

WARBIRD FLYER



Joe Edwards gives a ride in his TH-55 Osage at the CWB Member Fly Day. Photo: Dan Shoemaker

★ Cascade Warbirds Squadron Newsletter ★

CO'S COCKPIT

By Bob Stoney



GREETINGS TO MY CWB squadron mates. Flying season has started!

But before we talk about flying, let me give kudos to our April speakers. We were lucky enough to have Jerry Coy, a Vietnam War veteran who flew the F-4 for the USAF, speak to a large gathering—thirty-five members in-person plus another five to ten online—comparing and contrasting the F-4 with the MiG-21. Then our own XO, Dan Shoemaker, talked to us about the long

-time USAF basic trainer, the T-37. Both speakers were wonderful, ending the winter/spring in-person speaker series. This was the first year in recent memory where we had an April meeting and, in my view, it was a total success! We will resume our speaker program in October. Thanks to our wonderful social media lead, Trent Hendricks, for making the virtual meeting an option for those who couldn't make the meeting in-person. OK, back to the flying!

This year, thanks to the vision of our incredible Operations Officer, Jay Borella, we had more opportunities for flying activities of all kinds. Jay identified a large number of options for CWB members to participate in flying events across a four-state area. Some members initially had issues signing up for these using our new system but, by working together, we managed to increase involvement. That said, a number of potential activities had to be cancelled for lack of participation, which is OK and, in fact, what Jay and CWB envisioned . . . making more activities available. I believe that this system gives us an opportunity to do more in the aviation community and I encourage you to embrace the concept and *sign up!* If you have issues, call me and I'll help you get through what is a pretty simple process after the first time.

By the time you read this, we will have completed a very successful "Fly Day/Fun Day" at the Arlington Airport. Read about that just ahead. We also completed our yearly "take the place by storm" involvement at the Olympic Airshow—see that article later in this newsletter, as well.

Lastly, I would like to ask you to read the A&P scholarship article on the following pages and strongly encourage you to consider donating to our new scholarships. Whether you can afford \$10 or \$10,000 to support our two great scholarships at Clover Park Technical College and Big Bend Community College, *this is your chance to support the future of aviation maintenance.*

MEMBER FLY DAY

This year's Fly Day was held in Arlington and it was an incredible team effort. Tom "Duke" Wayne stepped in as the operations officer for the day, we received tremendous support from the staff and management at Arlington Airport, and we enjoyed incredible lunches provided by nearby Hammond Bread, coordinated by Kerry Edwards and Bridget Wellen. The day was made safe by the incredible work of a crack team of marshallers including Rob Mitka, Brian Ruby, John Haug, Bob Wells and Doug Owens, ably lead by Rich Cook. I will tell you that I continue to be impressed by the excellent work done by our marshallers. They set the tone for professionalism and their direct contributions to safety on the flight line cannot be overstated. Thank you, marshallers!

Seventeen sorties were flown for a total of 6.5 hours of flight time by Joe Edwards (TH-55—the first appearance of a helicopter in recent memory), Bob Brahm (Cessna 182), JF Vallee (Navion), Bill Shepherd (Globe Swift) and Steve Baldwin (L-17). I added seven sorties in the T-6. We were sorry to miss several pilots and airplanes with late cancellations due to a variety of maladies. The day saw several first flights in a small airplane and we were able to take recent scholarship winners airborne. Huge thanks to those pilots who gave so generously of their time (and expensive gas!). An estimated sixty-five squadron members and family came to enjoy the perfect weather and the palpable camaraderie.

This event has become a yearly tradition and you are encouraged to begin thinking about next year's event. See you around the flight line! ★

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.

Business Email

finance@cascadewarbirds.org

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

NEW MEMBERS

First up is **Joshua Gathright**, aviation history buff and US Navy aviation maintainer on Whidbey Island. He will be finishing his active duty early next year and we hope to see him at events.

Brad Smith, from Port Orchard, is a long-time airplane enthusiast and learning to be a pilot, for fun and maybe profit.

Jeffrey Bacon of Gig Harbor served in the Navy in the '90s and '00s and is also a student pilot. A fan of WWII aircraft, he purchased a Navion as his trainer!

From Kent, we welcome aerospace engineer **Tommy Gantz**. She is passionate about aviation history, space topics, and education; serves as a docent at the Museum of Flight; and is a pylon judge at the Roswell National Championship Air Races (that's "Reno" to you old-timers). Thank you to Dan Shoemaker for introducing her to us. **John Smiley**, from Redmond, is an aerospace engineer at Boeing. A friend of Karyn King, he joined us at the annual Fly Day at Arlington as his introduction to CWB.

And lastly, say a familiar hello to **Robin Hill** of Kenmore, a longtime "associate member" and PX tent saleswoman extraordinaire. She and her husband Bob, our Safety Officer, are caretakers of champion show dogs, interesting cars, and an IAR-823.

Say a warm hello to these newest members when you see them at meetings and events.

ANNUAL HOLIDAY PARTY

Mark your calendars for the evening of Saturday, December 12. We continue our decades-long tradition of gathering for a wonderful dinner and socializing at our annual holiday party—door prizes, awards, a superb spread from Shawn O'Donnell's, a private bar open late, and in staggering distance to a room upstairs at the Hilton Garden Inn at Paine Field. Details and reservation info will come out later this fall.

AIR RACES

Tickets may still be purchased to join

in the fun and camaraderie of watching all varieties of airplanes scoot as fast as possible just tens of feet over the desert! CWB is filling two front-row center boxes, the best seats in the house.

We have a couple members seeking to sell their tickets due to conflicts, so take the opportunity to get in as inexpensively as possible and before our hotel block runs out. Contact the Finance Officer at finance@cascadewarbirds.org.

A&P SCHOLARSHIP UPDATE

By BOB STONEY

This summer and fall, Cascade Warbirds will be awarding the first two of what we hope will become a long line of scholarships for tuition in aviation maintenance programs at two incredible aviation educational institutions: Big Bend Community College in Moses Lake, WA, and Clover Park Technical College in Puyallup, WA.

The "Fred Smyth A&P Scholarship" at Clover Park and a similar scholarship at Big Bend will be our contributions to helping ensure the next generation of aviation maintenance professionals will be there to keep the aviation industry we all love alive, well, and airworthy!

The A&P scholarship committee, led by Chairwoman Robin Hill along with committee members Justin Drafts and yours truly, is currently developing criteria and interfacing with the two programs to make these scholarships available to deserving A&P candidates.

We hope this will become a strong adjunct to our existing pilot scholarship program. We also hope this will become the *legacy of Cascade Warbirds*.

The real key to the long-term sustainability of these scholarship programs is to develop them into endowment-based scholarships. Endowment scholarships are set up with a larger initial capital input that ensures *perpetual funding for scholarships*. Please consider making a donation to our scholarship programs. Contact the CO or Finance Officer for details of how you can make an everlasting contribution to the future of aviation. Thank you for your generosity and forward thinking! ✪

THE NEW OPERATIONS METHOD was an answer to the call of, "We need more events". For the summer of 2026, nearly thirty events were lined up, most with direct coordination between the CWB Ops Officer and the host. This is an exciting proposition, and a dangerous one at the same time. I am inspired by the enthusiasm of the squadron to branch out and express interest in such a variety of events. The dangerous part being the event hosts develop an enthusiasm for having CWB as part of their affairs. If the squadron does not participate, the hosts are less inclined to extend offers, incentives, or warm invites in the future. Thank you very much to the crews who have volunteered for the first series of events this summer.

Summer 2026 still has a lot of flying to be done. There are some upcoming events offering incentives to participate and some fun venues to maximize your summer flying enjoyment. I would like to draw attention to a few and suggest folks revisit the member website to learn more—AND sign up!

Boeing Family Day is happening at KPAE. It is a one day event for (take a guess...) Boeing employees, guests, and families. The host is asking for almost any kind of plane, not just warbirds. (Don't bring your 737 BBJ 'cuz they are kinda familiar with those.) If you are resident at KPAE, it's an easy event to have your plane admired by many. If you are not resident at KPAE, the host is willing to fuel you up and house you at the Hilton Garden Inn, if you wish. You have to act fast. This host is writing me to say the incentives are being used up by others.

The Arlington Hometown Fly-In had a really slow start in their planning process. It seems their emphasis is less on being an "airshow" and more a camping party with airplanes. Bands, beer garden, several vendors, lots of parking, no cost, hosted dinners, and camping under the wing. I have recently updated the info sheet on the website, which lists some of the folks who will be on site. Their interest in offering us incentives is gauged by the interest we show them in attending.

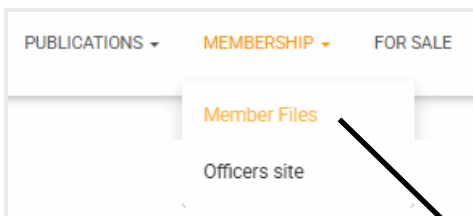
Tacoma Narrows Day wrote me recently with great enthusiasm for the presence of CWB. This event promises to be a great collection of our target audience and a great opportunity to recruit new members and inform the public about our scholarship opportunities.

There are plenty of others, still on the calendar. Some of them are CWB member-only events to give you options for smaller affairs with low pressure opportunity to swap plane talk. Check them out again and please give renewed consideration.

These interactions with the public are great opportunities to recruit for CWB. Sitting at an info booth may not be folks' first choice for taking in an airshow or plane gathering, but you have good shade! It is important to meet our mission of educating the public and to recruit new members to our squadron. The scholarship programs are something to be especially proud of and we need to make folks aware of these amazing opportunities. That is my pitch for you to sign up specifically for the info booth. Boeing Family Day is a great example of a large audience that is dead center of our target audience. Also, staffing the info booth with a friend is a lot more fun. Shanghai your wingman!

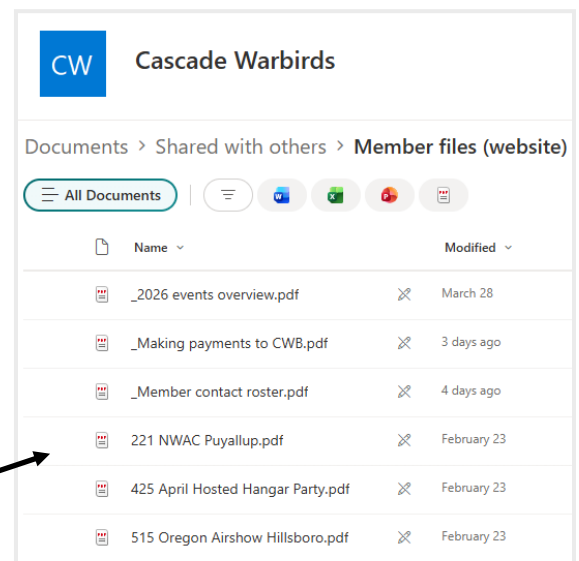
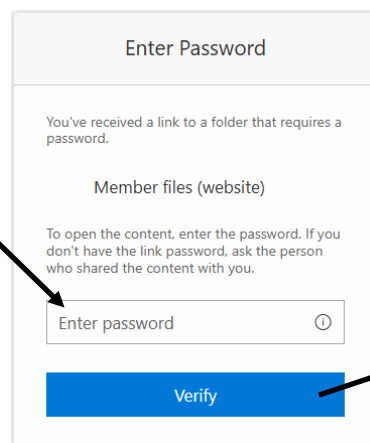
We have sent the message to the event community that CWB is interested in being a part of the PNW 2026 flying season. I do not want to send the message of apologizing for not coming. This is a way to stop getting invited to the dance.

The 2026 events summary on the website has been improved. It now links directly to each event's info sheet. Here is a quick recap of how to get into the member website. Go to www.cascadewarbirds.org. Click or tap *Membership* in the menu, then *Member Files*. Enter the password, which has been emailed to members. For a password reminder or help signing up, contact anyone on the board. ✪



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

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



AS I GREW UP and my Mom got older, I used to listen to her say that “growing old is hell.” A euphemism and summary of all her bodily aches and pains associated with aging. At the time, I really couldn’t relate. I was in pretty decent shape. But now that I’m more or less the age she was when she first said those wise words, I’m starting to see what she meant.

Back in mid-June, I was feeling great. I was looking forward to the membership party and the annual airshow in Olympia. But there was a catch. I hadn’t been flying since mid-September. No “airplane is down” or other excuses. For whatever reason, I had chosen to put aviation on the back burner. And I felt unsafe. If I don’t fly for a month or less, I’m usually comfortable getting back in the airplane. Be extra mindful. Follow checklists religiously. Relax and breathe. But this many months away from the game made me uneasy. I needed a refresher. At a minimum, a safety pilot who could serve as another pair of experienced eyes to keep me honest.

I tried to go up. But my timing was bad. Other people have lives, too. I made the choice to ground myself for the membership party. While I knew some people would be disappointed, I knew they would be more so if an accident happened. It wasn’t worth the risk. So, Robin and I drove up, operated the PX, and met some great new and existing members. Even the elusive JF Vallee came with his bright yellow Navion to give rides. It was a great day.

Before the membership event, I had arranged to fly with a CFII the following Tuesday, since my BFR was due at the end of June. Might as well get that done before Olympia! Unfortunately, biology had other ideas.

Most weekends, Robin and I walk Cedar and Cypress—our Shiba Inus—around Edmonds. We’re looking at over five miles, easily. But Sunday was different. As soon as I got out of the car, I knew something didn’t feel right. As we walked towards the waterfront, each step caused my leg to get stiffer and stiffer. When we got back to the car, I was in pretty good pain and walk-

ing with a bit of a hobble. I shuffled home and tried to keep a low profile, hoping it would get better.

I awoke on Monday and immediately felt something wasn’t right. I had leg pain in two locations, the top of my foot where it joins my leg and my lower knee. I could barely support myself. As I hobbled around the house and took some ibuprofen, I wondered just what I had done. No clue.

For the next week, I loaded up on ibuprofen, tried to stay off my leg when I could, and went to the gym for some mild physical therapy to keep things moving. It worked, but it took too long. My BFR flight was canceled. Then a second appointment was canceled. But more importantly, I was in no condition to fly at Olympia. I very reluctantly told everyone not to expect me. “Growing old is hell.”

As I sit here writing this at the end of June, things are looking up. I’m feeling much better. I probably should have gone to the doctor, but didn’t—white coat syndrome. But everything seems to be pretty much on the mend. I still don’t know what happened and probably never will. One thing I have done is change my workout routine slightly to strengthen my knees and ankles to try and prevent a recurrence. My BFR is scheduled and I’m looking forward to getting airborne again.

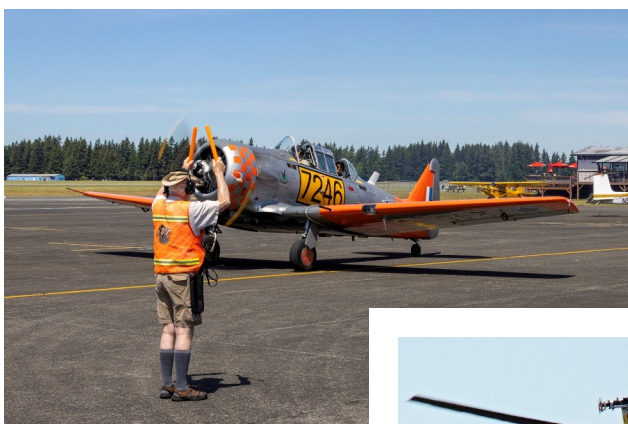
My word to you is: Don’t be afraid to cancel flying if you don’t feel 100% physically or mentally well. It can lead to an accident. People may be disappointed at first, but they will understand when you explain your decisions in the context of safety. It’s the right thing to do. As pilots, we are called upon constantly to manage risk and “be safe.” Your friends and family expect it when they fly with you. The FAA and TC expect it. Fellow pilots expect it. Despite my personal feelings of being let down by my body, I believe that I made the right decision. If you find yourself in a similar situation and follow my lead, you’ll also have made the right decision. Happy aviating! ✪



CWB MEMBER FLY DAY

WE HAD A GREAT turnout of members and airplanes for the third annual CWB member fly day picnic. The local Commemorative Air Force unit also set up a tent and armored vehicle (their aircraft is in maintenance) near-

by and a few CAF cadets learned about safe marshalling. Adult members young and old, youth scholarship recipients, and CAF cadets all enjoyed rides thanks to our pilot-owners. ✪



All photos: Dan Shoemaker and Steve Heeb



CASCADE WARBIRDS LED THE charge at this year's Olympic Airshow, displaying eight airplanes. Two others planned to attend but, unfortunately, couldn't show due to mechanical and health issues. It was the 26th running of the show and Cascade Warbirds has been there since the beginning.

Dave Desmon arrived Friday, having flown his Navion all the way back from Florida! With CO Bob Stoney's T-6 broken down at Paine Field, Dave easily stepped into the role of Flight Lead. He was followed by Drew Blase in his SF.260, Jeff Hanoff in his Nanchang, Vic Norris in his IAR-823, Dan Shoemaker in Paul Youman's Navion, and Steve Baldwin flying the NASA 217 Navion. Justin Drafts flew in his Nanchang and provided safety pilot instruction to Jeff Hanoff, who was flying for his first time at Olympia. Bob Stoney jumped in with Dan Shoemaker on his first airshow performance. By Sunday, Jeff and Dan were both flying solo in the show. Congratulations to Jeff and Dan for their excellent performance. The six CWB airplanes started the show each day, on time to the minute and flew more passes each day than ever before. They looked wonderful and the crowd enjoyed their show.

Bill Shepherd rounded out the CWB participation, flying his gorgeous Yak-3M both days, doing high-speed passes that made a noise that warmed the heart of all at the show. Bill's incredible airmanship was gorgeous to watch and he really wowed the crowd.

As pointed out in this issue's CO's Cockpit, the marshallers of Cascade Warbirds really set the tone for the whole operation. This year's Olympic Airshow marshaller gang included Rich Cook, Brian Ruby, Rob Mitka, Tonia Houle, Paul Youman, Dennis Val Swol, Chris Hoffman, and Chief Marshaller Heijo Kuil. Since the CO's T-6 was not present, Bob Stoney also worked as a "trainee," learning the ropes from the orange-shirted instructors. Word is, he should stick to flying. ☺

Kirstan Norris provided incredible commentary on the CWB flyers, discussing the history of each plane, their capabilities, and the background of each pilot. Kirstan brought a high level of competency to her an-

nouncing work, matching that of the pilots and marshallers. All in all, Cascade Warbirds showed we set the standard for professionalism from start to end. If you've never been to Olympia, mark the date NOW—it's Father's Day weekend each year. Bring your plane and fly, or your lawn chair and watch, or learn how to marshal airplanes safely.

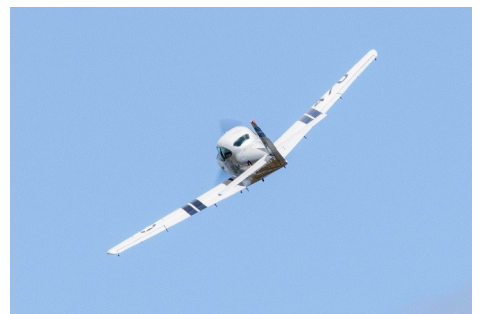
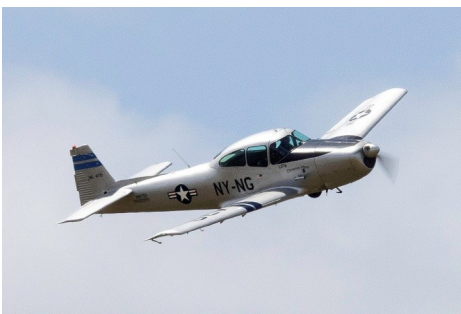
The CWB attendees were looking good sporting custom made patches for the airshow provided by Jeff Hanoff. Kudos to Jeff for taking the initiative to produce a really cool patch.

Saturday evening, we went to an incredible dinner and party hosted by Northwest Helicopters. There, CO Bob Stoney presented a picture signed by members of the squadron to CO Emeritus Dave Desmon, honoring Dave's quarter-century of service to CWB. Dave served as CO from 1999 to 2007, XO from 2009 to 2012 and from 2014 to 2023, and then again as CO from 2023 to 2026. In addition to the picture, Dave received a bottle of his favorite Portuguese Port wine. ✪



All photos: Dan Shoemaker, Daniel Yeckel, Jeffery Loree





THOSE OF YOU WHO were around in 2018 may note that year saw the largest group of youth flight training scholarships Cascade Warbirds has ever awarded. And they were an amazing group.

I recently attended a Career Day activity at Roosevelt High School in Seattle, promoting our youth scholarships and talking to a score of kids interested in becoming pilots. Also present was an Air Force lieutenant promoting the Air Force Academy. I talked to her about our many connections to the Academy and our award-ees who have gone there. When I got into the class of 2018, she immediately recognized the background of London Holmes and named her before I did. They were classmates and their mothers know each other. Small world! London graduated with her class in 2025 and is presently in Air Force flight training.

I thought it would be of interest to report on the accomplishments to date of each student, presented in order of appearance in the award presentation photo, plus those who missed the presentation. The pilot details come from the FAA registry and any additional information we have follows.

ALEX MARSHALL, JAKE ANDERSON

At one time, listed as student pilots. They do not currently appear on the registry.

JEFFREY SPAETH

Commercial pilot, airplane single- and multi-engine land, instrument rating. Flight instructor, airplane single-engine, instrument airplane. Remote pilot, small unmanned aircraft system (sUAS).

Last we heard: "As a student at the University of North Dakota, I have been actively pursuing two Bachelor of Science degrees in Commercial Aviation and Unmanned Aircraft Systems Operation. To date, I've accumulated roughly 280 hours of manned flight experience with dozens more operating unmanned systems. It is a privilege to maintain both a Part 107 small UAS certificate, commercial single/multi-engine land certificate with an instrument rating, and a CFI/I certificate. Being about a year away from graduating, I am currently job searching for UAS related positions in the greater Grand Forks, ND or Huntsville, AL area."

MACKENZIE RENNHACK

Commercial pilot, airplane single- and multi-engine land, instrument

rating. Flight instructor, airplane single-engine, instrument airplane. Airline transport pilot, Boeing 737 type rating.

Mackenzie graduated in Professional Flight from Arizona State University and worked as a flight instructor at Sierra Charlie Aviation. She became a first officer at iAero Airways (Swift Air) in January 2022, then moved to Southwest Airlines in November 2023. She made national news in 2024 for flying right seat with her father, a captain at Southwest. See the article at <https://people.com/father-daughter-pilots-celebrate-first-flight-together-8669734>.



LONDON HOLMES

Private pilot, single- and multi-engine land, instrument rating. US Air Force pilot trainee.

London attended the US Air Force Academy Preparatory School in 2020 and entered the US Air Force Academy in 2021 as part of the class of 2025. She graduated and is in flight school.

TAYLOR MOFFITT

No info.

JOE CAVANAUGH

Commercial pilot, airplane single-engine land, instrument rating. Flight instructor, airplane single-engine.

Last we heard: "The scholarship that I received from you guys more than five years ago has been the best thing that has ever happened to me. I wanted to write the organization a letter to thank you for the opportunity and to give you an update on what I have accomplished in the last five years.

At this time in my life, I was a 17-year-old junior in high school. My senior year was coming up, and I was having a hard time deciding what I wanted to do after high school. I was looking for options until I got fascinated with airplanes flying around the local airport.



L-R: Squadron Commander Ron Morrell, Alex Marshall, Jake Anderson, Jeffrey Spaeth, Mackenzie Rennhack, London Holmes, Taylor Moffitt, Joe Cavanaugh, Conner Spurling, Logan Delapp, Scholarship Committee Chairman Pete Jackson
Not Present: Gada Ahmed, Devin Graves, Michael Zendejas. Photo: Dan Shoemaker

This inspired me to apply for the 2018 Youth Flight Training Memorial Scholarship. This decision was the most pivotal moment in my career in aviation.

Upon receiving the scholarship, I was able to attend the Galvin Flight ground school and get some introductory training flights for my PPL. At the time, I thought planes were cool, but I never thought to take it seriously enough to make it into a career. This all changed after going to ground school at Galvin. I was able to get my feet wet in aviation, and it motivated me more than ever. As soon as I took my discovery flight with the scholarship, I was hooked.

With the experience and knowledge that I gained from the scholarship and Galvin, I was able to get into the Central Washington University flight program, with a four-year degree in professional piloting. At CWU, I was able to learn everything I knew about aviation and open myself up to a rewarding career in piloting. It was a long four years, but I would do it all over again if I could. I was able to get my private, instrument rating, and commercial alongside my B.S. in professional piloting. I would've never gone to college if it weren't for the scholarship setting me on the right foot.

I graduated from Central in 2023 with a Bachelor of Science in professional piloting. After college, I wanted to give back to the aviation world and become a Certified Flight Instructor. I went to Bellefontaine, Ohio, for CFI school. It was hard work, with a lot of challenges. After all my hard work in becoming a CFI, I finally passed a check ride and got my flight instructor certificate. I have always been learning from mentors in the aviation world and now it is my time to teach the next generation of pilots.

This leads me to today. I have come so far on a long rewarding journey in aviation. I was always asked in high school, "Where do you see yourself in five years?". Now I have the answer. I was able to spend the last five years in the sky. I am now seeking a job as a flight instructor.

I was able to do all this because I won the Cascade Warbirds scholarship with you guys over five years ago, and I cannot thank you enough. Thank you for the opportunity you have provided. The scholarship was the spark that opened up my lifelong career and passion in aviation.

Thank you, Cascade Warbirds, and keep the blue side up."

CONNER SPURLING

Aircraft fueler and shift lead for Swissport at Sea-Tac airport since February 2022.

LOGAN DELAPP

US Air Force helicopter pilot.

Logan entered the US Air Force Academy in 2018 and graduated in the class of 2022, majoring in Geospatial Science. He currently flies the HH-60W Jolly Green II combat rescue helicopter.

GADA AHMED

Remote pilot, small unmanned aircraft system (sUAS).

Mechanic, airframe and powerplant.

Gada completed the Core Plus Aerospace Manufacturing Program at Seattle Skills Center and the Museum of Flight Aeronautical Science Pathway Program under the Boeing Academy for STEM Learning through Puget Sound Skills Center. He also completed Running Start at Seattle Central College and Green River College. After high school, he started flight training through our youth scholarship program. He was awarded the Museum of Flight's Frank "Sam" and Betty Houston Post-Secondary STEM Education Scholarship to fund college tuition, intending to enroll at the University of Washington's Department of Aeronautics and Astronautics.

However, Boeing offered him a job he liked, so he decided to accept that knowing he could still pursue his educational goals with Boeing's support. He was completing course requirements for an Aviation Maintenance Technician position offered through, and paid for by, Boeing. He intends to obtain the degree from UW and additional pilot ratings with the hope of becoming a test pilot at Boeing.

DEVIN GRAVES

Commercial pilot, airplane single- and multi-engine land, instrument rating. Flight instructor, airplane single-engine, instrument airplane.

Devin graduated from the University of North Dakota with a BS in Aeronautics, Commercial Aviation.

He was a full-time flight instructor for students at UND while working on his multi-engine instructor rating. He was part of the Horizon Airlines Pilot Development Program, which leads to a first officer position once the flying hour requirements are attained.

MICHAEL ZENDEJAS

Commercial pilot, airplane single-engine land, instrument rating.

Last we heard: "I am proud to say that I am a senior at Purdue University majoring in Professional Flight and I am in Army ROTC, as well. I am President of the Purdue Polytechnic Student Council and President of the National Society of Leadership and Success.

I have earned my PPL, instrument, commercial, and multi-engine ratings. I will be taking simulator courses to finish up my degree. I plan on graduating this December with a BS from Purdue and my commission as an Army officer.

My plan is to go Army Guard (one weekend a month and two weeks in the summer) and fly commercially full-time. I am just starting to research where I can apply to help me build my flight hours so that I can reach 1000 hours and then apply to a regional airline. At this point, I am open to anything to build my hours.

Once again, thank you so much for the scholarship opportunity your organization bestowed upon me, it really helped me and my aviation endeavors. In fact, my younger brother has decided to apply for it as well because he wants to follow in my footsteps." He did, successfully. 🌟

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

KEEP 'EM FLYING
Your ad here for only \$25 per issue!

UPCOMING EVENTS

July

- 11-12 Bremerton Air Show
(Bremerton, WA)
- 19 Lunch swarm
(TBD)
- 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)
- 16 Boeing Family Day
(Everett, WA)
- 21-23 Hometown Fly-In and Commu-
nity Airport Day
(Arlington, WA)
- 22 Astoria Open House & Fly-in
(Astoria, OR)
- 28-29 Airshow of the Cascades
(Madras, OR)
- 29 Tacoma Narrows Airport Day
(Gig Harbor, WA)

September

- 12 Lunch swarm
(TBD)
- 12-13 Hood River Fly-in (WAAAM)
(Hood River, OR)
- 16-20 Nat'l Championship Air Races
(Roswell, NM)
- 26 CWB fly-in movie night
(TBD)

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

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

CHECK SIX



The TH-55A Osage was the military variant of the Hughes 269A, originally designed in the mid-1950s. Rejected by the US Army as a proposed replacement for the OH-23 Raven light observation helicopter in the late 1950s, it became a success in the civilian market. In 1964, it was adopted as the Army's primary training helicopter, replacing the TH-23. Approximately 800 served, filling the three heliports and twenty-five stagefields of Fort Wolters, the Army's Primary Helicopter School in Texas. The photo above shows a field of TH-55As at Dempsey Field on Fort Wolters.

Photo: <https://texashistory.unt.edu/ark:/67531/metapth24849/m1/7/>, from Pictorial History of Fort Wolters, Volume 7: Heliports, Stagefields, Directory