



Tom Elliott's Nanchang CJ-6A with Bob Hill's IAR-823 behind. Photo: Karyn F. King/PhotosHappen.com



★ Cascade Warbirds Squadron Newsletter ★

CO'S COCKPIT

By Ron Morrell



I'VE RECEIVED A GOOD AMOUNT OF FEEDBACK since our Safety Stand-down this spring and appreciate the sentiments and support for the efforts. We have hopefully created a new mindset for all our members who have the privilege of owning and flying a warbird. If you weren't able to attend, I hope the fact that many of our members did sit down together and discuss safety issues motivates you to

appreciate the subject and help us spread the word. I thought it would be good to use this forum to extend some of the discussion to those who couldn't make the physical meeting.

We had over 35 of our pilots in attendance and were able to have a dialogue with the help of a general outline of topics involving how we keep ourselves and our aircraft in flying shape. We tried to connect the dots between keeping yourself physically and mentally ready to fly your warbird, the aircraft itself, and the actual operation in a challenging environment. The fact that we need to keep ourselves ready to fly, both physically and mentally, especially on game day at an airshow, is not in dispute but the techniques and discipline we use usually come down to "what's best for you, as long as something is done". Everyone's aircraft is different and unique and needs specific care and feeding.

You all need to have a support network of others with like makes and models to help round out the best practices of how to care for your bird. Just like our type of airshow flying and formation flying, you need to develop friends and wingmen to rely on and trust to tell you the unvarnished truth when you need it! Whether it's a question of maintenance issues or pilot techniques, it's always best to be part of a group and help each other out. This is the biggest strength of the Cascade Warbirds family.

A large part of the discussion revolved around the airshow flying activities and how we handle ourselves at the airshow. The decisions we make when at the briefing, at the aircraft, mounting up and getting your head in the game, and then hitting the start button, create a winning impression or can show our lack of preparation. I have always tried to emphasize the "plan the flight, brief the plan, fly the brief" technique. Which is really much more important than "technique"—it needs to be a rule!

I understand that many of our pilots are not formation pilots and may have no interest in formation flying. But the planning and briefings that the formation pilots use can go a long way toward preparing you for airshow flying, even without being in a formation. I

would encourage everyone who flies in the airshow environment to at least get familiar with a basic formation flying handbook like those found on the North American Trainer Association website or the Redstar Pilots Association website. A primary motivation found in formation flying—and those of us with military training live by the creed—is the mutual support that we find when we know we have another pilot and aircraft in the area to lend us a hand, help on the radio, and keep an eye on our aircraft while we fight the "helmet fire" and aircraft anomaly that jumps up and tries to bite us in the derriere!

A perfect example is what happened at the end of the Olympic Air Show just last week. One of our members developed a rough engine and some oil concerns just after leaving the airfield. Within minutes, the info was out on our "warbird common" frequency and there was a readily available wingman turning back to lend support and help get him back to the concrete. The support may not be needed but it is always a good feeling to have someone looking over your shoulder in case it's needed. A cool-down and restart were all that was needed for everyone to get back to their home bases without any further drama. I want to commend all the pilots for a great job utilizing all the safety aspects we talked about and taking our discussions seriously.

Changing gears: This was the 20th year of the Olympic Air Show and we were thanked by Brian Reynolds for our continued support and participation. He confirmed that the Cascade Warbirds have been in attendance all 20 of those years! It is a great feeling when the Air Boss does the attendance at the morning briefings,

WARBIRD FLYER

✪ Cascade Warbirds ✪

Squadron Commander Emeritus

R.D. "Crash" Williams

Commanding Officer

Ron Morrell

Executive Officer

Dave Desmon

Operations Officer

John "Smokey" Johnson

Adjutant

Fred C. Smyth

Finance Officer

Fred C. Smyth

Officer-at-Large

John Clark

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 the e-mail or mailing addresses below.

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each performer makes their presence known, and he says, "Cascade Warbirds" and at least a dozen voices call out "here"—always fun. Another fun tidbit from this year's Olympia show was the compliment we all received from the Air Boss on Sunday morning when he men-

tioned the perfect timing that the largest group of performers in the airshow demonstrated by being exactly on time ready to launch as Bud Granley landed the P-51 in front of our 14 aircraft.

By the way, "Keep 'em Flying". ✪

SQUADRON NEWS

SCHOLARS ON REPORT

We're happy to announce that fully half of this year's scholars are making good progress in their training. We've received word from our partner **Galvin Flight Training** that **Alex Marshall, London Holmes, Joe Cavanaugh, Gada Ahmed, Devin Graves,** and **Jeffrey Spaeth** have successfully completed the Private Pilot Ground School course. They now move to the flight portion of their training where their scholarships will afford each of them two dual instructional flights.

And two of our scholars have, indeed, logged their first flights recently: **Devin Graves** and **London Holmes** have "slipped the surly bonds of earth" en route to aviation careers. In fact, London was just awarded a flight training scholarship from the LeRoy W. Homer Jr. Foundation that will result in her earning her Private Pilot certificate. We wish her great success.

Further, 2017 scholar **Austin Mix** was finally able to fly his second lesson this spring; it seems scheduling is even an issue with the younger among us.

Lastly, 2018 scholar **Logan Delapp** has been accepted to the US Air Force Academy. Blue skies!

WELCOME ABOARD

One of the more rewarding aspects of being involved in our efforts is welcoming newcomers to the enterprise. Since last issue, we'd like to introduce...

Kyra Betteridge of Issaquah is a UAS Part 107 pilot as well as a professional photographer.

Greg Gilbert of Gig Harbor is the proud owner of an N2S-3 Stearman and has an interest in warbird restoration.

Jerry Paterson of Kent also joins us. He owns a Cessna 180 and a Vans RV-8.

Mark Russell of Lebanon, OR, is a

retired USCG aviator.

When you get a chance, make these folks feel welcome.

THE TIME HAS COME

It is with sadness that we must report that this is the last issue of *Warbird Flyer*, at least for those of you who have not yet renewed for 2018. You know who you are, just have a gander at the address label on the envelope. Send your \$20 now to CWB, 1066 Yates Rd, Oak Harbor, WA 98277. Fred will appreciate it.

RENO AIR RACES

A final reminder, in case it slipped your mind. We still have a couple seats available in our reserved box. Just \$370 for the week gets you up-close-and-personal on show centerline. Camaraderie, reserved parking, pit passes, you name it—you'll find it at the races. Contact Fred; he'll get you lined up.

STAY CONNECTED: FACEBOOK, FLICKR, CALENDAR, MORE

Of course, you're well aware of the email blitzes regarding squadron business and events. And if you've been around for 90 days or more, you know about our quarterly newsletter. Dan Shoemaker's new Flickr albums, containing photos from all our photographers, can be found here: <https://www.flickr.com/photos/CascadeWarbirds>.

Don't forget about our website www.cascadewarbirds.org where you'll find much useful information. It will be undergoing a remodel and will feature, among other items, a reorganization based around our core missions and highlights from our social media presence. Our Google events calendar is top center of the main page and you can find our member roster alongside the aircraft

WE ARE ALREADY IN THE MIDDLE of the flying season and it's hard to believe that the summer solstice and the longest day of the year are behind us! We had great participation at Paine Field Aviation Day and also at the Olympic Air Show. Thanks to all the pilots and marshallsers who came out to support our mission of displaying our aircraft and the history they represent to the public.

So far this season, we have had one injury accident which involved ground personnel and an aircraft being towed. The marshaller sustained a broken wrist and is currently recovering. That is one injury too many! We need to be ever vigilant and safety conscious. Remember, we do this for fun and there is no excuse to do something that might get one of our friends injured.

With the FAST Formation Clinic coming up (June 28–July 1) as I write this, I thought it a good idea to review how we communicate safety concerns while airborne in formation. The reference for this information is found in *The Formation Pilots' Knowledge Guide Version 2.0*, pg. 62-64, published by the FAST Committee and is available for download on their website www.flyfast.org.

Let's do a quick review of the types of radio calls that can be made starting with the most safety threatening to the least.

Knock It Off (KIO)—This is used to cease maneuvering of all aircraft in the flight, mass formation, when safety of flight is a factor or doubt or confusion exist. Any member can call a KIO. Here are some examples of flight factors which would cause a KIO to be used.

- Loss of situational awareness
- Violation of briefed area boundaries
- Aircraft malfunction affecting safety of flight
- Bingo fuel is reached

Terminate—This is used to cease the maneuvering of all aircraft in a specific flight when the learning objectives are reached or are not achievable. Terminate is used when safety of flight is not a factor.

Break Out—The purpose of this is to ensure immediate separation and to avoid a mid-air collision. A wingman **MUST** break out of the formation for the following.

- Loses sight of reference aircraft
- Unable to rejoin or stay in formation without crossing directly under or in front of Lead
- Feels his presence in the formation is a hazard
- When directed to by Lead

Lost Sight—There may be situations when you momentarily lose sight of your reference aircraft while maneuvering and a breakout is not necessary. This occurs when spacing between aircraft is sufficient and a mid-air collision is not a concern. You should immediately advise Lead that you have lost sight. Lead will transmit the flight's location and you should attempt to re-acquire the rest of the flight. If unable, then de-conflict your flight paths and return to the airport for landing.

I hope this quick review is helpful. Don't hesitate to use any or all of these calls while flying in formation.

We still have lots of flying ahead of us this summer so let's all have fun and be safe. ✪

they own. And you, aircraft owner, make sure we have your aircraft listed, and listed correctly. We'll list all, not just warbirds. Additionally, your board members and their contact info can also be found there.

Finally, make sure that when you move, you notify Fred so he can update the database; the USPS will not forward newsletters to you.

SAVE THE DATE

Just so you don't forget and schedule something conflicting, our 2018 Annual Holiday Dinner Party is 8 December in Renton. There'll be much more information as we close in on the date, but mark your calendar now. It's easier to do it this way than later bemoan having to choose.

FLYING SEASON IS UPON US

From tricycle single to light twin to

“medium iron,” which warbird will you take home this summer?



Steve Hewitt owns a 1943 C-45H that was once an AT-7 Navigator trainer. Full info is in his Barnstormers ad. Contact Steve at snjhewitt@gmail.com.



Daniel Sallee owns a beautiful CJ-6A that's just right for the budding warbird pilot. See his ad on Barnstormers for more information about the aircraft. E-mail Daniel at danielsallee@gmail.com.



Vietnam veteran pilot **Richard Kloppenburg** owns an immaculately restored 1967 O-2 that saw service in Vietnam. E-mail him for full information at kloppenburg@mac.com.

Log onto cascadewarbirds.org for more information about each. ✪

MEMORIAL DAY HONOR FLIGHT: PILOT PERSPECTIVE

By Stan "Sundance" Kasprzyk

[CWB member Justin Drafts leaves his Nanchang CJ-6A in the hands of member Stan "Sundance" Kasprzyk while away. Read more of Stan's flying adventures at <http://flightlog.seven-alpha.com>.—Ed.]

JUSTIN – SINCE YOU ASKED ME to keep your Nanchang exercised, here's what's been happening while you're away flying all over the world.

For the last couple of years, Roger Collins has coordinated a Memorial Day flyby at the Tahoma National Cemetery. In 2017, I flew with Dave Desmon in his Navion, but in 2018 I was invited to fly your Nanchang CJ-6 as #4 in the planned four-ship. I invited my friend and maintenance buddy, Walt Cannon, to fly backseat.

We were finishing our pre-flight when Dave Desmon stopped by, suggesting we form up with his Navion down to Bremerton for the four-ship briefing. I accepted and, after Dave left, told Walt I wanted to pull the prop through early. Touching the prop, fully hydraulic locked, solid!

Walt and I told Dave there's no way we could make the Bremerton brief in time, but that we would meet them when we could. Dave came by the hangar and helped us open the cowl the easy way. We drained the locked plug, and Walt used your air compressor to clean and prep for re-insertion. After finding your tools, we reinstalled the plug and cowl, and actually started five minutes before Dave was able to. *Josephine* cranked on the second blade for all three flights!

Our first flight was from Paine to Bremerton, joining up after a ten-second trail departure and flying on Dave's wing to Bremerton, with a 500' pass and pull-up with Dave's smoke on. Dan Shoemaker took great photos from Dave's backseat.

With Roger Collins flying his T-28 and "Smokey" Johnson flying Roger's T-6, we briefed the four-ship and positioned 93-year-old veteran Major Bob Meyer, USAFR (Ret.), in Smokey's backseat. Bob was taken



Roger Collins' T-28C and AT-6A flown by John "Smokey" Johnson, from Dave Desmon's Ryan Navion A. Photo: Dan Shoemaker

prisoner north of Diekirch, Luxembourg by the Nazis on December 18, 1944, in the first days of the Battle of the Bulge. He subsequently "escaped" from a POW camp in northern Germany in May 1945 when his guards fled the oncoming Russians. Bob got his commission in the Air Force after the war and served on active duty as a meteorologist during the Korean War. He retired in the Air Force Reserve after over 20 years in service. His wife is buried at Tahoma Cemetery in a plot next to his final resting place. Bob is turning 94 in September.

Josephine cranked right up, and we completed a four-ship formation departure past Fox Island, south of Tacoma Narrows, then south of Sea-Tac to Norman Grier Field (Crest Airpark) for two awesome passes on the National Cemetery, with Dave pulling up for a "missing man" on the second. Roger and Smokey then headed back to Bremerton, while I joined with Dave for a return to Paine. Seeing the Nanchang fuel gauges bouncing around, I said bye to Dave, pitched out, and landed at Renton for fuel. *Josephine* started perfectly again, and we made a quick return to Paine.

I thought our hydraulic lock was the issue of the day but found out that Smokey's T-6 had radio issues all day, plus electrical issues that were fixed after they diverted to Tacoma Narrows. Roger's T-28 caused the diversion, due to a chip light that came on indicating engine issues. After Roger, Smokey, and Bob diverted to Tacoma Narrows, Dave and Dan flew there to offer assistance in the Navion. While enjoying lunch at The Hub restaurant on the field, an anonymous diner picked up the tab for all, in appreciation of Memorial Day! A fine gesture to cap a great day of flying.

Roger's T-28 ended up stuck at KTIW for maintenance, and Smokey was able to get the T-6 back to Bremerton NORDO on Dave Desmon's wing. Still, a great day, and Walt and I had an absolute blast. Other than the hydraulic lock, *Josephine* was awesome, starting perfectly, with good temps all day, and great air pressures. She performed well in our four-ship salute to our veterans on Memorial Day. She's fully fueled and ready for her next adventure! 🍀



Justin Drafts' Nanchang CJ-6A flown by Stan "Sundance" Kasprzyk. Photo: Dan Shoemaker

MEMORIAL DAY HONOR FLIGHT: VETERAN PERSPECTIVE

By Roger Collins

AS NOTED IN SUNDANCE'S EXPOSÉ, we took Major (Ret.) Bob Meyer with us on the Memorial Day flyover of Tahoma National Cemetery. Bob flew in the back seat of my T-6, flown by John "Smokey" Johnson. This was Bob's first flight in a T-6, for which he was thrilled. He had hoped to pilot a T-6 for the Army Air Corps during pilot training in 1943 but his spot in flight school was revoked when the Army decided it no longer needed enlisted pilots and went to an all officer pilot program. Private Meyer was reassigned from his pilot training base in Florida to the infantry in Louisiana to bolster the ground-pounder ranks for the invasion of Europe.

After infantry school, Bob was shipped to England and then taken across the Channel to be landed on the Normandy beaches in August of 1944. In the fall of '44, Bob was assigned as a replacement machine gunner to a unit that was positioned on the front line in the Ardennes Forest. Bob was taken prisoner north of Die-

kirch, Luxembourg by the Nazis on December 18, 1944, in the first days of the Battle of the Bulge. He subsequently "escaped" from a POW camp in northern Germany in May of 1945 when his guards fled the Russians. Bob received his commission in the Air Force through the ROTC program at Washington State University after the war and served on active duty as a meteorologist during the Korean War. He retired in the Air Force Reserve after over 20 years in service. Bob went on to get his private pilot certificate on the GI Bill and flew fairly actively for a number of years in the Bremerton Flying Club.

I met Bob in the summer of 2014 through a mutual admiration for WWII Willys jeeps; Bob completely restored his, I bought mine restored. I had the pleasure of taking Bob flying for the first time in my T-28 on September 14, 2014. He has since flown in my Navion (L-17), Beaver, and AT-28D-10, and now the T-6. Bob is turning 94 this September 3rd.

He wrote me the following email summing up his experience and thoughts on Memorial Day. ✪



Bob Meyer in Roger Collins' T-28C.
Photo: Roger Collins



Roger Collins, Dave Desmon, John "Smokey" Johnson, Dan Shoemaker, and Bob Meyer. Photo: Dan Shoemaker

Hi Roger,

Thank you so much for a wonderful Memorial Day. You gave me an event I will cherish forever. Memorial Day was always special to me from my early days, as my family always decorated the grave of my infant brother who was born and died four years before I was born.

Memorial Day was originally a day set aside to remember and honor those who died in the Civil War but now we extend this occasion to include all whose lives made a significant contribution to our life today. Our freedom and way of life was made possible by the service and sacrifice of our departed veterans, so it is with special emphasis that we remember them on this special day devoted to them.

Since the largest concentration of veterans' graves is in our national cemeteries, it is appropriate that a special act of remembrance be conducted at these cemeteries. What could be better than a fly-over with a flight of military planes, flying with the grace and freedom of

eagles, together with a unity of purpose, and departing to carry on for others in the future. It was my great pleasure and honor to participate in the Cascade Warbirds fly-over of the Tahoma Cemetery and of the Allyn Community Memorial Day ceremony.

In flying over the cemetery, I had the feeling that I was mingling with the spirits of those whose remains were buried below. I had a very special interest in the fly-over as my wife of 67 years was one of those interred there, and I will be buried there with her when I die.

On visiting the Hamm Cemetery in Luxembourg, I was mesmerized as I noticed that so many headstones bore the date of death as 18 Dec 1944, the same date I was captured and became a POW. I am so grateful that I was a survivor and have enjoyed 74 years of life that my wartime brothers were denied. So, yes, Memorial Day has always been important to me with many special meanings.

Bob Meyer

AS A YOUNG FLIGHT SURGEON, I can still remember my first night flight in the F-15. That evening flying with the wing commander, I was in awe of the beautiful lights out the large canopy with the incredible view from the back seat. After my first experience operationally flying with night vision goggles, I was already overwhelmed by the difficulty of depth perception, in and out of the gogs. As we returned to Portland, he rolled the "Mighty Mighty" on her port wing with hard right rudder to hold our altitude (somewhat). At that point, looking down upon the beauty of the metropolis with its flickering lights was a sight to behold. He commented on how beautiful it was, and then much to my surprise, how much he disliked flying at night. Wait, what?!

Years later, after gaining my own private pilot certificate and flying at night, I understood. Flying at night can be downright nerve wracking. The old pilot adage of always having an emergency landing site in mind becomes significantly tougher at night when you simply can't tell what that devoid black area beneath you consists of. Is it trees, buildings with no lights, rolling hills, or water? That's when it became very clear to me why he didn't like flying at night. More than likely, his larger concerns are the other limitations of vision at night, as the Eagle has virtually no alternate emergency landing sites over populated terrain. How well can you see at night? An aviator, flying at night, must scan the sky steadily, focusing on his or her peripheral vision to avoid common night-flying hazards, such as a central blind spot, night illusions, and adjustment to those bright lights below.

Night vision is of particular importance to pilots operating aircraft at night. According to the American Optometric Association, "Visual acuity may be reduced to 20/200 or less, color vision is lost, blue-green lights will appear brighter while red lights will appear dimmer, problems may occur with night myopia, depth perception is degraded, glare is a factor, and a central blind spot is present." These effects are common participants in the formation of night illusions.

Night flying may cause illusions and/or confusion which can increase the hazards of flying. Distant stationary lights can be mistaken for stars, or aircraft, in clear night conditions. When a pilot approaches a well-lit field to land, with no other lighting in the surrounding terrain, the *black hole approach* illusion occurs, due to a lack of peripheral visual cues. When bright runway

and approach lighting systems coincide with few lights illuminating the surrounding terrain, the illusion of a shorter distance to the runway than actually exists may occur.

To the benefit of modern aviation, many of today's mainstream instruments and systems will provide the pilot with aircraft orientation and position relative to the surface of the earth to compensate for errors of judgment of distance during the night, visual autokinesis (a small light appearing to move when stared at in darkness), confusion of stationary lights, other illusions, and the central blind spot.

So, what is the central blind spot, anyway? During phase 2 of my flight surgeon training at the now dilapidated and long-forgotten Brooks Air Force Base in San Antonio, TX, I recall sitting in a large blackened room experiencing a demonstration of the central blind spot. With the large screen in front of us also blacked out, we were told to focus on a small photo on the right side. As the instructor flashed photos through the slide deck, he told us to not scan the screen but to stay acutely focused on those photos. When he was done, he advised us to then look to the left of the photo and he was going to repeat the series of photos for us. You could hear many "oh my gods," "holy shits," and gasps as he repeated the slides, as now we could clearly see a large depiction of a C-130 coming

straight at us!

How did we not see that? It is called the blind spot. To not be too technical, it is an area on your retina where there are no vision receptors (rods at night), so it truly is a blind spot when your eyes are not moving. Much to our benefit, our brains will usually fill in that blind spot with other information. The problem at night is that "other information" is darkness. That day we learned the key importance of giving your brain all the correct data, to simply keep your eyes moving. Constantly scanning up and down in a pattern from left to right. The blind spot will be gone and the likelihood of missing a critical visual cue will be greatly diminished.

In addition to the central black hole is the need for time for eyes to adjust. I can remember camping with my father and him joking to not stare at the fire too long or when the Indians attack I won't be able to see them! Well there is lots of truth to not being able to see objects in the dark until your eyes have had time to adjust. As the eye moves from a bright environment to a darker one, the rods of an eye may take forty-five

Resources

Federal Aviation Administration. *Pilot's Handbook of Aeronautical Knowledge*. 2016.

Federal Aviation Administration. *Airplane Flying Handbook*. 2016.

Oxford Aviation Services. *Joint Aviation Authorities Airline Transport Pilot's License Theoretical Knowledge Manual: 040 Human Performance & Limitations*. 2001.

American Optometric Association. *The Eye and Night Vision*.

ONE OF THE MOST RECOGNIZABLE SYMBOLS of political power in the world is the Boeing 747-200B used to transport the president of the United States. In *Air Force One: The Aircraft of the Modern U.S. Presidency*, authors Robert F. Dorr and Nicholas A. Veronico tell you everything you've ever wanted to know about this singular aircraft. The book is chock full of technical data, facts, and figures, with historic color and black & white images all presented in an enjoyable and readable large format.

Air Force One is a newer version of an earlier book with the same title written by the late Robert F. Dorr. Co-author Nicholas A. Veronico has updated Dorr's text and brought the book into the 21st century.

The book contains chapters that cover security arrangements for arrival and departure of Air Force One, reasons for the development of presidential flight, the transition from propeller to jet aircraft, significant historic events that took place on Air Force One, the role of Air Force One during the Kennedy assassination, technical description of the current Air Force One, and additional aircraft serving the president. In the appendix is a list of the eleven Air Force One aircraft used from 1943 to the present. There are photos of past presidential airplanes and where they are now located on display. The book concludes with a bibliography and suggested reading, along with an index.

Extended captioning in *Air Force One* provides readers with more than the usual frustrating thumbnail descriptions found in many picture-laden books. There are numerous stories about the people who have flown on the presidential airplane as well as many tales of those who designed, built, and marketed these special aircraft. Throughout the book, there are original interviews with many of these people. Each airplane used as Air Force One is also described along with several contenders that never made the grade.

At first, carrying the president via air was controversial because aviation is demanding and unforgiving.



Air Force One: The Aircraft of the Modern U.S. Presidency

Authors: Robert F. Dorr and Nicholas A. Veronico

Hardcover, 160 pages

Motorbooks

The public easily forgets how new and novel air travel was as short a time ago as the 1960s. When Franklin Roosevelt stepped aboard a C-54 Skymaster in 1944 for his overseas trip to Malta, he traveled in a state-of-the-art airplane that today would be considered anything but! This makes *Air Force One: The Aircraft of the Modern U.S. Presidency* not only the history of an airplane but a history of technological development in our country. For this reason, and many more, the book is a worthy addition to any person's aviation library.

Peter Stekel is the author of *Beneath Haunted Waters* and *Final Flight*. A writer with over 25 years' experience in a variety of subjects, his interest during the past ten years has focused on World War II US Army Air Forces training accidents. 🌐

minutes or more of absolute darkness to attain 80% dark adaptation. Total dark adaptation can take many hours. During and after this period of adjustment, the sensitivity of rods to light is increased dramatically. Due to the length of time necessary to fully adapt to the dimmer environment in the cockpit, night-flying pilots should prepare in advance, and avoid exposure to bright light prior to any night flight.

Conversely, adaptation is reversed when you enter a well-lit area or are temporarily exposed to

bright light. The reversal/desensitization of the human eye uses cones, which give us detail and color. However, it takes only a few seconds for your cones to adjust to light. Sudden light will result in temporary blindness, quickly gaining vision, and then a much longer period of readjustment to the darker area in the cockpit. For this reason, most night operations, be it in the military, boating, or flying, will use red lights, low-intensity white lights, or glow sticks. The specialized lighting allows pilots to first

adapt to the dimly-lit cockpit and keep their eyes adapted by avoiding bright lights in the cockpit during flight.

If you'd like to speed up the process for your night vision, here are a few tips. Wear sunglasses, turn down the brightness of your displays, avoid looking directly into bright lights, and let your eyes adjust naturally by simply closing them for a few minutes. I hope this information is helpful and will make you safer!

Keep the dirty side down. 🌐

OLYPMIC AIR SHOW

Photography by Dan Shoemaker



Vic Norris' IAR-823 is part of the beautiful scenery.



Steve Baldwin, Dave Osgood, and a visitor chat in front of Steve's 1948 L-17B, with Ron Morrell's T-28A and Jeff Kimball's L-16A behind.



Ron Morrell's T-28A leads a formation of John "Smokey" Johnson's T-6G, Tom Elliott's red Nanchang CJ-6A, and Larry "Spooky" Pine's green Nanchang CJ-6A.



Llew Roberts and Gary Shipler pilot the official CWB aircraft tug.



Steve Baldwin and Dave Osgood talk to visitors in front of Dave's 1948 Ryan Navion A.



Bob Hill and Vic Norris assist tug crew Gary Shipler and Llew Roberts in moving Bob's IAR-823.



A visitor reads Dave Osgood's "completely accurate" prop card.



Jeff Kimball's L-16A, the military version of the Aeronca Champ.

PAINE FIELD AVIATION DAY

Photography by Dan Shoemaker and Kyra Betteridge



Vic Norris shows his Romanian IAR-823, Tigru de Iarnă.



Roger Collins' 1950 Ryan Navion A, flown by Justin Griner.



Dave Desmon's 1948 Ryan Navion A banks for the crowd.



Roger Collins' AT-28D-10 and AT-6A, flown by "Smokey" Johnson.



Visitors (carefully!) examine Roger Collins' AT-28D-10.
Photo: Kyra Betteridge



Dave Osgood's 1948 Ryan Navion A.

"Smokey" Johnson in Roger Collins' AT-6A chases Roger in his AT-28D-10.

Far right: JF Vallee's 1948 Ryan Navion sports Canadian markings and a plush moose. Photos: Kyra Betteridge



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CHECK SIX



In 1943, the U.S. military asked the National Advisory Committee for Aeronautics (NACA) to research how aircrews and aircraft might better withstand ditching. One joint project with the Army involved instrumenting and ditching a Consolidated B-24 Liberator in Virginia's James River. The force of the impact was measured and the information obtained was sent to aircraft manufacturers and air units in both theaters. The research helped to save the lives of aircrews who found themselves stricken over the ocean.

Photo from NACA film: <https://www.youtube.com/watch?v=BSDa9z4kdOg>

Partial text from NASA: <https://www.nasa.gov/centers/langley/news/factsheets/WWII.html>

UPCOMING EVENTS

July

6-8 **Arlington Fly-In**

23-29 EAA AirVenture
(Oshkosh, WI)

August

3-5 Seafair

10-12 Abbotsford Int'l Airshow

17-18 Warbird Weekend
(Heritage Flight Museum)

24-25 **Airshow of the Cascades**
(Madras, OR)

24-26 Wings over Republic
(Republic, WA)

25 **Bremerton Fly-In**

25-26 Olympic Peninsula Air
Affaire
(Sequim, WA)

September

8-9 Hood River Fly-In

12-16 Reno Air Races

22-23 Felts Field Autumn Invita-
tional / Vintage Aircraft
Weekend
(Spokane, WA)

28-30 Oregon Int'l Air Show
(Hillsboro, OR)

October

6 Benton Air Faire
(Redding, CA)

13 Member meeting, 10 AM
Board meeting, 1 PM
Museum of Flight
(Seattle, WA)

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

See the website or contact the
Operations Officer for details.