



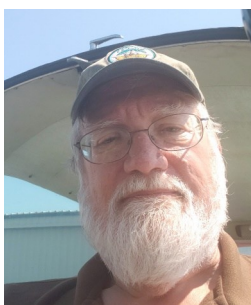
CWB members support the Formation Flying, LLC flight clinic. Photo: Dan Shoemaker



❖ Cascade Warbirds Squadron Newsletter ❖

CO's COCKPIT

By Dave "Prancer" Desmon



WE JUST COMPLETED TWO great Cascade Warbirds events. The first was our second annual Cascade Warbirds Fly Day organized by XO Bob Stoney and held at Auburn Airport (S50). About fifty of our members attended and most of them took flights in aircraft provided by ten CWB pilots. We had fantastic flying weather and were treated to a very interesting and hospitable hangar as our base, courtesy of new member Jay Miner. We all shared an excellent lunch,

also arranged by the XO.

A real high point for me was the opportunity to fly with WWII B-17 Captain Dick Nelms in my Navion. Dick flew the plane for about 90% of our flight, clearly showing that he had not lost his touch at the controls even at the ripe young age of 102! It is always such an honor and a pleasure to fly with Dick!

The following week was the twenty-fifth anniversary of the Olympic Airshow. Cascade Warbirds have attended since the inception of this show and we were recognized as such. Ten of our pilots and crew and half a dozen of our marshallers were once again treated to excellent hospitality by Brian Reynolds and his crew at the Olympic Flight Museum. It is always great to catch up with old friends and new friends and we were treated to the best air show weather the Olympia show has seen since possibly...ever.

Highlights included the Erickson B-17 *Ye Olde Pub* and J2F Duck flying rides and air show performances, the PBY *Princess of the Stars*, and Ross Granley flying the museum's P-51 and Tora Ze-



Dave and Dick with Dave's Navion.

ro. Brian Reynolds flew several of his helicopters, including racing the jet car with his AH-1 Cobra. Brian and old friend Brad "Mexican Bob" Pilgrim treated us to a tour of one of Brian's hangars that looked like the warehouse from "Raiders of the Lost Ark," only with helicopters. And, of course, eight of our

CWB pilots flew an excellent routine during the show and reprised our annual traditional Mexican group dinner.

Thanks, Brian, Teri, and the museum crew. It was great to see you guys!

Coming in September will be our CWB sojourn to the National Championship Air Races, newly relocated to Roswell, New Mexico. CWB had been a fixture at the air races in Reno for decades with our front row box seats on the finish line and we will continue that tradition at Roswell.

Things will be a little different in Roswell than they were in Reno. There is far less infrastructure, with fewer hotels and restaurants in Roswell than there were in Reno. Flying in commercially will present fewer options and fewer flights and there will be less night life, unless you count UFO spotting!

On the plus side, the airfield is huge, with plenty of space, no encroachment, and a level race course. The ramp is big, and getting bigger, and there should be plenty of space for bleachers, pits, and exhibits.

(Continued on page 2)



Drew Blase's daughter rides on his Marchetti SF.260.

WARBIRD FLYER

✪ Cascade Warbirds ✪

Squadron Commander Emeritus

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Commanding Officer

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Bob Stoney

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Dan "FAGIB" Shoemaker

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Officer-at-Large

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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.

Business Office

1066 Yates Road
Oak Harbor, WA 98277

Editorial Email

editor@cascadewarbirds.org

Cascade Warbirds is a tax-exempt charitable organization as defined in section 501(c)(3) of the Internal Revenue Code.

Annual newsletter value: \$6.00
Published quarterly

www.cascadewarbirds.org

Roswell will allow private aircraft to fly in directly, rather than having to land at a different airport as we did in Reno. If you plan to bring a motor home or travel trailer, there should be lots of space to camp, although many of those spots will be dry, at least for the first year. Some folks are flying commercial to Albuquerque and renting an RV.

Attractions include the International UFO Museum and Spacewalk, the most "out of this world" McDonald's you'll ever see, and a zoo (with *earth* animals).

Also nearby is the world-famous Carlsbad Caverns, which is well worth the trip! The beautiful mountains around Ruidoso include the Billy the Kid visi-

tor's center, Lincoln—site of the Lincoln County War—and the Inn of the Mountain Gods Casino and Resort. White Sands National Park, Holloman AFB, and Alamogordo are about a 2-½ hour drive away.

I hope you'll come join us! Reno was pretty primitive to start with in 1964, when it was held at the dirt airstrip at Spanish Springs. Wouldn't you have liked to have been there that first year? If you need tickets, contact FO Fred Smyth.

Keep 'em Flyin'! ✪



SQUADRON NEWS

WELCOME!

Please say hello to our new members. **Deborah Johnstone** of Edmonds is a private pilot with a great aviation heritage. Her grandfather was a barnstormer and Air Force pilot. Her father was an Air Force test pilot who flew the O-2 in Vietnam. Deborah volunteers at the Heritage Flight Museum. **Alec Felmlee** lives in Renton, is ATP rated, taught at UND, flew for SkyWest, and recently joined Delta. He looks forward to assisting in our scholarship program.

Tim Pierson hails from Brier, WA, and is a commercial pilot. He's been flying for over forty-five years and has joined our marshalling crew. **Steve Heeb** is from Puyallup and is the grandson of a WWII B-17 flight engineer. His aviation interest is centered on photographing aviation and military events across the US and in Europe. Also joining us is **Matt Groth** of Arlington. He's been a pilot for over 30 years, is a CFI, and owns a Navion. **Chris Rautmann** resides in Everett. He's an A&P and a technical writer for Boeing. You'll see Chris helping with the marshalling duties.

Hannah Wheeler lives in Graham. She's a student pilot at present and plans to become a professional pilot. She loves everything aviation. **Gabrielle Palmas** recently moved to Seattle. She's ATP-rated and currently flies for Atlas

Air Worldwide. Her passion is speaking with young adults about aviation career paths. Also from the Seattle area is **Gates Niemeyer**. She's a relatively new private pilot and is studying for her instrument rating (she just scored 92% on the knowledge exam).

Greet these folks with a warm welcome and make them feel like part of our family.

NATIONAL AIR RACES

Join us for the fastest motorsport event of the year. We'll be in Roswell, NM, come September and we're still located front and center in the Moya Lear box. These reserved seats are the best in the house and we still have a (very) few remaining. Contact Fred for pricing and availability. We have also arranged preferential room rates at two nearby hotels.

ANNUAL DINNER PARTY

The non-flying event of the year is our dinner party in December. We'll again be at the Hilton Garden Inn in Mukilteo on Saturday the 13th. We've again arranged for Shawn O'Donnell's to cater our dinner. So save the date, it's not to be missed. Details and other pertinent info will be available as we move forward. ✪

GREETINGS, Warbirds Enthusiasts. We are well into our summer flying season.

We started the pre-season with marshaller training at Arlington Municipal Airport. We had a good mix of seasoned and new marshallers and Dave "Prancer" Desmon and Trent Hendricks provided us live aircraft to marshal. It got a little chaotic at times, but we got a lot of good training in, both initial and refresher, and everyone had a good time. Dave and Trent were even caught enjoying themselves as they threw a couple unusual situations at the marshallers.

Paine Field Community Day on 17 May was Cascade Warbirds' first official event of the season, and to say that the weather was uncooperative would be an understatement. Paine-based aircraft were able to taxi over, however, and the weather broke for a couple hours to allow Young Eagles flights to fly and to give our marshallers a chance to ply their skills.

The second annual Cascade Warbirds Member Fly Day was held at Auburn Municipal Airport on 7 June. We had a great turnout from CWB members, scholarship recipients, and pilots. Pilots giving rides in their airplanes included Michael Kopp in a South African T-6, Tom Jensen in an N3N-3, Dave Desmon and Eric Olson in Navions, Bob Stoney in an O-1 Bird Dog, Victor and Kirstan Norris in an IAR-823, me in a Cessna 170A, and Bayan Towfiq in a SIAI-Marchetti SM.1019 on amphibious floats. It was a busy day at Auburn between all of our flight operations and the normal local air traffic, but superb radio coordination by all of the pilots flying that day made it work. Special thanks go out to Squadron XO Bob Stoney for organizing the event, Jay Borella and Gary Shipler for running the operations desk and keeping seats in the airplanes filled, and to Heijo Kuil and the marshalling crew for keeping the busy ground operations safe.

The weekend after the Fly Day was the Olympic Airshow, celebrating its 25th anniversary this year. Cascade Warbirds had an excellent turnout of both airplanes and marshallers. CWB was represented both in the air and on static display by Dave Desmon and his Navion, Victor and Kirstan Norris and their IAR-823, Bob Hill and his IAR-823, Bob Stoney and his O-1 Bird Dog, Tom Hoag and his RC-3 Seabee, Drew Blase in his SIAI-Marchetti SF.260, Mike Hanten and his Scottish Aviation Bulldog, and Stephen Baldwin in his NASA L-17. Aircraft on static display were Jeff Kimball's L-16 and Bayan Towfiq's turboprop SIAI-Marchetti SM.1019 on floats. We enjoyed beautiful weather all weekend. Our marshallers, led by Rich Cook and Heijo Kuil and including Brian Ruby, Jasper Scofield, Paul Youman, and Torsten Reinl kept the airplanes safe and secure throughout the show and pushed, launched, and recovered the airplanes for CWB's aerial demonstration. While Kirstan did not fly during the show, she did a

great job helping the announcers in providing color commentary on our aircraft and pilots during our demo. Kirstan also clued me in that the Elephant Ear food truck had real Hungarian lángos, so thanks for that taste of my adopted home, Kirstan!

There are still plenty of airshows and events left in the season. Although the Bremerton Air Show is the only one we currently have an organized plan to attend and perform at, there are plenty of smaller events and fly-ins that I'd encourage our members to attend. We don't need an enormous effort to show off your warbirds and have a good time. Impromptu appearances can be just as much fun as planned ones.

The following events are on the CWB Google calendar on our website:

- 11–13 July: Bremerton Air Show, Bremerton, WA (static and flying displays)
- 11–13 July: Arlington Hometown Fly-In, Arlington, WA (static displays)
- 19 July: Concrete Old-Fashioned Fly-In, Concrete, WA (static with opportunities to fly)
- 15–17 August: Arlington SkyFest, Arlington, WA (static displays)
- 6–7 September: Hood River Fly-In, Hood River, OR (static with opportunities to fly)

I'd like to close by saying that, after eleven years with the squadron, it was really nice to finally have the opportunity to fly with you all at the member Fly Day. As a marshaller, it was fun experiencing that perspective shift from guiding planes in to parking to being guided in myself. It was truly gratifying seeing the professionalism of the marshallers and hearing the professionalism of my fellow pilots on the radio, both in the pattern and, when necessary, in the area. Additionally, it was a delight getting to fly members of the squadron around the area, from old hands to first-time general aviation fliers. Plus, I finally got to have photos taken of me flying. Thanks, Pete! I'm definitely looking forward to doing it again, and I'd encourage everyone in the squadron to stretch yourselves and try something new, whether it be flying, marshalling, photography, operations, or wherever else there might be a need. Who knows? You might find a new passion for the squadron or for your personal development and new ways to help the Cascade Warbirds in our mission to keep aviation history alive.

I hope to see all of you at events throughout the remainder of the summer. Stay safe and enjoy the summer weather! ✪

ONCE AGAIN, CASCADE WARBIRDS was blessed with great weather for its second annual Fly Day and Party. The event was initiated last year by XO Bob Stoney at Arlington Airport and held this year at Auburn Municipal Airport with plans to alternate between north and south of Seattle. Squadron members were treated to the fantastic hangar museum and hospitality of Jay Miner.

This Fly Day had ten pilot owners volunteer rides to members and special invited guests. It was a day filled with thirty-two flights! Jay Borella came down from Skagit County to head passenger operations, assisted by local member Gary Shipler. There were thirty-two passengers that included squadron members and their families who support squadron events as well as a young winner of the CWB Memorial Scholarship. Many got two rides, experiencing rare opportunities.

All were exposed to an amazing variety of aircraft. There was the open cockpit Naval Aircraft Factory N3N-3 of Tom "TP" Jensen, the tandem cockpit AT-6C of Michael Kopp, Bob Stoney's Korea/Vietnam vintage O-1E Birdog, and Trent Hendricks' Varga Kachina. Four place planes included the IAR-823 piloted by Kirsten Norris, two L-17 Navions (Dave Desmon and Eric Olsen), a SIAI-Marchetti SM.1019 on floats belonging to new member Bayan Towfiq, a Cessna 170 piloted by Dan Shoemaker, and the Piper Warrior of Stan "Sundance" Kasprzyk. Joe Griffith had his Nanchang CJ-6C on display.

Field operations were well-coordinated by a full complement of CWB marshallers under the direction of Head Marshall Heijo Kuil, including Paul Youman, Rich Cook, Colleen Hale, Rob Mitka, Doug Owens, Tim Pierson, Jasper Scofield, Dennis and Nicholas Van Swol, Alec Felmlee, Pete Jackson, and Brian Ruby. Achieving the goal of safe operations, this team ensured we had no ground safety issues.

The day-long party was treated to amazingly complete lunches from Ingallina's Box Lunch, which offered a wide ranging menu.

Squadron CO Dave Desmon presented Jay Miner

with a plaque commemorating the day and an honorary membership. CWB also owes a debt of gratitude to "the other Cascade," Cascade Helicopters, whose Director of Maintenance Justin Heater was super supportive of the event, providing parking and access to the ramp. Auburn Airport Manager Tim Mensonides and his incredible staff also supported the event with ideas and follow-through. Thank you to Jay, Cascade Helos, and Auburn Airport!

All in all, it was a great day! We look forward to learning a few lessons so that Fly Day and Party 2026 is even better! Until then, Keep 'Em Flying. ✪

Read the CWB Fly Day article in General Aviation News by scanning the QR code with your phone.

Photos by Dan Shoemaker, Robert Jones, and Peter Jackson. More at [flickr.com/photos/cascadewarbirds](https://www.flickr.com/photos/cascadewarbirds).





Mementos of appreciation went to Jay Miner (L) for hosting and Justin Heater (C) and Tim Mensonides (R) for supporting the event.



TWO PEOPLE WALK UP to a warbird...

I wish I had a great joke to go with that opening line, but the way the discussion typically goes is one person says, “Wow, that’s beautiful!” and the other starts pointing out all the flaws and inaccuracies in the military paint and markings. When it comes to my area of expertise and interest—L-17 Navions—I’m often the latter person, though I spend most of my “consulting” time talking with Navion owners about the former.

This article isn’t a treatise on accurate, authentic military aircraft markings, but rather an informal guide to avoiding clearly incongruous markings that detract from an aircraft’s appearance without getting overly caught up in accuracy and authenticity. Every aircraft is beautiful in military markings and while nobody should be constrained in any way from doing what they want with their bird, most owners don’t want someone walking away scratching their head. *Military aircraft markings tell a story*, just like a military uniform, so the real goal is to make the markings on your aircraft tell the story you want. There are a few simple guidelines to consider as you step back and decide how you want to paint and mark your aircraft.

Markings can be accurate without being authentic. This is somewhat of a *koan*, a paradoxical statement intended to inspire contemplation rather than give a specific answer. Consider the picture of Stallion 51’s magnificent TF-51 *Crazy Horse*. It meets the first requirement, as the markings are stunning! They’re also for the most part *accurate* in representing a P-51D of the 487th Fighter Squadron, 352nd Fighter Group, during WWII. But they are not *authentic*, in that the aircraft isn’t 41-31806 and (to my knowledge) there was no

Crazy Horse in the 352nd. But the markings tell a coherent, cohesive story, so it looks “right” even to expert markings eyes. Now turn your eyes to the Mustang car in the same markings and realize that all the same observations apply! So it really doesn’t matter what the markings are applied to—as long as they tell the story.

Another case was the first of many lessons learned from “Crash” Williams when I first joined Cascade Warbirds. I asked about the markings on his bird and if they were authentic. He smiled and said “mostly,” then noted that the nose number was his wedding anniversary, a reminder to fly safe and remember his family support. It was accurate in that his aircraft would have a number in that place with that size, font, etc. but not authentic in that the number was just for him. This is a perfect example of marking the bird as you see fit for your own reasons while still telling a cohesive story.

Pick a period and stick with it. You can wear purple pants with an orange shirt, but don’t expect people not to notice that they don’t match; even without much fashion sense that’s just going to look “wrong.” This is also true of military markings. Mixing and matching different time periods can be problematic and cause head-scratching for enthusiasts because it just doesn’t look “right.” I recently helped a Navion owner sort out a military scheme for his aircraft based on a single visual element that he loved: red and white stripes on the rudder. He had planned to match this with the modern-day National Insignia—the “stars and bars”—but those rudder markings were predominantly a pre-WWII marking (before high visibility made you a target!) and so the mix could create a confusing story. We looked through markings from 1921–1943 and he selected the most accurate marking of a white star in a blue circle, matching the tail perfectly, and so made the elements align in a cohesive story.

Another example mixed all kinds of different elements but tied them together perfectly. Nick Kanakis worked with a designer to tie together a WWII National Insignia, a BuNo based on his aircraft serial number (NAV-4-1320 becomes BuNo 41320), and incorporating the USAF aircraft he flies serving our country. It also incorporates elements of the life of the original owner of the aircraft. All the accurate markings, fonts, format, locations, etc. tied in beautifully with the existing civilian markings to tell a rich story of the aircraft, the original owner, and the current owner’s service.

My guidance here is to *write the story you want to tell, then align the markings to match*. For my aircraft, the story is “Represent a well-worn example of a 1948 Ryan L-17B in Civil Air Patrol service immediately after release from the U.S. Air Force.” For someone using my L-17 Markings Guide or other references, this fills in all the colors, markings, sizes, and locations to tell a story aligned with that point in time. “Well-worn” also



Stallion 51’s TF-51 Crazy Horse and Ford Mustang are good examples of accuracy without authenticity. Photos courtesy Bill Lattimer.



Early 1940s USAAF roundel.

Accurate but unmatched markings can combine to create a well-written personal story.

leaves me off the hook of chasing perfection!

Museums are rarely good references. While most museums work very hard to tell a historical story, they are also funding machines and have other drivers for selecting colors and markings. Benefactors often want to leave their legacy in their contributions. One example is the FG-1D Corsair at the Seattle Museum of Flight. It's a beautiful restoration but purists might note that some of the markings aren't historically correct, and in fact some of those represent important aspects for the family that funded the restoration. The "S" on the tail is for the benefactor's last name, and the "89" on the gear door is the date of their son's death while on active duty. These markings tell a cohesive story of a family and a life and are broadly accurate, if not authentic, but someone researching markings wouldn't want to duplicate these elsewhere as an example of a wartime Corsair.

Another example is a museum L-17 "tribute" that has different BuNos in three places on the same aircraft and other markings incongruities. It was beautiful, and it's so rare to see the L-17 represented anywhere that I was proud to see it in a place of honor. But while admittedly picking purist nits that most enthusiasts would miss, I have talked to other warbird people that have seen the bird and walked away scratching their heads a bit because it just didn't look "right."

Period pictures are the most useful references. The one completely dependable reference for accurate and authentic markings is period pictures of actual aircraft. While they can be hard to find for some time periods, it's worth the effort to be able to replicate the size, position, font, etc. of the markings and have correct color references that can be hard to find elsewhere. Even if you're mixing and matching time periods, being able to provide your paint or



vinyl provider with pictures can dramatically improve their ability to deliver what you're looking for. There are a few caveats, most of which tie back to the concept of picking a period and sticking with it. Most commonly, aircraft were often stripped and/or repainted in the field when they arrived at their destination unit and were almost always highly customized by the assigned pilot.

As an example, all L-17s came in a Dove Grey with standardized USAF markings from North American and Ryan and we can see that in period pictures right off the production line. Yet those markings didn't survive long and, in the field, we see everything from bare metal to a dusting of Green Zinc Chromate to Olive Gloss! So, make sure you understand the full context of the story you want to tell and ensure the pictures you're reviewing match. Another useful reference, when backed by period pic-

tures, can be reference guides for specific types. I produce one for the L-17, there's one produced by the U.S. government for national insignia and fonts, and there are many others out there, but all need to be approached with caution unless they are very well and heavily referenced by reputable sources. Finally, don't shy away from using model decals as a reference, but again only when supported by other materials. They can be especially useful when working to mix-and-match periods but still achieve a consistent story.

Details matter...if you want them to. Finally, the point of this article is to not get too caught up in accuracy or authenticity unless you really want to. You can create a beautiful aircraft that tells a story with neither, but you may find that story meaningful to a much broader audience if you invest a little time picking the right pieces to assemble into a cohesive whole. I'm always happy to get email or calls to help owners through this. Don't hesitate to drop me a line if I can help! 🌟



Personal markings adorn the Museum of Flight's restored Corsair. Photo: https://commons.wikimedia.org/wiki/File:FG-1D_Corsair_Museum_of_Flight_201509.jpg

GO EAST, OLD MAN

By Bob Stoney



**"GO WEST,
YOUNG MAN,
GO WEST
AND
GROW UP
WITH
THE
COUNTRY."**

HORACE GREELEY (1811-1872)

IN THE NINETEENTH CENTURY, newspaper editor and Congressman Horace Greeley exhorted young men of his day to "go west." This article is about going the other way, in a slow airplane (my O-1E Birddog), to first attend a

formation clinic at the Dekalb, IL airport and then to fly into Oshkosh for AirVenture, the world's greatest airshow. This July, I'll make my fifth such yearly trip in a row. I thought you might want to hear a bit about how I accomplish this 3200 nm trip which takes approximately 30 to 35 hours of flight time, round trip.

I fly "IFR"...I Follow Roads. Interstate 90 to be exact, at least through the Cascade and then Rocky Mountains. I gain great comfort from seeing that giant ribbon of concrete within gliding distance. I use and love ForeFlight, a wonderful app that allows me to navigate, check weather (thanks to technology called FIS-B, Flight Information Service-Broadcast, which brings weather information in to my iPad), and use cellular data to confirm fuel availability and stopping points.

The math in my airplane is easy. It goes 100 knots true airspeed, burns about ten gallons per hour and has forty gallons of fuel. I fly three hours, plus or minus, and stop for fuel, a snack, and to stretch my legs. East-bound, I usually go quite high (for the Birddog)—9,500 ft or even 11,500 ft, to catch the winds. Coming back westbound it's lower, often just 1,000 ft above the terrain, to avoid those same winds. One year, I averaged twenty-five knots of tailwind on the way east, a 25% increase in speed. It was like flying a fighter! (Well, you get the idea).

I use ForeFlight's NAV LOG function to help me make airborne decisions about where to stop. The NAV LOG, like the JET LOG I used in the Navy, gives me distances between points along my intended route, allowing me to pick destinations that have fuel and hotels or campsites. I usually take a tent and sleeping bag and have camped at airports along the way.

The hard parts start right away. I often have trouble getting through Snoqualmie Pass and have to wait until midday before I can take off. Even with the long days of July, this midday departure usually means I can only get as far as Bozeman, MT. If the weather is

fair in the Cascades, though, I have been able to make it all the way to Billings, MT on the other side of the Rockies. That's my record, Billings overnight then all the way to

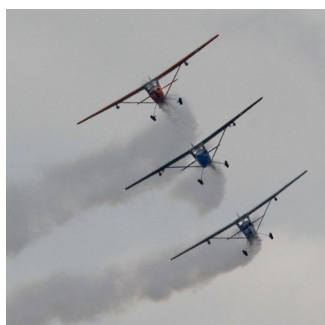
Dekalb the next day. Other challenges include winds in the mountains, and the turbulence that can result, and I try to leave early each day. There's also fuel. I stopped once at an airport in Montana without checking that they had fuel...and they didn't. Luckily, there was fuel nearby. After that, though, I always confirm fuel at my planned stop. ForeFlight helps with saving money on fuel as it has pricing information available on the map.

The Birddog is a wonderful airplane to go cross-country in (well, besides being slow, that is) because it trims up so nicely. I may nudge the elevator every couple of minutes and I keep the wings level with my feet. This allows me to get a snack and drink from the small cooler I keep in the cockpit, or to peruse ForeFlight or change podcasts I'm listening to. (I love my Bose headset with Bluetooth.) And, yes, I regularly check all my engine gauges for any signs of trouble in my Continental O-470-11.

Fuel management is easy. Left side of the clock? Left fuel tank. Top of the hour, switch to right tank for the right side of the clock. Three hours later, land!

The return trip is definitely longer—and I'm usually tired from weeks on the road and the excitement of Oshkosh—so I leave myself more time to get back, with no deadlines to make. I've gotten stuck twice at Mullen Pass, once for two days. I got to know Missoula, MT pretty well that year.

By the time I get home, I've generally had my fill of flying for a while but, soon, I'm thinking about next year's trip. I find it peaceful, enjoyable, and challenging to do all the "Aviating, Navigating, and Communicating" each year for this epic trip. If you're interested in trying it sometime, I'm happy to give you some more tips! Fly safely and see you in the skies. ✈



Photos courtesy Bob Stoney.



[CWB member Karyn King has been selling custom aviation-themed jewelry and donating the proceeds to help get more young women flying. She recently transferred her endeavor to a nonprofit in Vermont. Reprinted with permission is founder Beth White's blog post.—Ed.]

FROM KARYN KING

I've chosen to transfer/gift my company SkyQueen Jewelry.com to a remarkable organization, Habitat for Aviation, which helps girls realize their dreams. Please take a moment to read about the remarkable work they do assisting and training girls to build, repair, and fly planes! So impressed with their work, I became involved in November and it skyrocketed from there. With the resources they have, they can and will take this to a new level of exposure and fundraising to make a difference.

It makes my heart sing to pass this along to such a worthy organization and continue to make my contribution to girls in aviation.

FROM BETH WHITE

We are grateful for the incredible generosity of Karyn King of SkyQueen Jewelry and the SkyQueenKing Scholarship for our Habitat for Aviation Lady Pilots. She has been a steadfast supporter of Habitat for Aviation and her contributions have made a significant impact on both our Rosies and the community. She donated a stunning collection of aviation-themed jewelry, including earrings, zipper pulls, necklaces, and her signature "bling bling" keychains. These beautiful pieces not only serve as a reminder of the incredible world of aviation but also helped raise funds for our mission to empower young women in the field.

In addition to these gorgeous items, Karyn extended her generosity by providing two \$3,000 scholarships, which are playing a pivotal role in helping three of our Rosies pursue their pilot's licenses. This support has been instrumental in furthering the education and dreams of these young women, allowing them to take significant steps toward their aviation careers. Karyn's thoughtful and meaningful donations have directly contributed to their progress and success and we can't thank her enough for her commitment to our cause.

NEED A POSTER TO spice up your hangar, man cave, or woman cave? This poster from the 2009 Reno air races is available! It's signed by a ton of racers who participated that year and is perfect for anyone who's interested in air racing.

Contact XO Bob Stoney at bob.stoney@comcast.net for details on how you can support the warbird community while obtaining this one-of-a-kind artifact. Your donation will be fully tax-deductible.



We are incredibly fortunate to have Karyn King as a supporter of Habitat for Aviation. Her gifts, both in the form of beautiful jewelry, scholarships, and Karyn's inspiration as a student pilot herself, have helped shape the future of aviation for our Rosies and provided much-needed resources for our programming. Her kindness and dedication continue to inspire us, and we are deeply grateful for all that she has done to support our mission.

ABOUT THE AUTHOR

In the spring of 2022, Beth White emerged from a 10-month battle with breast cancer with an idea: to create an apprenticeship program at Franklin County State Airport where youth work alongside adult mentors servicing conventional and electric aircraft. A pilot and airplane mechanic apprentice herself, and with family roots in the trades, Habitat for Aviation provides a taxilane for world learning opportunities for youth and adults who love to work with their hands to enter the FAA's apprenticeship certification track. ✨

Learn more at habitatforaviation.org and on page 24 of the June 19, 2025 edition of General Aviation News, at generalaviationnews.com/digital-archives/ or by scanning the QR code with your phone.



[The Finance Officer encourages members to consult their tax professional.—Ed.] ✨



CWB SUPPORTERS

PhotosHappen.com Air-to-Air Photography

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

Karyn F. King
PhotosHappen@aol.com
(206) 795-2796



TOM PATTEN
PRESIDENT

DataSupply
COMPANY, INC

4624 16th STREET EAST SUITE A-2, TACOMA, WA 98424

(253) 922-3494

e-mail: datasupply@w-link.net

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15053 Crosswind Drive, Burlington, WA. • 10 am to 4 pm • www.heritageflight.org
This ad received funding through Skagit County www.visitskagitvalley.com

KEEP 'EM FLYING

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UPCOMING EVENTS

July

11-13 Hometown Fly-In
(Arlington, WA)

12-13 Bremerton Air Show
(Bremerton, WA)

19 Old Fashioned Fly-In
(Concrete, WA)

19-20 Wings and Eagles Air
Show
(Klamath Falls, OR)

September

6-7 WAAAM / Hood River
Fly-In
(Hood River, OR)

10-14 National Championship
Air Races (aka "Reno")
(Roswell, NM)

October

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

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

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

CHECK SIX



The SIAI-Marchetti SM.1019 traces its lineage to the O-1 Bird Dog, in multiple ways. This short takeoff and landing liaison aircraft for the Italian Army is a Cessna O-1 powered by an Allison 250 turboprop engine. It was designed as a replacement for the Aermacchi AM.3, which was itself a replacement for ... the O-1!

Photo: Augusto Laghi, <https://www.airhistory.net/photo/668751/MM57229>

Bonus: While requesting permission to use the photo at left as a historic example of military use of the type, your editor shared Chief Photographer Dan Shoemaker's pictures of member Bayan Towfiq's SM.1019, which is marked as EI-416. A former Italian Army Bird Dog and SM.1019 pilot, Augusto sent the photo above and wrote, "Incredible!! I flew EI-416 in 1979-80!! I was based at Bolzano." Aviation is indeed a small world!