



Bill Shepherd flies passengers in his Super Aero at the 2024 CWB Fly Day. Photo: Bob Hafford



## ✪ Cascade Warbirds Squadron Newsletter ✪

### CO'S COCKPIT

By Dave "Prancer" Desmon



**HAPPY NEW YEAR! AND WELCOME** to the 2025 season! I'm looking forward to lots of great events, starting with Paine Field Community Day (previously GA Day) on May 17<sup>th</sup>. We've just completed one of my favorite events of the year, the Cascade Warbirds Christmas party. We had about fifty members in attendance at the Hilton Garden Inn at Paine Field. Dinner was fantastic, catered by Shawn O'Donnell's. Lots of food, fun, and frivolity! If you were there, I hope you

enjoyed it. If not, I hope you will join us next year!

One of the highlights was the awarding of our highest honor, the Volunteer of the Year award. This year it went to XO Bob Stoney for all of his fantastic work this past year—doing rides, training, and organizing the excellent fly day at Arlington this spring. No surprise to anyone but him!

Interesting recent dives through our records back as far as we have them (2002), have shown that about 35 of our 220 members, or over 15% of our current membership, have been with us since that time twenty-two years ago. It's really great to have all of these loyal Cascade Warbirds with us and to see so many at events like the Christmas party and fly day! We DO need to continue to bring in new blood to the organization and one of the best ways to do that is through word of mouth. When you are out in the community and the subject of airplanes comes up, if someone seems to be interested, be sure to let them know about your CWB. For youth interested in learning to fly, be sure to tell them about our scholarships. It is handy to have some business cards on hand (you can print these on your home computer) with the CWB website and your contact information on them. Then when the subject comes up, you have something ready to hand them.

Paine Field Community Day will feature a Young Eagles event and they are looking for pilots and marshallers. Cascade Warbirds will also have a booth and some static displays, so there are lots of opportunities to help spread the good word!

Other things coming up include the annual Oshkosh fly-in, July 21–27. Cascade Warbirds will once again have houses available on the lake for those looking for lodging. It is even cheaper than the dorms, has air conditioning, real bathrooms, kitchens, laundry, a lake in the backyard, and a BAR just down the street! If interested, contact me to save your spot now.

We will also have box seats available at the first annual Roswell

National Championship Air Races in Roswell, New Mexico, September 10–14. CWB also has a block of rooms reserved at a couple of the local hotels. Hotel rooms in Roswell for the races are incredibly hard to get, so if you are interested, contact Fred ASAP.

Our February meeting is currently scheduled to take place for the first time in several years at the Museum of Flight Restoration Facility at Paine Field, on February 8<sup>th</sup>. Our guest speaker will be Tom Cathcart, long-time director of the Restoration Center, telling us about some of his airplane adventures over the decades working with the Museum. It should be a really entertaining time and I hope to see you all there!

Keep 'em flyin'! ✪



Congratulations to our 2024 Volunteer of the Year, Bob Stoney! Photo: Dan Shoemaker

## Squadron Commander Emeritus

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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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## WELCOME ABOARD

It's always a pleasure to welcome new folks into our organization. This quarter we say "Hello" to **Carl Hendricks** of Bow, WA. He and his son Trent, also a member, own a 1978 Varga Kachina. Carl spends much of his time volunteering at the Heritage Flight Museum and he is planning to become a pilot.

## DUES 2025

It's time to pay up for the new year. Still only \$20 and well worth such a small amount. E-pay (Zelle, Venmo, PayPal) to your FO or send a check to CWB, 1066 Yates Rd, Oak Harbor, 98277. We can accept pre-payment for up to five years. Want to check if you're current? Your "Paid Thru" date is on this newsletter's envelope.

## AIR RACES

Roswell, NM, will be home to the National Air Races in 2025. We've secured prime boxes right in the center of all the action. Box seat pricing will be finalized in late January, but you can lay claim to a seat with just a \$100 deposit. Contact the FO.

## SCHOLARSHIPS

The 2025 aviation scholarship season is open. Go to [cascadewarbirds.org/youth](http://cascadewarbirds.org/youth) for the application; the deadline this year is February 24<sup>th</sup>. Our scholarships include the tuition and all books and supplies necessary for the private pilot ground school course, plus two instructional flights. Scholars who complete the syllabus on time will be eligible to apply for a follow-on \$2,500 grant to continue their aviation training. Pass the word. ☪

## OPS TEMPO

By Dan "FAGIB" Shoemaker

**HAPPY NEW YEAR, EVERYONE!** I hope you all enjoyed your holiday celebrations and I wish you all the best in 2025. And what a year it's shaping up to be. We've already got a number of events on the schedule and I'm expecting the air show calendar to fill up pretty quickly.

The first big event of the new year is the Northwest Aviation Conference and Trade Show at the Washington State Fairground Showplex in Puyallup, on the weekend of 22–23 February. We're usually not confirmed for a booth until a couple weeks out, but we've always gotten space and I'm going to proceed under the assumption we'll be represented at the show. I'm looking for volunteers to fill two-hour shifts between 0900 and 1730 on Saturday and between 1000 and 1600 on Sunday. We're usually pretty flexible, so if there's a particular seminar you'd like to attend that doesn't fit neatly into the booth schedule, we can usually work something out. Please contact me at *OpsO@cascadewarbirds.org* if you're interested in manning the booth and spreading the word about Cascade Warbirds.

Putting on my Chief Photographer

hat, I'd once again like to put out the call for photographers, or even just photographs you take at our various events. I take a lot of shots at airshows and other CWB functions, but I often get called off on marshalling, announcing, or operations duties, and I can't always be there to document our activities. I know we've got some very talented photographers in the group, and I am extremely grateful for their participation and their pictures. That's not to say we can't use more, however, particularly shots of our members working and having a good time. Often, someone with a phone in the right place at the right time can capture a wonderful moment. If you do, please send them to me and I'll get them on the Flickr site and social media with full credit to you. We had a fantastic pool of pictures from the Member Fly Day and I thank everyone who sent in photos!

Speaking of photography, I hope our pilots are able to get some good proficiency flying in during those seemingly rare breaks in the winter weather. Please practice those banana passes—we photographers love those things! ☪

**ANNOUNCING THE 2025 CASCADE WARBIRDS** Squadron Fly Day and Party! 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. In 2024, we had an Aero 45, Cessnas of every type, Navions, Stearmans, an N3N-3, IARs, and more. We flew thirty-nine passenger sorties. We ate a great lunch together and, most importantly, visited and shared our enthusiasm for aircraft, warbirds, and aviation!

We're planning on making the 2025 event even better than 2024! Here's how you can help.

Mark your calendars now. Primary date is June 7, 2025, with June 21 as a backup. Location is TBD, but it will be in the greater Seattle area.

Volunteer to help. Your board has already volunteered for several positions on the event committee, but we still need volunteers for the positions and duties described below. Without sufficient help identified by April, we will unfortunately have to cancel this event.

Questions? Ready to volunteer? Call or email Fly Day Lead Bob Stoney at 206-579-1775 or [bob.stoney@comcast.net](mailto:bob.stoney@comcast.net). 📧



Many positions are already filled, but we still need volunteers for the following:

### “COOKIE”

In advance:

- Coordinate the “food plan” (catering or squadron-fielded), including ensuring sufficient helpers. Ensure sufficient supplies and equipment.

Day of:

- Lead the effort to feed the squadron and guests.

### YOUTH ENGAGEMENT

In advance:

- Develop a plan to attract new youth (without adversely affecting the main mission of honoring squadron members).
- Develop/coordinate content for advertising and social media outreach.
- Consider and plan “day of” events such as giveaways, scavenger hunt, etc.

Day of:

- Welcome/encourage/monitor youth and otherwise execute plan.

### PUBLIC AFFAIRS

In advance:

- Publicize event on social media.

Day of:

- Take photos, gather stories, publish content (both “old school” such as newsletter and national magazine and “new school” such as social media).

### HOSTS (2-3)

Day of:

- Make attendees feel welcome, walk around and engage people (especially anyone looking lost or left alone)
- Be the LIFE OF THE PARTY!

Special guest planned for 2025! Photo: Bob Stoney

## HELLO FROM THE NEW CHIEF MARSHALLER

By Heijo Kuil

*[Longtime chief marshaller Paul Youman recently handed off to longtime HFF volunteer Heijo Kuil—Ed.]*

**EVER WONDERED WHAT IS GOING** on behind the scenes at an air show? What are those people in orange pointing at? Why are they standing around where you wanna be?

This is your opportunity to answer those questions for yourself!

We are looking for recruits to join our illustrious team of marshallers for the upcoming year's air show season. Situational awareness, aircraft knowledge, and safety consciousness are nice to already have, but we'll

provide training. To create qualified Cascade Warbirds marshallers, we start with classroom training for all newbies and refresher training for returning marshallers. There will be plenty of opportunities to sharpen your skills and learn the ropes.

Please let us know if you are interested. Contact Paul or Heijo at [marshalling@casadewarbirds.org](mailto:marshalling@casadewarbirds.org). 📧



The new ramp boss.  
Photo: Heijo Kuil

## NOSE ART MYSTERY SOLVED

By Bob Stoney

WHEN I BOUGHT MY O-1 Bird Dog in 2020, one of the things I liked about the airplane was its unique nose art, “Chickenman One-Six.” The story that went with the art was fun, and goes something like this. The Army unit that brought the airplane to Vietnam supported the 101st Airborne “Screaming Eagles”

and asked a local Vietnamese artist to paint a bald eagle on the nose. Well, they don’t have bald eagles in Vietnam, so the artist asked what a bald eagle was. The answer: “A very big bird.” To which the artist replied, “You mean like a chicken?” And so, due to a regional difference in biodiversity, the “Chickenman” call sign was born. My O-1 had been rebuilt in 2016 after a serious 2015 ground loop incident. I assumed that it had been totally repainted in 2016.

Fast forward to 2023 and, by total happenstance, a friend emailed me an advertisement for an RC model painted *exactly* like my Bird Dog. Everything on the paint scheme was correct, down to the “Chickenman One-Six” nose art. Well, *almost* everything. As I looked at the picture of the RC model, I saw slightly more to the nose art than what was on my airplane. The model showed an extension of the rocket smoke, an explosion, and the words “Hit My Smoke.”

I knew from reading every Bird Dog Forward Air Control (FAC) book I could get my hands on that “Hit my smoke” was a call made over the radio from a Bird Dog pilot to a nearby fighter-bomber to indicate that



Left: Bob’s beautiful, but somehow incomplete, artwork. Right: 2010 photo of Bob’s nose art.

ordnance should be dropped where a 2.75-inch rocket marked the ground, indicating enemy activity. “Hmmm...,” I wondered, “what happened to the rest of my nose art?!” I contacted, in turn, several previous owners to ask this question. After a few emails and phone calls, I discovered that there’d been a mishap prior to the 2015 ground loop in which the lower cowl—the O-1 engine cowling is basically two pieces, upper and lower that split apart for removal—had been badly damaged and, either then or when it was redone in 2016 (I never could figure out which), the lower cowl’s nose art had not been repainted. The previous owner sent me a photo from somewhere around 2010, which showed the lower half of the nose art.

I decided that the airplane needed to be returned to its correct state with regard to nose art, and so started the process of finding a nose artist. The first advice given to me was to have a decal made and applied, but I rejected this idea as I thought it would look too different from the upper portion, which had been hand-painted. After posting on Facebook, calling artists aviation-related and otherwise, and sending dozens of emails, a good friend—retired Navy Captain Steve Seal, who owns an L-4 Cub and an L-5 Sentinel—told me about an artist in the Chicago area who was redoing his L-5’s nose art.

This artist, Chad Hill, is—as I was to discover personally—an amazing artist with a love for airplanes and history that is truly impressive. Check out his website at [www.djangostudios.com](http://www.djangostudios.com). Every year, right before EAA AirVenture Oshkosh, I go to the Chicago suburb of Dekalb for a formation clinic. Chad and I hatched a plan for him to complete the nose art right before my participation in the 2024 clinic. Amazingly, I made it to Dekalb in time, the airport graciously offered me hangar space to do the work, and Chad (using my relatively crude photos from 2010) was able to complete the lower half of the nose art in a single day.

After a day for the paint to dry and a successful

(Continued on page 5)



Artist Chad Hill recreates the missing nose art from a photo.

three-day formation clinic, “Chickenman One-Six” made it to Oshkosh. Chad was there, too, finishing up the nose art on my friend’s L-5 Sentinel as part of a very special “Warbirds in Review” session. The O-1 received the “Returning Best in Class” award from the judges, and I’m sure the nose art was part of the reason. So, if you’re looking for a real artist to do some work for you on an air- plane, I strongly recommend Chad Hill. ✪



Bob and Chad celebrate restoring the exquisite and unique nose art on Bob’s O-1.  
All photos: Bob Stoney

## CWB PARTIES!

Photos by Dan Shoemaker



## CWB SUPPORTERS

### PhotosHappen.com Air-to-Air Photography

Member: WPA, AOPA, EAA, Cascade Warbirds,  
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### Proceeds Donated to Aviation Scholarships



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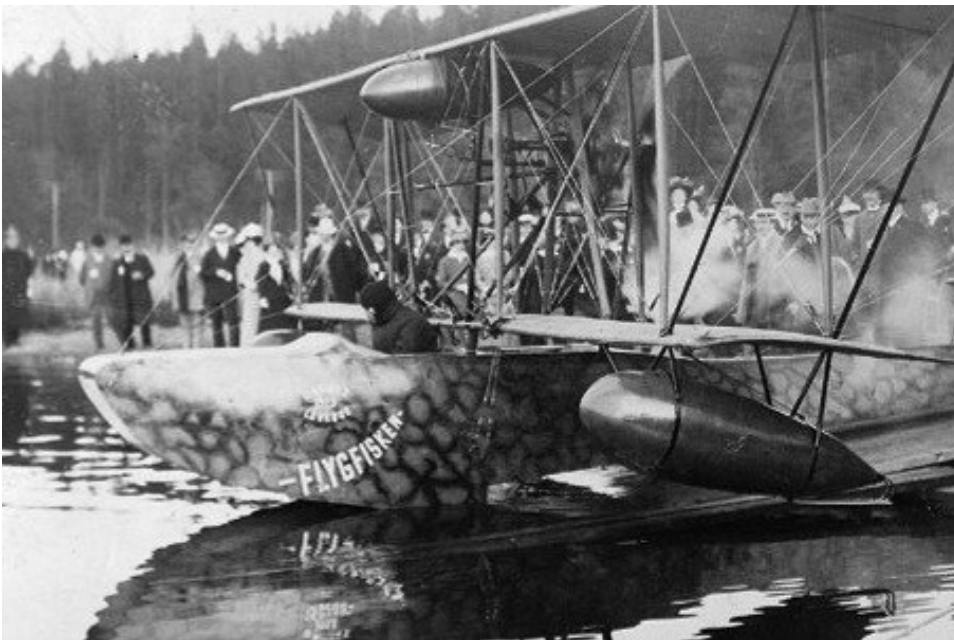
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## CHECK SIX



## UPCOMING EVENTS

### January

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

### February

- 8 Member meeting, 10 AM  
Museum of Flight Restora-  
tion Center  
(Paine Field, WA)
- 22-23 NW Aviation Conference  
(Puyallup, WA)

### March

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

See [cascadewarbirds.org/events](http://cascadewarbirds.org/events) for  
details or contact the Ops Officer.

Nose art dates back, according to online claims, to a “sea monster” painted on an Italian seaplane in 1913. Possibly the earliest photo of a decorated aircraft is this 1913 Donnet-Lévêque owned by Baron Carl Cederström’s flight school in Sweden, sporting a fish scale motif and named *Flygfisken*, or *Flying Fish*. See more about the evolution of early fish and face artwork into the iconic shark teeth nose art at the link below.

Photo: <https://www.vintagewings.ca/stories/template-trmwr-rd36f/> / DigitaltMuseum.se

