



WARBIRD FLYER

★★★ EAA Warbirds Squadron 2 News

WE WANT YOU!
To renew your membership, or for information on joining this squadron, visit us at www.cascadewarbirds.org and click on "Join"



CO's Cockpit

By Dave Desmon

Greetings to all, and especially to the Warbirds of America members in WA, OR, ID and BC, receiving our newsletter for the first time! The Cascade Warbirds have a lot of great events scheduled for the upcoming flying season and we wanted to let you know, and extend an invitation to come out and join us. Several events are noted here in the newsletter, and those seeking a more complete Airshow calendar as well as more info on the Cascade Warbirds can find it on our website.

I'm delighted to announce that the Cascade Warbirds are sponsoring our first scholarship. We will be sending an Aviation High School student to the Air Academy at Airventure Oshkosh 2007! The Staff at AHS has chosen Sebastian Hill as the lucky winner. Sebastian is a very motivated sophomore head over heels in love with flying. He was one of the students who spoke so eloquently at our March meeting, and will be a marvelous spokesman for the Cascade Warbirds, Airventure, AHS and all things aviation. He owes me a F-22 ride in 15 years!

Our schedule is full of exciting things, I'll mention a few in anticipation of our regular members and many WoA friends joining the fun. The EAA B-17 "Aluminum Overcast" sweeps into Seattle 22-28May at Boeing Field. This tour stop is always one of the best for the airplane, thanks to the hard work of all our volunteers. With the B-17 visit, the Museum of Flight will host "Cascade Warbird Day" on 26May. Plan to fly in and add to the rumble on the ramp! After a two-year hiatus, the Warbirds will return to the Arlington Fly-In 11-15July. For BIG excitement fly into Kelso, WA 3-5Aug. The Kelso crew are great hosts, and the local Veterans and the Community really enjoy and appreciate our participation. Rooms, gas, parties, and LOTS of flying. We will be joined by our Military Vehicle Friends - We hope you'll come and join us, too!

Lastly, I want to talk about FAA funding, and "User Fees". I hope all of You have been

following the heated battle over user fees and FAA control in our Capital. The FAA has been trying to convince the Public that current fuel taxes aren't enough to fund the agency, and that they need a new system of gas taxes (400% increase), user fees for every takeoff, landing, instrument approach, registration, airman certificate, etc. The FAA wants to take control away from Congress, and dictate their own budget. The Airlines are pushing to privatize our air traffic control system because they want control - they want to shove GA out of many airports and airspace, and shift more of their costs to us. It turns out that the FAA and the Airlines either didn't realize, or wouldn't admit, that their new User-Fee funded proposal, which they "NEEDED to fund ATC Modernization", would actually generate \$600-800M less per year than simply leaving the system alone! Whether this oversight was intentional or not, these are Not who I want deciding how much it costs to fly.

We all need to contact our Congressmen and Representatives now and tell them unequivocally that the current system is not broken - our existing fuel taxes and the Aviation Trust Fund and General Fund contributions have worked beautifully for almost 40 years, and will continue to provide more than enough money for operating and updating the FAA. Congress should continue to be the "board of directors" for the FAA, providing budget and management oversight. We have the largest, safest and most efficient air traffic system in the world, and that benefits every American. We have more aircraft and more pilots than any other country in the World. Let's keep it that way, and preserve our flying freedoms for years to come. Go to www.aopa.org for more details - and let your voice be heard now!

Keep 'em Flyin!

Dave Desmon, C.O. ✪

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WARBIRD FLYER

★★★ Cascade Warbirds ★★★
EAA Squadron 2 Newsletter

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This is the official publication of the Cascade Warbirds EAA Squadron 2. As such, it serves principally as a communications vehicle for our membership. The views and opinions expressed in this newsletter are those of the individual writers, and do not constitute the official position of the Squadron or the EAA. As members you are encouraged to contribute articles, comments, squadron news, and anything else involving Warbirds or associated subjects to the editor. He will gladly work with you and see that your material is put into print and included in the newsletter, no matter your level of writing experience or computer expertise. Articles can be submitted via e-mail, to the editor's address. Deadline for submission of articles is generally two weeks prior to the next publication, but earlier is always appreciated!

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Editor's Page

By Frank Almstead

Recently work took me to Italy for a few weeks. While there I had the opportunity to do a little sightseeing. Of course a guy like me starts looking for Warbirds. What was somewhat surprising to me was the scarcity of Warbirds. Now I didn't expect that Italy would be flush with aircraft but I could only find one museum with a P-51 and a P-47. There were a few very nice examples of Italian Warbirds by Macchi and Fiat. Of course these are examples that are rarely seen in the United States and a treat to view. However, many of the displays around the area were just pieces, wrecks, or unrestored aircraft. This leads me to the inevitable conclusion that we are fairly spoiled here in the Northwest when it comes to our favorite hobby. Between the CWB members, the Museum of Flight, the Heritage Flight Museum, Olympic Flight Museum, the Flying Heritage Collection, and a couple of smaller venues and events we have the opportunity to experience more in the way of Warbirds than a better part of the world. With this in mind, I'll be looking at the aircraft with a different

perspective. I'd also encourage our members to get out and take advantage of these opportunities as the flying season kicks off.

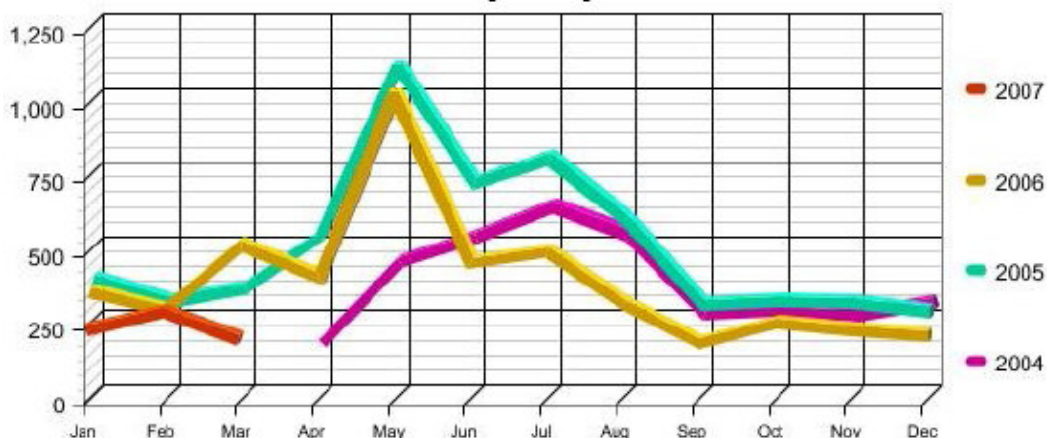
Last quarter I announced a prize for outstanding contribution to the newsletter. Thus far I've had a few great submissions but I know there are more out there. Please go ahead and complete your story and get it in. If you don't feel like writing an article but have just finished reading a good book, or viewed a great documentary or movie, submit a media review.

Lastly, I've decided to include a good joke that was sent to me via email: As a US Air Force C-5 Galaxy landed and cleared the active, it taxied by a Boeing 747 holding short of the runway. The C-5 aircraft commander, knowing how much larger his giant military behemoth was than the civilian aircraft, keyed the mic and asked the 747 captain, "Hey little buddy, what's your gross?" Not to be out done the 747 captain keyed his mic and replied "A little over two hundred grand a year, how about you?"

Let's hear it at editor@cascadewarbirds.org ✪

Warbird WebHits

Report Graph



Squadron News

ALUMINUM OVERCAST RETURNS

Memorial Day weekend will see the return of EAA's Aluminum Overcast to the skies of Seattle. For about a week, 23-28 May, that famous B-17 will be flying missions in our area and that means we need your help. This is our biggest fundraiser of the year and if you have the time, Warren Nadeau would like to hear from you. Whether you can spare a day or the entire week, there are numerous tasks that we volunteer to accomplish. Contact Warren at wsbluemoon@povn.com; he's our new Tour Stop Coordinator and we don't want him to be overwhelmed with this event. ✪

WE'RE STILL LOOKING

For a few more folks, that is, who want to join the Squadron in our reserved boxes at the Reno Air Races come September. The Races are 12 - 16 September and we have a couple seats left in Box B-40. That's right on the centerline and one row back of all that goes on there. Your \$300 per seat gets you five days in the box (Cool Hand Luke, anybody?), five days in the pits, and five days reserved parking (one pass for every two seats). If you're interested, contact Fred at fred@fcsmyth.com for payment details. Transportation to and from Stead is on your own, but ride-share with a squadron member may be available. And we also have a block of rooms reserved at preferential rates. You'll get those details when you pay. Will we see you there?

By the way, if you're thinking of attending Reno with us in '08, you better hurry up. Our front-row box is already sold out and we've started taking reservations for the second box. If you're interested, \$100 per seat deposit to CWB, 1066 Yates Road, Oak Harbor, WA 98277. ✪

PLEASE PAY YOUR DUES

It's that time of year again and we invite you to renew your membership in the Squadron. Send your \$20 to Cascade Warbirds, 1066 Yates Road, Oak Harbor, WA 98277. If you are uncertain whether you've renewed already, check the date next to your name on the mailing label. If you see 12/06, your membership has lapsed and we'd be happy to receive your renewal. Thanks for your continued support. ✪

GIFT GIVING AND CORPORATE MATCHING

The Squadron is a 501(c)(3) non-profit organization and donations to it are tax deductible to the full extent provided by law. Thus, we are eligible for employer matching of gifts you make to the Squadron, thereby effectively doubling the size of your gift. If you have any questions regarding a gifting program, please contact the Finance Officer or one of the board members. ✪

New Members

These folks are new members and we should make them feel welcome. They'll be wearing their name tags, so introduce yourself when you spot them wandering around.

Bill Kennedy
Rick Bray
Ralph Corbin
Neil McNeight
Burt West

South Bend, WA
Seattle, WA
Anacortes, WA
Seattle, WA
Everett, WA

Mike Shaughnessy
Dave Waggoner
Jake Shultz
Lee Dawes
Rob Baughman

Seattle, WA
Everett, WA
Issaquah, WA
Anacortes, WA
Seattle, WA



Ops Office

By Dave Bauer

Ladies and Gentlemen, welcome to the start of another exciting airshow season with the Cascade Warbirds. First, I'd like to thank my predecessor, Dan Barry, for his great contribution as your previous Ops Officer. Considering the fine job he did, it makes my job easier in the transition to this flying season. That said, I hope it will be a fun year for all you Warbird lovers, near and far. For those of you who are new members of the Squadron, Welcome Aboard!

Unfortunately, the weather gods didn't cooperate for our first scheduled flying event which was to be held at the Heritage Flight Museum in Bellingham, in conjunction with their monthly Open House on 17Mar. Since we did not get our "dry run" practice briefings and flying there, the plan is to reschedule and accomplish this at the Skagit Regional Airport (KBVS) during "Tulip Fest" on 28Apr. It has been awhile since the CWB's have made an appearance there, since the fly-in hasn't been held for some time, and will be a welcome addition to our schedule.

As this newsletter goes to press, we have enjoyed our tour of the Museum of Flight Restoration Center at Paine Field, hosted by our own Tom Cathcart, Director of Restoration. This is always an interesting event to attend to see how these wonderful Warbirds, and other aircraft, are restored and preserved, plus we had a pizza party to top it off!

As the flying season approaches, it would be a good idea for all you aircraft owners to check your aircraft and personal records to make sure everything is current. At some events we attend, we find ourselves flying in "Waivered Airspace" in an Airshow. This airspace is controlled by the FAA, and certain requirements must be met prior to your being allowed to fly in it. Ya wanna be an airshow pilot? Then don't be caught with an overdue medical, or a missing registration, and trying to explain it away to an FAA Inspector as they are reviewing your paperwork! I suggest the following "BIG" list of items to have in your possession, some of which may not be applicable to all pilots: Airworthiness Certificate, Operation Limitations, Registration, WA Registration, Weight and Balance, Parachute cards, Ops Manual, Aircraft Logbook, Copy of your FAA Program Letter, Copy of your Insurance, Customs, FAST Card (for formation flying), Pilot's License, and current Medical Certificate. I can't overstate the key word "**current**"! A small dossier with these items kept in one place, readily available, will save you a lot of grief. Another handy item is a copy of a short bio of your aircraft and yourself to provide to the announcers (which is always appreciated by them) at flying events to tout as you perform your flyby for the crowd!

The tempo picks up as we make our appearance on Armed Forces Day, May 19, at the Paine Field General Aviation Day. The folks there have been looking forward to our appearance for quite some time, so we are pushing for a max effort at that event. Later on the same day, we have been asked to participate in a flyby (only) over Gray AAF, at Ft. Lewis. They are having their Armed Forces celebration that day at the field, and we have committed to help entertain the crowd there

with a couple of flybys. It should be noted that although it's "just a flyby", many of those in the crowd will be appreciative soldiers who have served their country on one or more tours in Iraq or Afghanistan. I know it's a long way for some of you to fly, from Paine to Ft. Lewis, then maybe back again, but we can only show in a small way how much we appreciate the troops! There will be some lunch as well as some discounted fuel on that day at Paine.

The CO discussed the "Aluminum Overcast" visit and "Cascade Warbirds Day" at the MoF. This year's event will be coordinated by Warren Nadeau (wsbluemoon@povn.org). Those interested in actually being "up-close and in-person" as part of the ground crew of the "Flying Fortress", should contact either Paul Youman (pdyouman@comcast.net) or Pete Jackson (songbirdt50@aol.com) for training. Warren is still looking for volunteers to help staff these and other positions during the visit. It's a great opportunity for our members to put their best foot forward to the public with active participation at this great event! Plus, how many of your friends have had the opportunity to help as a "crewmember" of a flying B-17? Sometimes, there is even a chance there may be an empty seat and a free ride....

The "Gathering of Warbirds" airshow at the Olympic Flight Museum at the Olympia, WA airport (KOLM) is on Father's Day weekend 16-17June, and is always an exciting event. It's an all Warbird Airshow and a great chance to see some wonderful artifacts flying, not a static museum display.

These activities are probably about all you can digest in one newsletter. But we have more exciting events in store this season, which I'll cover in the next issue of *Warbird Flyer*. They are our return to the NWEAA Fly-in at Arlington in early July, the annual Oshkosh Airshow in late July, the always fun 3rd Annual Kelso Airshow in early August, the Heritage Flight Museum Warbird Fly-In, big band dinner, dance & open house, the Reno Air Races, and the Inland Skyfest at Fairchild Air Force Base, all three of which are in Sept. All the venues we attend are different, and all are OUTSTANDING! Again, don't forget to refer to our website for information on all this and more.

In conjunction with your membership in the Cascade Warbirds, we try to provide you and your friends, who may also be interested, a schedule of events you can participate in, regardless of whether you are an aircraft owner or not. It's vitally important to be active participants to inspire the next generation of warbird enthusiasts and members. A good deal of what we do is at our own expense, but there are a number of events which provide or subsidize fuel, lodging, meals, and transportation to help offset out-of-pocket expenses. Your presence alone is a valuable resource, and will provide you with the opportunity to make new friends, see old ones and have a lot of camaraderie, and gain some knowledge. All this, and at the same time helping to preserve and operate these wonderful aircraft we call Warbirds, and thereby upholding the motto of EAA Warbirds of America, which is "Keep 'em Flying". Stay tuned. 🌟

Flying The Russian “Ishak”

By Carter Teeters

Congratulations, you are the 3rd American to fly the I-16. Dave Morss, my check pilot, and fellow FM2 pilot, offers these words following my first flight in the Polikarpov I-16. It was just a year ago when I watched Dave Morss strap into this little Russian fighter plane with the BIG ENGINE and the thought crossed my mind; “*What would it be like to fly that?*” I emailed Bob Reiss to inform him that I was willing (and eager) to be a back up for Dave. Bob was agreeable to having me as a second pilot for the CAF I-16.

Watching Dave taxi in to the ramp (following his first flight after last year) with the right strut completely collapsed, the “eager” part of my request was beginning to fade. Was that what they meant when the Russians called it “Ishak” (little donkey)? Maybe she is being stubborn and not cooperating because she has not flown for a whole year? Or, is she trying to scare the “new guy”? Maybe she only wants to have Dave fly her. Maybe that is the way it should be. I will just fly the Wildcat and forget about this new challenge. After several hours of work, the struts appear to be working properly. “Take her out, taxi around and if she feels ok, go fly,” says Dave. I said, “YOU take her out, YOU

taxi around, YOU take her flying and when you come back with the struts looking like they do now, then I will go!” My confidence was not at the level it was on Tuesday morning. Dave takes the challenge and does return with both struts looking just like they did when he left. Gas and oil, then it is my turn! RIGHT? WRONG!! Once Dave has silenced the noisy thing, he informs me that the cross wind is at his limit. Believe me, if it is at HIS limit it is way above mine. Gas and Oil – wipe down the plane (there is a lot of time spent – wiping off the plane) and wait for the wind to die down. That was a waste of good drinking time, waiting for wind to die down on a West Texas afternoon! What a joke!

That night, Bob Reiss has a party planned on the other side of the field. I get to go thru the preflight, start with GPU, and taxi to the party hangar. The Wildcat on one side of the hangar apron, the Polikarpov I-16 on the other, dinner tables in-between – a beautiful evening – what a great sight – what a great party! Friday morning, conditions are right, and the Rata seems ready and willing to let the “new guy” take her flying.

Battery start this time, (no GPU on this side of the field) warm up and run up in the chocks followed by a short taxi to runway 34L. “No, I do not have a transponder. No, I do not want to talk to departure.” All I want is a BIG, WIDE, HIGH pattern so I can feel this new plane out without getting TOO

FAR from the airport.

-The mouth is starting to get dry.-

In position and hold – cleared for takeoff - add a little power – let her roll – more power – more speed – this is going to be FUN! Throttle up to 900mb - tail up (THERE’S the runway) 135kph (landing configuration stall speed) 160kph - - let’s go flying!

Accelerate and climb, book calls for 1000 meters of altitude before the distraction of gear retraction. For a Wildcat pilot, this gear retraction is a non-event. Fly with the left hand, crank with the right. But, you do have to stop and think because it is

different. Unlock the brake, move the “up/down” lever, and start cranking the OPPOSITE direction from the Cat. Not nearly the resistance as the FM2, but, 45 turns, and you must count them. Turning right crosswind, climbing, cranking, and counting – this is almost as busy as hovering, maybe more. Big long, wide, high downwind – tower wants to know

how high – I lie, don’t want to have to talk to departure. Dutch rolls, slow flight, approach to stall (clean with a little power) “Polikarpov 30425 would like the option on Runway 34L.” Push the power back up – right base – turn final and lower the nose – God Is This Fun – the wind, the noise, this new helmet sure works well! 325kph (200+mph pass).

Dave’s flights were always short followed by lots of people shooting pictures and asking questions. I quickly learned why. 60 gallons total fuel burned at 50 gallons per hour. Start, warm-up, and run up in the chocks at the ramp due to the poor brakes leaves about one hour of fuel. Regulations require you to be back with 30 minutes of reserve fuel. This leaves you with only a 30-minute flight.

Mid-field – gentle pull and up we go! Left traffic this time – power back – slow – lets try putting the gear down – stop/think (it is the Other Direction) move the locking lever, crank and count. Slow flight, approach to stall (in the landing configuration) “Polikarpov 30425 cleared to land Runway 34L.” NOW the mouth really gets dry! The good news is, it is a long, wide runway. Cross the fence a 200 kph (125mph) – on the wheels, power to idle – slow – time for the tail to come down – we are on all three and still going straight down the runway! Can’t wait to get back to the hangar so Dave can see this SMILE!! ✪



Polikarpov I-16 “Ishak” Russian Fighter Plane (Carter Teeters Photo)

VF-783 Corsairs in Korea—Part II: The Long Trip Home From Baker Uncle

By Walt Spangenberg

Geographically, the Korean Peninsula changes from reasonably flat country in the South to rugged, mountainous country to the North. In this mountainous northern region lay the roads and railroads by which war material was transported from the Chinese border southward to the North Korean Army forces for whom it was intended. US Naval Aviation effort, operating from aircraft carriers in the Sea of Japan, was directed at interdicting this logistic supply effort by destroying trucks and trains where possible, and cutting roads and railroads at key points. A special effort was made to render road and railroad bridges unusable.

The terrain maps of North Korea carried by aviators had printed on them an overlaid grid, so that any point on the

ground could be defined by a two-letter designation for the grid rectangle plus a six-digit number which indicated the location within the designated rectangle. Using the phonetic alphabet then current in the Navy, the rectangle designated Baker-Uncle (BU) was far to the north in the center of the Korean Peninsula. A target in an area such as this always caused some apprehension among aviators because the trip to and from the target would be long and over land, where rescue by helicopter would be difficult or impossible if one were shot down. The H03S helicopter then in use by the Navy was relatively short-ranged and could not hover at high altitudes.

Late in November, 1951, a strike was laid on in BU against both a railroad bridge and a highway bridge which crossed a river valley between fairly high mountains both east and west. The bridges were defended by significant anti-aircraft artillery installations on high ground on both sides of the valley. Four AD of VA-923 and four F4U of VF-783 were assigned to the strike. This area in North Korea was beyond the range of our F9F-2 jet aircraft, which otherwise would have been used for flak suppression. In order to have a greater chance of success in a bridge strike, the aircraft would dive along the length of the bridge so that bombs dropped a little long or short would still hopefully hit the bridge. The Communist gunners knew this, of course, and had arranged their gun batteries accordingly. The strike was well carried out, with the fighters diving first on the flak batteries, followed by the Skyraiders with their larger

bombs on the bridges. No casualties were suffered by the attacking aircraft, and they joined up for the long trip home.

After some minutes of cruising along in loose formation, the flight was attacked from astern by two MIG-15 Communist jet fighters. The MIGs had been spotted by one of the F4U wingmen and a warning transmitted by radio. Perhaps half of the flight had not heard the warning, however, because of the peculiar antenna patterns of the then brand-new ARG-27 UHF radio equipment in the aircraft. The flight scattered like buckshot, with only a fraction of the pilots having any idea what was going on. The MIGs made one firing pass, hitting one of the AD aircraft and then retired, presumably being at the extreme

range permitted by their fuel load. The flight regrouped around the stricken AD, which was trailing smoke, and headed for Wonsan Bay, where a USN helicopter was based on Yo Do Island and could retrieve a downed pilot

The condition of the AD was serious and the aircraft was losing altitude, but the pilot made it to Wonsan Bay and bailed out, landing in the rough, windswept water. The flight leader organized a ResCap over the downed pilot while calls were made to the rescue people at Yo Do. Calls were also

made to get relief for the ResCap because the strike aircraft had to leave with enough fuel to get back to the ship, which was presumed to be closer than the friendly airfields in South Korea. A relief ResCap arrived and the remaining strike aircraft departed for the assumed position of the ship. The ship in the meantime had heard of the MIG attack by radio, and had abandoned its presumed position and taken off eastward, also assuming a condition of radio silence for everything except the low frequency YE coded beacon. All this caused some fuel and navigation anxiety in the strike group, but the group found the ship headed eastward, stayed in the air long enough for it to turn into the wind, and all got aboard with 50 knots of wind over the deck on this very windy afternoon. We later learned that the downed AD pilot had been picked up uninjured and was on his way back to the ship. ☼



Aboard the Bon Homme Richard—AI Officer Waldner briefs exec Harman and Lt. Anderson for a close air support mission over Korea while other VF-783 pilots wait their briefs. (Naval Aviation News, Nov 1951)

Just Average

By Ed Rombauer

Why are the two most dangerous words in aviation, “Watch this”? After all, are we not highly experienced airmen with an extraordinary ability to control our aircraft and perform all of the maneuvers required of a licensed pilot?

There is a saying in the training command, “It’s not the marginal student that’s going to kill you, but the above average student having a below average day.” Any instructor pilot can attest to the validity of that statement. In my wanderings through the years of aviation I have seen what can happen when a pilot of exceptional ability finds a can of worms.

Jim was destined to be a fighter pilot. He was a high school honor student, all-star athlete, class president and all-around great guy. Since his parents could afford the best, they sent him to a private college and also allowed him to take flying lessons. Learning to fly was easy for Jim and the insidious boredom of being good at everything soon settled in. Jim graduated from college and went to Navy flight training, where he quickly became an above average student; this flying business was “a piece of cake.”

Assigned to a FJ Fury squadron, Jim was looking for some “excitement” in his life, but there was no war in which to test himself, so he settled for creating his own excitement in the training flights that he flew. He started by shutting the engine off at high altitude and then seeing if it would relight, in hopes of having to eject from the aircraft. That was pretty tame, so then he would make real flameout approaches to a make-believe airport and start the engine at the last minute. Amazingly, it all worked. Jim was good and the airplane never failed him; that is until one day as we watched him take off, at fifty feet the primary hydraulic pump sheared a shaft and the FJ lost power to the flight controls. Jim was never able to deploy the RAT that could have saved him, as he was too busy using his super ability to try and wrestle the aircraft back to the blue side up position so that he could get enough altitude to eject. The aircraft rolled inverted and impacted the ground just off the end of the runway – not a pretty sight! Upon investigation, the ram air turbine handle was found in the stowed and locked position. Jim’s thinking had narrowed to what he wanted to do, not what the airplane needed, and the aircraft didn’t care what happened to Jim.

Fast forward a decade or so and I found myself occupying the flight engineers seat in a DC-6. The Captain, I had been told, was a member of the “Greatest Generation,” a bomber pilot in the European Theater during WW2, who had been shot down over Germany and interned in a prisoner of war camp. There he spent his months of confinement learning to be a watch maker. As we flew together for the next few days I was able to observe and learn from this quiet and unassuming man. I knew that he was in his mid-forty’s, but he had the look of a much older man. The stress of the wartime years had aged him. Carl (the Captain) came from a dusty, Midwest farming town where his parents worked hard to send him to a small local college. Carl volunteered for the army and as there was a

shortage of pilots and he had experience with farm machinery, and was a college boy, he was sent to flight school. Flight school during the war was quick and Carl soon found himself flying B-17s in England. Carl didn’t talk much about his time flying during the war, I suppose that it was something he’d just as soon forget; however, he did like to talk about airplanes and I could tell that he had a passion for treating and flying the aircraft properly. I later learned that Carl had been involved in a large bomber raid over Germany when his aircraft was shot down. The first flak hit severed the control cables to the elevator. Since the aircraft was trimmed, the pilots had no problem flying and they were able to drop their bombs on target. While turning to return home, another shell hit the inboard right engine, blowing it off the wing. As the crew prepared to bail out of the burning aircraft, a third direct hit blew Carl and most of his crew out of the open bomb bay. After a long parachute ride, Carl found himself lying in a haystack, with a fractured ankle, surrounded by German soldiers. As I watched Carl operate that old DC-6, I mumbled something about how he made it look easy. That young, old looking wrinkled face looked back at me for a long moment before he said anything. “Treat this airplane like it’s your best girl at a Saturday dance and it’ll treat you right. But just remember if it quits on you, you don’t owe it a thing.” Watching Carl fly during the next two days, I began to understand what he meant about treating the airplane right. His control inputs were smooth and precise, and he demanded the same of his crew. Carl never grew bored with flying as he was always working to improve not only his skill and ability but that of the crew working with him.

It was several months later when I met Carl again. We were assigned as a crew to take a check ride. After the initial introductions, I told him that as this was my first return for a sim check I was a bit apprehensive but that I would do the best that I could. Carl grinned with a lopsided smile and said, “You’ll do just fine, don’t worry about it.” After the check ride, as we waited in the terminal for our flight home, I turned to Carl and voiced my relief at having survived the simulator check. Carl, never one for a lot of conversation, sighed and said, “All you have to be is average.” I was a little taken back by this “be average” thing; I had always thought that it was better to be above average. I decided to press my luck with this icon of aviation and ask him what he meant by “average.” “Well,” he said, “it’s the smart, independent thinkers that have trouble with airplanes – oh, it’s not that they’re smart that’s bad, it’s that they know they’re smart that gets them. Besides, I read once that the average pilot lives to be 87. I figure that’s good odds.”

Carl turned 87 this year and still considers himself – just average.

FLY SAFE ✪



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**Have your Dues Expired?
Check the Expiration Date Below.**

Cascade Warbirds Quick Look Calendar

April

- 28* Skagit Tulip Fest
- 28 Bombs Away Ball
Pendelton, OR

May

- 12 Cawley South Prarie
Fly-In
- 19* Paine Field GA Day
Ft. Lewis Flyover
- 19 Heritage Flt Museum
Open House at BLI
- 18-20 West Coast TRARON
Castle AFB
- 22-28* EAA B-17 at Museum
of Flight
- 26* Cascade Warbird Day
at Museum of Flight

June

- 8-10 Southern Oregon Air
Festival, Medford
- 16 Heritage Flt Museum
Open House at BLI
- 16-17* Gathering of Warbirds
Olympia, WA
- 29-1Jul Golden West EAA
Fly-in
- 29-1Jul Roseburg Airshow

July

- 4 Tacoma Freedom Fair
and Airshow
- 11-15 Arlington Fly-in
- 15-20 PSAAC Antique Air
Tour
- 21 Heritage Flt Museum
Open House at BLI
- 21-22 Concrete
- 21-22 Chilliwack Flight Fest
- 23-29 Oshkosh 2007
- 27-29 Tri Cities
- 28 Baker City, OR Fly-in
- 28-29 Big Sky Airshow, MT

* Denotes Max Effort Event
See Website for detailed list

Check Six



Very interesting closeup view of a Martin B-26C in flight (Capt Joseph J, Merhar, Jr. photo via AFHRA)