



WARBIRD FLYER

★★★EAA Warbirds Squadron 2 Newsletter★★★



CO's Cockpit

By Dave Desmon

Happy New Year! I hope this finds you all happy, healthy, and with lots of great Warbird Stuff under the Christmas Tree! New Airplanes, anyone??

It was great to see so many of you at the Annual Cascade Warbirds Christmas Party Dec. 3rd. I'm told we set a new attendance record. The food was great, the drinks better, and the company was the BEST! Thanks to John Clark for the great slide show that ran all evening documenting our past activities. It was just a preview of great things to come in 2006! The belly-dancing in the bar next door was another extra added feature, arranged by your friendly CWB Social Committee! Having rooms within crawling distance was nice too. If you missed it, you missed out!

Breaking (Great) News! The EAA will be bringing "our" B-17 back to Seattle this Memorial Day (May 24-29, 2006) just for us to play with!! (OK, there's the little matter of selling some rides to the locals, too, but mostly for our personal enjoyment!) details will follow, but start making your plans now – it takes a bunch of volunteers to support the B-17, and it's always a real BLAST!

P-51: Unfortunately, not the Mustang type.... The FAA and the TSA have given us a new prohibited area over the Bangor Sub Base just in time for Christmas – It has the ironic designator "P-51," and looks like the TFR used to. Be sure you know about it before buzzing around the area! While you're at it, be sure your aircraft registration is up to date with the Feds, too... They'll

be cracking down in February. Details at: http://www.eaa.org/communications/eaanews/051212_faa.html

Member Involvement: Your Board is in the midst of discussions about how to keep as many members as possible involved, and giving you the max "Bang for your Membership Buck." Spurred on in part by some suggestions from this year's nominating committee, some of the thoughts include: *Year Round Meetings?* – Should we meet all year indoors like we do in the winter? *Family Picnic* – Just us Warbird types and our families – eating, flying and...? *Project Airplane* – Are there enough members who'd like to take one on? *Help out at shows* – Are there Members who'd like to become part of the crew of a Squadron bird, to "Keep 'em Flyin," help out at shows, hold down empty seats, etc.

If any of these ideas interest you, if you have any comments or suggestions, or just want to weigh in, CONTACT ME TODAY David.L.Desmon@Boeing.com

NWOC: It's not too late to sign up for the 2006 Nat'l Warbird Operator's Conference – Orlando, FL. – Feb 23-26 details at: <http://www.warbirdconference.com>

That's about it for this month! Don't forget the first meeting of 2006 – 14Jan, 1000 hours at the Seattle Museum of Flight!

Keep 'em Flyin!
Dave Desmon, C.O. ☺

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

Commanding Officer:

Dave Desmon

Executive Officer:

Curt Kinchen

Operations Officer

Dan Barry

Veterans Affairs

R.D. "Crash" Williams

Finance Officer

Fred C. Smyth

Newsletter Editor

Frank Almstead

Newsletter Publisher

Ed Rombauer

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!

Business Office:

1066 Yates Road
Oak Harbor, WA 98277

Cascade Warbirds Homepage:

www.cascadewarbirds.org

Editorial E-Mail:

editor@cascadewarbirds.org

EAA Cascade Warbirds Squadron 2 is a tax-exempt charitable organization as described in section 501(c)(3) of the IRS Code.

Annual Newsletter Value: \$2.00
Published Quarterly

Editor's Page

By Frank Almstead

Recently I have received a few emails asking to share particular websites with the squadron. So this time around I'd like to take a little time and list these addresses and some others you may find interesting.

Needless to say, the internet is a great resource. There are so many sites out there that deal with warbirds and related history that it's impossible to list them all. I use the web every time I edit the newsletter for, among other research, photographs to accompany the stories. Doing basic research on the web related to the articles published here makes the history come alive. See for yourself.

Homefront

<http://www.iwm.org.uk/upload/package/30/women/index.html>
<http://www.teacheroz.com/WWIIHomefront.htm>
<http://www.rosietheriveter.org/index.htm>
<http://www.wasp-wwii.org/>
<http://womenofthewaves.com/>

Aviation

<http://www.warbirdsresourcegroup.org/>
<http://www.zenoswarbirdvideos.com/>
<http://www.littlefriends.co.uk/>
<http://www.web-birds.com/>

<http://www.flight-history.com/>
<http://www.flyingtigersavg.com/>
<http://www.j-aircraft.com/>
<http://www.bf109.com/frameset.html>
<http://www.luftwaffe.cz/>
<http://www.enginehistory.org/>
<http://ww2airfronts.org/>
<http://www.vhpa.org/>
<http://pjsinnam.com/>
<http://www.popasmoke.com/>

Naval

<http://uboat.net/>
<http://www.ptboats.org/>

Mass Media

<http://memory.loc.gov/ammem/>
<http://www.archives.gov/>
<http://www.history.navy.mil/>
<http://www.au.af.mil/au/afhra/>
<http://www.army.mil/cmh-pg/>
<http://www.ww2incolor.com/>

I hope that you find some of these links as fascinating as I do. Inside each link is a maze of pages. I find myself getting lost for hours into the late night and I still haven't "finished" the internet. ☘

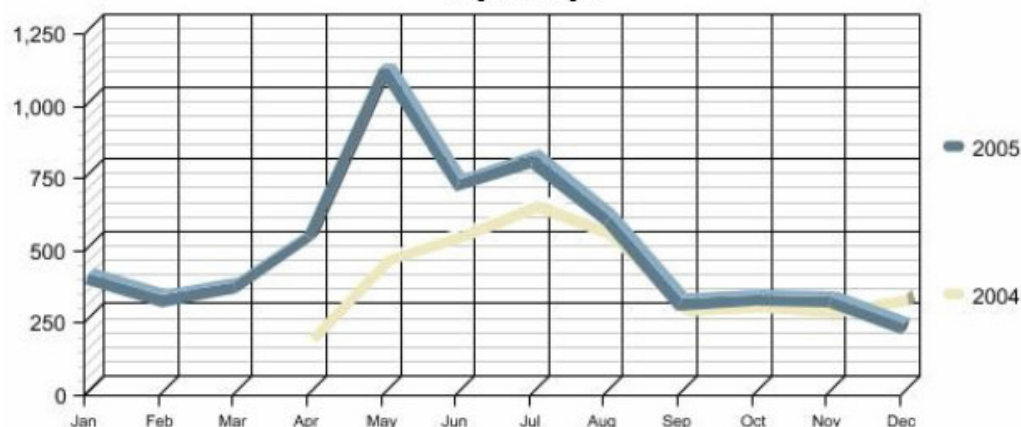
Let's hear it at editor@cascadewarbirds.org

Warbird WebHits

Reporting Period: Oct 01, 2005 to Dec 25, 2005

Report Generated On: Sun, Dec 25, 2005 at 08:38:32 PM

Report Graph



Squadron News

SQUADRON OFFICERS ANNOUNCED

At the Annual Meeting the Nominating Committee presented their slate for new officers which was approved with no votes against. The new Board of Directors consists of: CO - Dave Desmon, XO- Curt Kinchen, Ops O - Dan Barry, FO/Adjutant - Fred Smyth, At-Large - R.D. "Crash" Williams. New Boardmembers include: Frank Almstead, Greg Anders, Tony Caruso, Bill High, Pete Jackson, Doug Owens, George Renquist, Ed Rombauer, Betty Sherman, and Carter Teeters. Thank you to the outgoing officers: Ken Morley, Bud Granley, Bob Hill, and Rod Richardson. ✪

PHIL MACK IS JANUARY GUEST SPEAKER

Phil Mack will be our guest speaker on January 14, 2006. Phil was a co-pilot and later command pilot on B-17s with the 8th AF, 91st BG, 232Sq. Phil completed 25 combat missions and later participated in the development of guided bombs as well as missiles. Phil will have a slideshow to support his presentation. Just listening to his story will be well worth paying your 2006 dues. ✪

GRANLEY TAKES HOME SCHOLL AWARD

The 2005 Art Scholl Showmanship Award was presented to air show pilot and long-time ICAS member Bud Granley on December 3 during the ICAS Convention in Orlando. Granley was recognized for his many entertainment contributions to air show business, for his air show showmanship skills in a wide range of challenging aircraft, for his role as an air show innovator, and for his commitment to doing whatever it takes to use his aircraft to help entertain air show audiences. Granley becomes the twentieth air show performer to receive the prestigious Art Scholl Showmanship Award since it was first offered in 1986 to recognize air show showmanship. Scholl, perhaps the most talented air show pilot of his generation, was a renowned aerobatic pilot and consummate air show performer. ✪

MAKE THE DECISION

In case you are wondering, you have but weeks left to decide to attend the 2006 Reno Air Races. They'll be held this year from Wednesday through Sunday, September 13 - 17, 2006. Already our feature box is sold out, but we do have the other two in B row, and still at center stage. Deposits are \$100 per seat - mail your check to CWB, 1066 Yates Road, Oak Harbor, WA 98277. We don't yet know what the 2006 prices will be, though the guess is approximately \$290 per seat. For that you get five (5) days of reserved box seating, five (5) days of pit passes, five (5) days of reserved parking (one parking pass per two tickets), and five (5) days of Reno's worthy and vaunted cooler delivery service. Once we receive your deposit, we'll get you in touch with our hotel booking agent. Questions? Email Fred at fred@fcsmyth.com. ✪

A NOTE OF THANKS

There are many behind-the-scenes folks whose contributions to what we do go unnoticed. The folks who perform the preventative maintenance on the squadron's PX van are just one such example. Squadron member **Dave Burbank** and his crew at **Midway Tire and Muffler** are to be thanked for their energies and the below-retail pricing is definitely appreciated. If you're ever in the Oak Harbor area and want a deal on tires or mufflers, give **Midway Tire and Muffler** a chance to quote. You won't be disappointed. Thanks again, Dave. ✪



*"Granley
executing a
snap roll
just after
takeoff. The
wheels aren't
even in the
wells!"*

IT'S THAT TIME AGAIN

The first of the year heralds both a new flying season and the need to pay your annual dues. Mail your \$20 to CWB, 1066 Yates Road, Oak Harbor, WA 98277. If you're not sure whether you owe for 2006 (there's an 81% chance you DO owe), contact Fred at fred@fcsmyth.com. If you'd like to know just what you get for your dues, attend one of our meetings or flying events. BTW, although we don't give tax advice, we are reliably informed that \$18 of your annual dues is deductible if you itemize deductions. Almost makes you want to pay more than one year at a time. ✪

UPDATE YOUR CONTACT INFO

If you're not getting periodic email missives from your friendly Squadron Commander, we may not have your current email address. Please send an email to David.L.Desmon@Boeing.com with a copy to fred@fcsmyth.com. Both will appreciate it. And check your snail mail address, too, to see if it's as correct as it should be. Since these newsletters are mailed at bulk rates, NONE are returned to us for address corrections. So we must be proactive to make sure you're getting this mailing quarterly. ✪

Christmas Party a Huge Success

By Fred Smyth

You should have been there. The Squadron's Annual Christmas Party was held 03 December at The Best Western River's Edge in Tukwila and, by all accounts, a good time was had by those fortunate enough to attend. With some seventy members and special guests taking part, we enjoyed a fun night of visiting with friends, enjoying an adult beverage (or two), and feasting on a fine, fine dinner that featured both beef and chicken. The good folks at the hotel put on a very enjoyable spread and had gone out of their way to decorate the spacious ballroom in merry holiday style. A highlight of the evening was Claudia Rombauer's birthday wishes (and cake) for husband

Ed - who was seen to shrink in resignation at some of the remembrances offered. Veterans of all ages and conflicts were recognized. John Clark's slideshow provided many photographs that were the topic of conversation around the tables. But the most fun may have been the door prize drawing with what seemed to be too much "fighting" over a very "limited" supply of DVDs - these the ubiquitous 2004 Squadron show season DVDs provided by Jack Allen. And, finally, congratulations to George Newcomb and Peter Doolittle who will now be properly attired in their newly acquired squadron regalia. We hope to see more of you at the 2006 party! ✪

New Members

Please welcome the following new members to our ranks. When you have a chance to run into one of them along the way, take the time to introduce yourself and make them feel welcome. ✪

George Newcomb
Don Gordon
(P-51 pilot)
Ralph Vrtacnik
Barry Gustafson
Jim Miller
Kurt Larson

Bellevue, WA
Oak Harbor, WA

Seattle, WA
Kirkland, WA
Bremerton, WA
Boise, ID

Phil Mack
(B-17 pilot)
Thomas Meier
Hank Schilling
Harold Cook
(B-17, B-24, B-29 pilot)

Renton, WA

Wickenburg, AZ
Mukilteo, WA
Portland, OR

“...Don't Let Your Babies Grow Up to be Pilots”

By Ed Rombauer

With apologies to Willie Nelson

*Mama don't let your babies grow up to be pilots
Don't let 'em talk flyin' and fly them ol' planes
Make 'em be doctors and lawyers and such
Mama don't let your babies grow up to be pilots
They'll never stay home and they're always alone
Even with someone they love
Pilots are easy to love but they're harder to hold
And they'd rather give you a flight than diamonds or gold*

I remember as a young lad of 17, sitting in an SNJ (T-6 for those of you that don't walk on water) and looking wide-eyed at the hundreds of gauges and controls. It seemed as

though I was sitting at the control panel of a futuristic space ship with an assortment of dials and switches, levers and knobs that truly had scope for the imagination. As I tried to imagine what each one did, and fathom how anyone could learn to fly such a complicated machine, it never occurred to me to look up or outside, for all that was

out there that day was the aircraft parking ramp, and I had seen that many times before. It would not be until after I started flying alone that I would see that the real allure of flying is the view from above, from what is undeniably the best seat in the house.

I must admit though, that even after all these years I am still an instrument junkie, the more complex the panel the better. My motto is until you run out of space you don't have enough instruments. The problem with having a multitude of things to look at inside means that you are not looking outside, which has two consequences. First, you are missing the main attraction of flying, which is a spectacular view of the earth below you, and second, you are missing the dangers that surround you. Either one can be tragic. Failing to look out at the scenery rolling by is only tragic in an emotional sense, however failing to look out and see the other aircraft coming at you can be tragic in a very real sense.

I used to believe that the instruments in an airplane

were there to tell the pilot what the pilot was doing, when it's really that the instruments are there to tell the pilot what the airplane is doing. Other than loud noises, this is the only way the airplane can “talk” to the pilot. Failing to pay attention to what the aircraft is telling you can either lead to expensive repairs, or worse, not arriving at your planned destination. Short of installing talking instruments we are stuck with having to look inside to “listen” to what the aircraft has to say.

A few years ago I encountered a mag. drop on run-up. Normally, the supercharged Lycomings have almost no drop on run-up, but this time one engine

showed a slight drop. I told myself that it was just a fouled plug that would clear when I applied take-off power—I was busy looking out the window at the darkening sky, not listening to what the airplane was telling me. After take-off with an obviously sick engine, it was time to ignore the million dollar view and have a serious “listen” to what the aircraft was trying to tell me, which was that it had lost a valve

and needed to get back on the ground.

Looking out of the window of an airplane in flight can be very seductive. That is why we become pilots, and not doctors and lawyers and such. It is also why doctors and lawyers and such become pilots—they know that the view from the smallest airplane is better than the view from the grandest high-rise. However, this need to look outside in order to keep from flying into solid objects should be balanced by the need to look inside. Both are important, but sitting there fiddling with your GPS or whatever while you ignore what is outside is definitely “not a good thing.” Piloting an aircraft demands that one's attention be divided in constantly varying amounts between what you see outside and what is happening inside. So the next time you go flying, be seduced—spend a little time looking out and enjoying the view. Just remember—sometimes the airplane wants to talk to you. Fly Safe. ✪



T-6 Front Cockpit. (www.tuskegee-t6.com)

“ROE” — And We’re Not Talking Fish Eggs

By Dan Barry

Rules of engagement (ROE), some of you have dealt with them and those that haven’t have read or heard about them in the news. As an air defense pilot during the Cold War, they were pretty simple, if it was an enemy bomber over friendly territory, showing hostile intent, you were cleared to fire. As a fighter pilot in South East Asia, the rules filled several loose leaf binders, were constantly being added to and amended, and appeared to have been written by a Philadelphia lawyer. This story is about how easy it was to violate the ROE and how serious the consequences were.

It is 1970, I’m flying F-105s on my first combat tour out of Takhli, Thailand. It was during a period when the administration was using bombing pauses as a carrot, trying to bring North Vietnam (NVN) to the peace table. During these pauses, our targets were usually in Laos, except for periodic strikes or special missions like escorting reconnaissance planes into NVN, to document the build-up of defenses and supplies.

That was my mission this particular day, leading a flight of two F-105G Wild Weasels, escorting a flight of two RF-4 photo planes into NVN. The recce guys, whose motto was “Alone, Unarmed and Unafraid”, weren’t too keen on being involved in a gaggle and when I called on the secure phone to brief with the recce flight lead, who came out of Udorn Air Base in Northern Thailand, he made it clear he’d rather not have us along. This didn’t bother me much because I planned on meeting them on the tanker at the schedule time and there was no way an RF-4 could outrun a Thud at low altitude. At the appointed time we were on the tanker, the recce birds showed up, got their gas and we were off and running. For a change it was bright blue skies and unlimited viz as we gradually descended to about 5K’, entering NVN about 200 miles N of the DMZ, doing 540 kts. The two RF-4s were flying about 500’ apart, line abreast and my flight was split with each of us about 1K’ out from the RF’s. No flak, no SAM signals, we flew north east across VN until we

were feet wet and the RF’s made a sweeping left turn to pick up their IP for the next run which was basically due west across the middle of NVN. Same story, no reactions and we were soon climbing out over Laos, the RF’s broke off toward Udorn, we picked up a heading for home and went over to Hillsboro, the C-130 ABCCC (airborne command center) to check out.

This is where the story begins. We reported a successful mission to Hillsboro and told them we had not expended any ordnance; so they asked if we could support a SAR (search and rescue) mission, for a FAC that had been shot down the previous day in Mu Gia Pass, one of the mountain passes where the Ho Chi Minh trail came out of NVN into Laos. I told them

sure and they gave us a mission number, frequencies, tanker assignment, etc. and we headed for the tanker.

After refueling we dropped off the tanker and headed back toward NVN. When we arrived at the SAR site, the on scene

commander running the show, an F-4 FAC was putting in F-4 and A-7 strikes around the survivor in preparation for a pick up, I waited for him to take a breath and checked in giving our ordnance and time available. He directed us to work east of the survivor, who was probably 5 Kms inside Laos, so I set up a screening orbit north of the Pass and #2 did the same to the south. It wasn’t long before I spotted the pick up force below me, a couple of Jolly Green helo’s and 4 Sandy A-1’s; to my surprise they were coming out of NVN, a route they obviously picked to stay over the mountainous terrain and away from the lowlands and roads in Laos. As I looked down from about 12K’ I was thinking how glad I was not to be down where they were, probably no more than 2K’ AGL.

Just then we received a strong Fire Can (gun radar) signal on our RHAW (radar homing and warning) gear, coming out of NVN just East of the rescue flight. I made a hard turn into the signal and launched a radar homing Shrike missile and the signal went off the air. At this point the rescue force was about 10 Kms out from the survivor and were soon taking heavy AAA



F-105G from 44th TFS, 355 TFW (John Evans Takhli Portfolio)

“ROE” — And We’re Not Talking Fish Eggs

Continued from page 6

and small arms fire. They made a couple of pick up attempts, received numerous hits and were finally beaten off and everyone pulled back to re-group. (As I recall the survivor never was picked up, although in the course of a couple of days, 3 or 4 planes were shot down during several rescue attempts)

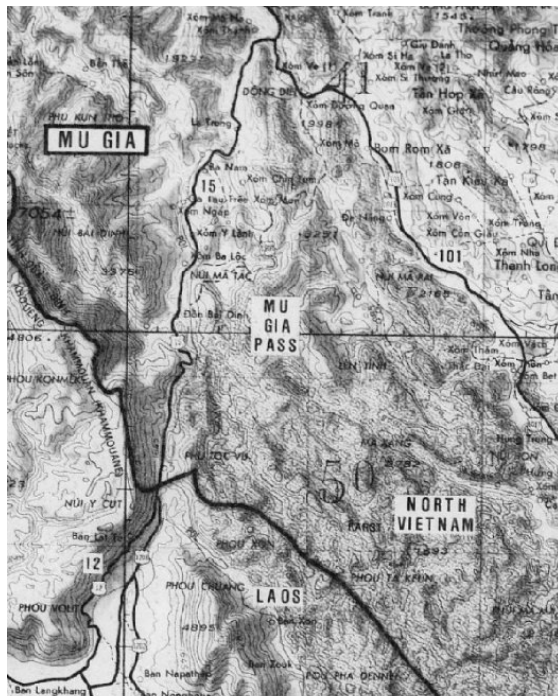
With the Jolly’s and Sandy’s shot up, Sandy lead called off the SAR and the force was released, I picked up a heading for Takhli and once again called Hillsboro to check out. This time we reported to them we’d fired a Shrike and gave them the coordinates of the target AAA radar in NVN. After a bit of delay, they asked us to confirm the coordinates and finally released us. We switched over to Brigham, the GCI site that would monitor our recovery, and a short time later they told us Hillsboro would like a confirmation on our target coordinates. My back seater, Mike O’Brien, re-checked the numbers, which we again passed them but were increasingly puzzled about this interest. As we started our letdown, we made the normal call to our Wing command post to give them our maintenance status, munitions expended, get a parking spot, etc. They didn’t seem interested in the routine info but wanted to know about the target coordinates for our Shrike. Now Mike and I are getting concerned, something is obviously amiss; we finally land and as we pull into our parking spot and see two colonels and a Lt colonel waiting for us, we know we have somehow got ourselves in trouble!

We no sooner hit the foot of the ladder when one of the colonels says something like, “do you know those target coordinates you turned in are in NVN?” I responded “Yes Sir” and with increasing agitation he said, “Don’t you know you can’t attack a target in NVN?” I’m not happy being in front of this fire breathing colonel but I’m a bit relieved as he obviously doesn’t know we were scheduled for that recce escort and were authorized into NVN and could fire on any threat we encountered. When I explain this to him, he

asked if I remember picking up a new mission number when Hillsboro sent us back on the SAR and didn’t we know the ROE for “routine” missions during the bombing pause? I have a sinking feeling and realize parts of my anatomy plus my buttons are now in severe jeopardy! He tells us to hang up our gear and meet them in the Wing Commanders office.

As we trudge across the ramp, the Lt Colonel, Jim Shankle, who I went through F-105 upgrade with, hangs back with us and inquires if there is any chance we made a mistake on our coordinates. I tell him about the numerous queries and assure him they are correct; then the light comes on with a blinding flash! I tell him maybe in the confines of the cockpit, the heat of battle, etc., etc., it was possible we could have made a mistake and we’d recheck our maps as soon as we got inside. He catches up with the two colonels and Mike and I start getting our new act together. Inside we drag out our maps and come up with a set of coordinates just inside Laos and have those ready when we reach Wing HQ’s. The colonels, probably briefed by Jim, are happy to take the new target location in to the Wing CO and start the process of getting a correction through the system.

Although relieved, I continued to lose sleep over the incident, waiting for some kind of repercussions to eventually come down from Saigon, the Pentagon, White House, wherever. It wasn’t helped by the fact a former Takhli Wing CO, Colonel Jack Broughton, West Pointer, former Thunderbird leader and rising AF star, had earlier been court martialed for covering up an incident when two of his wingmen strafed a Soviet ship in a NVN harbor, as they attacked a AAA site. For those who haven’t read it, I recommend his book *Thud Ridge*, one of the definitive books on F-105 combat in VN; as well as his second book, *Going Downtown*, which is sub-titled *The War Against Hanoi* and Washington, detailing his court martial and explaining the trials and tribulations fighter pilots had in dealing with the onerous restrictions set forth in ROE. ☸



Map of Mu Gia Pass (Jimmiebutler.com)



CASCADE WARBIRD EAA CHAPTER

1066 Yates Road
Oak Harbor, WA
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Cascade Warbirds Quick Look Calendar

January 2006

14 Squadron Meeting
at Museum of Flight

February

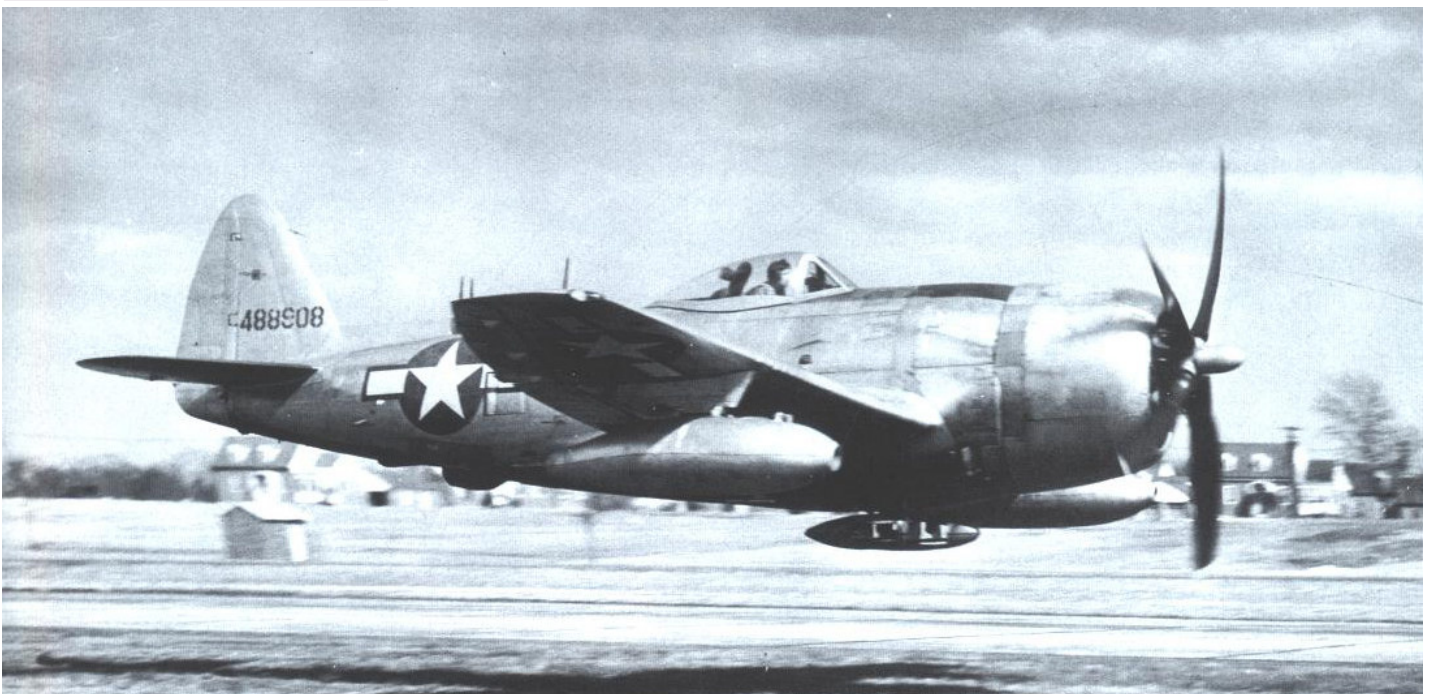
10-11 NW Council of
Airshows Conference
11 Squadron Meeting
at Museum of Flight
23-26 National Warbird
Operators Conference
25-26 Northwest Aviation
Conference

March

11 Squadron Meeting

Squadron Meetings start
at 10:00am

Check **Six**



Republic P-47N Thunderbolt, Ser. 44-88908 Doing a bit of flat-hatting. (F. Dean Collection from *America's Hundred-Thousand*)