



Bill Shepherd flies his Yak-3 at the Olympic Airshow. Photo: Dan Shoemaker



★ Cascade Warbirds Squadron Newsletter ★

CO'S COCKPIT

By Bob Stoney



HELLO FELLOW WARBIRDERS AND welcome to this quarter's edition of one of the best newsletters nationally. Its quality is a direct reflection of those who contribute to it, and the skillful work done by our staff, John Haug and Brian Ruby. A huge thanks to all who submit material. I know many people, including myself, look forward to the monthly arrival of the Warbird Flyer. I like to put it out on the counter and, invariably, a family member or friend will pick it up and find

something they love. That's the product of the hard work of so many! And it's a call to action to YOU, our members, to consider contributing an article, an idea, or financial support.

Our February meeting—held on Valentine's Day, where we showed our LOVE of aircraft—was excellent and included a fantastic presentation by Stan "Sundance" Kasprzyk concerning development of the USAF's brand-new trainer, the Boeing T-7 Red Hawk. Sundance was the lead manager for the cockpit design and his insight was a unique opportunity for us all to see inside a development program. Thanks, Sundance!

The March meeting was also fantastic, with a "Know Your Warbird" (KYWB) session by Bob Hill. Bob presented the amazing and varied history of Boeing 737s that have served in militaries and governments around the world. Our main speaker was longtime member Bill Shephard, who detailed the history of Russian aviation up through the post-World War II years, including personal recollections of his ownership of a Yak-11 and a Yak-3. This meeting was also unique in that it was broadcast online to all members, thanks to the vision of Jay Borella and the fantastic execution work of Trent Hendricks. We plan to make this a monthly option for those who aren't able to travel to the Museum of Flight.

Our Russian theme continued in the April meeting with a presentation by Jerry Coy, a Vietnam War USAF F-4 pilot, entitled "F-4 vs. MiG-21, a Vietnam Pilot's Perspective."

When you turn this page, you're going to see we've added Skipper Dave "Prancer" Desmon to our banner as Squadron Commander Emeritus, alongside the legendary "Crash" Williams. This action was approved after a unanimous vote by your Board and reflects Dave's longtime, tireless, and enthusiastic support and leadership of CWB. Dave served as our CO from 1999 to 2007 and 2022 to 2026. I met Dave soon after starting to fly my Birddog and he made me—

like he did so many others—feel welcome and included. An incredible leader for our squadron! I will note that "Emeritus" doesn't mean Dave (and Colleen) won't be around. We are depending on them to return!

As we round out the winter and head into flying season, please get involved in our squadron. Flying season is right around the corner and there are many other opportunities for fellowship amongst those who love warbirds, the people who flew them, and the people who maintain them. Our new Ops O, Jay "Pepper" Borella, is *revolutionizing* how we make info available concerning CWB operations, with the goal of offering you, our members, the chance to participate in and support a wide variety of activities. Jay has setup a wonderful operations system on our website and sent out emails about how to access it. Check out the details of how to participate in this newsletter's Ops Tempo section. Sign up ASAP for those activities that interest you and volunteer to help. If you have other ideas or activities, have questions, or want to support the events on our calendar, Jay is the man to contact. Send him a note at opso@casca Dewarbirds.org. A huge thanks to "Pepper" for his incredible work and vision as our new Ops O!

Speaking of flying season, our #1 goal is *safe operations*. Note that I didn't say "safety." When you hear somebody say "safety is paramount," or "safety is our #1 goal," they're kinda missing the point. If you think safety is paramount or #1, stay on your couch (and hope a tree doesn't land on your house). *Safe operations* is the point. That takes hard work and constant diligence. And, yes, sometimes returning to

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Squadron Commanders Emeritus

R.D. "Crash" Williams

Dave "Prancer" Desmon

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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NEW MEMBERS

As always, we start by introducing new members. Two young people have joined the fold. **Ryan Franklin** of Sumner is pursuing an Aeronautical Science degree with the dream of flying in the Air Force Reserve. He's also an avid aviation photographer and model builder. From Graham, welcome **Ethan Naill**, a student pilot at Clover Park Technical College who aims to fly commercially and eventually own a warbird.

Ethan's enthusiasm rubbed off on his father, Army veteran **George Naill**, who hopes his son will one day be his flight instructor. **Jim Castino**, from Gig Harbor, served in the Air National Guard in the 1970s and flew out of Tacoma Narrows Airport. Another Army veteran, **Chris Hoffman**, from Bremerton, is a student pilot and cites a particular appreciation for our youth scholarship program. And from Prince George, BC, **Tim Olmstead** owns multiple Yaks, a Harvard, and an RV-6!

We also have a few members rejoining us. First is air race fan and air show volunteer **Colleen Regan** of University Place. Then we have husband and wife team **Vivienne Butler** and **JF Vallee**. Vivienne is an aviation and warbird enthusiast while JF is a former Canadian Forces pilot, current airline pilot, and Navion owner.

Please offer a warm welcome (back) to all when you meet them.

SCHOLARS ANNOUNCED

The Cascade Warbirds scholarship committee is pleased to announce this year's recipients. First, we have our legacy recipient **Ava Zendejas**, who is following in both her brothers' footsteps. Ava hails from Auburn and is a Cadet Lt Col in the Civil Air Patrol. Her ambition is to join the military and later become a commercial airline pilot. Next, we have **Ezequiel Recinos**. Ezequiel lives in Seattle and attends Innovation Heights Academy. He is a member of the Red Hawks Flying Club and aspires to be a commercial airline pilot.

Colin Meyer of Everett attends Raisbeck Aviation High School. After graduation, Colin plans to attend either Embry-Riddle or the University of North Dakota to continue his aviation training. Our next recipient is **Ala'saga Mu'ied**. He lives in Renton and attends Rainier Beach High School. Ala'saga is very active in sports and plans to get his private pilot certificate and become an aeronautical engineer.

Congratulations and best of luck with your aviation futures! Thanks go to the scholarship committee members for their dedication to our program.

2026 DUES . . . DUE!

If the date on the mailing label for this newsletter shows DEC 2025, you're not yet paid up for 2026 and this is your last newsletter! Don't miss out on all our activities during the summer months.

The new Finance Officer emailed everyone with payment information and he thanks you for your patience during the lengthy behind-the-scenes setup.

Pony up online or via USPS with the information in that email. Contact him at finance@cascaedwarbirds.org with any questions.

AIR RACES

We have twenty-two front row box seats reserved for the fastest motorsport on earth. There is still time to join your fellow air race fans with a deposit of \$100 per seat to the Finance Officer. Prices are lowest early, so get your spot now!

MEMBER ROSTER

The Board thanks everyone who participated in the poll about sharing a member contact roster; 95% of you were in favor! Now you can coordinate, plane-or carpool, and socialize with CWB friends near you. This is accessible in the Member Files area of the website—under the Membership menu—using the password emailed to all active members. ☪

EASY AS L.I.V.E.

"I want the Cascade Warbirds to do 'more' events." That is a request I took to heart following a casual poll at one of our recent meetings. It has become my mission to push information, facilitate events, and increase the opportunities for our members to participate, in the air and on the ground. The power to do more as a squadron resides in our membership, and it will happen when our folks volunteer for proposed events. I hope to explain the process in a fashion that is easy for everyone to access and support. I will start with a "how to." I will offer some thoughts on what will help this succeed and finish with a simple request of my squadron-mates. Keep in mind, this was generated by a USMC Attack Pilot on a low-dose crayon drip. Therefore, functional cognition is *not* required!

Learn, Investigate, Volunteer, Execute—L.I.V.E. That is the plan. Step one is *Learn* what is going on. You will get a calendar with our upcoming events via email blast, but you can also access it via the Cascade Warbirds website, cascadewarbirds.org. It is available in two formats. The first is a PDF document that summarizes the proposed events for this summer as a list. On the website, click or tap Membership in the menu, then Member Files. This is a password-protected area, available only to members. The password was included in event sign-up notice emails in March and will be included in future emails. The second method is via a calendar on the CWB website Events page. Those resources offer you a macro view of what CWB is looking to do this flying season.

As you look at the big calendar, you might see events that pique your interest. Now you can *Investigate* the details of the event by looking up the advertisement for the affair in the password-protected Member Files area. In there, you will see Who, What, Where, When, Why, and—most importantly—What's in it for

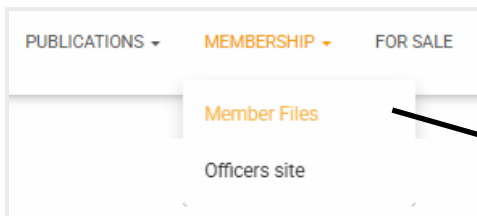
me. The advertisement will detail any special requests for this event, what you can expect while there, plus the types of volunteering we need—planes, marshalls, info booth, etc. At the bottom of the ad will be a deadline to sign up and a web link to volunteer. Let's do this and click the link!

You are now in the *Volunteer* phase. The link will take you to a web form with questions that gather what I need to coordinate the event. If you have used an electronic RSVP before, this is very similar. Your information will be kept private. As Operations Officer, I now have a roster of who wants to participate. I can communicate directly with the volunteers for this event to pass updates. All we do now is *Execute*.

There you have it. Learn (calendar), Investigate (advertisement), Volunteer (sign up), Execute! You can do it all from your phone, if you wish. You only need to know the CWB website and password.

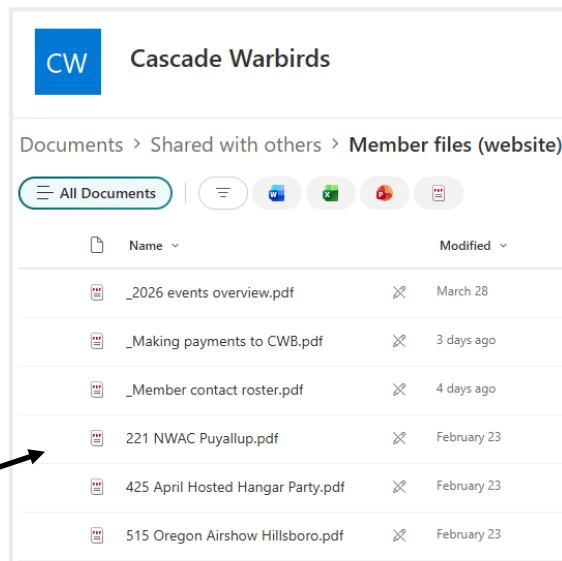
The one thing required to make this successful is participation. The most I can do is create the opportunity. If members do not sign up for events, there will never be "more" opportunities. The worst-case scenario occurs when we do not participate in the hosted events, or no-show. These entities are doing all they can to afford our squadron the perks they make available. I am promoting the squadron as a group of owners and enthusiasts who will be proud to be there. If we stand them up due to lack of volunteers, that reputation will spread quickly, and we will stop getting invited to the dance. None of us want this.

Finally, my request to the squadron. Always feel free to send me ideas and points of contact for events you feel we are missing: opso@cascadewarbirds.org. I am brand new to this role. I too want "more" opportunities. I am here to coordinate what I can, but I need help. We are growing into this new L.I.V.E. method. I am excited to see CWB's presence grow in the PNW! 🇺🇸



1. Go to www.cascadewarbirds.org
2. Click or tap *Membership* in the menu, then *Member Files*
3. Type the password

The password was emailed to members. Or, contact anyone on the board.



BEHIND THE CURVE

By Bob "ChipmunkBob" Hill

GREETINGS CWB MEMBERS. My name is Bob Hill and I've been a member for over twenty-five years, serving in roles such as squadron webmaster, Operations Officer, flight lead, and board member. Now I'm taking on a new role as squadron Safety Officer. While I chose a civilian career in IT due to a lack of 20/20 uncorrected eyesight (I could have been Maverick's best wingman . . . or he could have been mine!) I did grow up deeply ingrained in military flying due to the fact that my father was a Naval Aviator.

One of the things that stuck with me was the culture of safety and managing risk. What I hope to bring to the squadron during our monthly meetings and in the newsletter is that culture through stories and "there but by the grace of God go I" examples. I'll strive to be part evangelist, part teacher, and part comic. I look forward to speaking to all of you soon. 🍀



Bob and his show dog, Cypress. Photo: Bob Hill

NEW A&P SCHOLARSHIPS

By Bob Stoney

THE BOARD OF CASCADE Warbirds is excited and proud to announce the establishment of two separate scholarships for aspiring airframe and powerplant (A&P) mechanics! The first "Cascade Warbirds Fred Smyth A&P Scholarship" at Clover Park Technical College in Puyallup and "Cascade Warbirds A&P Scholarship" at Big Bend Community College in Moses Lake will be awarded in the fall of 2026.

These scholarships were approved by the board in recognition of the critical and important role that maintenance professionals play in the safe operation of aircraft.

The squadron will be closely involved in the selection processes administered by foundations at each college and the selection of the recipients will be based on criteria to be determined by us. A chair and two board members will define and receive ratification of selection criteria and coordinate with each college for the administration of funds to be awarded for tuition or testing expenses. Thank you to chair Robin Hill and board members Gary Shipler and Bob Stoney for volunteering to kick off this important new program!

Please consider making a tax-deductible donation to support these scholarships. Contact the finance officer at finance@cascaedwarbirds.org and identify the A&P scholarship for your contribution. 🍀

PILOT SCHOLARSHIPS

By Pete Jackson

FELLOW AND LADY AVIATION enthusiasts: In my opinion, one of if not the most important and community-oriented programs that Cascade Warbirds provides is our ground school scholarship. Each year for the last twenty or so years, we have been providing four to six worthy youngsters the opportunity to start on their aviation dreams. Whether they just want that hundred-dollar hamburger or have ambitions to become a commercial or military pilot, we afford them the opportunity to get started. A number of our scholarship recipients have gone on to the US Naval Academy, the US Air Force Academy, and the airlines.

When most of our generation learned to fly, it was expensive for the time but not like today. As of 2025, the average cost of a private pilot certificate is between eleven and fourteen thousand dollars, which is out of reach for most youngsters. Our program provides the ground school, either online or in-person, and two flights to start recipients on their career path.

For our organization, this program has become more and more expensive annually. To that end, we would appreciate a donation in any amount, which is tax deductible, to help us continue with our scholarship endeavors. If you are able to help, please contact our finance officer at finance@cascaedwarbirds.org to make payment arrangements.

Your generosity is greatly appreciated! 🍀



<https://www.bigbend.edu/academics/programs/aviation-maintenance-technology.html>



<https://www.cptc.edu/programs/aviation>



<https://www.cascaedwarbirds.org/youth>

DURING PREPARATION FOR OUR March meeting, I discussed with Bob Stoney a short memorial statement about the recent passing of my friend, warbird instructor and ex-Canadian fighter pilot Dean “Frito” Friedt. After I described Frito’s long involvement with Cascade Warbirds, I mentioned that I was throwing “a nickel on the grass” in his memory. Bob noted he was unfamiliar with that statement, and I found that others were, as well. I believed it to be a universal pilot/fighter pilot memorial. Here’s the story of the origin and meaning of “a nickel on the grass,” according to an unnamed fighter pilot, cribbed from the full version which you can find in various forms online.

Greek mythology states that the ferryman of Hades, Charon, requires payment of one coin to ferry a soul across the River Styx that separates the worlds of the living and the dead. Coins were typically placed in the mouths of loved ones before burial to ensure safe passage to the underworld. Over time, this has been adopted in various forms across societies. Today, a coin left on a headstone signifies that somebody stopped by to pay their respects.

To the Airman, there is only one coin that matters: the nickel. Of all the fighter pilot traditions and accompanying heritage, the phrase “nickel on the grass” is easily held in the highest regard of all. The phrase, a chorus from an old fighter pilot song, has evolved to become synonymous with remembering a fallen aviator.

In early twentieth-century London, the Salvation Army worked their way through the streets collecting donations and were sometimes confronted with unruly crowds. A family of musicians found a creative solution and began working with the local Salvation Army to play music to distract the crowds. By 1915, the Salvation Army bands migrated to the United States and had grown in popularity outside the bars on college campuses. After playing songs, the band would come through the bars and pass around an upside-down tambourine while repeating, “Throw a nickel on the drum and you’ll be saved.” Inevitably, the drunken students parodied this line, which inspired several colorful limericks during the 1920s.

Years later, an F-86 pilot named William Starr became interested in the fighter pilot limericks while assigned to the 336th Fighter Squadron. Unfortunately, these limericks were seldom written down, probably passed on as a rite of passage. During his time in Korea, he wrote down the songs; his notebook was appropriately titled “The Fighter Pilot’s Hymn Book.” One day, he came across an article from a military folk singer named Oscar Brand who purported that, while the other services had traditions and songs, the Air Force was much too young to have equal representation. Starr contacted Brand and unloaded his collection of songs—all 238 of them! In 1959, this effort produced the al-

bum *The Wild Blue Yonder* by Oscar Brand with The Roger Wilco Four. The first, and most popular, song on the album is *Save a Fighter Pilot’s Ass*. While William Starr didn’t write the song (the author is unknown), he is responsible for exposing it to the world.

The title of the song serves as the chorus to verses that tell varying tales of precarious flying situations that all inevitably end with the ultimate sacrifice. The verses, spanning from the Yalu River in MiG Valley to local flying training, remind us of the daily risk aviators take. The chorus embodies a mark of mutual respect and remembrance for a downed flyer. This message, combined with the melody of the Salvation Army band tune, made it an instant classic.

Hallelujah, Hallelujah!

Throw a nickel on the grass, save a fighter pilot’s ass.

Hallelujah, Hallelujah!

Throw a nickel on the grass and you’ll be safe.

Sometime after the war, this chorus made the leap from song to toast, immortalized by an unknown author’s closing words in his tribute to the fighter pilot:

“So here’s a nickel on the grass to you, my friend, and your spirit, enthusiasm, sacrifice, and courage—but most of all to your friendship. Yours is a dying breed and when you are gone, the world will be a lesser place.” ✪

The full story: <https://barnapkinairpowerdotcom.wordpress.com/2016/02/14/a-nickel-on-the-grass/>

Photo: Dan Shoemaker



NOT LONG AFTER MY retirement from the Air Force, I was contacted by Michael Dobbs, who was writing a book (published in 2008 as *One Minute to Midnight*) on how close the United States and the Soviet Union were to nuclear conflict during the Cuban Missile Crisis in 1962. Knowing the theme of the book, I asked the Air Force if it was OK to grant an interview on the subject; they assured me, since I was retired, I could do whatever I wanted. Being a little uneasy about the interview, I wrote the following account of what I related to Mr. Dobbs.

In October 1962, I was assigned to the 71st Fighter Interceptor Squadron (FIS) at Selfridge AFB, north of Detroit, MI. Our typical routine there was to fly training missions for a week and, the following week, man ten to twelve nuclear armed F-106s which were on a fifteen-minute scramble status, prepared to launch for survival in the event there was an attack by Russian missiles or aircraft. When our squadron was on alert, we would be in the alert hangar for forty-eight hours, then have twenty-four hours off before our next two-day shift. After that week, we would be back in the training cycle and our sister squadron, the 94th FIS, would pick up the alert duty.

On October 22nd, I was on alert and, at around noon, we received a phone call from our command post telling us we should start preparing to fly to Hulman Field at Terre Haute, IN. This was quite a surprise, as all the practices had been to disperse our planes to Volk Field, a National Guard training base in Wisconsin. Of course, those training flights had been in unarmed aircraft and, moreover, our alert practices were based on reacting to a scramble horn in the alert hangar. So, all these changes plus the thought of flying the nuclear weapons really caused the adrenalin flow to increase. One of the key tenets of nuclear safety is to have two-man control, which of course was not possible in a single-seat aircraft once it is airborne. While we were on alert, we could never go to our aircraft without being accompanied by another knowledgeable individual, either another pilot or a maintenance technician.

Since none of us had ever been to Hulman Field, we dug out maps and charts to check on the field, navigation aids, approach procedures, etc. The first thing we found was that the F-106 computerized navigation system, which operated with switch positions rather than the channel numbers for TACAN, did not include the Terre Haute TACAN. The closest TACAN we could navigate to was at Bunker Hill AFB nearly one hundred miles away. Fortunately, the weather was good, so our plan was to use ground radar assistance and follow the Wabash River from Bunker Hill to Terre Haute. While all of this planning was going on, we continued to receive update calls from the command post which indicated it was increasingly likely we would be launching.

As I recall, we were finally given a takeoff time of about 1500 and we all took off with our Operations Officer, Bud Abbott, who happened to be on alert, in the lead.

I distinctly remember looking over my right shoulder as we headed southwest, wondering if I was going to see an ICBM inbound from Russia! Finding Hulman Field worked fine except, when we checked in with the tower, we learned the first 1500' to 2000' of the runway was unusable due to construction. I don't recall what this left for usable runway, but it was less than the usual 10,000' runways we considered standard. Since the AIR-2 Genie nuclear rocket added a little over 800 pounds to our weight, it meant a higher approach speed and the aircraft would be a little harder to stop. For this reason, I remained out of the pattern to burn off fuel and ended up being the last plane to land. This was not a problem except the plane landing in front of me landed a little long and hot, his drag chute failed, and he ended up running off the end of the runway and collapsing his nose gear, coming to rest nearly on the road around the field. This was a great incentive to not screw up and run into him so, even though I had a good drag chute, I believed I could stop without it.

Except for the damaged aircraft, we all parked on the National Guard ramp and they set up cots for us in their maintenance hangar. They even opened their small base exchange and gave us razors, toothbrushes, etc. F-106 maintenance crews drove down from Bunker Hill and serviced our planes for takeoff and we went back on alert. They also got the damaged aircraft up off its nose and opened the missile bay so they could get the undamaged nuclear rocket downloaded and placed under guard in one of the ANG buildings. I don't know that I ever did learn why we went to Hulman instead of Volk, but it seems like after a day or so, we took off and went to Volk.

Volk Field was primarily a summer training area for the National Guard, so only a few people were there in caretaker status and there was no control tower. They had flown in some maintenance personnel and equipment from Selfridge, so they turned us around and set us up on alert on the ramp along with some F-106s out of Duluth. We were billeted with the Duluth pilots in the dispensary, which was pretty tight quarters. They also hooked up a phone and scramble horn, with control from the Air Defense Sector at Duluth, MN. We were told there would be no practice scrambles and if the horn went off, it was the real thing.

When we went to bed that night, it was cold and looked like snow. With the requirement to be airborne within fifteen minutes and being some distance from the flight line, they had given us some ANG vehicles which we parked in front of the dispensary. Shortly after midnight, the horn went off! We'd all been sleeping in our flight suits so it didn't take long to get into our

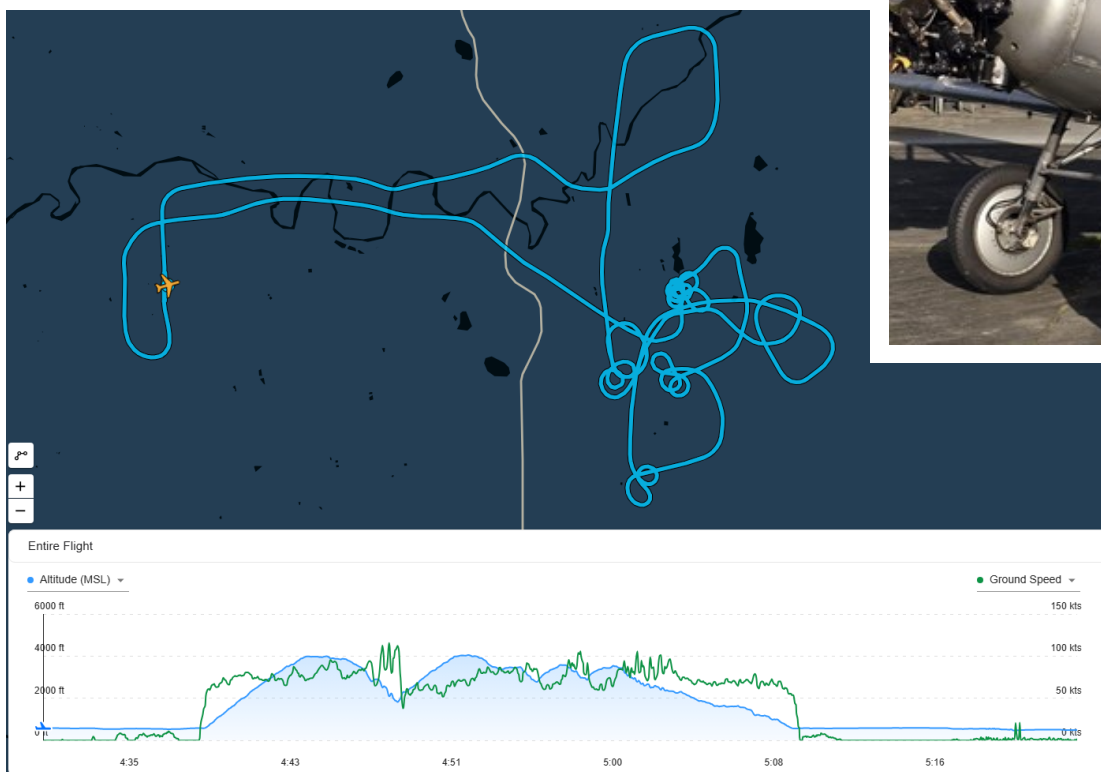
A NEW TP-CUTTING ACE

By Tom "TP" Jensen

WE RECENTLY MADE A new TP-cutting ace with the N3N. Jill Raggz Long, retired USAF Colonel and A-10 driver with five combat missions is a very good friend of my wife Marian. Jill and her husband Chuck recently visited for four days and I got her hands on N44707 for some toilet paper cutting. With three rolls, she got five “kills” and it wasn't easy. We now use a fluffy, kind-to-the-butt Costco toilet paper which doesn't hang in a nice vertical thread. Jill is going to send some of the 150-grit stuff from Germany. ✪



Above: Jill and Tom with his 1941 N3N-3.



Left: Ground track with plots of altitude (shaded) and ground speed (line) during the dogfight.

Photos: Tom Jensen

quick donning flight boots and out the door, where it was snowing big fat flakes at a rapid rate. This left no doubt in my mind it was serious, as it was about as bad as flying weather could get.

I'd had a lot of scramble practice at my previous base in Torrejon, Spain, where it was not unusual to get three scrambles on a twenty-four-hour shift, going out to intercept unknown aircraft which were usually airliners coming from Africa. For this reason, I was the second aircraft to taxi and was pulling onto the runway just as number one was starting to release his brakes. Of course, without a tower or any radio contact with the dispensary, we were on our own until airborne and able to contact the Air Defense Center at Duluth. However, it was at this point we saw a vehicle coming down the runway flashing his lights. The driver pulled up to the lead aircraft and they exchanged some signals which were enough for lead to call the rest of us on the radio and tell us to cancel. After shutting down, we returned

to the dispensary where we were told the scramble had been “for survival” as someone had attempted to climb the security fence at the Air Defense Center at Duluth. It was assumed to be a sabotage effort, which probably wouldn't be the only attempt. Later reports indicated the intruder was really a GI trying to sneak back on base after missing a curfew and that story later changed to a bear trying to climb the fence, so I don't know what the real story is.

After spending a week or so at Volk, I returned to Selfridge for four or five days before going to Patrick (now Cape Canaveral) AFB, FL where I joined F-106s from our Selfridge Wing and the squadron out of Langley AFB, VA. While in Florida, we flew routine patrols off the north shore of Cuba—without the nuke—and scrambled to identify any unknown aircraft coming into Florida, which were usually general aviation aircraft rented by media people who wanted to make reports within sight of Havana. ✪

I FOUND THIS PHOTO in my album of an L-19 landing on USS *Ranger*. It is submitted as a tribute to our new Commanding Officer, Captain Bob Stoney, L-19 pilot that he is.

In January 1959, my Carrier Air Group 14 departed San Francisco on USS *Ranger*, CVA-61, to the western Pacific (WESTPAC) on a seven-month deployment. In June, while at anchor off Okinawa, Japan, two Marine L-19s flew to the ship from their Okinawa base and landed on *Ranger* for transport to MCAS Iwakuni, Japan. There was very little wind and all landed without incident. They were then taken to the hangar deck and secured for the transit toward Honshu. When within range, they were moved to the flight deck and flew off to MCAS Iwakuni.

If I had been the LSO and this was a jet, my grade would have been: Low at the ramp, taxied to #1 wire, forced cut, dangerous.

THE REST OF THE STORY

We then proceeded to Naval Base Yokosuka in Tokyo Bay to spend a few days preparing to transit back to NAS Miramar, San Diego. However, the Chinese Nationalist Air Force on Formosa had been provided Sidewinders for their F-86 aircraft for the first time and were rapidly knocking down PLA MiGs, which created an aggressive response from the Communist side. *Ranger* left port, steamed back to Formosa, and launched all the jets—F-8s, F-4Ds, and FJ-4Bs—fully armed, to put a lot of air activity on the Communists' radar. We were there for a couple days until things calmed down.

We then steamed back to Yokosuka and, a few days later, left port to transit home. Cold War stuff! Sixty-seven years later, Formosa/Taiwan is still in the news. And L-19s are still flying! 🇺🇸



Photo: Bob Jones

LETTERS TO THE EDITOR

T-7A RED HAWK UPDATE – STAN “SUNDANCE” KASPRZYK

During my February briefing on the T-7A Red Hawk, the aircraft's supersonic capability was briefly discussed. Although numerous USAF sites list the T-7A Red Hawk as its latest supersonic trainer, the Air Force plans to flight test, certify, and field the aircraft to a limit of Mach 0.975.

POLIKARPOV I-16 – KERRY EDWARDS

Here is a footnote to Bill Shepherd's presentation on Soviet fighters at the March meeting.

In 1993, New Zealand pilot and entrepreneur Sir Tim Wallis organized the restoration of six I-16s by the Siberian Aeronautical Research Institute. The flight of

the first restored I-16 took place in October 1995. Once restored, the aircraft were transported by rail to Vladivostok and from there by ship via Hong Kong to New Zealand.

One of these was purchased for Paul Allen's Flying Heritage Collection. When the time came to fly it, the Collection brought in a pilot from Down Under. Then-CWB member Norm Gordon, their primary docent, asked why they had to do this when there was a pilot in Federal Way who flew the I-16 belonging to the CAF in Texas. They asked about contacting him and that led to former CWB member Carter Teeters becoming a frequent regular at FHC's Free Flight Days. 🌟

(Continued from page 1)

that couch instead of going into the sky. Know the difference between *currency* and *proficiency*. Work to be proficient.

In this regard, I'm proud to announce that the board has approved the assignment of twenty-five-year CWB Member Bob Hill to serve as our squadron Safety Officer. Bob brings a wealth of CWB experience to the job, having previously served as our webmaster, our operations officer, and as current board member-at-large. Bob has a lifelong association with aviation, coming from a Naval Aviation family and as an avid historian, a renowned model-maker, and current owner and pilot of an IAR-823. Bob, an FAA-qualified Lead pilot, actively instructs formation flying. Bob also has a passion for safety, demonstrated in the way he manages

risk and fosters an environment of sharing his and others' flight experiences with the goal of making himself and those around him safer pilots. Welcome to the important job of Safety Officer, Bob Hill! Just like our championship Seahawks team, we all work together to accomplish the mission of safe operations.

Lastly, I want to announce the establishment of a new Airframe and Powerplant (A&P) scholarship program to promote people who want to begin a career in aviation maintenance. More details on this exciting new program follows later in this newsletter. I urge you to consider donating to the A&P program, as well as our existing pilot scholarship program. Every pilot knows that they can't fly without professional maintenance and I'm proud that the Board has taken this new step to support those seeking to become A&Ps. 🌟



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UPCOMING EVENTS

May

- 15-17 Oregon Int'l Air Show (Hillsboro, OR)
- 23 CWB @ Heritage Flight Museum Fly Day (Burlington, WA)
- 28-31 NATA formation clinic (Richland, WA)

June

- 4-7 Skyfest 2026 (Fairchild AFB, WA)
- 6 Paine Field Community Day (Everett, WA)
- 12 Moses Lake Air Show (Everett, WA)
- 13 **CWB Member Fly Day** (Arlington, WA)
- 13-14 Prosser Flag & Flight Festival (Prosser, WA)
- 20-21 **Olympic Airshow** (Olympia, WA)
- 27 Evergreen Speedway flyover (Monroe, WA)

July

- 4 Evergreen Speedway flyover (Monroe, WA)
- 4 Yakima flyover (Yakima, WA)
- 10 Bremerton Air Show (Bremerton, WA)
- 20-26 EAA AirVenture Oshkosh (Oshkosh, WI)
- 24-26 Tri-City Water Follies (Tri-Cities, WA)

August

- 14-16 Oregon Int'l Air Show (McMinnville, OR)
- 15 Evergreen Speedway flyover (Monroe, WA)
- 21-23 Hometown Fly-In and Community Airport Day (Arlington, WA)
- 29 Tacoma Narrows Airport Day (Gig Harbor, WA)

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

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

CHECK SIX



Perhaps the most famous Convair F-106 story is that of S/N 58-0787, now on display at the National Museum of the US Air Force. During a high-g maneuver on a training mission, the aircraft entered a flat spin and the pilot ejected. The F-106 came out of the spin on its own and landed in a field in northern Montana. It was dubbed the "Cornfield Bomber."

Photo: <https://www.nationalmuseum.af.mil/Visit/Museum-Exhibits/Fact-Sheets/Display/Article/196408/convair-f-106a-delta-dart/>