

Cascade Warbirds Board Meeting

8 November 2025, Museum of Flight

Meeting called to order at 2:05 by CO Dave Desmon

Board members present: Dave Desmon, Bob Stoney, Dan Shoemaker, Kerry Edwards, Gary Shipler, Pete Jackson, Paul Youman, John Haug

Absent: Brian Ruby, Fred Smyth, Bob Hill

Also present: Trent Hendricks, Vic Norris, Heijo Kuil

Should CWB trademark its logo? Or how shall CWB control the use of its logo?

(See RCW 19.77.030 for info/forms/fees)

Dave Desmon and John Haug briefed the background of the question – a member seeking to have the squadron logo custom embroidered on aviator clothing. The board held a robust discussion of the pros and cons of trademarking and registering, considering likely uses, risks, and recurring cost/time involved. The consensus was that risk of misuse is low and not worth the repeated time and cost to obtain state and federal registration of trademark (™) and registration mark (®).

- **Motion** (Stoney/Shipler): Do not trademark/register our logo – approved 8-0
- **Motion** (Stoney/Jackson): Allow the board to control use of the CWB logo – approved 7-1

Submit 2026 budget requests to FO NLT 10 Dec 25

Board members notified of the request, no questions.

Brief review of cloud storage & collaboration, including continuity planning

John Haug reminded the board members that we have a (free) Microsoft 365 cloud file storage and online notebook, summarized the files in it, and briefly showed it. This is useful for backup of important documents and collaboration on files. Currently, it mostly contains

files he has found that should be archived and newsletter production files he collaborates on with Brian Ruby. Any board member may get an account to access the system, upon request.

This was background to his ongoing project to capture tribal knowledge of what important officers do to keep CWB operating and legal, aka corporate memory. John has been backing up important corporate files and working with Fred Smyth to document the details of his tasks as finance officer and adjutant.

Finally, he found a free Word-like program to produce the fillable PDF forms for our membership and scholarship applications, allowing us to update them without purchasing an expensive Adobe Acrobat subscription or finding a member with it. He recreated these applications and reviewed them with Fred/Dave and Pete, respectively.

Alignment of operational norms, bylaws, EAA requirements

John summarized differences he found in how we operate, our bylaws, and EAA re: timelines for election, nominating committee, and annual EAA charter review / chapter leadership update.

Dave thinks we used to hold the election in November and inaugurate officers at the December party. Moving establishment of the nominating committee and the election earlier would benefit from Paul Youman's suggestion at the prior meeting to have a board meeting in September to prepare for meeting season.

Before taking action, the board wishes to ask Fred for his opinions on the difference between our election and EAA charter review and on potentially amending the 90-day lead time in the bylaws for establishing the nominating committee.

Nominating Committee

Dave Desmon reviewed the purpose and responsibilities of the nominating committee. He expressed his intent not to serve as CO next year. After discussion and consensus around key members:

- **Motion** (Haug/Stoney): Establish the nominating committee consisting of Desmon (chair), Jackson, Edwards, Cook, Hill – passed 8-0
- **Motion** (Stoney/Jackson): Chair has authority to substitute anyone in to fill gaps since two elected are not present to demur – passed 8-0

Scholarship program, Museum of Flight, and mentors

Pete again summarized the challenges of working with different schools. Galvin held in-person ground school, worked our scholars in for free, advised us when each scholar was ready for their two introductory flights based on ground school progress, and billed us directly. More flight schools are now using online ground school and some seem to have little or no CFI interaction with the prospective student until they complete the online course.

- School 1: Would limit us to two students in their ground school since we only pay for materials.
- School 2: Pete to meet with someone there who runs their scholarship program in the next week or two.
- School 3: Uses online ground school with seemingly little or no CFI interaction until completion. Pete to clarify.
- Some schools will not bill CWB for student training, so we must reimburse the recipient after being presented with an invoice and proof of completion.
- Other schools TBD.

Fred raised with Pete the idea of sponsoring the [Museum of Flight's scholarship program](#) instead of running our own program, though that would diminish our recognition, remove our oversight of our donors' money, and eliminate one of our key public outreach and education programs. Board members concurred with these cons and did not favor this alternative.

With the procedural changes and different school policies we face regardless of which school(s) we partner with and due to challenges Pete had getting one recipient/parent to make progress, it would be beneficial to CWB, schools, and recipients to formalize and make explicit aspects of the program that were not an issue in past years. Pete is pursuing, in part with help from Brian and John:

- Write down, for signing by student and CWB, each party's expectations and responsibilities. Perhaps something similar needed with flight schools.
- Assign a CWB pilot mentor to each scholar for motivation, Q&A, and progress tracking.

During the discussion, the idea of adding A&P training to the scholarship program was raised. Gary Shipler volunteered to begin researching this with assistance from Justin Drafts (A&P).

Other business

WPA Paine Field chapter and KPAE management are about to start planning their 2026 Aviation Day. Dave Desmon is connected for initial planning meetings and will hand off to Heijo Kuil, as we expect they will again ask us to take the lead on planning the Young Eagles marshalling.

Dan Shoemaker will start contacting the NW Aviation Conference in the next month or so about getting our usual booth.

Adjourned 4:03.