



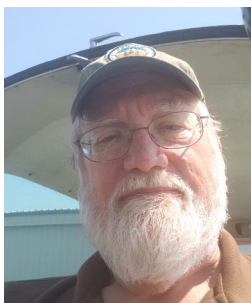
CWB member Tony Swain is highlighted in a Western Warbirds "crazy formation" in this historic photo.



## ★ Cascade Warbirds Squadron Newsletter ★

### CO's COCKPIT

By Dave "Prancer" Desmon



**WELL, THE CALENDAR SAYS** it's spring! Time to dust off airplanes and pilots and start planning for the upcoming flying season.

Our flying season will soon be starting with Paine Field Community Day on Saturday, May 17th. They are looking for Young Eagles pilots, static displays, and especially marshallers to help with the Young Eagles flights. We also need people to staff the Cascade Warbirds outreach booth. Our new Chief Marshaller, Heijo

Kuil, is organizing the marshalling effort. If you are interested in participating, contact Heijo. If you are interested in any of the other positions, contact me or the XO.

XO Bob Stoney has announced that the second annual Cascade Warbirds Fly Day will be held at Auburn Airport (S50) on June 7th, with a backup date of June 21st. This is an opportunity for CWB members to get together and enjoy some food, fun, friends, and flying. Just us. Airplane owners are invited to bring your steeds to Auburn to share rides with other members and some of our scholarship recipients. Pilots who are interested, please let me know. We have a budget for catering an excellent lunch and are looking for a point person to take charge of arranging that—contact the XO. Everybody should save the dates. Our last Fly Day at Arlington was a huge success and we are looking forward to rotating them between the north and south ends.

June 14–15 is the 25th anniversary of the Olympic Airshow—a show we helped start and have supported ever since. We are always treated very well and look forward to a great time. I hope everyone will make their best effort to come support the Olympic Flight Museum and help maintain our strong relationship with them.

Folks who are interested in learning to fly formation, or in helping out, are welcome to attend the formation flying clinic at Bremerton, June 26–29. Contact Dave Desmon for more information or check out [www.NWFormationFlying.com](http://www.NWFormationFlying.com).

July 12–13 is the Bremerton Air Show which promises to be quite the event! This year, the promoters are advertising that ten Mustangs will be there along with various other warbirds, including a B-17 offering rides and a PBY Catalina. We will be looking for *lots* of Cascade Warbirds members to come out and support the show. It is sure to be a great time!

Late July and August will find the CAF B-17 and B-25 making

multiple tour stops in the Pacific Northwest. If you are interested in helping or just looking for more information, contact the CO or XO.

Our ace Adjutant, Fred, was recently confirming addresses ahead of the mailing of this newsletter and shared with me a nice reply he got from longtime member Tony Swain. This got me to thinking about our founding members and those who came before Cascade Warbirds. Tony and his wife "the Mary" were members of the Western Warbirds, which may be thought of as the predecessor to CWB. The stories of the Western Warbirds are legends and would take many evenings over adult beverages to properly recount!

The Western Warbirds had P-51s, Sea Furies, B-25s, Vampires, and so many T-6s, Harvards, and SNJs that they used to do a ten-plane "crazy formation" featuring no two in the same pitch, roll, or yaw attitude or with the same landing gear position. Some up, some down, some with one up and one down, some with one gear halfway out...in formation!

Tony was one of the perpetrators of the

*(Continued on page 10)*

Tony Swain flying his Harvard, Bessy.



## Squadron Commander Emeritus

R.D. "Crash" Williams

### Commanding Officer

Dave "Prancer" Desmon

### Executive Officer

Bob Stoney

### Operations Officer

Dan "FAGIB" Shoemaker

### Adjutant

Fred C. Smyth

### Finance Officer

Fred C. Smyth

### Officer-at-Large

Pete Jackson

### Newsletter Editor

John Haug

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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## NEW ON BOARD

It's always a pleasure to welcome new folks to our midst. Say hello to **Eric Riise** of Everett. He's a USMC vet and a huge fan of military aircraft. Also new is **Bob Wells**, a USN vet living in Lake Forest Park. He holds a commercial certificate, plus ASEL, ASES, AMEL, rotor, CFI, etc. Next is **Dan Owen** of Rochester, an Air Force vet of twenty-seven years. Most recent is **Mark Allmann** of Kent on Crest Airpark. He was an Alaska pilot for twenty-four years and is co-owner of a T-6. Be sure to welcome these new members.

## 2025 SCHOLARS

The Cascade Warbirds Scholarship Committee is pleased to announce the recipients for 2025.

**Avery Banger** will be attending Central Washington to continue her aviation education and has her eyes set on flying for Alaska Airlines. **Jasper Scofield** has been a CWB member for about a year and aspires to acquire his commercial certificate and either become an aerial firefighter or a transport pilot. **Asher Pedersen** received a scholarship last year and was awarded a Continuing Education Grant to further his aviation aspirations.

**Willow Payne** is an ambitious young lady who is in love with aviation and aspires to be a wildlife pilot. **Max Hall** wants to pursue an aviation career but has yet to determine which of many avenues to pursue. **Nicholas Pylant's** ambition is to go to a college that provides two years for flight training and to acquire a degree in Applied Science. Finally, **Joshua Carroll** is in love with flying and wants to become a commercial pilot.

Scholarship Committee Chair Peter Jackson wishes to extend his thanks to all the committee members for their contributions to making this year another success.

## NATIONAL AIR RACES

The races will be held in Roswell,

NM, come September and we still have a few seats available in our reserved boxes. If you're interested, get in touch with Fred for availability and pricing.

## MUSEUM MEMBERSHIP

For many years, the Museum of Flight has generously allowed the squadron to gather on our Saturdays in one of the museum meeting rooms, with no charge to CWB. As warbirders, you might recognize the value of this privilege and wonder how you might reciprocate. Well, think membership—join the Museum and become part of the stewardship of their great collections. A recent survey of our membership disclosed that half of the respondents are already members—consider joining them.

[museumofflight.org/Become-a-Member/](http://museumofflight.org/Become-a-Member/)

## 2025 MEMBER DUES

There are still a few of you who haven't renewed. It's still just US\$20 and a bargain at that. E-pay (Zelle, Venmo, PayPal) accepted or a check to CWB, 1066 Yates Rd, Oak Harbor, WA 98277. Your expiration date is shown on the newsletter envelope; check it out. Thanks.

## SHIRTS AND HATS

Time to upgrade or renew your CWB gear? We have shirts (polos from \$30, button-up from \$44), we have hats (\$22), we have shoulder patches (\$5), we have name tags (engraved from \$10), and we have decals (\$3). Too many options for sizes and colors to detail here. If you're interested, get in touch with Fred.

## ADVANCE NOTICE

It's the not-to-be-missed social event of the year. Our annual Christmas dinner party is scheduled for Saturday, December 13th this year. It will again be catered by Shawn O'Donnell's and held at the Hilton Garden Inn in Mukilteo at Paine Field. Full details will be provided later in the year, but we want you to save that date. ☼



**HELLO, EVERYONE. I HOPE** this finds all of you well, and that you are looking forward to this summer's upcoming activities.

Before I detail everything that's on deck, I'd like to talk briefly about recent events. On 22–23 February, Cascade Warbirds was represented at the Northwest Aviation Conference and Trade Show at the Washington State Fair Events Center in Puyallup. Over the course of the weekend, member volunteers talked with hundreds of people about the squadron and were able to recruit a few new members, renew some existing memberships, and take in several Youth Scholarship Program applications. We also received requests for CWB pilots and aircraft to participate in a number of upcoming airshows and events. I'd like to thank all the members who signed up to man the booth, as well as those who were at the show and stopped by to talk to people about Cascade Warbirds. These included, in no particular order, Allan Snowie, Robert Mitka, Dave Desmon, Paul Youman, Carl Hendricks, Trent Hendricks, John Haug, Kerry Edwards, Heijo Kuil, Tonia Houle, Bob Stoney, Stan Kasprzyk, and Llew Roberts. You all made this a highly successful event and helped to spread the word about who we are and what we do.

Airshow season is rapidly approaching, which means that it's time to get ourselves, our aircraft, and just as importantly, our paperwork together and updated. If you plan on flying in any of CWB's flight demos over the summer—the first being the Olympic Air Show on 14–15 June 2025—please collect, scan, and send as soon as possible copies of the following documents to [OpsO@cascadewarbirds.org](mailto:OpsO@cascadewarbirds.org). I will then pass the paperwork on to the various show air bosses. The documents needed are:

- Pilot certificate (both sides)
- Current medical certificate
- Proof of current flight review
- JLFC formation card (if you will be flying in formation)
- Aircraft registration (state and federal)
- Aircraft airworthiness certificate
- Current annual inspection certification
- Certificate of insurance
- Any operating limitations

- Rescue and extraction information (for crash/fire/rescue crews)

Additionally, if you're a marshaller or would like to join the marshalling team, please keep your eyes open for announcements about the upcoming marshaller training. This training is also valuable for photographers and anyone else working on the flight line when engines are turning.

Speaking of airshow season, we already have a number of shows listed on the calendar, starting with Paine Field Community Day on Saturday, 17 May. The following is a list of events we've confirmed so far:

- 17 May: Paine Field Community Day (static displays and Young Eagle flights)
- 7 June: CWB Members Fly Day (primary, Auburn Airport, S50)
- 14–15 June: Olympic Airshow (static and flying displays)
- 21 June: Pangborn's Festival of Flight, Wenatchee, WA (static displays)
- 21 June: CWB Members Fly Day (backup, Auburn Airport, S50)
- 26–29 June: Northwest Multi-signatory Formation Clinic, Bremerton, WA
- 28 June: Skagit Airshow, Burlington, WA (details to come)
- 28 June: Coeur d'Alene Flight and Freedom, Coeur d'Alene, ID (static displays)
- 11–13 July: Bremerton Air Show, Bremerton, WA (static and flying displays)
- 17 August: Arlington SkyFest, Arlington, WA (static displays)

Please let me know as soon as possible which shows you plan to participate in. Also, keep an eye on the calendar on the Events page of the CWB website, as I'm sure more events and details will be added as we get closer to summer. If you hear of any shows or events not already on the calendar, please send an email with details to [OpsO@cascadewarbirds.org](mailto:OpsO@cascadewarbirds.org) and I'll get them posted. Calls for pilots, marshallers, and other volunteers will go out via email prior to each event.

I look forward to seeing you all in the coming months, enjoying good weather, good company, and great airshows. Until then, be well, and stay safe. ✪

A variety of Cascade Warbirds logo gear is available to members. It's time to spruce up your wardrobe with an official shirt or a hat for those sunny airport ramps! Remember, stickers work well on both cars and airplanes. Contact the Adjutant with your interest.



## LAST BATTLE OF BRITAIN PILOT DIES

By Robert Mitka

ON 17 MARCH 2025, the last of “The Few” made his final flight west.

In 1940, John “Paddy” Hemingway was one of that extraordinary band of brothers who were all that stood between Britain and pending German invasion during what Winston Churchill called their “finest hour.” With both sadness and gratitude, the last of the “fighter boys,” the youthful victors of the Battle of Britain, passed into history at the grand age of 105. It is no exaggeration to say that a great chapter in the history of the United Kingdom—and the wider world—has now drawn to a close. Such moments are the punctuation marks of my country’s national history; a time to pause, reflect, and pay tribute.

On the day of his passing, Mr. Hemingway’s son Brian shared that his father had been happy and in fighting form to the end at the Dublin care home which had been his home the last few years. “He never felt that there was anything special about him,” Brian said. “He thought the special ones were the friends who never returned. And now he is back with his squadron. It is very sad but his is a life to be both celebrated and mourned.”

Group Captain John Hemingway DFC, as he was by the time he retired from the Royal Air Force in 1974, served all through the Second World War, from the first day to the last, emerging from an astonishing series of near-death experiences almost unscathed. In his final newspaper interview, Mr. Hemingway attributed his grand old age to being “a lucky Irishman.” That he departed this world on St. Patrick’s Day seems entirely in keeping with the extraordinary story of his life. He was shot down four times, survived an airplane crash, and was even saved by a tree when his parachute failed to open.

Assigned to 85 Squadron, based at RAF Debden, Essex (about an hour from where I lived), Hemingway was scrambled on the very first night of the Second World War and dispatched to France a week later in September 1939, where he saw his squadron decimated even before the start of the Battle of Britain ten months later. All through those brutal months of summer 1940, he was one of that small number of exhausted and impossibly brave young men defending Britain from wave after wave of attacks by the Luftwaffe. At the end of the battle, he was still only twenty-one.

After most of his contemporaries had either been killed, went missing in action, suffered dreadful burns, or deservedly moved on to other duties, Paddy Hemingway was still volunteering to be in the thick of the action. His last brush with death came right at the end of the war in April 1945, when he was shot down over Ita-



RAF Group Captain John Hemingway was honored recently, having come to represent all Battle of Britain pilots.

ly, evaded capture, and made it back through enemy lines, dressed as a peasant, with the help of a ten-year-old Italian girl.

During the war, he flew both Hawker Hurricanes and Supermarine Spitfires, refusing to take sides in that age-old dispute over which was the better airplane. He called the Hurricane a “marvellous aircraft, a gentle old lady, comfortable and old-fashioned and a very stable platform for combat.” He would always be among the first to point out that the Hurricane was the workhorse of the Battle of Britain, destroying more enemy aircraft than any other in service at the time. The stronger, faster Spitfire was “wonderful – except you had to be very careful landing. If you were not careful with a Spitfire, you would get into all sorts of trouble.” As for aerial combat, the Hemingway advice to new fighter pilots was clear: “Stay busy amongst the enemy bombers, shoot as many targets as possible and don’t wait to confirm any results beyond the most immediately obvious ones.”

John Hemingway’s family will remember a much-loved father of three, a grandfather, and a great-grandfather who was always faintly bemused by any fuss. He was not remotely religious, to the extent that he had no wish for a funeral ceremony. His response to those who might ask about his life was a genuine note of surprise. “Is anyone remotely interested?” he would reply. The Kent Battle of Britain Museum at Hawkinge, Kent, certainly was. Their new, life-size statue of Mr. Hemingway, ready for action and looking to the sky, will be on display when the museum reopens in April. During the Second World War, RAF Hawkinge was the closest operational airfield to France—a mere twenty-one miles—and was repeatedly bombed heavily during the Battle of Britain.



At the time of writing, I am hoping that a memorial service will be held and that should be a moment for us all to thank and honor not just Mr. Hemingway but all of his comrades. In this case, 2,927 airmen, mostly British but also nearly 700 from the Commonwealth and Allied nations including seven American pilots, notably William “Billy” Fiske, who was the first American pilot killed in action during WWII.

This coming May will mark the 80th anniversary of Victory in Europe, V-E Day. Were it not for those who fought the Battle of Britain five years earlier, there would have been no V-E Day in the first place. Additionally, this summer will mark the 85th anniversary of the Battle of Britain, which will be the first in my lifetime that no surviving pilots will attend. One by one, they have left us and so it is Mr. Hemingway who goes down in the annals as the very last of those whom Churchill exalted in one of the most famous lines of the 20th century: “Never in the field of human conflict was so much owed by so many to so few.” Mr. Hemingway was known to say that he was “just doing the job,” though he was touched by Churchill’s sentiment. “When all your friends who love you most are gone, and somebody says

Hemingway strikes a dapper pose.



Hemingway, second from left, with his squadron.

that, it means something.”

His commitment to “the job” never faltered. In 2019, a team of aviation historians recovered the wreckage of a Hurricane from a stretch of coastal mud in Essex. It was the aircraft from which Mr. Hemingway had bailed out in August 1940, at the height of the Battle of Britain, after his engine was hit and caught fire. Not only were the Browning machine guns still operational, but the control column was still in one piece. The gun button, the recovery team discovered, was still set to FIRE.

I believe that the following quote from Winston Churchill on 4 June 1940 summed up what the pilots would be facing:

“... these young men, going forth every morn to guard their native land and all that we stand for, holding in their hands these instruments of colossal and shattering power, of whom it may be said that:

*‘Every morn brought forth a noble chance,  
And every chance brought forth a noble knight,’*

deserve our gratitude, as do all the brave men who, in so many ways and on so many occasions, are ready, and continue ready to give life and all for their native land.” ✪



All photos:  
UK Ministry of Defence © Crown copyright (dates unknown)



**IT HAS BEEN A** year since my last newsletter update and much has been done since. Unfortunately, not all is what we term “visual progress.” With the chilly weather in January and February, little was accomplished at the Chehalis-Centralia Airport hangar. When you cannot tell if the noise is coming from riveting or teeth chattering, it is too cold to work.

On the fuselage, the focus has been on the two forward lower side skin panels. Both panels are compound curves with cutouts. Fitting of the new panel requires back drilling the rivet holes from the inside of the fuselage area. That tends to be my job. Shrinkage with age does have a few benefits. It would have been interesting knowing the North American production steps to assemble certain areas of the T-28A and to see the people who must have had two or more elbows to get into the tight hidden areas. Currently, both lower panels are ready to be riveted on. Once they are on, the long right-hand side skin panel from the firewall back along the cockpit area to the production break is also ready to be riveted on.

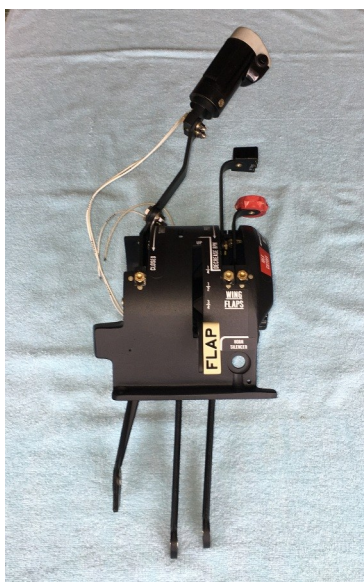
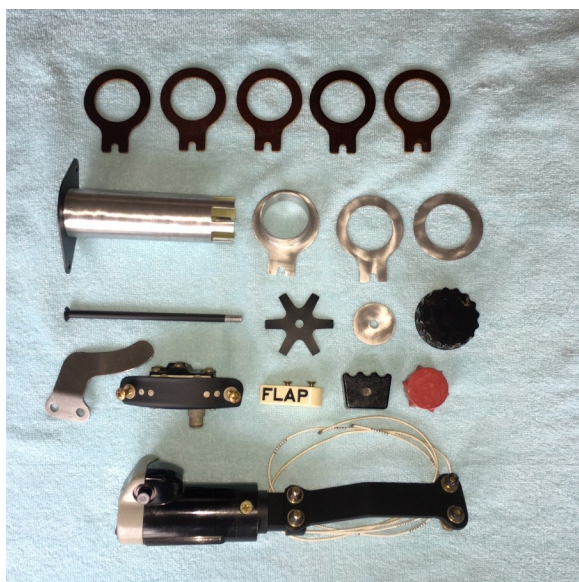
Last fall, the interior close-out and console panels were painted in “NATO” black (Federal Standard Code FS-37038). Having the interior panels painted allowed a number of interior components to be assembled, including placards and cockpit lighting fixtures, and then combined into complete subassemblies. Assemblies included trim tab controls and engine control quadrants in the forward and rear cockpits. Each of the trim functions—aileron, elevator, and rudder on the trim tab control—had little gears to run the pointers and four different thicknesses of shim washers. It took many attempts to get each pointer and white line on each of the knobs to line up correctly. It was like building a watch. The engine control quadrants were completely disassembled and new lever bearings and hardware were installed.

The instrument panels have a few empty holes. Most are expensive to fill and will be more expensive in the future when I need them. I do not like buying instruments and avionics too far ahead. By the time the aircraft rolls out, the warranty may have expired or upgrades may exist. I learned my lesson on the PT-19B years ago. The current thinking is Garmin G3X for flight instrumentation, Electronic International MVP-50 for engine instrumentation, and Dynon D30 for a stand-by flight instrument. By the time I am ready, it may be a Garmin G9X model. None of the instrumentation is original, not even the stand-by compass. The original instruments were great in 1949, but the air-space has changed and safety is my main concern. There are plenty of T-28s in museums in their original configuration; I intend for our T-28 to fly.

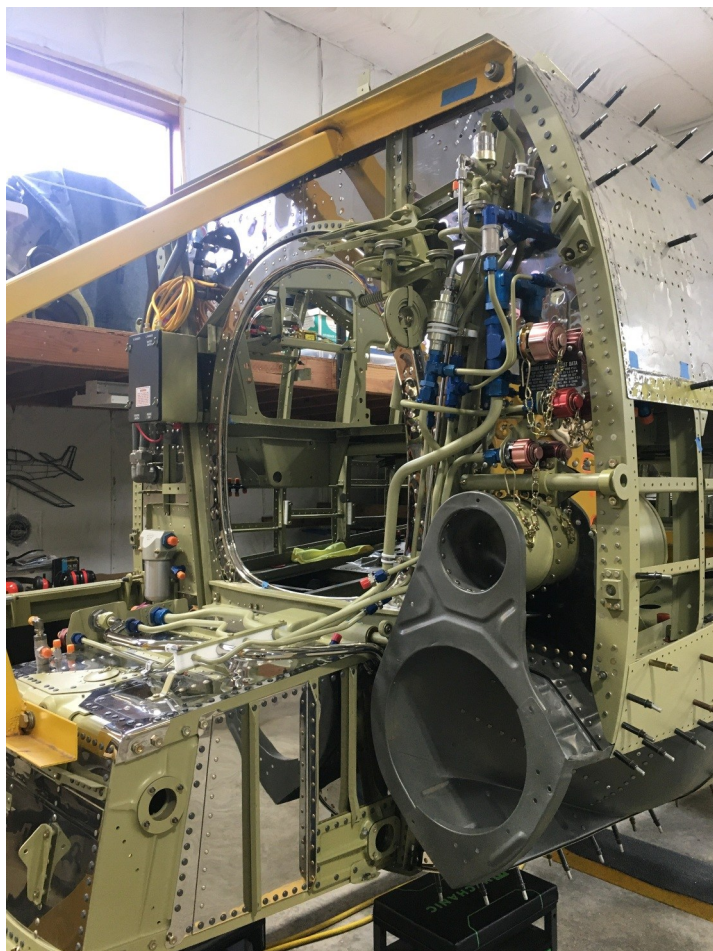
I found a great sign shop nearby in Vancouver, WA to make my interior placards. They use a 3M stick-on product. Most original placarding on the T-28s were decals. I have better luck installing the 3M stick-on placards than working with decals. With decals, you normally have one attempt to position them correctly. With the 3M placards, you can lightly place them on the surface and if you need to reposition, you have that capability.

Rewiring the aircraft is going to be challenging. The maintenance manual has excellent wiring drawings giving the wire number, wire size, and connections on either end. What it does not have is the length of the wire. Much of the wire routing will have to be done in place to establish the length. Again, someone will have to squeeze down inside the fuselage. And again, that will be me. If I can, I prewire components at home, such as the front stick grip and the engine control quadrants, before taking them to the hangar. Also, if I know the length of a wire bundle, I make that up at home, such

Engine control quadrant before (left) and after (center) assembly. The completed trim control quadrant (right), with its precision indicators.







The firewall and forward skin panels are coming together.

box with magnetic latching relays inside for each of the switchable circuits.

The relays looked like 1940 telephone central office relays. Magnetic latching means that once a relay is switched from one contact to another, it stays there until it is switched back. To modernize the circuit breaker panel and control shift relay, my plans are to install a Vertical Power VP-X Pro unit. The VP-X Pro will replace many of the manual circuit breakers and I have replaced the control shift relay with a 1.25" cube relay. The small relay can be used because a switch to turn on or off a VP-X Pro circuit breaker does not carry the current for the electrical circuit. The switch to the VP-X Pro only toggles a low current grounding input. Other than the fuel boosting pump circuit, all other switches on the cockpit electrical switch panel are operating low current circuits. I have kept critical system circuit breakers off the VP-X Pro to safely get the aircraft on the ground if the VP-X Pro fails. These include such circuits as the fuel boost pump, hydraulic system solenoid, canopy control solenoid, stand-by flight instruments, and a few other circuits.

The project keeps me busy. Besides working at the hangar three mornings a week, each day at home I am working on assembling components. I would like to believe I am out of the paint removal and component repair phases and can focus on assembling and painting from here on. Although, many nights at 2:00 a.m. I wake up and my mind starts wondering what I am going to do about some issue. 🤖

as for the outer wing panels.

Those familiar with the T-28 know about the large manual fuse panel next to your right leg in the front cockpit and the control shift relay which puts the pilot in either the front cockpit or rear cockpit in control of various electrical circuits. The original Leach control shift relay, p/n: 9038, was a sizable heavy

The aft cockpit switch panel is complete.



The fuselage structure awaits more skin panels. All photos: Jack LaBounty





## 1969 O-2 "GONE SAVAGE" RESTORATION UPDATE

By Jay Borella

**SERIAL NUMBER 69-7642** is being restored at Wiley Post Airport in Oklahoma City. There is a shop there that specializes in Cessna O-2 Skymasters and has a large inventory of parts. I have been travelling to Oklahoma as often as my schedule permits to assist where I can and to learn this plane from the inside out. The last newsletter update revealed the discovery of some corrupted ribs deep inside the left wing. These required an invasive repair at a structural specialist, also located at Wiley Post. The wing skin was removed and the faulty metal work was repaired. The ribs and skin were replaced with new parts still in the package from Cessna.

One of the differences between a military O-2 and a civilian Cessna 337 is that the O-2 wing skin is thicker. This better accommodates the external munitions pods and delivery of ordnance. The O-2 was also coated in zinc chromate from the factory. Once again, it was nice to be in OKC where O-2 spares are readily available. I knew the wing was near completion when I received a series of photographs showing me the back half of the Skymaster had been attached. I was under the impression the aircraft would go back to the project hangar, literally across the apron from the structures shop. We would then evaluate the options to move forward, or not. The cost of the wing repair represents a tipping point in the project plan, where we need to determine if the expense of moving forward is feasible, or we return what we have to the parts inventory. I think the structures shop helped make that decision for us.

Associated Aero Service is the outfit at Wiley Post where the Skymaster has been the past few months. By

A technician tests control cable tension.



pure luck, this same outfit had repaired and modified an earlier model O-2A last year. A state university owns the aircraft and uses it as a camera platform in support of certain research/study programs. Their O-2 was getting modified for a new set of sensors, which required Associated Aero to remove the wings and tails. Due to the recency of this project, the structures crew dove in



Above: 69-7642 with tail booms installed.

Below: Rudders and elevator installed, in green primer.

All photos: Jay Borella



on mounting the back half of 7642, and rigging the flight controls. In the sequence of photographs, you may note the tails and tail booms were mounted, then the rudder and elevator.

This development was a surprise to me, and it is fantastic to see the O-2 looking like a real airplane. I am disappointed I was not there to assist personally. However, I am happy that she was in the hands of an experienced crew. I believe the next step is to tow her back to the project hangar to pick through the engines as we prep them for first runs. The parts are together, the wires are connected, the plumbing is hooked up. I will keep everyone updated when we get her started up for the first time. Thanks for your interest. Stay safe. ✪



## RENO AIR RACES HISTORIC PHOTOS

By Bob Jones

**I STUMBLED ACROSS THIS** photo of an old squadron mate taken at one of the Reno Air Races when he visited our crew. Captain Brian D. Woods, USN, and I made our first carrier landings in SNJs in 1956 as aviation cadets. We ended up in the same squadron in 1960, VA-146, flying the FJ-4B. Brian and I shared a stateroom for a six-month WestPac deployment on USS *Oriskany*, CVA-34, in 1960.

He was shot down flying an A-7A in Vietnam, spent around five years as a POW, and was released in February 1973. As a tribute to Brian, I thought you might appreciate reading about his awards, recognizing his record of bravery and leadership during his POW years. He had some harsh treatment, to say the least. Brian is deceased. ✚



Brian Woods (left) and Bob Jones pose in front of Bob's SNJ at Reno. Bob raced at Reno for twenty years.

### Brian D. Woods, CAPT, USN

#### Awards

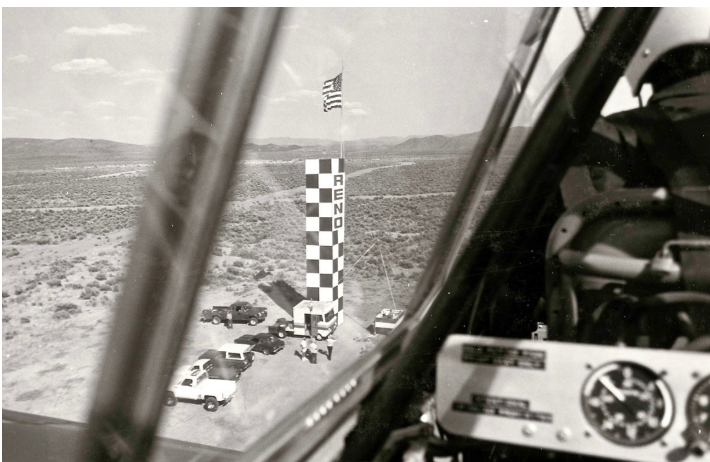
- Legion of Merit with V device
- Distinguished Flying Cross
- Bronze Star with V device and 1 star
- Purple Heart with 1 star
- Meritorious Service Medal
- Air Medal with 4 stars

#### Legion of Merit with Valor citation

For exceptionally meritorious conduct in the performance of outstanding service as a Prisoner of War in North Vietnam from September 1968 to February 1973. By his diligent efforts, exceptional leadership, devotion and loyalty to the United States, and under the most adverse conditions, he resisted all attempts by the North Vietnamese to use him in causes detrimental to the United States. While in daily contact with the North Vietnamese guards and officers, he performed duties in staff positions, main-

taining good order and discipline among the prisoners. Under constant harassment from their captors, and due to the frustrations of the prisoners during their long internment, many difficult situations arose, requiring perseverance, endurance and ingenuity. Using his extraordinary courage, resourcefulness, and sound judgment, he reflected great credit upon himself and upheld the highest traditions of the Naval Service and the United States Armed Forces.

Taken from the back seat of Bob's SNJ-6 by a friend, possibly from 1982, when RARA allowed a passenger when on the race course for practice. Bob says, "Note the airspeed needle; in an actual race, the needle would be near or beyond the twelve o'clock position."



Taken from the pace plane at the start of a Silver race, this photo captures three CWB pilots and planes: Lee Oman, partly visible under #37; Bob Jones, #8 behind #37's tail; Bud Granley, #9. All photos: Courtesy Bob Jones





## FLY DAY 2025 IS A GO!

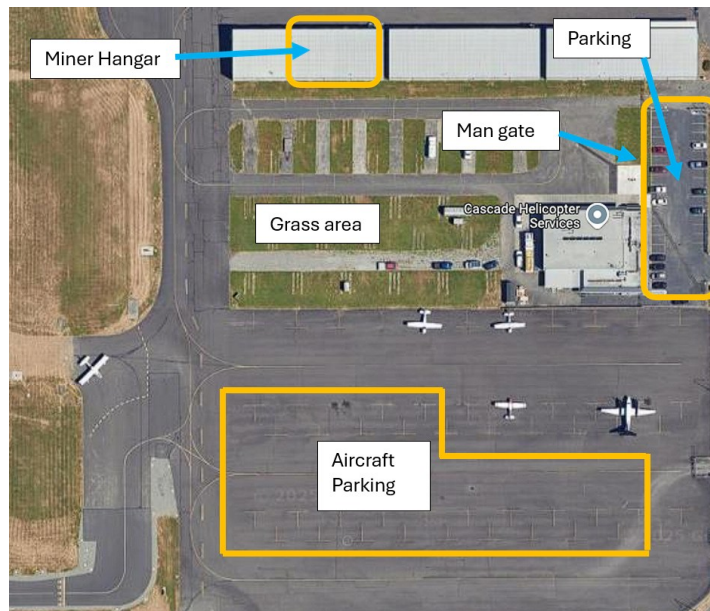
This is a chance for the squadron pilots to take your squadron mates for a flight and for everyone to visit and talk while spending time at the airport. Lunch will be provided by CWB for all those who RSVP to attend.

We are graciously being hosted by Jay Miner in his incredible hangar. While we're not flying or visiting, Jay's hangar will be a treat in itself.

We are also being supported by "the *other* Cascade..." Cascade Helicopters has agreed to let us use their parking area and access the airfield through their man-gate.

Your help is needed. Pilots, please volunteer to fly your squadron mates! Sign up with CO Dave Desmon at [DaveDesmon@yahoo.com](mailto:DaveDesmon@yahoo.com). CWB members, put the dates on your calendar and stay tuned for further information.

Questions or willing to volunteer for any remaining needed positions? Contact XO Bob Stoney at [bob.stoney@comcast.net](mailto:bob.stoney@comcast.net). ☺



**Where:** Auburn Airport, south ramp. Driving address is 1725 E St NE, Auburn, WA 98002.

**When:** June 7, starting at 10 a.m. and ending around 3 to 4 p.m., with lunch midday. Weather backup: June 21.

(Continued from page 1)

T-6 craziness, flying his bright yellow HAA-ward, *Bessy*, that "the Mary" had purchased for him on one of their early dates. Tony had been a Harvard (T-6) instructor in the RAF, stationed in Canada, where he stayed after leaving the service. Tony showed his new lady-friend the type of plane he'd flown in the RAF and "the Mary," who owned a lovely little fish store in Vancouver, walked over to a farmer who had several surplus Har-

wards parked in his field, wrote him a check, and presented the plane to Tony. They flew *Bessy* all over North America together for over thirty years. Many highly competent T-6 pilots have told me that Tony Swain forgot more about flying T-6s than they had ever known.

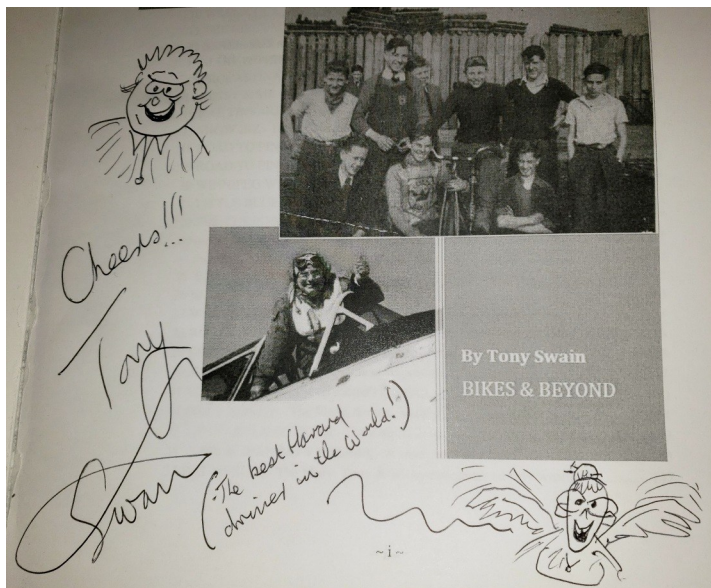
Tony was also a magnificent storyteller and very talented cartoonist. Many examples of his work commemorating the exploits and misadventures of the Western Warbirds hung in the coffee shop that "the Mary" ran at Delta Heritage Airpark near Boundary Bay, BC, where *Bessy* lived. That coffee shop now bears Mary's name in her memory. A delightful place, where she always greeted you as if you were close family.

I originally wrote and submitted this as a "howdy" to an old friend, to make him smile, and get folks living nearby to pay him a visit. I awoke today, April 3rd, to the very sad news that Tony Swain flew west for the final time this morning. He never got to see it. RIP, Tony, and say hello to the Mary for me. Folks, say "howdy" while you still can.

Did you know that Cascade Warbirds' social media footprint is growing? In addition to our two Facebook pages—one for members, one for the public—we are also on YouTube, Instagram, Flickr, and LinkedIn. Get the links to each on [cascadewarbirds.org](http://cascadewarbirds.org). A big thank you to Trent Hendricks and John Haug for stepping up to improve our social media presence.

That's it for now. "Keep 'em Flyin'!" Looking forward to seeing you at an event soon! ☺

Tony's cartoons of himself and Mary. All photos: Dave Desmon







In February, Cascade Warbirds again staffed a booth at the annual Northwest Aviation Conference and Trade Show at the Washington State Fair Events Center in Puyallup. Many members helped, speaking to attendees about CWB, our programs, and warbirds in general. We pitched our youth aviation training scholarship program and received a few more applications. Big thanks are due to Operations Officer Dan Shoemaker for obtaining the booth and setting it up with many handouts, photos, and a slideshow and video presentation.

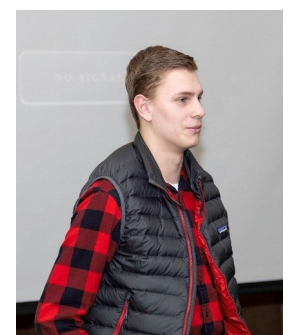


Our February meeting was held at the Museum of Flight Restoration Center & Reserve Collection at Paine Field. Its director for thirty years, our very own Tom Cathcart, gave an engaging presentation, peppered with more than a few humorous stories, about his incredible life in aviation. Afterward, everyone had free reign to explore the restoration center exhibits and projects.



At our March meeting, we congratulated 2025 aviation training scholarship winners. We were fortunate to have both students and parents in attendance. Each recipient spoke for a few minutes about what sparked their interest in aviation and plans for their futures as pilots. As always, our scholarship committee found highly deserving young people who wish to both carry on our avocation and contribute to the public good.

Clockwise from upper left: Jasper Scofield, Avery Banger with family and Peter Jackson, Willow Payne and her mother, and Asher Pedersen.





## CWB SUPPORTERS

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

Member: WPA, AOPA, EAA, Cascade Warbirds,  
Red Star Pilots Association

Karyn F. King  
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### Proceeds Donated to Aviation Scholarships



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## HERITAGE FLIGHT MUSEUM

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# FLY DAYS 2025

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26 April • 24 May • 14 June • 23 August • 20 Sept

15053 Crosswind Drive, Burlington, WA. • 10 am to 4 pm • [www.heritageflight.org](http://www.heritageflight.org)  
This ad received funding through Skagit County [www.visitskagitvalley.com](http://www.visitskagitvalley.com)

## UPCOMING EVENTS

### April

- 27 John Bowman celebration of life  
Heritage Flight Museum  
(Burlington, WA)

### May

- 17 Paine Field Community Day  
(Paine Field, WA)

### June

- 7 CWB Members Fly Day  
(Auburn, WA)
- 14-15 **Olympic Airshow**  
(Olympia, WA)
- 21 CWB Fly Day backup  
(Auburn, WA)
- 21 Pangborn's Festival of Flight  
(Wenatchee, WA)
- 26-29 NW Warbird Formation Clinic  
(Bremerton, WA)
- 28 Coeur d'Alene Flight and Freedom  
(Hayden, ID)
- 28 Skagit Skies Airshow  
(Burlington, ID)

### July

- 12-13 **Bremerton Air Show**  
(Bremerton, WA)
- 11-13 Hometown Fly-in  
(Arlington, WA)
- 19 Wings and Eagles Air Show  
(Klamath Falls, OR)

**Bold** denotes a "max effort" event  
for Cascade Warbirds

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

## CHECK SIX



The UK Royal Air Force Battle of Britain Memorial Flight (BBMF) at RAF Coningsby labeled their Hawker Hurricane LF363 in honor of Group Captain John Hemingway DFC, the last remaining Battle of Britain pilot who died in March at the age of 105. BBMF is a regular RAF unit which flies numerous WWII aircraft at public events. The RAF said, "We believe it's the last Hurricane to come off the production line and we have now dedicated it to the last Battle of Britain pilot for this season." Photo: Sgt Nicholas Egan © Crown copyright 2025