



John "Smokey" Johnson takes off at EAA AirVenture to join the T-6 80th anniversary formation. Photo: Al Sauer



★ Cascade Warbirds Squadron Newsletter ★

## CO'S COCKPIT

By Ron Morrell



**SO, HOW WAS YOUR SUMMER?** I hope that all our squadron members have come to the fall worn out, tired, and ready to rejuvenate over the dark days of the Pacific Northwest winter...all so they can start again and make next summer great! That is not to suggest that we should not take advantage of the occasional sunny day that just screams to us to defy gravity and keep the flying skills sharp.

Now is the time to start making next year's flying season happen.

We need your feedback and suggestions for how to plan and manage next year's activities. Did we miss something in 2018 that we can prioritize in 2019? On the subject of helping the squadron and contributing to the mission, would all of you continue keeping an eye out for speakers and presenters for our winter meetings? Our Executive Officer, Dave, does a great job keeping our meeting interesting and informative but he could use your help. If you know someone who knows someone else (a sister of a cousin that works at Starbucks, for example), keep Dave in mind and put them in contact.

I would like to commend a couple of our members for some outstanding work helping expand our warbird community this past summer. Although the Cascade Warbirds squadron cannot formally sponsor events like the formation clinics that have happened in the past, John "Smokey" Johnson and Dave Desmon did us all a great service this past June introducing local and not so local formation pilots to our area. And, with so many CWB members in attendance, spread the word about our area and the warbird flying we all do out here in the Pacific Northwest. We even have a couple more formation pilots in our squadron thanks the work of these two members. Congrats on a great event, and the awesome spaghetti! All those who volunteered to make it happen should be thanked! I just hope the Bremerton restaurant patrons forgive us for our boisterous dinner on Saturday evening.

Another advertisement for some of our volunteers: the CWB has a flock of very good photographers, led by Dan Shoemaker, who tries to coordinate and collect photography to showcase our squadron. What we need is some consideration by all of our pilots to get these camera-toting members some room in their aircraft whenever possible. Even when we have a couple of members at a small event, or one that isn't even a CWB-specific event, if you see one of our photog members, please make an effort to put them in a seat. You never know if you might get a calendar centerfold out of the effort!

Since this newsletter just happens to come out during the begin-

ning of the meeting season, I will make another plea for a volunteer or two. The meetings have been sorely lacking in safety and maintenance contributions. We are in need of volunteers to become safety experts, or at least volunteer to present a safety or maintenance briefing at the meetings. The idea of talking about situations and experiences, either from an "I was there..." perspective or stories handed down, is an essential way to highlight problems that someone may have never seen but could gain from hearing how others dealt with.

These safety items don't always have to be from the pilot's perspective. Many passengers have experience that we all could learn from. Hangar talk is one of the best ways to keep all our pilots talking about flying when on the ground during the wet winter months.

Our newsletter editor would probably take those same stories and help you inform the entire membership even when they can't all attend the meetings. He may even be able to help you keep it anonymous if "it wasn't you, only someone you heard about."

I realize that much of this discussion has involved pleading for help and volunteers for the squadron. That is how we keep the organization moving forward. This happens to be the time of the year that we need the new ideas and critical thinking that help move the Cascade Warbirds squadron forward and keep us from missing those talented individuals who just need someone to ask for their opinions to "Keep 'em Flying". ★

## 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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## NEW FACES

It's always a pleasure to welcome newcomers to our group. Since the last time around, we now introduce **Tanner Matheny** of Oak Harbor, WA. He's an NFO flying out of NAS Whidbey Island. **Craig Cummings** lives in Kirkland and owns a Navion. And **John Fitzgerald** of McGill, NV, re-upped after 14 years in the wilderness. We expect to see all three gents around the party table.

## 2019 RENO AIR RACES

It's time to decide where you want to sit next September. Our front row A-41 box is already half full. If you'd like to sit up front, you can reserve your seats for \$100 each. Send your check to CWB, 1066 Yates Rd, Oak Harbor, WA 98277. Same thing goes for the B-40 box—just \$100 per seat to reserve seating at the Races.

## CHRISTMAS GALA

Our annual Christmas dinner party is scheduled for Saturday evening, 8 December. We'll be at the Renton Red Lion again this year, so don't make conflicting plans. Stand by for email blitzes as we get closer to the event.

## SCHOLARLY HAPPENINGS

Our scholars have been very busy these past several weeks. Since our June report, **Jake Anderson** and **Conner Spurling** have now completed their ground school. We should point out that these two lads plus **Jeffrey Spaeth** were recognized by the staff at our partner **Galvin Flight Training** as being especially conscientious in their studies.

And there's been a lot of flying this summer, too. **Alex Marshall** has completed his first dual flight while **Gada Ahmed**, **Connor Spurling**, and **Jeffrey Spaeth** have each also finished their second instructional flights. In fact, **Gada** was so enthused that he enrolled in the Private Pilot program at Galvin. It seems that our scholarship program is experiencing another successful year.

## WARBIRDS-R-US

A few of our members still have airplanes they would like to go to a new good home.



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](mailto:snjhewitt@gmail.com).



Vietnam veteran pilot Richard Kloppenburg owns an immaculately restored 1967 O-2 that saw service in Vietnam. Email him for full information at [kloppenburg@mac.com](mailto:kloppenburg@mac.com).



Paul Lewis has a Nanchang CJ-6A with many updates that's perfect for formation and show flying. Get all the details by e-mailing him at [okanog-anlew@gmail.com](mailto:okanog-anlew@gmail.com).

And late-breaking notice comes from Gary and Linda Hagstrom that their 1965 Yak-18 is available.

Log onto [cascadewarbirds.org](http://cascadewarbirds.org) for more information about each. ♻



## MY 1947 STAMPE

By Bob Hoyt

*[In response to our request for stories about our members' interesting aircraft, Bob Hoyt wrote a brief about his French SNCAN SV.4C, a Belgian Stampe et Ver-tongen built under license by SNCAN, Société Nationale de Constructions Aéronautiques du Nord. Re-engined, some refer to this as the SV.4E.—Ed.]*

**MY DAD WAS IN THE AIR FORCE** and I was born at Langley AFB in Hampton, VA. While stationed in England, he purchased our Stampe in 1971. He put a Lycoming IO-320 on it in 1977, getting rid of the old Renault engine. He found an old Messerschmitt 109 wreck in the Belgian Congo when he was a flight surgeon, clipped off the stick, and attached it to the Stampe's rear stick. The plane needed brakes, so we put on Cleveland brakes. We bought MacWhyte wires to replace the old guide wires.

I bought the plane from my dad in 2003 and had a ground up restoration for 3 years. I installed Becker radios and made the trigger switch my push-to-talk button. We replaced the wings and rebuilt the tail box. I found an old Firebolt nose bowl that I built a custom cowl around and obtained a 14" spinner to give it an elongated look like the original inverted inline Renault.

This airplane was used in the movie *The Blue Max*. It also appeared in some commercials in the late 60s when it was over in the UK. The airplane is a true joy to fly.

My 1947 Stampe, today, is painted in a French Navy scheme, where it served from 1947 to 1951. I was recently given photos of it in Britain and France in the 1960s—cool historical pictures of this 71-year-old legend. ✪



Bob Hoyt's Stampe in England in 1968 (top) and its first flight after restoration in 2006 (bottom). It continues to delight aviators young and old (left). Photos courtesy Bob Hoyt.



## SCHOLARSHIP MEMORIAL

*[A recent donor to our scholarship program, which funds ground and initial training flights for area teens, sent in the following note of thanks, which we thought to share with everyone. If you wish to support the aviation education of deserving local youth, please contact Squadron Adjutant Fred Smyth. Thanks go to CWB members Larry Pine, Tom Elliott, Dave Osgood, JF Vallee, and Brad Engbrecht for flying the missing man memorial.—Ed.]*

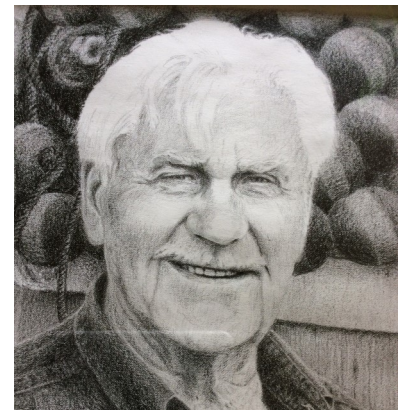
Hello Fred,

Today I mailed our donation to the scholarship program in the name of my father, Captain Karl Mehrer, WWII vet recently deceased at 92 years old.

He spent his last 40 years restoring historic sailing schooners on Puget Sound and putting those ships to work training young people about the joys of the sea, many of whom he channeled into maritime careers.

Thank the Warbirds for their fabulous formation flyby at the Captain's memorial service over Lake Whatcom; we will never forget that tribute.

Thank you and best regards,  
Kathleen Mehrer ✪



Karl Mehrer served in the U.S. Merchant Marine during and after WWII, and later restored the schooner *Zodiac*. Photo courtesy Kathleen Mehrer.



## ARLINGTON WWII VETERANS' GATHERING

By Brandon Edwards

**WHEN WE MISS ROUTINES**, such as the nearly annual visits of the B-17, *Aluminum Overcast*, and the special friends that gather with many of our squadron when we crew her visit to Washington state, some will look for another appropriate setting as an excuse to gather that special group of friends. Our time together is precious, upon reflection on those absent from us now. So, this year, Art Unruh, our Silver Star awarded WWII B-17 waist gunner, and Brandon Edwards, CWB Veterans Liaison, discussed what the goals of such a gathering could be.

With logistical considerations for key squadron members who could assist with coordinating the details in advance and behind the scenes, Arlington became the venue. When the goals were presented to fly-in Executive Director Barb Tolbert, she was immediately excited and supportive. Several hoped-for sponsors and invitees could not partner at the fly-in this year for various reasons. But Barb did not want to disappoint and understood that another venue as suitable was not likely to be had this year. It was after our targeted commitment or drop out date of June 1st when Barb contacted Mark Gresham of the Puget Sound Military Vehicle Collectors Club—the “Camp Adams” group leader—and shared what this exceptional gathering to honor some very special history and patriots could be.

Mark immediately stepped in, practically begging to help, and offered to provide a BBQ meal and shaded seating for what could be as many as fifteen WWII B-17



Members of the Blanchette family, Cassie, Michael, May, and Frank, gather for the missing man flyover. Photo: Marylee Edwards

veterans accompanied by a few of their family or escorts. Even without an RSVP from these special friends, Mark obtained meat for the Carolina smoker to accommodate the potential turnout.

As it unfolded, the timing was tragic. We learned our beloved ball turret gunner, Emery Blanchette, had just passed on June 11th. His services at Tahoma National Cemetery were scheduled for Friday, July 6th, the day of the gathering before the evening air show at Arlington. Since then, we have also learned Walt Creigh, B-17 pilot and family of squadron member Sam Warren, passed in March.



CWB members Dick Nelms and Art Unruh at the Arlington Fly-in, sharing with each other their handfuls of flack and their stories of when they were hit by it 74 years ago. Photo: Brandon Edwards

With every day this side of the grass a gift, the next day, treasured friends and fine examples May Blanchette (Emery's wife of 73 years), Dick Nelms (B-17 pilot), Elden Larson (B-17 pilot), Art Unruh (B-17 gunner), and Don Wood (B-17 pilot) made the journey with family and were received by Cascade Warbirds members in the airshow reserved parking.

In addition, Art Unruh drove himself out alongside Taxiway Delta, setting up and displaying WWII memorabilia with his book, *The Shadow Casters: My Journey Through the War & My 51st Mission*, which was showcased for sale. Worthy of mention, Art also served 20 hours in 2 days at Arlington this year with the Flying Heritage & Combat Armor Museum, next to their P-40 and P-47 parked on the ramp, something Art has come out to do now for nearly 20 years. And then Art joined his fellow veterans, May, and family for their



tribute dinner hosted at Camp Adams.

Cascade Warbirds flew a special opener for the main event Saturday afternoon. Timed at the finish of the national anthem, the call went out: "Ladies and gentlemen, your eyes to the sky, as we take a moment to remember all those we miss!" CWB pilots John "Smokey" Johnson, Dave Desmon, Bob Hill, and Vic Norris flew over, performing a missing man formation in tribute to Emery Blanchette. Brandon Edwards made the announcement and shared over the PA the tribute and memorial to Emery, asking visitors to find our WWII friends and family to have their own memorable conversations regarding the great service they gave to our country almost 75 years ago.

Our VIP guests were given a tour of the entire ramp in the military vehicle parade. Just before dinner, they were also given the opportunity to go out on scenic flights with some of our Cascade Warbirds. May Blanchette was accompanied by her son Michael, daughter Gigi, granddaughter Cassie, and nephew Frank. Together they were given a beautiful scenic flight aboard Steve Hewitt's C-45. Don Wood took control of Dave Osgood's Navion for a two-hour tour above Puget Sound and Lake Washington with his son J. Bryant and his wife Debbie. Dick Nelms flew Dave Desmon's Navion, putting it through its paces and impressing his son Garret—and Dave!—during their scenic flight.

Other good friends and servants got their first small aircraft flights. Career Navy veteran of Desert Storm and Operation Enduring Freedom, Rob Hernandez, and his mother were flown out over the islands by Sam Warren in his Cessna 182 *Gloria*. Sam and *Gloria* also gave this writer and his CWB sweetheart, D'Ann Gidos, her first sunset flight the night before. Divine timing, Sam!

With deep appreciation for our combined efforts, thank you for making this special gathering and memorial tribute a mission accomplished that celebrates life



J. Bryant, Debbie, and Captain Don Wood with Dave Osgood after their appreciation flight. Photo: Marylee Edwards

and the service of it!

I am also pleased to convey the significant appreciation each of Emory Blanchette's family expressed for everything the PSMVCC and Cascade Warbirds did at the 50th Arlington Fly-in for them and in recognition of his nearly 94 years of wonderful contributions. It is especially well summed up in a beautiful card from Emory's widow, May. ✪

Dear Brandon & Family,

Thank you so much for the kindness you showed my family and myself in memory of Emory—he would have been so proud and so honored!

I would like to stay in touch with you and attend some of the local events, if possible.

Love to all the "Warbirds,"

May B.



CWB member Steve Hewitt flew multiple appreciation flights for the Blanchette family, U.S. Naval Sea Cadets, and others. Cadets Ecolango, Chacko, and Golshanara pose with Steve Hewitt and CWB Veteran's Liaison Brandon Edwards. Photo: Mike Golshanara



Dick Nelms with CWB friends D'Ann Gidos and Marylee Edwards after his appreciation flight with Dave Desmon. Photo: Brandon Edwards

**ALMOST EVERYONE KNOWS ABOUT** EAA AirVenture Oshkosh, the world's largest air show. You need to visit it at least once. Last time I was there was the last year that "Crash" Williams was flying the Avenger. I had to fly in commercial and slept on a friend's couch in his motor home, but I hung out with Crash.

This year the Western Antique Aeroplane and Automobile Museum (WAAAM) in Hood River, OR was invited to participate in the show by attending with our WWII training gliders, the Laister-Kauffman TG-4A, Taylorcraft TG-6 and Piper TG-8, which happen to be the last flying examples in the world.

The trailers were serviced and loaded on Tuesday, July 17. Wednesday, on the road at 6:30! I hate waking up alarmed! Destination: Missoula, MT, 486 miles away with an overnight stop hosted by EAA Chapter 517.

It was quite the operation. Al was convoy lead, pulling a fifth wheel, with Margaret as navigator. Ben and Doug were in Ben's motorhome pulling a trailer with Jeep and military gear for our display. Felix pulled another fifth wheel. Russ and Jay, in a 40-ft motorhome, pulled a cargo trailer with the TG-6 & TG-8. Alan and Butch in attack Subaru #1 rode as tail gunner or rear guard. Marici and Scooter were way out front with the TG-4 glider behind her Toyota. A Beech 18 and Stinson L-5 flew as "air cover." JC and his motorhome and Jim in attack Subaru #2 joined us in Spokane.

On Thursday, we departed Missoula for Sheridan, Wyoming, 480 miles away. Where do you park this many rigs? You find airport buddies and park at airports! Plus Robin in the Beech 18 and Jan in the L-5 need to park the planes. What we didn't know was that there was a huge celebration of sorts happening, so some of our crew went to town. I heard the next morning that they really celebrated. Don't know who the designated driver was,

but we were ready to go the next morning! Friday, July 27. We departed Sheridan and arrived in Sioux Falls, SD after 588 miles. EAA Chapter 289 hosted us and insisted we stay for their pancake breakfast Saturday morning. We wanted to be on the road early,

but a pancake breakfast is hard to turn down. Instead of a 6:00 departure, it was closer to 9:00.

We arrived in Oshkosh on Saturday, though a bit later than planned. About an hour out, we could see dark clouds hanging over OSH. We did run into a couple of showers but missed most of the rain; the airport was soggy. The last twenty miles, a short cut, was a narrow winding road. Ninety-degree corners on small town streets with an 80-ft rig made things very interesting for us. Breaking over a hill, we could not see the airport but could see the camp where we would be staying. It looked like a city! It was huge.



Ben had gone ahead to meet his contacts and then talked us in to park the trailers, pick up our passes, and set up camp. Our display was in the Warbird Center at the far north end of the airport. Camp was two miles south, as far as you could be and still say you're at OSH.

Sunday, July 29 was display set up day. A cold damp morning with just a little bit of drizzle on us as we headed to the display area to unload the gliders and start setting up. By noon, the sun had come out and we had all shed our yellow rain coats.

We had lots of attention. Visitors, EAA camera and video crews, everybody seemed to be plenty interested in what we were doing as we were assembling the gliders and our wall tent. The tent had to be put up twice since we spread it out on the ground inside out the first time. It had been sixty years since I had helped put up a tent. I was holding one of the corner posts and looking at the ropes, which were all on the inside. "Guys, there's something wrong with this picture!" When we flipped it over, we found under a flap a complete pictorial and instructions on how to raise the tent.

Location, location, location. The WAAAM gliders were sitting right behind the warbirds theater grandstand. All the action surrounded us; we had maximum exposure. Crowds of people surrounded the gliders every day. I only wish I had been able to record some of the stories we were told by family members who had fathers flying gliders and what their experiences were. That is history lost.







We were also right beside the warbird staging area. About fifty T-6s lined up to perform for their 80th anniversary. The gliders were tied down, but we had a wall of people between us and the planes, plus our crew were holding them down when the T-6s started their engines and taxied out. Same thing when the Corsairs and Bearcats fired up for their flights. Then we had Tiger-cats and the C-47s. A whole lot of propwash!

Friday, August 3 was first flight for the gliders. A couple of pilots with tow planes and experience volunteered to tow them. The B-29 *Doc* and the B-17 *Aluminum Overcast* launched first. Then the gliders staged and took off. Ben was lead with the TG-8 and Robin was #2 in the TG-6. They released at 1,000 ft AGL and flew under the B-29, B-17, and a B-1 bomber in formation. Top cover was a flight of P-51s and four C-47s crossed in between doing their thing.

We had mounted my GoPro camera in the TG-6 and got an excellent video from takeoff to landing. After release, the gliders did a 360 and then lined up for downwind. They have a glide ratio of 8-to-1. Think engine out dead stick in a J-3 Cub or Taylorcraft. Base to final, Robin landed and rolled out, in front of the crowd, to a stop right in front of his ground crew. Ben, on the other hand, extended his downwind leg a little too far and landed a tad bit short. I heard his ground crew had to go rescue him at the south end of the runway and push him a mile back to our location. I think he bought a round of beer at the bar that night for his crew!

Saturday's flight was a repeat, except that both gliders landed spot on where they needed to roll out. It was a little cool and breezy on Saturday, so our whole crew was wearing our official WAAAM yellow rain jackets and glider crew hats. I knew we were trying to get out of Dodge on Sunday, so I went back to camp to prep the rig.



Monday, August 6 and back on the road. Did I mention I hate waking up alarmed? Reverse course but with only two rigs. We drove about 700 miles and headed for a KOA campground off the freeway, but no campsite was big enough for my 80-ft rig. We stayed in a chamber of commerce parking lot. On Tuesday, I wanted to make it an easy day and stop at Butte, planning to be on the road four days. I was outvoted and we ended up outside of Missoula. Again, we stayed the night in a parking lot, across the street from a coffee and fuel stop.

The alarm went off again Wednesday morning and we made it to Spokane before lunch. JC headed home to the Seattle area and we came back to Hood River, arriving at WAAAM right at 5 PM. Trip over! WAAAM issued each of us two t-shirts, a hat, and the rain jacket as our official uniform. All the volunteers paid their own way, including those who drove and those who flew in. We had a crew of thirty mid-week. Would I do it again? YOU BET! But this was like a once in a lifetime event. Way to go, crew! 🍀

All photos courtesy Russ Paddock.





## HIGHLIGHTS: AIRVENTURE 2018

Photography by Al Sauer

**AIRVENTURE 2018 WAS A MILESTONE** year for me, this being my 40th straight year in attendance. Once again, the show did not disappoint. From the regular attendees to the latest restorations, there's no place else to see it all like Oshkosh. Please enjoy my photos of some of the highlights.



Approaching stormy weather cancelled the Wednesday night airshow. The B-1, which was scheduled to depart during it, gave those of us who waited in the rain quite a show with an afterburner takeoff and kept them lit while circling into the clouds.



This group of C-47s took to the skies a few times and looked great.



Oshkosh is all about firsts and the appearance of this Gloster Meteor was a first for many. It is also currently the oldest flying jet in the world.



“Year of the Tanker” was one of the themes of AirVenture 2018. There were many special fly-bys, including this one of the KC-135 and two F-22 Raptors.



Twenty-eight T-6/SNJ/Harvards practiced this formation to celebrate the aircraft's 80th anniversary. Can you spot “Smokey”?



What's better than a Yak-55? How about two of them put together. And how about strapping on a jet engine that produces 3,000 pounds of thrust? I think Bud Granley would have a good time with this creation.



# HIGHLIGHTS: FORMATION CLINIC

Photography by Gary Shieler





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## CHECK SIX



A mass formation of F4U Corsairs and F6F Hellcats fly over USS Missouri during the surrender ceremony in Tokyo Bay, September 2, 1945, an overwhelming display of sea and air power.

Photo from US National Archives (identifier 520775):

<https://www.archives.gov/research/military/ww2/photos#toc--victory-peace>

## UPCOMING EVENTS

### October

- 6 Benton Air Faire  
(Redding, CA)
- 13 Member meeting, 10 AM  
Board meeting, 1 PM  
Museum of Flight  
(Seattle, WA)

### November

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

### December

- 8 Annual awards banquet  
and dinner gala  
Red Lion (Renton, WA)

### January

- 12 Member meeting and  
annual election of  
officers, 10 AM  
Board meeting, 1 PM  
Museum of Flight  
(Seattle, WA)