



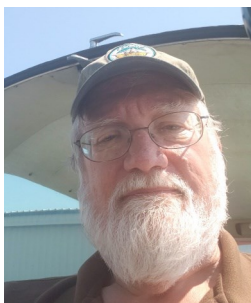
John Blase performs at the Bremerton Air Show in his SIAI-Marchetti SF.260. Photo: Dan Shoemaker



★ Cascade Warbirds Squadron Newsletter ★

CO's COCKPIT

By Dave "Prancer" Desmon



THE WEATHER IS GETTING colder, the days are getting shorter, and that means it's time for CWB activities to start moving back inside for the winter. There are still plenty of nice days ahead to fly, but they'll be getting fewer and farther between, and things like darkness and ice will start to become factors. Heads up!

The Bremerton Air Show, August 16–18, was a great time. Fairly well attended by CWB and the public, we started Friday evening in the

sunshine on the patio at Amelia's Hangar restaurant. Great time! Weather started to move in, but we were still able to get in the entire program on Saturday. It was heavily warbird-centric, with *four* F/A-18 Hornets operating right out of the field—two USN and two RCAF. We got the first noise complaints within twenty minutes! Other aircraft included a PBYP, F4U Corsair, Me-109, P-47, *two* P-51s, a J2F Duck, P-40, T-28, Yak-3, two Navions, two IAR-823s, a CJ-6, an SF.260, L-3, and an N3N-3. Quite a good show! That night, we knew the wind was coming up and tied everything down especially well. Feeling safe, we left for the hotel at about 8:00 p.m.

An hour later, just as I was stepping into a hot bathtub, I got a call that the webcam at Bremerton showed vendor tents blowing into our airplanes! Three minutes later, another message to the same effect. Springing into action, Bob Hill and I and the PBYP pilot rushed back to the airfield in the driving rain to find a scene of devastation: unsecured vendor pop-up tents, merchandise, boxes, a bounce house, and food service items all blowing nearly half a mile down the ramp...into my airplane, Tom "TP" Jensen's N3N, and the PBYP, which was acting like a snow fence.

Fortunately, the things blowing were light and damage to airplanes was minimal. But many vendors lost their entire inventory. Lesson learned: tie *everything* down! We spent the next several hours in the rain and wind rendering all loose tents unairworthy.

On Sunday, the weather played hide-and-seek, but a little creative scheduling allowed us to get in all but one act. Toward the end of the show, radar showed we were about to take a direct hit from a storm cell. With the chaos of the previous night fresh in mind, the organizers wisely called it a day, cancelled the TFR, and opened the airspace. I have never seen an airfield evacuated so quickly—it was like somebody rang the scramble bell! Within fifteen minutes, a previously teeming Bremerton Airport was a ghost town. Teamwork!

At our first indoor meeting of the season at the Museum of

Flight, renowned aerodynamicist David Lednicer spoke about the design aspects and history of the Bell P-39 and P-63. A very interesting program! David is a CWB member, so expect to hear more from him in the future. We also heard from John Hughes, Secretary of the Pacific NW Naval Air Museum (formerly PBYP Museum) in Oak Harbor, WA, and Executive Director Barry Meldrum about the construction of their new facility adjacent to NAS Whidbey Island.

During the board meeting, Brian Ruby was appointed to fill the seat left by the untimely passing of Vera Martinovitch. Everybody, be sure to welcome Brian; I'm sure he will be a valuable addition to the board. We will be looking for someone to fill the role of Youth, Membership, Recruiting, and Social Media Coordinator to help us reach, connect with, and attract more and younger members. If you are interested or know someone who might be, please contact me or Fred.

One way we can all represent CWB is to make ourselves some business cards with the CWB logo and website, plus your contact information, and carry them in your wallet. They are easy to make on your home printer and great for when that casual conversation in the wild turns to warbirds and someone shows interest.

RARA has announced that the National Championship Air Races will resume in Roswell, NM, September 10–14, 2025, and CWB has already reserved our usual front row box seats and a block of hotel rooms in town. Contact Fred to reserve yours.

November 9 will be our Veteran's Day meeting. We will ask our veterans to stand and give us a one-to-two-minute summary

(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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SAVE THE DATE

Our annual holiday dinner party and awards banquet is just around the corner. On December 14, we'll again be at the Hilton Garden Inn North, on the northwest corner of Paine Field (KPAE). Dinner will again be catered by Shawn O'Donnell's of Everett. The menu will be available shortly and will likely be similar to the past two years. We await pricing, which we'll pass along to you.

Also, we've arranged for a block of fifteen rooms for those of you who want to "take the elevator home" after the party; our price is only \$110. The link will be posted soon.

Stay tuned for another wonderful holiday experience. It's not too early to get your name on the list; no obligation until it's time to pay. Hope to see you there.

NATIONAL AIR RACES

The races have moved from Reno to Roswell, but they're still held in September; the exact dates should be available after November 1. We'll be there, front and center, in the Moya Lear box (A-41) with B-40 right behind it. Final pricing and hotel info is not yet available, but you can reserve a seat for \$100. Contact Fred to secure your seat.

AIRCRAFT FOR SALE

Joshua Weinstein is seeking a new caretaker for his 1947 SeaBee. It includes a few nice STCs and Bose headsets. More info is at cascadewarbirds.org/for-sale.

Photo: Joshua Weinstein

AVIATION SCHOLARSHIPS

We are just weeks away from our nineteenth year of providing aviation scholarships for area youth. Each year, several young adults who evidence interest in aviation careers are given the opportunity to study the theory of flight and receive two dual flight lessons. Each year, one of those selected is awarded a follow-on \$2,500 grant to continue pursuit of a private pilot certificate. Further information will be disseminated next month.

NEW FACES

We just love welcoming new folks into our midst. So, say "Hello" to **John Blase** of Silverdale. He's a retired USAF pilot, having flown the B-52, B-2A, U-2, T-38, and others. He currently flies 757s and 767s for UPS and owns a SIAI-Marchetti SF.260.

Joining us from Coupeville is **John Hughes**. He became interested in naval aviation because his father served in PBYS in WWII. John is the board secretary of the Pacific Northwest Naval Air Museum in Oak Harbor.

And from Burien is **Dennis Van Swol**, a USAF veteran. ATP rated in multiple aircraft and a CFI—AMEL, instrument, glider—he taught aerobatics for over a year (1,000+ hours) and mock combat in SNJ/AT-6 aircraft. He has an experimental project in the works. ✪



of their military career and a good story from the same. We will also hear from Vietnam vet and member Fred Quarnstrom about the history and events leading up to the Vietnam War. Guests are welcome!

December 14 will be our awesome CWB Christmas party, held at the Hilton Garden Inn at Paine Field in Everett, same as last year, with catering again by Shawn O'Donnell's. Great meal, great

time, great company, and once again we have a block of discounted rooms. I hope to see you all at both of these events!

Lastly, 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'! ✪

ANOTHER AIRSHOW SEASON IS IN the books and we ended on a strong note. I'd like to start by thanking everyone who participated in any of this summer's activities, whether it was displaying your aircraft, being members of missing man formations and other flyovers, flying CWB members at our Fly Day, hosting and organizing events, marshalling, security, cooking, photography, or just showing up and supporting events. *You* made this season a success.

The Bremerton Air Show took place on the weekend of 17–18 August at Bremerton National Airport. Cascade Warbirds had a solid turnout for both the aerial demonstration and static displays. In addition to displaying his numerous aircraft based at Bremerton, Roger Collins flew his T-28s *Lumpy* and *Lima Charlie* during the Cascade Warbirds demonstration. He then flew his P-51D Mustang *Lady Jo* along with Dan Vance in his Mustang *Speedball Alice* later in the show. Flying in the Cascade Warbirds performance were Dave "Prancer" Desmon (Navion), Bob Hill (IAR-823), Victor "TO/GA" Norris (IAR-823), Justin Drafts (CJ-6), newcomer John Blase (Marchetti SF.260), and Steve Baldwin (in Paul Youman's Navion). After a bird or drone strike took out one of the side windows on Paul's airplane, we were worried that it wouldn't be fixed in time for the show, and indeed it almost wasn't. However, in a feat of ingenuity and skill, Steve was able to replace Paul's entire canopy with the canopy from his NASA Navion, which was down for maintenance. Additionally, John performed his own aerobatic routine later in the show, a first for him.

Putting their aircraft on static display were Tom and Marian Jensen (N3N-3), Dan Barry (L-3), and Bill Shepherd (Yak-3). As always, the Cascade Warbirds marshalling crew of Paul Youman, Rich Cook, Gary Shipler, Heijo Kuil, Brian Ruby, Robert Mitka, Tonia Houle, and I kept both planes and attendees safe during ground operations and static displays. Additionally, Robert and Tonia made themselves extremely useful, performing liaison and transport duties around the airport in Robert's vintage Willys Jeep. Huge thanks go out to Roger and Kimberly Collins for their epic hospitality in providing food, drink, and shelter from the sun to the performers and volunteers, and to Colleen Hale for all her hard work in preparing an amazing spaghetti dinner in Roger's hangar Saturday night. Additionally, Kirstan Norris and I provided color commentary for the Cascade Warbirds flight demonstrations with airshow announcer Ken Hildebrandt.

The show wasn't without its challenges, however. Thunderstorms and strong winds struck the airport Saturday night after the show, sending some poorly secured canopy tents tumbling into a number of airplanes, including Dave Desmon's Navion and the Jensens' N3N-3. Thankfully, and perhaps miraculously, none of the airplanes were damaged. Thunderstorms

reared their ugly heads again mid-Sunday afternoon, cancelling the P-51 demonstration and ending the airshow early. Thankfully, all the airplanes that needed to leave got out before the rain and wind started in earnest. Despite the weather issues, though, the crowd turnout at the show was really good, and everyone appeared to have a great time enjoying some stellar acts.

The Arlington Skyfest took place the same weekend as Bremerton, and Cascade Warbirds members were represented there, as well. Executive Officer Bob Stoney (L-19 Bird Dog) and Kelly Springer (Navion) had their aircraft on static display, while Bud Granley performed his show in his Yak-18T. Thankfully, the two shows will be deconflicted next year, and the Cascade Warbirds will be able to fully support both.

On 13 July, Bob Stoney and Stan Kasprzyk (Piper PA-28 Warrior) participated in Auburn Airport Day at S50. Additionally, Dave Desmon and Bob Hill performed a flyover of the Seattle Seahawks training facility on the shore of Lake Washington on 7 August, during the team's training camp public day.

The Northwest Multi-signatory Warbird Formation Clinic was once again held at Roger Collins's hangar at Bremerton over the weekend of 22–25 August. We had a good mix of old hands and new blood. CWB members John "Smokey" Johnson, Bob "Baddest" Stoney, Dave Gagliardi, and Stan "Sundance" Kasprzyk were among the instructors. Participants included pilots Roger Collins, Dave "Prancer" Desmon, Bob Hill, Victor "TO/GA" Norris, Drew Blase, Brad Engbrecht, Jason Stiffey, and one of our youngest pilots, Trent Hendricks, who brought his Varga Kachina. The marshalling crew was made up of Paul Youman, Brian Ruby, Robert Mitka and I, with help from Victor Norris. Additionally, Brodie Winkler, new member Jasper Scofield, and I captured the event as photographers. Unfortunately, foul weather prevented flying most of the weekend, but we did get some good flying in on Thursday, late Saturday afternoon, and Sunday. One of the highlights of any formation clinic is the Saturday night spaghetti dinner, prepared by Colleen Hale, and the callsign board, presided over by Stan Kasprzyk and fellow instructor Dean "Frito" Friedt. Two CWB members received new callsigns: Brodie "Chokin" Winkler and Dave "POMO" Gagliardi. Be sure to ask them the stories behind the callsigns the next time you see them.

We've still got some good flying weather before the gloom sets in, so I'd encourage you to keep flying, maintain your proficiency, and perhaps learn something new. Fly out for that hundred dollar hamburger, enjoy the fall colors, and just have fun. I'll see you all at the meetings and hopefully I'll run into some of you (figuratively, of course) at local airports when the weather is good. Stay safe out there! ☺

BREMERTON 2024 FORMATION CLINIC

By Stan "Sundance" Kasprzyk

THE BREMERTON FORMATION CLINIC for 2024 was plagued by abnormally cool and wet August conditions, which provided lots of opportunities for quality ground training, but less than normal formation flying opportunities. Weather precluded three Navions from joining the clinic from California and kept away a T-28 from eastern Washington. Even so, a number of good formation flights did occur that provided excellent practice and proficiency flying, including some first-time formation training.

Four Canadian Nanchangs arrived early on Thursday, allowing me to join them for a late afternoon lead practice flight in Tom "Chox" Spreen's Nanchang C-FXMI before the weather turned. Once the weather cleared mid-day on Saturday, I instructed with Eric Johnson in his Navion from California, providing lead for another new visitor to the formation clinic, Trent Hendricks in his Varga Kachina. On Sunday morning, I led a flight in my Warrior with Kirstan Norris in my left seat and Trent Hendricks getting more wingman flight training in his Kachina. The Canadian Nanchangs had an eventful four-ship on Saturday and were led by Roger Collins in his Navion for a five-ship departure flyby on Sunday back to Victoria.

One ground highlight of the formation clinic was our callsign naming event, bestowing new (or changed) callsigns on those who displayed amazing skill and bravery (or was it buffoonery?) during the weekend's flying events. It was a rare all-Canadian event, awarding callsigns for Brodie Winkler—Chokin', Chris Walker—GITFO, Dave Gagliardi—POMO, and Brian Youmans—GUMP. You'll have to get the specifics from each of the honorees themselves, or over a round with the other attendees!

Thanks again to Roger Collins for the use of his hangar and facilities at Bremerton, and to Dave "Prancer" Desmon and John "Smokey" Johnson for

clinic setup and coordination, Bob "Baddest" Stoney and Dean "Frito" Friedt for excellent ground instruction, and Colleen Hale for outstanding meal presentations. ✪



Top to bottom:

Tom "Chox" Spreen's CJ-6A and Sundance with Eric Johnson's Navion. Photo: Brodie "Chokin'" Winkler

Trent Hendricks in his Varga Kachina. Photo: Dan Shoemaker

The four Canadian Nanchangs led by Roger Collins's Navion. Photo: Dan Shoemaker

2024 formation clinic attendees. Photo: Dan Shoemaker

CWB MEMBER SETS RECORD AT OSHKOSH

By Bob "Baddest" Stoney

CASCADE WARBIRDS MEMBER JIM CUSTIS set an unofficial record at EAA AirVenture Oshkosh 2024. The record, “Most Trips Around the Sun Before Performing at Oshkosh,” so dubbed by Liaison and Observation Air Boss Kurt “Cowboy” Landis, was awarded to Jim after his performance in the Wednesday warbirds airshow. Jim prepared by attending a pre-Oshkosh formation clinic in Dekalb, Illinois, where he flew his Piaggio P149E, along with several flights in a WWII BT-13 trainer. After three days at the clinic, Jim flew in a five-ship flight—with similar looking but *totally different* Navions—up to Oshkosh.

After a few days sampling the fun at Oshkosh, Jim flew his airplane in the show. Watch it at <https://youtu.be/CRsTvXZQNCU> or by scanning the QR code below with your phone. ☘



Top: Jim, at left, with other first time EAA airshow performers, wins his award. Photo: Kurt Landis

Bottom: Jim's P149E awaits takeoff. Photo: EAA video



FIRST WORLD FLIGHT CENTENNIAL

By Jasper Scofield

ON SEPTEMBER 28TH, 1924, 100 years ago, two planes returned to Seattle after a 175-day and 26,363-mile race circumnavigating the world.

On April 6, 1924, a four-plane, eight-man crew consisting of Douglas World Cruisers with the names *Seattle*, *Chicago*, *Boston*, and *New Orleans*, set out from the Navy airfield at Sand Point—now Magnuson Park—thirteen days after British pilots set out in the opposite direction with the same goal. Only nine days after starting the journey, after departing Prince Rupert, BC, the lead aircraft *Seattle* had a three-inch-hole blown in its crankcase and made a forced landing in Portage Bay. After getting a replacement engine, the *Seattle* crew attempted to catch up to the other three planes waiting in Dutch Harbor, AK, but failed when they crashed into a mountainside after encountering dense fog. Both crewmen survived and endured six days stranded in the Alaska wilderness before finding an unoccupied cabin.

The three remaining aircraft continued on, with the lead position going to *Chicago*. Their flight path went along the Aleutian Islands in the North Pacific before turning south along the Asian coast. The flight was mostly uneventful, until reaching Vietnam, where one of the *Chicago's* connecting rods broke and it was forced to land in a lagoon. Once the plane and crew were found, locals towed it twenty-five miles to the city of Huế with only three paddle-powered sampan boats. Once in Huế, an engine was urgently shipped from Saigon—now Ho Chi Minh City—so the *Chicago* and the other two remaining aircraft could continue through India. After swapping the floats for wheeled landing gear in Calcutta, the pilot of the *Chicago*, Lt. Lowell

Smith, slipped and broke a rib but insisted on continuing without delay. All the aircraft were equipped with new engines in Karachi, with the *New Orleans* barely making it, only having intermittent engine power after a catastrophic engine failure.

After flying through the Middle East and Europe, they landed in Paris on Bastille Day and continued into England to prepare for crossing the Atlantic. While the Orkney Island to Iceland leg was underway, an oil pump failed onboard the *Boston*, forcing it to land in the rough seas of the North Atlantic. The *Chicago* continued to the Faroes and dropped a letter to the USS *Richmond* informing them of the stranded plane. The ship rescued the unhurt crew of the *Boston*, but while the plane was in tow it capsized and sank, leaving only the *Chicago* and *New Orleans* to continue through Iceland and Greenland. The fuel pump of the *Chicago* failed while en route to Labrador, Canada but copilot Lt. Leslie Arnold kept it in the air by hand pumping the fuel for four hours. After crossing into the United States with much fanfare, they made the final landing back at Sand Point with an estimated 50,000 spectators to welcome them home.

To celebrate the centennial anniversary of the flight, Friends of Magnuson Park, a group of historians and park enthusiasts, hosted an event on the land where the airfield used to be. NOAA opened its doors and welcomed aviation enthusiasts from around the area to enjoy, among other things, a flyby including planes and pilots that have circumnavigated the globe and one of the two remaining B-29s in flyable condition, *Fifi*. ☘

IT HAS BEEN A WHILE since I offered an update on the restoration of the Skymaster. Unfortunately, I do not have much to report. The left wing of this airplane seems to be fighting back. It is good, in the sense the project is getting a very thorough IRAN (inspect and replace as necessary). It is bad, in the sense this left wing has a lot of the “R” in it. This singular component has been a repeat hurdle in this project, but when it is done it will be finest left wing on any O-2 out there (I hope).

A quick review: USAF S/N 97642 flew from the Davis-Monthan boneyard as a complete aircraft to Oklahoma in 1992. It was obtained as military surplus by an outfit specializing in Cessna 337 / O-2 parts and maintenance. This aircraft was disassembled and placed in storage. In 2020, I came on the scene as it was being pulled from mothballs, to be reassembled. Somewhere between 1992 and 2020, the original left wing had been sold. A high-paying customer urgently needed a wing replacement to keep their government contract going. There wasn't time to build up a wing from spares, so a fully assembled wing was selected. Unfortunately, the left wing for 97642 was the easiest to grab and it was sold. We knew the project would need to have a wing built up from spares when we started in 2020. At the time, this seemed a good deal because it afforded the chance to get inside the wing to replace the guts with new equipment.

My first contributions to the CWB newsletter spoke to this, as I selected all new fuel tanks, selectors, pumps, and plumbing for the left wing. This vendor has

The notch in the hole starts a significant crack. The rivet work is evidence of a poorly done field repair. This notch/crack likely happened during that rivet work.



Freshly painted in July, 2024, before a crack was found in a wing rib (below).

literal stacks of spares, still in factory packaging. We begin round one, or the “first age of middle wing.” The first build-up of the left wing took much longer than expected due to the pandemic and other health issues impacting the restoration crew. It was done (for the first time) in 2023. Concurrently, the aircraft was being painted in sections as the components were ready. The entire aircraft had been painted, except the left wing.

An aside: The Cessna 337 has an airworthiness directive (AD) for a periodic wing spar inspection. This inspection requires access to a particular point inside the fuel tank compartment. To gain access, you must remove the top skin of the wing and remove the fuel tanks. We had accomplished the AD on this wing, an eddy current inspection, while doing the build-up. This inspection requires the removal of a particular bolt, only accessible when the tanks are out. More on this later. Begin round two, the second age of middle wing. The tanks and plumbing were installed, the skins attached, and the wing was sent to paint. During paint prep, it was discovered one of the bolts from the AD inspection was not replaced. Mistakes happen, and this was a big mistake. Haste makes waste, and in the zeal of passing the AD and getting the project moving again, the tanks were installed over top of this error. The wing came back to the shop to have the skins removed, the tanks pulled, the bolt installed, and to be reassembled. During the time of this correction, the paint shop had a few disruptions in staff,

(Continued on page 7)

causing a delay in availability. Finally, in May 2024, the paint shop had an opening and the re-rebuilt wing went to paint.

Begin the third age of middle wing. We were confident in the left wing because it had been *nearly* (hint/spoiler) fully disassembled, twice. All the control surfaces were off, the tanks out, the lights removed, the control rods replaced, the plumbing redone. You get the picture. The wing was painted, with beautiful results. The wing was mounted in July of this year, and I was there to help with the rigging and wiring. Earlier, I said *nearly* fully disassembled. There is one section of the wing that has basically nothing in it. The section outboard of the fuel tanks and between the front and rear spar is pretty much just ribs and skin. That top center skin had not been pulled, as this section looked to be in good order.

I was working on wiring for the landing lights, pitot heat, stall warning, and nav lights. As I worked my way outboard on the wing, I was looking down the lightening holes (the circular cutouts on a wing rib), from the wing tip. While investigating the nav light wiring, something caught my eye. Two of the lightening holes, deep in the wing, didn't look right. Using a borescope, the up-close view showed two ribs were corrupted by small cracks. These cracks had occurred during what appeared to be a very poor attempt at field repair many years ago. This had happened well before the wing became part of this project. It should have been caught when the wing was selected for build-up, but you had to be standing just the right way, in the proper light, looking down at the correct angle to see this. Luckily, I did, albeit too late. The ribs need to be



The freshly painted wing being torn apart. The fuel tanks are removed and soon the outboard top skin will be drilled out and replaced.

replaced, and they are in a spot requiring the skin panels to be drilled out and removed.

The wing is currently at a structural repair facility, undergoing this invasive operation. It is a huge punch to the gut, because this wing keeps producing issues. It is also disheartening to think about the beautiful new paint job getting torn apart. The silver lining on this towering cumulonimbus is that the ribs and skin will be replaced with new, still in the factory packaging, Cessna O-2A parts. This will mean nearly every part of this left wing, excepting the main spars, has been replaced. Once the wing is reattached, we can pick up where we stopped in July.

The engines are on, the props are on, the guts are in. However, you need the wings attached for just about all the major tasks remaining. Once the structural repairs are complete, we will get a 337 for this 337. The re-rebuilt wing will be mounted and we will continue with assembly. The FAA inspectors have been great to work with. They are getting a much deeper look into the aircraft than they would normally and appreciate the opportunity to see the restoration in such detail. The FAA MIDO office is located on the same airfield and we have kept open dialogue since the beginning of the first age.

That is the latest on this project. This structural repair may topple the whole house of cards. It depends on whether they find further error and the cost of the completed work. This wing has used up a lot of the gas for this project. We are on a razor's edge of "restore" or "back to parts inventory." The One Wing will decide. ✪

The left wing removed in September, 2024. All photos: Jay Borella



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UPCOMING EVENTS

November

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

December

- 14 Annual dinner party
(Mukilteo, WA)

January

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

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

Despite being called a baby T-34 and occasionally carrying a warbird paint scheme, the Varga Kachina is a strictly civilian tandem trainer. Its warbird looks may have been influenced by original designer Bill Morrissey's work as a riveter, and later test pilot, for Douglas Aircraft during WWII. A pilot at age 17 and test pilot for the Civil Aeronautics Board before joining Douglas, Morrissey held every available U.S. pilot license by 1940. He test flew most of Douglas' arsenal, including President Truman's VC-118, and flew a DC-4 to Australia after the war. While working at Douglas, he also flew for Howard Hughes and was on hand during the one flight of the H-4 Hercules. The Morrissey 2150 design, developed from an earlier model, was eventually bought by George Varga of Chandler, Arizona, who renamed it Kachina after the local Pueblo Indian spirits.
Photo: Dan Shoemaker

Read more about the Kachina through a test flight with CWB member Trent Hendricks' airplane at *Plane Impressions*. Scan the QR code with your phone or visit <https://www.planeimpressions.com/post/varga-kachina-2150a>.

