



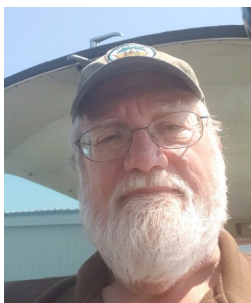
Dave Desmon (right smoke trail) led Bravo Flight during the V-E Day 75th flyover in 2020. Photo: Peter Reinold/peterreinold.com



★ Cascade Warbirds Squadron Newsletter ★

CO's COCKPIT

By Dave "Prancer" Desmon and Bob Stoney



HAPPY NEW YEAR! It sure was great to see so many of you at the Christmas party at Paine Field. Shawn O'Donnell's did an awesome job catering, as usual, and there was plenty of fun and frivolity. If you missed it, make plans to join us next year.

One of the most important functions at the Christmas party is the awarding of the Cascade Warbirds Volunteer of the Year award. This is important because CWB could not run without

our volunteers and this award recognizes one of the many whose contributions went above and beyond this year. It was my distinct honor and pleasure to present this year's VoY Award to Jay "Pepper" Borella for his outstanding work in keeping things on track and organizing the flight schedule for our CWB Fly Day this summer.

This article brings to an end my second stint as CO of Cascade Warbirds. It was a real honor to serve as your CO and watch the fantastic things this organization can accomplish, including reaching new members, youth, veterans, serving the community, helping honor those who have gone before, and helping those who would step in to continue the legacy of military aviation going forward.

I am delighted that Captain Bob Stoney has agreed to step in and take over the reins of this cat herd. Stoney will do great and I can't wait to see where he takes us next. He will, however, need a great deal of *your* help. So please, step up and give him a hand!

In addition, I want to thank Fred Smyth for a quarter century as the *best* Finance Officer in the business. CWB is in the *great* financial shape we are due to Fred's skill, knowledge, dedication, steadfastness, and hard work. A *huge* "BZ" and thanks to Fred. And a huge thanks to the *two* guys who have stepped up to fill Fred's shoes (it will take two!)—John Haug and Brian Ruby. Help them, too!

Bob Stoney will have a very capable XO in Dan Shoemaker, and a new, but very talented Ops O in VoY Jay Borella.

Why step down? I believe it's important to keep new approaches, perspectives, and ideas flowing, and to freshen up the path, as well as to "build our bench" to have a deep reserve of folks ready and capable of stepping in should the unexpected happen. As for why now—at this time, both Fred and I are around (Lord willin' and the crick don't rise) to answer questions and aid in the transition. Better to make big changes in VFR conditions rather than during a storm.

We're also excited to welcome two new and younger board mem-

bers, Trent Hendricks and Justin Drafts. Our younger members are the future of CWB and aviation. Recruit them relentlessly, nurture them jealously, and train them vigorously.

Regarding formation training, you may have heard that the Bremerton clinic is being discontinued, but our formation leads, IPs, and check airmen are still around. Now it's just going to be more incumbent on folks wanting to learn to seek out the trainers and take responsibility to set up your own training. The resources are still here. There will also be some clinics launching on the other side of the Cascades, starting in Richland in late May. Contact Stoney or I for the details.

With that, as we said on the boats, "I had it, you got it! I stand relieved." CU all around the patch. Keep 'em Flyin'!



HAPPY 2026, FELLOW WARBIRD enthusiasts! I'm writing this article in anticipation of taking over as the Cascade Warbirds Squadron CO in January.

I'm proud and honored to be assuming the helm from longtime

(and multiple term) CO Dave Desmon and, in this quick article, I want to do two things: thank the outgoing CO and tell you why I think CWB is special.

I joined CWB about five years ago, after purchasing my first airplane and wanting to connect with other warbird enthusiasts. I quickly met Dave Desmon and was so impressed by his enthusiasm and stead-

(Continued on page 8)

Squadron Commander Emeritus

R.D. "Crash" Williams

Commanding Officer

Bob Stoney

Executive Officer

Dan "FAGIB" Shoemaker

Operations Officer

Jay "Pepper" Borella

Adjutant

Brian Ruby

Finance Officer

John Haug

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 email, or by postal mail as subsequently directed.

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WELCOME ABOARD

It's such a pleasure to welcome our new members and introduce them to their fellow members. We're pleased to have **Jim King** of Hines, OR, come aboard. He's a commercial instrument rated pilot and owns a Globe Swift GC-1B (Super Swift, 200 hp). He currently flies for the Oregon State Police and is also a tow pilot for a local glider club.

Joe Fisher lives in Anacortes and owns a T-6G, among other aircraft. He's ATP rated, a rotor-head, a CFI, and is typed in a wide variety of aircraft. He teaches NATA formation clinics and flies with Heritage Flight Museum.

From Marysville, we welcome **Jason Laursen**. He's been a pilot for nearly twenty years, has restored several aircraft, and currently owns a Kitfox 3.

And from Arlington, we meet **Jeremy Bennett**. He's a mechanic with Boeing and is helping Bruce and Bridget restore their IAR-823. Be sure to say hello when you get the chance.

MORE NEW FACES

You'll notice the new 2026 executive board members in the masthead at left. Of particular relevance to this column, we bid farewell to Fred Smyth. In addition to being CWB's longtime Finance Officer and Adjutant, he ghost wrote the squadron news items over the years. The item above was his final one. We are in the midst of a lengthy transition of all the work Fred did behind the scenes, so please bear with us as we muddle through it over the coming weeks and months. Your new Finance Officer will get contact information for payments out to the membership as accounts are transitioned over to him.

2026 DUES

It's a new year of Cascade Warbirds membership, so that means it's dues payment time! See your membership paid through date on the envelope of this newsletter. If you ran out in 2025, it's time to pony up for the best deal in aviation. Just \$20 brings you all the camara-

derie, events, speakers, airplanes, and this fine newsletter. With the change in Finance Officer, send your e-payment or check per the last info you received. Email finance@cascaedwarbirds.org if you have any questions.

SCHOLARSHIPS

Our 2026 youth flight training scholarship program is open for applications! Our crack social media team has created another fine video short featuring a few of our recent scholars. Please direct yourself and interested young people to cascaedwarbirds.org/youth to read about the opportunities our generous donors make available to recipients. Ground school, including books and supplies, and the first two training flights are on us. Motivated students who progress well can apply for a further \$2,500 grant toward earning their private pilot certificate, issued as milestones are achieved.

Speaking of generous donors, if you wish to contribute to this worthy endeavor of introducing the next generation to flying, please contact the Finance Officer. As an IRS-recognized 501(c)(3) organization, donations are tax-deductible; speak with your tax professional. Our scholars thank you!

AIR RACES

We already have deposits for twenty seats but we still have room for ... you! Our two front row center boxes are right across from the historic home pylon, so you get the best view of the racing that can come down to the wire. Claim your seat with a \$100 deposit to the Finance Officer.

APRIL MEETING

Mark your calendars. In response to member feedback, we are planning to hold an April membership meeting. Thank you for providing your opinions in response to surveys and inquiries during meetings! It will be on the second Saturday, as always. ☪

HAPPY NEW YEAR, EVERYONE! I hope you all had a wonderful holiday season, and that 2026 is off to a great start for you. It was fantastic seeing so many of you at the holiday party back in December. This will be my last dispatch as the Cascade Warbirds Operations Officer. I'll be moving on the Executive Officer role in 2026 and Jay Borella will be stepping in to the Ops Officer's job. I wish Jay all the best in his new position.

One thing I am continuing to do is organize Cascade Warbirds' booth at the Northwest Aviation Conference and Trade Show at the Washington State Fairground Showplex in Puyallup on the weekend of 21–22 February. As usual, we probably won't have a booth confirmed for us 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 once again. 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 on the shifts, so if there's a particular seminar or presentation you'd like to attend that doesn't fit neatly into the booth schedule, we'll do all we can to make it work. Please contact me at shoemaker65@hotmail.com if you're interested in staffing the booth and spreading the word about Cascade Warbirds.

This is also the time of year when I put on my Chief Photographer hat and put out the call for photographers from the membership, 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'm hoping to start flying in shows this year, so I can't always be there to document our activities. We can always use candid shots of our members doing their thing, whether it's flying, marshalling, or just having a good time. Please feel free to send any photos you might have to me, and I'll get them on the Flickr site and social media with full credit to you.

I'd like to thank all of you for your support and participation in events over the last several years I've had the pleasure of being the Operations Officer. It's an extremely challenging job with a steep learning curve that involves a lot of cat-herding, some horse-trading, a little bit of begging and pleading, and a lot of praying to the weather gods. Jay did a fantastic job scheduling flights and pairing passengers with pilots at the 2025 CWB membership fly day, and I know he'll attack the Ops Officer role with the same energy and enthusiasm. I plan on continuing to help him out, and I would ask all of you to volunteer to assist him, as well.

Flyers and marshallers, continue honing your skills over these winter months in preparation for airshow season. Hopefully, we'll have some occasions to get together and have some kick-off-the-rust and practice events during the spring. I'll see you at the monthly meetings over the next several months as the CWB XO. And, as always, stay safe in whatever you do. 🍀



Photos: Dan Shoemaker

[Jay provides an update on the restoration of "Gone Savage," his 1969 O-2A (69-7642).—Ed.]

I NEVER KNOW HOW to start these updates on the restoration of the O-2A Skymaster. I am mostly embarrassed about the lack of progress and wish there was a flashy exciting thing to share. However, I have learned that that is not the nature of restoration. It is small victories spread out over an inordinate amount of time. I will start with a quick update, then cover some of the hurdles I am facing. I hope the lessons I am learning are valuable to other members on their own journeys.

The aircraft is assembled. The flight control rigging is done. The plumbing and wiring are in. The control cable from the left fuel selector knob to the actual fuel selector needs adjustment. This is an ordeal because of the configuration of the later model O-2s. Starting in late 1968, Cessna added a bigger window next to the pilot, which wraps into the ceiling for better visibility. This window bumped the fuel control panel that was on the left side. The later models have both fuel control knobs on the right side of the plane, above the door sill. The left control cable arcs over the cabin, through the wing root, to the selecting unit in the wing. After this adjustment, we will be ready for engine runs.

I recently purchased a radio package that will give me added safety and ADS-B compliance, without relying on the original 1970 avionics in the plane. It has been my intent from the outset to keep this aircraft as true to original as possible. I was going to roll the dice on the original equipment supporting my flight requirements but decided my safety could benefit from fifty-five years of advances. I am installing a Trig TT-22 Mode S transponder with a TN-70A ADS-B encoder. I originally planned on a Garmin device (GDL-82) that would tie into the military transponder system. The Trig setup becomes a stand-alone system. I also had access to a uAvionix ADS-B tail light beacon, which is very popular. I have learned that both the uAvionix device and the GDL-82 are not compatible with a Mode S transponder. Most of the new transponders I found are Mode S, rendering both of these obsolete. For those members relying on an older uAvionix unit for ADS-B, keep this in mind if your Mode C transponder goes on the fritz. It may be a double whammy. I am installing a TY-92 high-power VHF radio and a modern four-place intercom from PS Engineering (PMA-4000).

The advantage of these items is that they are small and fit in the open spaces of the panel. I will still have all the control heads and gauges of the original aircraft, so it looks period correct. There is a small panel, approximately 4" x 8", identified by the USAF as the "spare radio panel" which was never used in this plane. I am making use of it and, I guess, complying with the military intent. I will eventually empty out the innards

of the old radio boxes to save weight.

I was in Oklahoma at the project site in early October. Much of the work done during this period was electronics and instrument panel prep. We also were able to get the aircraft on jacks and test the landing gear. This was an impressive session because things worked on the first try, despite being dormant for decades. Consider also the landing lights on the wings. The wings were separated from the fuselage for twenty years. The wings were mounted last year and we hooked up the same old wiring to the same old cannon plugs, after a condition inspection. If you read the last update, the left wing was removed again and saw significant surgery. As a result, I looked away and flinched as I hit the switch for the first time, expecting a puff of blue smoke to erupt. Nope, the lights came on, bright as ever. Same story for the rotating beacon. It resides on the top of the right tail. The tails had been removed and the booms disassembled. It, too, fired up on the first try. MilSpec is worth something, I guess.

The landing gear was a similar surprise. The lines have been replaced and the actuators and reservoir have been overhauled. The electrical components remain original. We were able to jack up the aircraft, which is a feat itself. For jacking purposes, the O-2A is tail heavy due to the rear engine. Jacking the aircraft is quite a process for two reasons. You need three jacks and two boom supports to be choreographed the whole trip up and down. You also have to jack the aircraft quite high to be able to cycle the gear.

A quick aside. One of the nicknames for the O-2 was the Oscar Duck. Typically, it was called the Oscar Deuce, because of "O-2," but Oscar Duck fit due to its landing gear. If you can imagine a duck taking off from

Boom supports, wing jacks, and nose jack must be coordinated.





The gear in mid-swing shows the duck takeoff comparison.

a lake, there is a period between floating and flying where their feet are paddling behind them like they are running across the water. The Skymaster does a very good mechanical impersonation of this. The main (rear) landing gear first drop down a good way before they twist aft into the fuselage. This transition period looks like a duck pedaling its way into the air.

The duck motion of the landing gear means you need the aircraft elevated enough to allow for the significant drop. Once the plane was high enough off the ground, I tried the emergency hand pump to see if the system would hold pressure and whether the gear would move. It is an overly complicated system due to the many different gear doors that must sequence correctly to allow everything to tuck inside the fuselage. The doors and gear moved smoothly through their dance to the full up position. It takes a lot of pumps to make the transit, but the amount of pressure required is not bad until the main gear engages the uplocks. Still, they snapped in place with a satisfying clunk. I know air resistance will make manual lowering of the gear a hefty task in flight. It is nice to know the system works. The gear doors themselves need some minor adjustments to reduce the gaps. I am saving that for the next time we raise her and will use a hydraulic power cart. Four full swings by hand was enough of a workout.

I was able to install the armament control panel on the top of the glare shield. This was the panel used to select which weapons would fire and to arm the whole system. As a requirement of removing these planes from military service, the armament control panels were actually ripped out of the aircraft by the USAF. I am fortunate to have a control panel in new condition

The armament control panel as installed.



but the glare shield bears the scars of torn aluminum where the panel mounts. Some

sheet metal wizardry has the panel back where it belongs. If the ATF is reading this, I snipped all the wires.

That is the good news. The bad news is this two-year project is approaching six years in March. Most of the delays have been due to illness or family emergency on the restoration team. No one planned for these things to happen and each event occurred just when we started gaining traction. It has been a case of one step forward and two steps back for five years. The engines have been sitting idle far longer than any of us predicted and this is an engine's worst enemy. The next step is to use a borescope to thoroughly inspect both engines to see what Father Time has done to them. The spot checks show they are in good shape but there is going to be some form of degradation in there. The predictions are the engines will run fine but this inactivity, and the inevitable internal corrosion, mean they will show their age sooner than planned. Material costs and labor rates have risen significantly. This has increased the cost of everything being done on the plane, from acquiring a battery to finishing the paint. If the engines are okay now, their overhaul life is likely impacted, which ultimately means more money spent sooner than desired. The engine gamble, the second paint job for the wing, and the second attempt at an ADS-B solution are all examples of how this six-year-long paper cut continues to sting. Projects run over budget and I budgeted for an overage. However, with this being drawn out so many years, the overruns have increased. So, I am involved in a foot race with funds required overtaking funds available. I hope we cross the finish line before they meet. (My ego is writing checks my body can't cash.)

News flash. The front engine was borescoped the same day I wrote the last paragraph. The detailed inspection shows the guts of the engine looking good. It is not perfect, but no one lost their lunch over the images on the screen. Shifting focus to the rear engine next week. Thanks for reading. Stay safe. ✪

The repaired wing needs repainting, again. All photos: Jay Borella



I WAS LEADING A four-ship formation in my Housai-powered CJ-6A in our normal practice area, over the water just south of the city of Victoria, BC, and my troubles started with a mild RPM oscillation. So, I went to full rich, scanned the gauges, which were normal, and then turned the formation towards our home airport (CYYJ), which was about eighteen miles away. As soon as I had finished the turn, the engine stumbled. At this point, I declared an emergency on the tactical formation frequency, detached the second element and started a slow climb. My wingman stayed with me and reported no leaks or smoke.

For the first half of the RTB (return to base), the choice was to fly over the city or around the edge over water, so I obviously stayed over the water. As we chugged back home, the engine was intermittently stumbling but still maintaining power. At this point, I decided not to touch anything, on the theory that I did not want to mess with what was working. I told the tower I was doing a straight-in on the runway that was basically aligned with the track back to the airport and I was starting to feel relatively sanguine.

About five miles from the runway, I had a choice to make. Continue along the shoreline with stretches of landable beach, or head directly to the runway. I chose to head towards the runway and about a mile later with the runway still beyond gliding range, the engine, without warning, quit cold. I was startled enough to do nothing and after maybe two seconds, the engine roared back to life. It ran for maybe five seconds and then quit again. And again, I froze for a second and the cycle repeated itself. The third time with no action on my part, the engine stayed running. At this point, my attention was totally outside, planning where to put the airplane down, with a busy highway the best of bad options.

Fortunately, the engine stayed running and I was able to maintain height until I could make a steep glide approach and an uneventful landing at our home airport with CFR (crash-fire-rescue) assets standing by. The engine was running at idle as I rolled out after landing but quit as soon as I tried to add power to taxi off the runway.

If the engine had simply quit, I knew exactly what to do. However, intermittent loss of power with no obvious indication of what is wrong can be a difficult situation to deal with because of the uncertainty about what is actually happening.

THINGS I DID RIGHT

- As soon as the engine RPMs started to hunt, I took immediate action by terminating the flight and turning towards home.
- When the engine stumbled, I immediately assumed that the engine could fail at any time and gave myself room and brain capacity by detaching the sec-

ond element and calling on my wingman to go to chase position.

- Our practice area is right next to the Victoria Harbour Water Aerodrome and has a Flight Service Station. By declaring an emergency with them, I got the emergency response primed and had them clear terminal airspace above me so I could climb unrestricted.
- I arranged my flight path on the RTB to skirt the city and associated built-up area even though it increased the distance to home base.
- I think I made the right decision not to adjust the engine controls except to go to rich mixture, but it is hard to say.

THINGS I COULD HAVE DONE BETTER

- While flying back towards home base, I should have rehearsed the actions I would take to restore power. I never really did this as all I was thinking of was where I could put the airplane down if the engine failed. Because I had not mentally prepared when the engine suddenly stopped, I froze. Fortunately for me, the engine regained power on its own.
- Turning away from the beach before I had the runway made was a huge mistake. I was lulled into complacency because, other than some intermittent burps, the engine had continued running on the trip back, I had the runway in sight, and I thought I was home free.
- Our group had only informally discussed how the chase plane was to drop me off and so there was confusion by both myself and the tower as to what the chase plane was going to do when I dropped gear and flaps for the gliding approach to the runway.

As it turns out, the diaphragm in the carburetor had partially failed. The diaphragm distorted itself enough to intermittently trip the fuel inlet shut off valve. This valve prevents fuel draining from the carburetor when the engine is stopped. On disassembly, the diaphragm was discovered to be an original Chinese rubber part with a 1979 manufacture date. Richard Goode can now provide a new diaphragm made with modern synthetic aerospace quality materials. I recommend that owners of Housai-powered CJ-6s consider replacing this part at their next annual. 🧠

Scan the QR code to watch an AOPA Air Safety Institute interview with a P-51 pilot who describes a similar partial engine failure. In-cockpit video makes the challenge of the situation tangible.



PUGET SOUND AIR MUSEUMS

By Kerry Edwards

PROMPTED BY THE MEMBER meeting presentation on air museums in Europe, we remind our readers that local air museums are a great indoor family activity. Wherever you live in the Puget Sound area, you are close to an interesting connection to the world of aviation that abounds in this region.

In the North Sound, the Heritage Flight Museum at Skagit Regional Airport is a remarkable gem. Founded by Apollo astronaut Bill Anders and known for its flying activities, it is a great place to visit year-round. Skagit Airport is just north of Highway 20, about halfway between Mt. Vernon and Anacortes.

In Snohomish County, you have two very different possibilities. The Flying Heritage and Combat Armor Museum is a world-class collection of the most famous flying machines from every major country. Admission is presently free. Assembled as a personal collection of Microsoft co-founder Paul Allen, most of these noted aircraft were regularly flown in the recent past. Contrasting with that is the Future of Flight, which is home to the Boeing factory tour. Both are at Paine Field, just off I-5 in south Everett.

The Museum of Flight in Seattle is the largest air museum in the Northwest. Located at Boeing Field/King County International Airport, it features exhibits

from every portion of the history of flight. Open daily, it is part of the local First Thursday free admission program and caters to aviation adventurers of all ages.

There is a small outdoor collection of Air Force aircraft at Joint Base Lewis-McChord, just south of Tacoma. Base access for non-DoD visitors currently requires a DoD sponsor.

Olympia Airport is home to the Olympic Air Museum, a small and friendly facility which hosts the annual Olympic Airshow on Father's Day weekend. It's a premier show and not to be missed by anyone in the South Sound.

The Olympic Peninsula shouldn't be forgotten. Jefferson County International Airport is home to the Port Townsend Aero Museum with its variety of antique and classic aircraft. They restore and fly their planes and have a noted youth program. At Bremerton National Airport, the Collins Historical Aircraft Collection is part of the annual airshow, which has grown substantially in recent years.

We recommend all these family-friendly locations. Most have some level of activity for children, but there is a lot of "look, don't touch," so parents should carefully judge the level of activity that best fits the sophistication and attention span of their youngest. ✪

BOB STONEY: MASTER PILOT

By John Haug

AT EAA AIRVENTURE OSHKOSH 2025—to which he hand flew his O-1 Bird Dog—Bob Stoney was recognized with the FAA Wright Brothers Master Pilot Award. Nominees must have fifty years of flying experience and be supported by letters of recommendation from three FAA certificated pilots. Bob was surrounded by dozens: family, pilot friends with military and formation backgrounds, and CWB friends.

A low-time burger run flier can qualify for this award, but Bob earned his decades of safe flying the hard way. He started like many civilian pilots, by washing airplanes at the local flying club. An engineering degree and Navy ROTC led him to T-28s, P-3s, instruction, and, eventually, the US Naval Test Pilot School. That put Bob into about 100 different types of aircraft. He later became its commanding officer.

Retiring from the Navy as a Captain, Bob's test pilot and graduate-level engineering background led him to continue as a test pilot with the FAA. Having now "retired" to independent consulting, Bob has logged hours in nearly 200 aircraft. As he mentions on his website, "I've been fortunate enough to flight test aircraft ranging from small single-engine piston airplanes, to helicopters, to the mighty Boeing 747-8."

Given his humility, kindness, and collaborative,

from-the-front leadership as much as his dedication to safety, professionalism, and detail, it is no wonder that so many people turned out at Oshkosh to celebrate with Bob. Congratulations and thank you for both your national and volunteer service!

[Read Bob's detailed bio and comments on the aircraft he has flown on his website, teakettle31.com.—Ed.] ✪

Bob with his wife and son at his award ceremony. Photo: John Haug



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While searching for an interesting photo and story about the more unusual uses of the Cessna O-2, your editor found a series of unrelated photos of O-2s in the El Salvadoran Air Force showing each with the gear up and the nose gear doors open. None of these were licensed for reproduction, so the photo above is from a web image search.

Perhaps our resident O-2 experts can comment on this unexpected configuration. Hopefully airspeed was low enough that the doors didn't tear off after the photos!

UPCOMING EVENTS

February

- 14 Member meeting, 10 AM
Museum of Flight
(Seattle, WA)
- 21-22 NW Aviation Conference and
Trade Show – CWB booth
(Puyallup, WA)

March

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

April

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

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

(Continued from page 1)

iness; I knew I'd found a great organization. Dave set the tone for why CWB is so great and thanks just don't seem like enough. I know and hope that Dave (and Colleen!) will still be involved in CWB in the future. For those of you not associated in some way with the Navy, you may be interested to learn that, dating back hundreds of years to the days of sailing fleets and communication by flag signals, the fleet commander would congratulate their fleet for a "job well done" by flying flags for the letters B and Z. Bravo and Zulu. It is the highest form of praise one can give in the Navy and I send my strongest BRAVO ZULU to Skipper Dave Desmon for

his years of tireless service to our organization.

Lastly, and most importantly as we transition to a new set of leaders: Why is CWB so special? It's *not* about your new leaders, or old ones...it's about *you*, our membership. *You* make us the special organization we are—I'm told, the largest squadron in EAA Warbirds of America. Your willingness to show up, step in, and do it with a smile. We are a special group, kind to each other, and united in our love of warbirds. So, BRAVO ZULU to you! 🍀

