



Bob Stoney, Bob Hill, and Victor Norris set up a missing man for member Bill Anders. Photo: Dan Shoemaker



## ★ Cascade Warbirds Squadron Newsletter ★

### CO'S COCKPIT

By Dave "Prancer" Desmon



#### THREE DAYS IN JUNE.

June 6th, 1944–2024. D-Day plus eighty years. Several of our members and friends were over in Normandy for what will likely be the final cardinal anniversary with actual living D-Day veterans. Some flew eighty-year-old airplanes across the North Atlantic to honor those veterans. Some brought eighty-year-old military vehicles. It was a sacred and honorable journey. BZ, all!

June 7th, 2024. We lost a friend, role model, and American hero when Major General Bill Anders was lost in an aircraft accident in the San Juan Islands. Elsewhere in this issue are directions to a recounting of Bill's incredible life and career. I encourage you to read it and see just who this man was. We remember his iconic "Earthrise" photograph and the Christmas Eve reading of Genesis from Lunar orbit that, at the time, was the most watched television broadcast in history. One quarter of the humans on Earth heard that broadcast. Some say that the Apollo 8 crew saved 1968. Many of us still remember that personally and could use something like it again. Blue skies and tailwinds, Bill. Our sympathies to the Anders and HFM families.

June 8th, 2024. The Cascade Warbirds Fly Day! A highly successful and extremely fun event organized by XO Bob Stoney brought scores of Cascade Warbirds members together to enjoy a day of flying, eating, and visiting with old and new friends. Kerry Edwards has written a great review of the day elsewhere in this issue. A big, huge thanks to Bob Stoney, Bridget Wellen for all the great food, to all our marshallers, and of course to the pilots who provided rides to dozens of CWB members, families, and scholarship recipients. Let's be sure to do it again! At the end of the day, several of the pilots knew that General Anders' passing needed to be acknowledged and they performed a missing man over HFM as described in Bob Stoney's article.

A mere week later was our 24th Olympic Airshow. Cascade Warbirds has been a part of the Olympic Airshow since the very beginning, and they have always treated us very well. Dan Shoemaker did a great job organizing the show and herding the cats for us this year and has written it up elsewhere in this issue. I want to send out a big thank you to Dan and to all the pilots and ground crew who participated this year!

One personal note I want to add. If we enjoy participating in air

shows like this, it is very important for pilots and volunteers to raise their hands, volunteer and sign up, and once having done so be sure to follow through. The air show will expend a lot of effort to accommodate us and is counting on us to follow through on what we say we are going to bring to them. Nothing frustrates the organizers on both sides more than to have made preparations to host a certain number of performers and then not have them show. The second most frustrating thing is not to have anyone volunteer at all. So, if you like doing local air shows, the way to show that and keep it happening is to sign up and show up!

(And maybe give your plane a bath once in a while! ☺)

One of the primary missions of Cascade Warbirds is honoring veterans. One of the ways we do this is by flying missing man formations, as requested, over parades, events, and—particularly—over veterans' funerals. We are always looking for more formation-capable pilots to participate in these flyovers. If you are interested in learning to fly formation, or simply in improving your skills, the Northwest Warbird Formation Flying Clinic (not affiliated with CWB) will be held at the Bremerton airport on August 22–25. Their website with application and training information is [www.NWformationflying.com](http://www.NWformationflying.com). Feel free to talk to me or the XO about it, as well.

Be sure to keep your head in the game, study your manuals and procedures, and stay safe.

And keep 'em flying! ★

## Squadron Commander Emeritus

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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 email or mailing addresses below.

### Business Office

1066 Yates Road  
Oak Harbor, WA 98277

### Editorial Email

editor@cascadewarbirds.org

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## WELCOME NEW MEMBERS

It's always a pleasure to introduce our new members. Since last quarter, **Jason Stiffey** of Port Orchard has signed on. He's a US Coast Guard vet from the early '90s and owns a vintage 1956 C172. Plus: he's rotor-rated! From Minneapolis (yes, MN!), comes **Laura Pham**. She's a private pilot and a ground instructor. **Carolyn Gutierrez** joins us from Woodinville. **Caroline Ritter** lives in Mukilteo and works for Boeing. She plans to start learning to fly next summer. Her husband, **Konstantin Ritter** also works for Boeing and hopes to learn to fly.

**Jasper Scofield** of Seattle, a student at Nova High School and a student pilot, has a passion for vintage and warbird aircraft. He is especially interested in restoration. **Peter Stadel** is a student pilot hailing from Mossyrock, WA, with some thirty hours in his logbook. **Erin Shaughnessy** is from Everett; she's a commercial pilot and the VP of the Harvey Field chapter of the Washington Pilots Association. **Bob Hafford** hails from Marysville. You may recognize his name—he's an aviation photographer often seen on Facebook's Flights Above the Pacific Northwest (FATPNW) page.

Welcome all, it's good to have you as part of our effort to "Keep 'em Flying."

## ROSWELL 2025

That's right, the National Championship Air Races have moved to Roswell, NM. September will again see the world's fastest motor sport, this time at Roswell Air Center Airport (KROW). It's not too early to remit your \$100-per-seat deposit to hold a spot. Yes, we still have the Moya Lear box, though it's already full; we're now filling the second box. We'll forward pricing info once it's received. And stay tuned for intel on accommodations—we're working that, too.

## GIVING

We've recently received a couple generous gifts to our scholarship program. It's especially gratifying to realize that members are aware of the impact our program makes in the Puget Sound

region. Cascade Warbirds is a 501(c)(3) organization, meaning that your donations are income tax deductible. We don't give tax advice, but if we did, we would remind you that required minimum distributions from tax-advantaged retirement accounts can be passed directly to Cascade Warbirds without tax consequences on individual filings. Contact your tax professional for the details.

## ANNUAL CHRISTMAS DINNER PARTY

For over twenty-five years, squadron members have been meeting in early December to celebrate the Yule, enjoy amazing meals, and toast our camaraderie. We'll do that again come December 14<sup>th</sup> this year, at the **Hilton Garden Inn** at Paine Field. And, yes, **Shawn O'Donnell's** will again cater our meal. Hearty appetites welcome. More info coming your way in the months to come but suffice it to say you'll want to be there.

## AIRCRAFT AVAILABLE

**Allan Snowie**—1957 Champ  
**Joshua Weinstein**—1947 SeaBee  
**Dave Osgood**—1948 Navion

Full details about each are at [cascadewarbirds.org/for-sale](http://cascadewarbirds.org/for-sale). ☪



Photos: Lyle Jansma / Aerocapture Images, Joshua Weinstein, Dan Shoemaker

**ONE OF THE THINGS** I love most about being in Cascade Warbirds is having the opportunity to hear so many great stories from my fellow members. Some are sad, many are poignant, and a whole lot of them are just hilarious. Most of them are fascinating and have some lesson to teach. I can say that I've picked up quite a few stories over my thirty-nine years of flying.

At the Saturday evening volunteer burger burn at this year's Olympic Airshow, Jeff Kimball talked about the extensive history of his Aeronca L-16 Champ, which was an interesting story on its own. He then told us of his search for the Aeronca K Scout his father had bought new in 1937, and how Jeff had subsequently found it in a barn very close to his home and ultimately bought it from the widow of its last owner. It was an amazing tale and had all of us at the table both riveted and laughing. It got me thinking about Cascade Warbirds' mission of telling the public the stories of our airplanes, and about how those stories don't end with the airplanes' military service. Subsequent owners add their own chapters to the airplanes' legacies and their physical stamps to the airplanes themselves, whether through restoration, modification, and even the occasional scars from damage.

I think we sometimes forget to account for our own contributions to the histories of our aircraft, as well as the airplanes' contributions to our own biographies. Even a non-owner can become part of an aircraft's narrative as a mechanic, a painter, or a passenger (ask me about that last one sometime, if you haven't already heard the stories). So, I challenge you to not only record and tell the story of your aircraft, but also the tales of your personal journeys with them. If you care to share your stories with me, I'd love to ultimately compile them into a single source, whether on the website or in a printable format.

We had a fairly busy spring from an operational perspective. In April, CO Dave Desmon organized a tour of Paine Field tower, which was well-attended and well-received. Afterward, a number of us gathered for dinner at Grazie Italian Restaurant in Bothell. Victor Norris and Jeff Kimball showed off their aircraft at an aviation safety program at Thun Field in Puyallup while the Marshalling Team conducted training up at Paine Field. On 17 May, Bob Hill and XO Bob Stoney flew a two-ship missing man pass over the memorial service of WWII P-38 pilot John Blaine Rooth at Taho-

ma National Cemetery. The Rooth family was very appreciative, making a generous donation to the scholarship fund. The following day, Cascade Warbirds stood up a booth and provided marshallers for the EAA Young Eagles flights at Paine Field Community Day. Bob Stoney flew a number of kids throughout the day. Despite the cold temperatures and the occasional rain shower, spirits were high and the squadron raised a sizable amount of money through PX sales at the booth.

The 8th of June brought the first Cascade Warbirds Member Fly Day. Thanks to all the pilots who brought their airplanes up to Arlington Municipal Airport in order to donate their time and resources to the cause: Bob Stoney (O-1/L-19), Bob Brahm (C-182), Tom Wayne (C-182), Bill Shepherd (Aero 45), Tom Hoag (Seabee), Bob Hill (IAR-823), Tom Jensen (N3N-3), Eric Olson (Navion), Steve Baldwin (L-17), Stan Kasprzyk (Warrior), and David Ray (C-172). With the crowded ramp and almost constant flight activity, we are also indebted to marshallers Paul Youman, Rich Cook, John Haug, Colleen Hale, Pete Jackson, and Brian Ruby for keeping the whole operation safe and orderly. And, of course, the food, hospitality, and PX team, headed by Bridget Wellen and consisting of Bruce Campbell, Kyle and Mary Yates, Anne Woodley, Colleen Hale, Robin Hill, and others kept us fed and refreshed all day, so deepest gratitude goes out to all of them. Finally, we appreciate everyone who showed up to enjoy

the day of flying and camaraderie.

The Fly Day ended on a somber note, with Bob Hill, Bob Stoney, and Victor Norris forming up in their airplanes and flying an impromptu missing man formation over the Heritage Flight Museum at Skagit Regional Airport in honor of Apollo 8 astronaut, philanthropist, and long-time friend Maj Gen William Anders, who had passed in an aircraft accident the previous day.

Cascade Warbirds continued our tradition of support for the Olympic Airshow on Father's Day weekend. Four aircraft—Bob Hill in his IAR-823, Kirstan and Victor Norris in their IAR-823, Mike Hanten in his Scottish Aviation Bulldog, and Bob Stoney in his Cessna O-1/L-19—flew in the Cascade Warbirds display, and CWB members Ross Granley (Yak-18T) and Bill Shepherd (Yak-3) flew their own fantastic shows over the weekend. Additionally, Dan Barry (L-3) and Jeff



A future pilot gets a feel for Bob Stoney's O-1 Bird Dog.  
Photo: Dan Shoemaker

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## REMEMBERING BILL ANDERS

By Bob Stoney and Anonymous

**THREE MEMBERS OF THE** Cascade Warbirds recently conducted a “missing man” salute in honor of Major General William A. Anders on June 8, 2024, the day after his tragic passing in an aviation mishap. The flight of three passed over the Heritage Flight Museum, located at the Skagit Airport and, on cue from the flight leader, one wingman pulled up with “smoke on” and flew west in salute to the General.

The museum was closed in mourning for General Anders, but all in the flight agreed the lack of witnesses didn't matter a bit, as the purpose was their own personal tribute to a man who led an incredible life and left a legacy that no one in history could duplicate. The pilots emotionally described that they simply had to honor the General—their fellow Cascade Warbirds member—with a special salute. 🇺🇸

**LONG TIME SQUADRON MEMBER** and aviation legend Major General William A. Anders, USAFR, Apollo 8 astronaut and photographer of the iconic Earthrise photo, US Ambassador, corporate CEO, and founder of the Heritage Flight Museum (KBVS), was lost in a tragic airplane accident off Orcas Island, WA, on June 7, 2024.

Born in Hong Kong and retired in Anacortes, WA, Anders' career accomplishments were many and varied. His obituary is detailed and best related by his family on the museum's website. Members are recommended to visit the recently opened Earthrise Gallery at the museum once it reopens. 🇺🇸

Read Maj Gen Anders' story here:  
<https://heritageflight.org/about/maj-gen-bill-anders/remembering-bill-anders/>



Photo courtesy Heritage Flight Museum

(Continued from page 3)

Kimball (L-16) brought their aircraft to the show for static display.

These are the events we've got coming up. Details are on the CWB website at [cascadewarbirds.org/events](https://cascadewarbirds.org/events).

- 13 July: **Auburn Airport Day**, Auburn Municipal Airport (S50), Auburn, WA. Static display only.
- 3 August: **Port Townsend Airport Day**, Jefferson County International Airport (0S9), Port Townsend, WA. Static display only.
- 10 August: **Harvey Field Community Appreciation Day**, Harvey Field (S43), Snohomish, WA. Static display with an opportunity for flyovers.
- 17–18 August: **Bremerton Air Show**, Bremerton National Airport (PWT), Bremerton, WA. Static display and flying demonstration.

- 22–25 August: **Northwest Multi-signatory Warbird Formation Clinic** held by NW Formation Flying, LLC, Bremerton National Airport (PWT), Bremerton, WA. Formation training event.
- 24 August: **Tacoma Narrows Airport Day**, Tacoma Narrows Airport (TIW), Gig Harbor, WA. Static display only, with possible flyover from the formation clinic.
- 6–8 September: **Hood River Fly-In**, Ken Jernstedt Airfield (4S2), Hood River, OR. Static display with opportunities to fly.

If you are interested in participating in any of these events, whether it's as a pilot, a marshaller, a photographer, or a CWB booth representative, please contact me at [OpsO@cascadewarbirds.org](mailto:OpsO@cascadewarbirds.org), and I'll see that you're put in touch with the point of contact for that role. I will be sending out calls for volunteers, as well.

As always, stay safe, have fun, keep 'em flying! 🇺🇸

## MEMBER SPOTLIGHT: BILL SHEPHERD

By Bob Stoney

BY ANY DEFINITION, Cascade Warbirds member Bill Shepherd has had an incredible career in aviation and it continues to this day. Bill recently supported both the CWB Fly Day and the Olympic Airshow on Father's Day, flying two very different airplane types.

Bill's association with aviation began at an early age. He owned a J-3 cub at age 16 and was in the US Marine Corps Reserve in high school, assigned to VMF-143 as a mechanic working on (get this!) first Corsairs and then A-1 Skyraiders. Following graduation from high school, he went into the USMC on active duty, working as a mechanic on the H-19 and H-34 helicopters.

After finishing his three-year stint in the Marines, he began his career as a professional pilot flying seaplanes in the south, eventually landing a job with the Chevron company as a corporate pilot flying seaplanes from small single-engine examples up to the Grumman Goose and Mallard. Chevron operated these aircraft near New Orleans, as they were the only practical means of transportation in the water-laden levee system where much of Chevron's oil fields were based.

The lure of being an airline pilot eventually caused Bill to begin, in 1966, working as a pilot for Delta Airlines. Bill was part of the amazing shift in technology that occurred in the airline industry. He initially flew large piston-engine airplanes like the DC-6, DC-7, and Convair 440, then transitioned to the DC-9 and 727. In his thirty-one-year career at Delta, Bill "flew everything," ending up flying the MD-11 internationally.

Many pilots would be satisfied with their duties with an airline, but not Bill. He always was active in sport aviation. In fact, he was one of the earliest members of the International Aerobatic Club (IAC), a division of the EAA. Bill is IAC member #24 and was one of



Bill in his gorgeous Yak-3. Photo: Dan Shoemaker

the people who convinced the father of the EAA, Paul Poberezny, to establish the IAC. He flew in competitions, mostly in one of his favorite airplanes, the Globe Swift, and was also a judge for the IAC. The Swift—being placarded against spins—was a great aerobatic machine but the FAA wouldn't let him spin it, even though Bill was sure it was "ok for one spin, no problem." Bill was involved *all the time* in aviation, whether it was flying for Delta or flying aerobatics and for fun. He amassed over 30,000 flight hours, commenting, "I don't count my flight hours as closely as I used to."

Following retirement from Delta, Bill got the itch to buy a warbird and after some research he settled on the Yak-11. He owned this aircraft for many years, flying at airshows.

Bill generously supported the CWB Fly Day by bringing his Czechoslovakian Aero 45. He bought this airplane from the estate of a friend and, while it "appeared to be in good shape," in the end it needed a lot of work. Bill relates that the Aero 45 sat for a while and, in order to get enough time to work on it, he decided to sell his Yak-11 to devote his energy to the restoration of the Aero 45. After spending three years on the airplane, it was ready to fly again. During that time, he

put a larger engine in it (replacing the original 105 hp engine with one that produces 140 hp when the supercharger is engaged). Bill related that he *thought* he was originally getting the bigger engine when he bought the airplane because it was the "Super Aero 45," only to discover that the "Super" referred to it being IFR equipped! Unique in appearance, the airplane's supercharger system is also unusual in that the starter is engaged through the supercharger and, following start, the supercharger can either be left on to provide more manifold pressure or off to reduce power draw. The Aero 45, as gorgeous

(Continued on page 7)



Bill's Aero 45 flew members at the CWB fly day and party. Photo: Bob Hafford



**THEY SAY THAT SUMMER** doesn't begin in Seattle until July 5th, but Saturday, June 8th, was perfect for the Cascade Warbirds Member Fly Day and Party. The day began sunny and warm and then thin high clouds maintained ideal conditions at Arlington Municipal Airport for volunteer pilot owners to give rides to members and special invited guests. Initiated by new XO Bob Stoney, thirteen pilots conducted twenty-nine flights (a total of thirty-nine passenger seats were filled), giving rides to squadron members and their families who support squadron events and to young applicants and winners of the CWB Memorial Scholarship. Many received two rides, enriching their experience.

All were exposed to an amazing variety of aircraft. The most unusual was the Czech Super Aero 45 owned by Bill Shepherd. Then there was Tom "TP" Jensen's open cockpit Naval Aircraft Factory N3N-3; Bob Stoney's Korea/Vietnam vintage tandem cockpit O-1E; Tom Hoag's four-place Seabee; Bob Hill's and Vic Norris' IAR-823s; Steve Baldwin's and Eric Olson's Navions; the Cessnas owned by Bob Brahm, David Ray, and Tom Wayne; and Stan "Sundance" Kasprzyk's Piper Warrior. Dan Barry flew his Aeronca L-3 in for a long visit and Joe Griffith made a quick flyby in his Nanchang CJ-6.

The Czech Super Aero 45 is the only one in North America and caught everyone's eye with its art deco appearance and twin inline inverted engines. Bill has upgraded those to a supercharged and fuel-injected 140 hp. It's a real beauty. Seabee (yes, it's a warbird) pilot

Tom Hoag gave at least a few riders the experience of splashing down in an amphibian in one of the many lakes in northern Snohomish County.

Ops Officer Dan Shoemaker had the task of scheduling and pairing pilots and riders as he manned a super-organized registration table set up in the airport office conference room. He smoothly adapted to the many opportunities that opened up throughout the day.

Because the pilots would be arriving at different times, making a pilot briefing difficult, XO Stoney recorded a detailed mandatory briefing to be viewed on the internet. It presented a basic route for our pilots that carefully fit an appropriate amount of time in the area and gave consideration to the traffic patterns of this multi-runway, uncontrolled airport that even has glider operations.

Arlington Airport staff provided incredible support to CWB, sharing their conference room and restroom facilities to serve as a headquarters for the event and a patio and tree-shaded area right next to the ramp where CWB airplanes were parked, allowing for conversation as flight operations were conducted. The CWB extends a huge thanks to the staff of Arlington Airport, particularly Taylor Mazingo and LeAlyce Miller.

While the airplanes were cool, all aviators know that food is the key to any good party. With an extensive buffet available all day, supplied by the squadron and produced and coordinated with the incredibly hard work of Bridget Wellen,



Photos: many contributors! See them all at [cascadewarbirds.org/flickr](http://cascadewarbirds.org/flickr)

it was a social event par excellence. Bruce Campbell, Kyle and Mary Yates, Anne Woodley, Colleen Hale, Robin Hill, and many others also assisted throughout the day. Very long-time members Jon and Ann Bowman, Tom and Janet Cathcart, and Bud Granley brought a richness to the conviviality that included some members who didn't choose to fly. Several young people—children of members, along with scholarship students—participated, learning more about aviation from the older crowd. CO Dave Desmon, with his plane still in the shop for its annual and himself just out of the shop (scheduled surgery), kept conversation alive.

The CWB marshallsers that included Paul Youman, Rich Cook, John Haug, Colleen Hale, Pete Jackson, and trainee Brian Ruby had their hands full with so many planes coming and going. Their efforts directly led to an event with no ground safety issues—the goal of any good operation.

All in all, it was agreed that the “Fly Day and Party” was a success and the attendees repeatedly stated that they looked forward to the next such event.

The day closed with a three-ship honor flight at the Heritage Flight Museum saluting our great friend, the late Bill Anders. 🇺🇸



*(Continued from page 5)*

on the ground as it is in the air, was a crowd favorite at the CWB Fly Day.

At this year's Olympia Airshow, Bill supported Cascade Warbirds by flying his impressive Yak-3. Bill likes the Yak-3 because, being the last fighter developed by the Russians in WWII, it has many advancements over an airplane like the Mustang. Bill's Yak-3 was produced many years after WWII, when a group of warbird enthusiasts from Santa Monica, CA, approached the Yakovlev Design Bureau to build more Yak-3s, but using the tried-and-true Allison engine in place of the original Russian engine. Happily, Yakovlev agreed and produced thirteen brand new Yak-3s. Bill explained that the Yak-3 is actually more modern than the similar Yak-7 and Yak-9 because during WWII the Yak-3 manufacturing facility was moved east to escape advancing German forces. So, even though it has a lower model number, it's the most modern of the three designs. Bill purchased his Yak-3 (which is serial number 2 of the “new” Yak-3s, although Yakovlev continued the numbering from the airplanes produced during the war) from a South African gentleman who had bought it at auction. Besides having the US Allison engine, it also has US wheels and brakes, a wonderful comfort to Bill when he lands his fighter at his home field of Diamond Point, where the runway is only 2300' by 24'! Bill's demonstration of the Yak-3 wowed the crowd at Olympia, with many attendees stating it was the star of the show.

Bill also owns that Swift he began aerobatics in all those years ago, though it's been upgraded with a 200



Bill flies his Yak-3 at the Olympic Airshow. Photo: Dan Shoemaker

hp Lycoming engine. He taught his kids to fly in the Swift and a Luscombe.

When asked, “What's your favorite airplane?” Bill responds, “Any airplane I've got a lot of time in,” though he admits to loving his Swift. From his airline career, he is partial to the DC-9 and the 727. The 727 had to grow on him, though. Bill remarked that when he first started flying the 727 it, “seemed like a piece of junk... noisy, cramped cockpit,” but after many hours in the 727, he grew to love it.

Bill, married to his wife Dorothy for thirty-four years, has two daughters—who both soloed at a young age—three grandchildren and two great-grandchildren. He lost his only son to a tragic airplane accident just before he retired from Delta. His love for his airplanes, and aviation, is only exceeded by his love of family and his strong support of Cascade Warbirds helps make our squadron the amazing group that it is. 🇺🇸

**THE CASCADE WARBIRDS CONTINUED** its twenty-six-year tradition of participation in the Olympic Airshow at Olympia Regional Airport over the Father's Day weekend of 15–16 June 2024. The weekend was beset by challenges but overall proved to be a successful event and a good time for everyone.

A total of six aircraft made it to the show. Bob Hill's IAR-823, Victor and Kirstan Norris's IAR-823, Mike Hanten's Scottish Aviation Bulldog, and Bob Stoney's Cessna O-1/L-19 Bird Dog flew in the show and sat on static display on both days. Jeff Kimball's Aeronca L-16 Champion and Dan Barry's Aeronca L-3 Grasshopper were on full-time static display. Additionally, Cascade Warbirds was further represented by Bill Shepherd in his Yak-3 and Ross Granley in his Yak-18T. CWB marshallers Paul Youman and Rich Cook and trainee marshallers Brian Ruby and Robert Mitka were there to push airplanes to and from the flight staging areas and keep the aircraft start and taxi operations safe during the flight demonstration. New squadron photographer Jasper Scofield was also on hand to capture images of the show.

Saturday's weather was, well, challenging. The morning was heralded by cumulonimbus mammatus clouds, often associated with thunderstorms. Periodic rain, ranging in intensity from light drizzle to horizontal deluge, harried performers and attendees alike most of the day, but deft shuffling of the flying schedule by the air boss allowed most of the aerial acts to fly. Bob H., Kirstan, Mike, and Bob S. were able to make several very nice passes as the second act, with Victor taking on announcer duties. Both Bill and Ross wowed the crowd with their wonderful back-to-back Yak performances. The rain occasionally drove the crowd to seek shelter in



Ross Granley provides a close-up view of his Yak-18T.

the Olympic Air Museum hangar, under the pavilion tents, and under the wings of the various aircraft (the B-17 was particularly popular), but the crowd was made of sterner stuff and always returned enthusiastically once the rain abated. Though damp and cold, we all weathered the storms and enjoyed both the after-show volunteer burger burn at the Olympic Flight Museum and the party hosted by the ever-gracious Brian Reynolds at his hangar bar later that evening.

Sunday's weather was much more cooperative, bringing out a larger crowd. Cascade Warbirds opened the show with Victor Norris taking Kirstan's place in the aerial demonstration and Kirstan providing play-by-play with the announcer. This left the rest of the day to staff the static displays and speak with attendees about the aircraft. The static area was very active on Sunday, particularly for Bob Stoney, who had opened the seats of his Bird Dog for kids to sit in. Bob got quite a workout lifting kids into and out of the airplane and the marshallers got in some exercise, as well, frequently dashing in to warn tall adults standing under the ailerons that there was a kid moving the stick who could drop that aileron onto their heads.

Despite the challenges, it was a very successful event. Thanks to all the members, flying and non-flying, who showed up and worked hard to make it so. ✪



Air and ground crew alike find rain shelter under Bob Stoney's O-1E.



Both Bob Stoney and his O-1E are crowd pleasers.





Clockwise from upper left:  
 Chief photographer Dan is  
 also deputy airplane pusher.  
 Photo: Brian Ruby

Members enjoyed the annual  
 Saturday night party at Brian  
 Reynolds' hangar bar.

Ground crew talk to a visitor  
 at Jeff Kimball's L-16.

Bob Stoney's O-1 chases Mike  
 Hanten's Bulldog.  
 Careful, Mike, Bob has rock-  
 ets on that thing.

The Erickson Aircraft Collec-  
 tion's B-17 Ye Olde Pub pro-  
 vides shelter for attendees.

Kirstan Norris gets ready to  
 fly her IAR-823 during Satur-  
 day's show.

Olympic Flight Museum own-  
 er Brian Reynolds addresses  
 the pilot briefing.

All photos: Dan Shoemaker  
 (except as noted)



# CWB SUPPORTERS

**PhotosHappen.com**  
**Air-to-Air Photography**

Member: WPA, AOPA, EAA, Cascade Warbirds,  
Red Star Pilots Association

**Karyn F. King**  
PhotosHappen@aol.com  
(206) 795-2796



**TOM PATTEN**  
PRESIDENT

**DataSupply**  
COMPANY, INC

4624 16th STREET EAST SUITE A-2, TACOMA, WA 98424

(253) 922-3494

e-mail: [datasupply@w-link.net](mailto:datasupply@w-link.net)

# CHECK SIX



On December 24, 1968, as the Apollo 8 command and service module passed from behind the moon for the third time, the first humans in history experienced an “Earthrise” over the Lunar surface. Astronaut William Anders captured what became one of the most famous photographs in human history.

This photo: <https://www.nasa.gov/image-article/apollo-8-earthrise/>

Original photo: <https://eol.jsc.nasa.gov/SearchPhotos/photo.pl?mission=ASo8&roll=14&frame=2383>

Watch a recreation of the astronaut’s views using their audio and photos: <https://www.youtube.com/watch?v=dE-vOscpiNc>



# UPCOMING EVENTS

## July

- 13 Auburn Airport Day (Auburn, WA)
- 13 Boeing Employees Flying Assoc. 70th Anniversary (Renton, WA)

## August

- 3 Port Townsend Airport Day (Port Townsend, WA)
- 10 Harvey Field Community Appreciation Day (Snohomish, WA)
- 16–18 Arlington SkyFest (Arlington, WA)
- 17–18 Bremerton Air Show (Bremerton, WA)
- 22–25 NW Warbird Formation Clinic (Bremerton, WA)
- 24 Tacoma Narrows Airport Day (Gig Harbor, WA)

## September

- 6–8 Hood River Fly-In (Hood River, WA)

## October

- 4–6 Reno “60th Celebration” Air Show (Reno, NV)
- 12 Member meeting, 10 AM Museum of Flight (Seattle, WA)

See [cascadewarbirds.org/events](http://cascadewarbirds.org/events) for details or contact the Ops Officer.