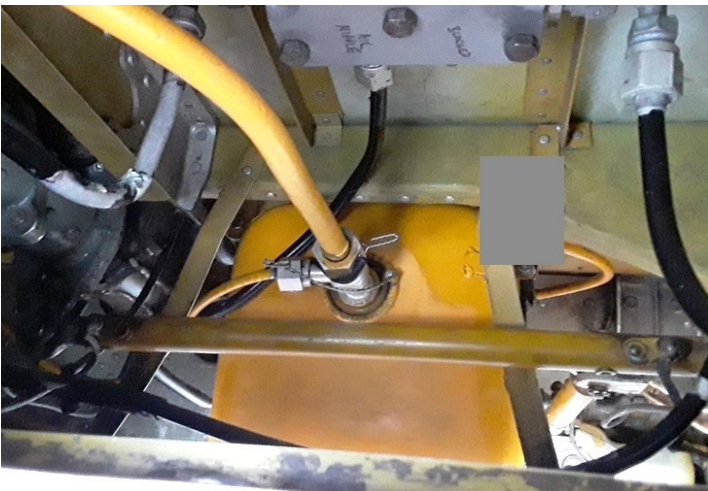
Above: Leaky fuel header tank. Below: New and old fittings.

original, damaged fitting, re-tap the header tank’s threaded internal socket using a basic tapping tool, then gently reinstall a new correctly tapered fitting using a fuel-resistant thread lubricant.

While the thread repair wasn’t particularly difficult, it did require a simple attention to detail appropriate to the critical nature of the system involved. It is baffling to me why such a straightforward repair could be institutionally overlooked for so long. However, it serves as a reminder that in aviation the pursuit of excellence in our maintenance is always worth the time invested. The end results are safer aircraft, peace of mind, and preserving a passion for meticulousness that keeps us flying safely. ✪



Below: New tank and fitting installed. Right: “No job is complete until the safety wiring is done.” Photos: Justin Drafts



T-28A RESTORATION UPDATE

By Jack LaBounty

THE FORECAST FOR A WARMER and drier than normal winter did not come true at the Chehalis-Centralia Airport. It was too cold to work in the hangar on many days in January and February and progress on riveting the new skin panels on the left-hand outer wing panel slowed. Currently, the interior fuel liner panels need to be riveted in place before starting on the bottom skin panel. With warmer weather on the way, we can start making visible progress again.

Those of you familiar with the T-28 may notice the retractable landing light has been removed on the outer wing panel. My T-28A will have a LED taxi/landing light on the nose gear. A nose gear taxi/landing light was available on early T-28As. Another LED landing light will be installed in the left wing gun camera bay. Given the candlepower rating of available LED PAR 36 and PAR 46 landing lights over the original filament landing lights, I don't think there will be an issue seeing us coming.

For a winter in-home project, I started to make an armament pedestal replica for installation in the forward cockpit, ahead of the control stick. The configuration of components matches our project's T-28D wing. All the components on the front of the pedestal will be installed, but none of the wiring or internal relays. I am only looking for a warbird appearance and not operational functionality. The replica is smaller in size than the original pedestal. This is so I will not have to relocate the rudder

The outer wing panel skin is progressing.



pedal release lever assembly under the instrument panel to another location in the cockpit.

Sometimes, I find it difficult to find a particular hardware item or specific component. For hardware, I usually try Spencer Aircraft Supply, Aircraft Spruce, or SkyGeek. If that does not work, I use StockMarket.aero. Obtaining a hardware or component item specification document copy can be very beneficial. An AN (Army-Navy) part number may no longer be available, having been superseded by an MS (Military Standard) part number. In some cases, one MS part number has been superseded by another. Today, many MS part numbers have been superseded by an AS (Aerospace Standards) part number. My preference is the NAS (National Aerospace Standard) because the part number is usually stamped on the part. This is handy, especially when looking at a bolt. All of this has probably kept many people employed. To obtain AN and MS standard documents online, I use EverySpec.com.

In June of last year, we held the Association of Naval Aviation (ANA) Portland Squadron summer meeting at our Chehalis-Centralia Airport hangar. The weather was perfect and before the meeting was over, ANA Portland was making plans for another June meeting at the hangar this year, possibly including a barbecue. Once a date is established, I will put out the word, as anyone flying their warbird in that day would be greatly appreciated.

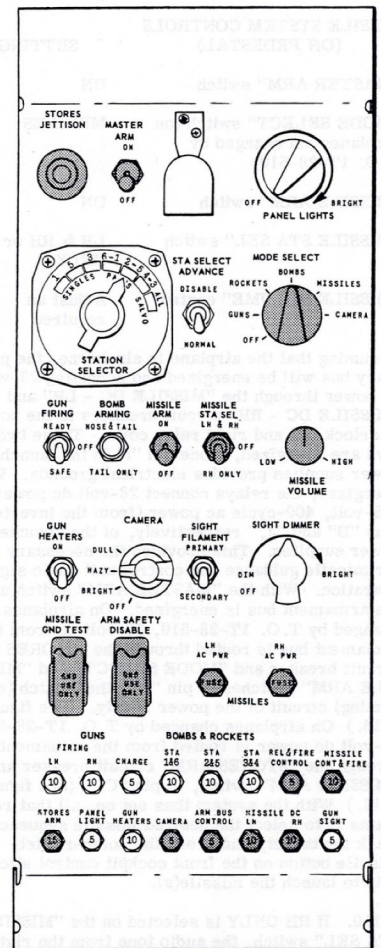
In early March, the Lewis County P.U.D. replaced the sodium lights in our hangar with LED lights through a grant to the airport. The hangar lighting was greatly improved and it should reduce the electric bill. We have been very pleased with the support we have received from the airport maintenance and management personnel over the six years we have been in the hangar. ☺



Above: Jack's replica armament pedestal.

Below: Original armament pedestal drawing from the T-28 maintenance manual.

Photos: Jack LaBounty



ARMAMENT PEDESTAL

[In 1979, CWB member and then-LTJG Tom Wayne was the Public Affairs Officer for Fleet Squadron ONE (VF-1) and published this news release, reprinted without changes.—Ed.]

LAST AUGUST THE “WOLFPACK” of Fighter Squadron ONE and the Navy Fighter Weapon School at “TOPGUN” participated in a multi-fighter engagement in clear skies east of Yuma, Arizona. It was a big fight and consisted of four F-5 Tigers and two A-4 Skyhawks from TOPGUN, against three F-14 Tomcats from the Wolfpack.

When the fuel ran out after a grueling fight it was time to bingo into MCAS Yuma to refuel and take a breather. The stopover at Yuma was a chance to review lessons learned prior to the beginning of a second fight later in the afternoon. But this stopover at MCAS Yuma proved to be very different from so many others.

These fighter aircrews from NAS Miramar, San Diego, California had the rare opportunity to meet and listen to the three most successful fighter pilots of all time. The three distinguished speakers were: Wing Commander Stanford Tuck, eighth ranking fighter pilot in the R.A.F. with 29 confirmed victories; Major General Gerhard Barkhorn, German Luftwaffe, second ranking fighter pilot of all time with 301 confirmed victories; and Lieutenant General Adolf Galland, German Luftwaffe, 103 confirmed victories.

These three special personalities in aviation history were hosted by MCAS Yuma during their recent visit to Southern California.

After describing some of their more colorful experiences before a large congregation of fighter aircrews at MCAS Yuma the floor was opened for questions.

L to R: Fighter Pilot LTJG Rick Jack, Wing Commander Stanford Tuck, Radar Intercept Officer LT Tom Corwin, Fighter Pilot LTJG Dave Olney, General Adolf Galland, Radar Intercept Officer Ensign Tom Wayne. Photo: Tom Wayne



The first question came from the Skipper of TOPGUN, CDR Lonny McClung. He asked about the air-to-air gunnery training they received in their respective training commands. All three aces complained of limited training experiences before the outbreak of World War II. Major General Barkhorn said that he had the benefit of only one gun training hop in the ME-109 before World War II broke out.

In the discussion that followed, all three promoted the concepts of keeping sight, checking six and using surprise attacks. They confirmed that the majority of their kills never knew what hit them.

During World War II, while amassing their large number of kills each of them had been shot down by attackers they never saw. General Adolf Galland was shot down twice in one day!

When talking about tactics, Wing Commander Stanford Tuck claimed that the R.A.F.'s tight echelon formation, used prior to Dunkirk, was “stupid”. He immediately instituted the loose fluid four formation in his squadron when he found himself in a command position after several of his superiors were shot down.

Another member of TOPGUN asked for some appropriate advice for the upcoming multi-plane engagement that afternoon. General Galland recommended not getting engaged in the first place. But, in such a situation keep your energy up and never go down. The last question was handled by Major General Barkhorn. “What was the longest one-on-one dog fight you ever had?” His response was difficult to understand because of his heavy German accent. No one could tell whether he said four or fourteen minutes. The audience of fighter pilots was amazed when he confirmed that his fight with a Russian LAGG-3 lasted forty-three minutes long! “Did you ever consider breaking off the engagement to return to base?”

Barkhorn. “Yes, when I ran out of fuel!” The fight ended with neither plane getting an advantage or getting shot.

The lessons learned forty years ago in the air war over Europe were learned again by several young F-14 Tomcat aircrews from the Wolfpack of Fighter Squadron ONE in another supersonic fight over the Arizona desert later that afternoon.

After returning to NAS Miramar, TOPGUN provided one of their patented debriefs which adds greatly to the value of each training flight. Also, the chance of meeting these three fighter legends out of the past had a great influence on four young F-14 Tomcat aircrew members from Fighter Squadron ONE. ✪



Above: "A bit of news from us in Chandler, Arizona. We participated with our Nanchang CJ in the seventy-fifth anniversary of Chandler Aviation Day. It was the largest turnout ever, with over 10,000 people attending in just five hours. Our CJ in foreground at dawn's early light." Photo: Karyn F. King/PhotosHappen.com

Below: Retired US Navy Commander and Radar Intercept Officer William Driscoll spoke to CWB about performing under pressure. He and his pilot, Commander Randall "Duke" Cunningham, were the Navy's only aces during the Vietnam War. Photo: Dan Shoemaker



Above: CWB members staffed a booth at the annual Northwest Aviation Conference & Trade Show in Puyallup. Thank you to all who helped set up, provide materials, and speak to visitors!

Below: CO Dave "Prancer" Desmon thanked Cale Wilcox, Public Programs Manager at the Museum of Flight, for his years of support for Cascade Warbirds with a plaque.

Photos: Dan Shoemaker



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UPCOMING EVENTS

April

- 13 Paine Field tower tour and group dinner (Everett, WA)
- 20 Marshall training class (Everett, WA)
- 20 Backcountry Aero Club FAASTeam safety seminar and warbird display (Puyallup, WA)

May

- 17 Tahoma memorial flyover for P-38 pilot John Rooth (Kent, WA)
- 18 Paine Field Community Day (Everett, WA)

June

- 8 CWB Member Fly Day party (TBD, WA)
- 15-16 Olympic Airshow (Tumwater, WA)
- 15-16 Moses Lake Airshow (Moses Lake, WA)
- 21-22 Pangborn Festival of Flight (East Wenatchee, WA)
- 21-23 Curtis Airport Fly-in (Chehalis, WA)
- 22-23 Fairchild Skyfest (Fairchild AFB, WA)

July

- 13 Auburn Airport Day (Auburn, WA)

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

CHECK SIX



The versatile F-4 Phantom expanded to dozens of specific variants, including this unproduced F-4 (FVS) variable geometry wing concept for the US Navy. Photo: unknown, McDonnell Aircraft. See McDonnell's design documents at https://www.reddit.com/r/WeirdWings/comments/cogzds/f4_fvs_the_swingwing_phantom_ii_that_was_proposed/ or scan the QR code above.