



# The Squadron



An EAA Warbirds of America publication of Squadron 4 June 2013 Vol. 8 No.3

[www.warbirdsquadron4.org](http://www.warbirdsquadron4.org)

## Events

Coming events for 2013 – more details later:

**Jun.15** – Air Classics Museum of Aviation Open House 9-3

**July 29- Aug. 4** – Oshkosh

**Aug.18** – BBQ at Joliet Joliet Regional Airport

**Sept.6-8** – B17 Tour Stop Lewis University Airport

**Oct.13** – Sq 4 at Clow

**Nov.17** – Veterans' Forum

As always, please check our web site for the most up to date information:

[www.warbirdsquadron4.org](http://www.warbirdsquadron4.org)

## In this issue:

**From the C.O.'s Desk** – Tom Buck– pg. 2

**Buzzing the Airfield** – Tim Dunavin – pg. 2

**Kellner's** – Dave Stevens - pg. 3

**Western Front**– Art Sereque – pg. 4

**Young Eagles** – Butch Bejna – pg. 5

**Veteran's Corner** – Kevin Wisniewski – pg.5

**Cavalcade of Planes** – Dave Stevens – pg.5

**New Members** – pg. 7

**Squadron Officers** – pg. 7

**Warbirds Squadrons** – pg. 7

**Warbirds of Squadron 4** – pg. 7

## From the C.O.'s Desk

On Memorial Day this year, the TBM Avenger was asked to fly over the opening ceremony of the Abraham Lincoln National Cemetery. We made 2 passes over the ceremony and honored all the veterans buried there. We especially remembered John Furlit, a B17 pilot who had spoken to us at Clow Airport, and is now resting at Abraham Lincoln Cemetery. He and his copilot had flown to Clow in the TBM to give us their talk.

My crew of George Barbeauld and Steve Pagles are also veterans, and we had the honor of having another Squadron 4 veteran, Gordon Millerin, fly with us for the mission.

The weather finally lifted enough for us to fly over the Cemetery. An impressive display of 26,000 American flags decorated burial sites, waving in the wind as we flew over. We felt honored to pay our respects to the Veterans who sacrificed so much for our country. God bless America.

CO Tom Buck

## Keep'em Flyin

### Buzzing the Airfield

By Tim Dunavin

April and May have come and gone, with 2 of the finest activities behind us, and we still have plenty more ahead! Getting out and getting to work on a restoration project ("Desert Rat") was fun, then those "chicken lips" in May! (Even had "hot lips" too), not to mention the great time we had together

at both events. We enjoyed plenty of hangar talk and getting to meet new Squadron members.

Dave Stevens and Art Sereque covered these events for us.

Butch Bejna has a fine article on the Young Eagle program, and Dave Stevens tells us of an event at Clow Airport. So despite the rainy weather, we have managed to be a very active group.

Saturday, June 15<sup>th</sup> we will again be on the road to the Air Classics Museum of Aviation open house near the Aurora Airport (“Not on it!” says Art.).

Then comes the BIG show... Oshkosh!

Squadron 4 always has a good attendance at Oshkosh and a good group of volunteers – a great time to spend some leisurely evenings with Squadron family members.

With all this activity, please be alert and safe – do the “check list” (on a P-47 there are 16 items that need attention before a safe take-off and flight can occur- not to mention the check list the Crew Chief went through, before you got to the plane and safely strapped in! ).

**Kellners' B-17E Desert Rat Restoration  
Project  
Squadron 4 Work Day  
Saturday, April 27<sup>th</sup>, Marengo, IL  
By Dave Stevens**

When a spring day pops up sunny and warm like Saturday did, the average person might think about yard work or home repairs. This Saturday had Squadron 4 members thinking about aluminum panels, rivets, drilling, filing and an enjoyable day helping the Kellners' get just a little bit closer to an airworthy B-17E.

I got to the big barn in Marengo at 9:00 A.M. on Saturday and found Mike Hudek and Jerry Czupryn already working on bulkheads. It wasn't long before there were four of us filing and radiusing the edges of new aluminum parts. New member, Aras Lintakas was hard at work on one of the lower bulkhead pieces. The sound of four guys filing the edges of large, heavy gauge aluminum pieces can

be deafening and the earplugs soon came out. Mike said, “This isn't what I expected when they asked me to do a little filing.”

As our own crew approached 20, a classic car club stopped by to see what a real live B-17 under construction looks like. There's nothing like a bunch of nice old Chevys and Fords to distract the help. Now the place was really full of interested aircraft enthusiasts.

Chuck Derer (Rides with Chuck) recorded a video interview with Mike Kellner on construction progress and before we knew it, Stacy and Dean had the charcoal blazing and the chow line formed up quickly.



Jerry Czupryn, Mike Hudak, Frankie Bartilotta, and Dave Stevens are working on bulkheads.

Besides myself I counted, Jerry Czupryn, Brian Churchill, Rick Diekman, Harry Pick, Stacy Kolls, Mike Hudak, Elton Eisele, Tim Bauer, Ron Liebman, Brian Etherington, Aras Lintakas, Frankie Bartilotta, Cheryl and Mike Kellner, Tim Dunavin, Stan Jewyla, Jay Spitzer, Ray Ferriss, and Dean Stanley.

Sections of The Desert Rat had been moved around since last year. You could tell that progress had been made. The vertical stabilizer was looking very “finished” and the rear fuselage was moved up so more work could be done on it. Mike showed us

two heavy armor plate sections that he restored. They fit up behind the flight deck on either side of the door to the bomb bay. Hardened on only one side, they were designed to “catch” bullets or flak rather than deflect them or let them bounce around inside the aircraft.



Rick Diekman hard at work

I enjoy going up to help with the Kellners' B-17. I am going to try to get back to Marengo before the 2014 Squadron 4 work day. I know they can use the help. It will be nice to see The Desert Rat sitting on her wheels someday... or running up her 4 Wright Cyclones... or gracefully climbing into the sky supported by hundreds of willing hands. If you have a day to help out, contact Mike Kellner: [b17eman@gmail.com](mailto:b17eman@gmail.com) and B-17e Desert Rat Restoration Project on Facebook.

### **All (not so quiet) on the Western Front By Art Sereque**

A small, but motley Squadron 4 crew traveled hundreds of miles to taste some of Tim Dunavin’s famous “Chicken Lips”. Most traveled more than 200 miles round trip, with Brian Churchill and his Dad, Bill, accumulating close to 300 miles, round trip.

George Barbeauld arrived by motorcycle. Tim Bauer trucked in from God’s (forsaken?) country, someplace near the metropolitan cities of Kewanee and Princeton. Bruce (no his wife’s name is not Sadie) arrived from Joliet. Art Sereque arrived a little later than expected, as just before leaving, he got a call from Lou Seno’s wife, Ida. Lou had recently returned home from a hospital rehab stay, when he slipped and fell getting out of the bath tub. Living only a short distance away, Art rushed over to help Lou get up. Lou survived with only minor bruises.

Although our host believes Art only gets out of bed in the evening, PM hours, he proved him wrong by calling Tim at 8:30A.M., to see if the grill had been fired up!

Tim had special guests, Elder Greg and his wife Sister Marge Martin, who were doing genealogical research for the Mormon (The Church of Jesus Christ of Latter-day Saints) Church. Although the IRS has a larger data base, the Mormon’s data base goes back years further.

Greg was a former pilot and was very interested in Squadron 4 activities.

Tim quelled a possible uprising when he came to the dining room with a huge platter of brats, hot dogs – and yes – the “Chicken Lips”.



After dining, a group photo was taken. Due to one particular face, repeat photos were taken.

Thank you, Tim, for hosting a great day!

## A New Young Eagle

by Butch Bejna

May 19th started out with low ceilings and a slight delay in my take off time from Schaumburg Airport to head south to Lewis for their annual breakfast. A few weeks before, Gordon asked if I would be willing to give a Young Eagle flight after I was done with breakfast. Of course the answer was yes! Gordon introduced me to Brett, who turned 17 that day. After a walk around and questions from his parents we were ready to begin his flight. We taxied to runway 9 behind a few other planes and waited our turn. With the throttle pushed forward, the Cessna 150 started to roll and Brett was on his way. Leaving the pattern at Lewis and heading south, Brett had the chance to fly and he did. Joliet Speedway, Joliet Airport, Lemont, a few 360 turns, towards Clow Airport and back to entering the pattern was what he flew. I took over for landing. The flight lasted a total of 30 minutes and Brett has become a Young Eagle. Thanks to Gordon Millerin for arranging this flight.



Butch Bejna and Brett – the new Young Eagle

### Veteran's Corner

#### Sometimes, it's not really just luck.

Submitted by Kevin Wisniewski

Elmer Bendiner was a navigator in a B-17 during WW II. He tells this story of a World War II bombing run over Kassel, Germany and the unexpected result of a direct hit on their gas tanks:

"Our B-17, the Tondelayo, was barraged by flack from Nazi anti-aircraft guns. That was not unusual,

but on this particular occasion our gas tanks were hit. Later, as I reflected on the miracle of a 20 millimeter shell piercing the fuel tank without touching off an explosion, our pilot, Bohn Fawkes, told me it was not quite that simple.

"On the morning following the raid, Bohn had gone down to ask our crew chief for that shell as a souvenir of unbelievable luck. The crew chief told Bohn that not just one shell but 11 had been found in the gas tanks, 11 unexploded shells where only one was sufficient to blast us out of the sky. It was as if the sea had been parted for us. A near-miracle, I thought. Even after 35 years, so awesome an event leaves me shaken, especially after I heard the rest of the story from Bohn.

"He was told that the shells had been sent to the armorers to be defused. The armorers told him that Intelligence had picked them up. They could not say why at the time, but Bohn eventually sought out the answer.

"Apparently when the armorers opened each of those shells, they found no explosive charge. They were as clean as a whistle and just as harmless. Empty? Not all of them! One contained a carefully rolled piece of paper. On it was a scrawl in Czech. The Intelligence people scoured our base for a man who could read Czech. Eventually they found one to decipher the note. It set us marveling. Translated, the note read:

*"This is all we can do for you now....."*

*"Using slave labor is never a good idea."*

### Bolingbrook's Cavalcade of Planes Clow Airport, 1-2, June 2013

By Dave Stevens

Saturday morning started out cloudy with patches of blue sky and sun. It was just warming up. Jerry Czupryn and I were all set with Jerry's Warbird Ride banner. We set up the posters for the B-17 and Lockport WWII days. Crowds started building right

at 10 A.M. and they kept growing all day. Ten Warbird Ride tickets were sold on Saturday alone. “Soon-to-be-member” Aras Lintakas bought 5 tickets! There was good interest in the Lockport/B-17 event. Tom Buck flew in around noon with George and Steve in the TBM. Just as they arrived, Brad Deckert (TBM) and Mike Gillian (FM-2) went up with a flight of 3 T-6/SNJJs. Rick Siegfried, John O’Conner and Tim Gillian lead the first two planes around for a few circuits. There was a jet fly-by at around 1:00 P.M., but it was too high and I didn’t hear it! OK, so I was at one of Bill Miller’s Olde Time Snackery stations “refueling” and might have been distracted.



The EAA’s Ford Tri Motor never seemed to sit still for long. Ten flights launched on Saturday and they flew 7 or 8 times on Sunday... until the ceiling dropped to about 400 feet. Visibility went down to less than one mile at some point, and there was a fine mist falling on the crowd, which at 3:00 P.M. only just started to thin out. There was a good crowd both days, and Clow estimated that a total of 14,000 – 15,000 people came out for the event.



“Old Bob” Siegfried braved the gusty conditions and brought the only Stearman in early on Saturday and Sunday. Jamie Fiala landed a spot on the flight line in his T-6 as well. Doug Partl and Walt Reddel

brought their T-6 in on Sunday too. I know that Brad and Tom went up on Sunday morning and shook the windows of Bolingbrook in an “Avenger flight” but the weather closed in and flying was held to a minimum after that –except for the Tri Motor which only stayed grounded after the weather turned around 3:00P.M. I arrived around noon on Sunday and found Jerry set up with all the promo stuff under the TBM, which George and Steve had looking great as usual! Gordon Millerin and Brian Churchill were passing out ride info and B-17 flyers. Our supply of B-17 promo flyers was soon exhausted, thanks also to Sue Nealey, so we made copies. Good sign, I would say. Never miss a chance to promote the Tour Stop!



It’s so easy for us non-pilots to get used to expecting our Warbirds owners to show up at all of our gatherings, but when the weather makes things exciting, we owe them a little more respect for the extra effort and planning needed to fly safely.

I know that Tom Buck had to wait a long time for the weather to break a little so he could fly back to Lewis, and Brad Deckert had to tuck his bird in for the night at Clow. So, THANKS TO ALL THE PILOTS, for making the show!

## WELCOME TO NEW MEMBERS

Alex Krause  
LeRoy Strzelecki  
Jamie Wallace  
Mark Yerkes

### Squadron Officers

(Partial listing – see website for full board)

C.O. Tom Buck  
(815) 726-5059

ADJ. Tim Bauer  
(815) 501-1468

Com. O./Treasurer Brian Churchill  
(847) 356-9056

SEC. Ted Kowalik  
(603) 289-2785

Q.M. Stacy Kolls  
(815) 544-1223

### Warbird Squadrons

You can find all of these links on our site under the "WOA Squadron" button. Listed below is the text for the links.

#### Warbirds of America Link:

<http://www.warbirds-aaa.org/>

Seattle, WA Cascade Warbird Squadron 2

Link: <http://www.cascadewarbirds.org/>

Eugene, OR Warbird Squadron

13 Link: <http://www.squadron13.org/warbirds/>

Chino, CA Warbird Squadron 16 Link:

<http://www.warbirdsusa.org/>

Cincinnati, OH Warbird Squadron 18 Link:

<http://www.cincinnatiwarbirds.org/>

Florida Warbird Squadron 24

<http://www.floridawarbirds.org/>

## WARBIRDS OF SQUADRON 4

Spit Fire MKXVIII	Rudy Frasca
T33	Vlado Lenocho
F8F Bearcat	John O'Connor
TBM Avenger	Tom Buck
T6	Rick Siegfried
SNJ	Vic Krause
T6	Rudy Frasca
T6	John O'Connor
SNJ	Tom Buck
Yak	Bob Fitzpatrick
OW Meyers	Chuck Downey
T34	Rudy Frasca
Wildcat	Rudy Frasca
PQ-14B	Harry Pick
T34	John Rippinger

Keep'em Flyin