



The Squadron



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Events

17 Feb: Annual Squadron Dinner at the William Tell Restaurant in Countryside, Il. \$30 with Reservation by 1 Feb, otherwise \$40 at the door.

12 May: Annual "Day on the Western Front" at Tim Dunavin's Rock Falls, Ill.

If you have any events planned, let me know and I will post them here!

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From the C.O.s Desk

The Holidays are over and a New Year has started.

2006 was a busy year for Squadron 4: the great annual banquet at Vlado Leno's restaurant, Kellner's B-17 project in Marengo, the Link Trainer retrieval, Tim Dunivan's "Day in the Western Front", Roger Paykert's Bannockburn fly-in; Brian Churchill's Kenosha Fly-in; Oshkosh-the Big Show, Joliet Bar-B-Que and fly-in,

hosting the B-17 Aluminum Overcast at Dupage Airport with Stacy Kolls in the lead, Tim Bauer's Lindenwood fly-in, Chuck Downey's bar-b-que, and November Veterans' forum. Quite an impressive schedule! Thanks to all who made this possible!

Hope you joined in the fun and adventure of these events. If not, mark your calendars this year so you don't miss out. Our first event coming up is the Annual Banquet on February 17th, 2007 at the William Tell Restaurant in Countryside. Enjoy a great dinner, excellent speaker, raffle, warbird stories and the company of other warbird enthusiasts. I expect to see everyone there!

We are always looking for new topics and speakers that are appealing to our members. So, if you know of a WWII, Korean War, Vietnam War, Desert Storm Veteran who would share an interesting story with us, please let us know.

These cold winter months are a time to rebuild and fix-up.

Recharge your batteries and get ready for a new year with a resolution to participate fully in Squadron 4 activities and to "Keep'em Flying".

C.O. Tom Buck



Model of Aluminum Overcast to be offered at Squadron Dinner – Come and bid!



EAA Warbird Squadron 4 Membership Renewal Form

Name _____

Address _____

City _____ State _____ Zip _____

Home Phone Number _____

Work Phone Number _____

Cell Phone Number _____

E-mail Address _____

Co Pilot/Spouse _____

EAA Membership Number _____

Warbirds Membership Number _____

EAA Expiration Date _____

Dues are due 31-January-2007

Squadron 4 Dues are: \$25.00

Today's Date _____

Name, Address, City, State, Zip, EAA General Membership Number, and EAA Warbird Membership Number are required information. Squadron 4 Membership dues are \$25 per year. Make checks payable to EAA Warbird Squadron 4. Send to Warbirds Squadron 4, C/O Daniel Guenther, 470 Drexel Ave, Glencoe, IL 60022-2103, or sign up on our web site at:

<http://www.warbirdsquadron4.org>



KEEP 'EM FLYING



VETERANS' FORUM

On November 14th in the Courtesy Aircraft Hangar in Rockford, host Mark Clark had a beautiful P51 and a T28 serve as background for the 2006 Veterans Forum. Squadron 4 served a crowd of 70 warbird enthusiasts and veterans who were entertained by a "USO" group singing 1940's era music. Adding to the excitement were several airplanes flying in for the event including a TBM Avenger, three T-6's, and four civilian aircraft. It was great!

New President of the EAA Warbirds, Ric Seigfried was presented with a Squadron 4 hat and he then said a few encouraging words to our group. Our own WWII Helldiver pilot, Chuck Downey, started the speakers with an overview of his exciting experience on an aircraft carrier that was attacked by a Kamikaze pilot. Grant Young, WWII TBM pilot, asked us, "How long is 10 seconds?" His answer was: that is how long you had to fly straight and level at a ship to be torpedoed—while the ship was shooting at you. C.L. Thompson gave us his perspective from his role on an aircraft fuel tanker ship. He delivered much-needed airplane fuel all over world during WWII.

Paul Perlongo, a B-29 Radar operator; "Wild" Bill Scanlon, an RAF Spits pilot and a Bomber crewman; John Guess, a WWII Corsair pilot in Pacific theater and Korea; Frank McCarter, a P40 and P51 pilot in China/Burma; Ken Peters, a Mohawk pilot in Viet Nam; Ted Kosten, a Navy TBM gunner and Official Navy photographer-par excellence, added their stories and experiences to help us better understand and appreciate all the veterans' remarkable service to their country. We saluted our group of 40 veterans and kept the memory with group pictures of these outstanding men.

All enjoyed time and opportunity to talk with the veterans

throughout the afternoon. Squadron 4 was proud to be able to recognize these men of valor.

Tom Buck



Veterans that attended the Forum. WWII, Korea, and Viet Nam era were represented.

Buzzing the Airfield

By Tim Dunavin

This year Capt. Downey invited not only Squadron 4, but his Veterans Group as well. The turn out was great and the two groups had a great time together. A hi-light of the event was the visit of Orian Samuelson, an Ag Radio and TV Show host and a good friend of the Captain's. The day was nice and we had a few aircraft fly in – Tom Buck with his TBM-3 was one.



While doing a web search, I found a webpage from Courtesy Aircraft, thanking Squadron 4 for coming to Rockford for our Veteran's Forum. Mark Clark sure was a great host!

Looking forward to the Squadron Dinner – be sure to get your reservations in and plan to attend this great event.

In May I will host the annual ‘Day on the Western Front’. Always good food and plenty of fun. Be sure to put this on your calendar too (see events schedual above).

There will be more activities for us to do and help with – stay tuned!!

SQUADRON 4 ANNOUNCES THE WINNER OF THE 2006 P-51 WARBIRD RIDE

By David Maren

THE YEAR-LONG RAFFLE FOR A DONATED RIDE IN VLADO LENOCH’S PRISTINE P-51, ‘MOONBEAM MCSWINE’, IS OVER. ON SUNDAY, NOVEMBER 12TH AT THE ANNUAL SQUADRON 4 VETERAN’S FORUM, THE WINNER’S NAME WAS PICKED FROM AN APPROXIMATE NUMBER OF 100 TICKETS SOLD AT SQUADRON EVENTS DURING THE YEAR. AFTER THE LUNCHEON, A GUEST OF SQUADRON 4 WAS ASKED TO DRAW THE LUCKY WINNER, AND WE ARE PLEASED TO ANNOUNCE THAT THE SON OF ONE OF OUR OWN, HARRY PICK JR., IS THE LUCKY GUY!! HARRY JR. AND HIS DAD HAD BOUGHT SEVERAL TICKETS THROUGHOUT THE YEAR, AND WERE THRILLED TO LEARN THAT HARRY JR. WILL BE FLYING WITH DRIVER VLADO LENOCH AT 400 MPH + SOMETIME SOON. CONGRATULATIONS HARRY!! WE ALL ENVY YOU AND CAN’T WAIT TO HEAR ALL ABOUT YOUR P-51 EXPERIENCE WITH ONE OF THE GREAT WARBIRD OWNER/PILOTS OF OUR TIME. I WILL BEGIN SELLING RAFFLE TICKETS FOR THE 2007 P-51 WARBIRD RIDE AT OUR ANNUAL DINNER ON FEBRUARY 17TH AT THE WILLIAM TELL IN COUNTRYSIDE, IL. SEE YOU ALL THERE !!

WARBIRDS OF SQUADRON 4

Spit Fire	Rudy Frasca
P51 Mustang	Vlado Lench
TBM Avenger	Tom Buck
T6	Rick Siegfried
T6	Vic
T6	Clyde Zellers
T6	Rudy Frasca
T6	John O’Connor
SNJ	Tom Buck
Yak	Bob Fitzpatrick
OW Meyers	Chuck Downey
Stearman	Roger Paykert
Stearman	Keith Birsa
L3	Keith Birsa
L5	Larry Tinker
T34	Will Martin
T34	Rudy Frasca
Wildcat	Rudy Frasca
B25	Ray Hillson



TBM-3
Chris, Tom, George, and Matt

CALVIN TURKINGTON STORY

By Mark Adamic

I’ve been collecting aviation memorabilia for about 15 years now. I’ve found all sorts of interesting items; medals, photos, patches, uniforms, all the neat things that the WWII and Korea guys wore and had when they

were flying their missions. A lot of these items have affected me personally. When you see the crew of a B-25 in front of their aircraft, you can't help but wonder what became of these men? Did they all make it home to their wives, parents and friends? This has made me something of a sleuth when it comes to researching the pieces of my collection. Nothing has really affected me like the grouping of items of S/SGT. CALVIN TURKINGTON, tail gunner, USAAF.

I got the Turkington grouping in a trade with a guy from Washington D.C.. He wanted an RAF logbook I had, and in exchange, I got Cal Turkington's WWII items. The grouping was a fantastic one, consisting of a 303rd Bomb Group patch, named Air Medal, named Purple Heart Medal, wings, ribbon bars, 8th Air Force patch, his original paperwork for his medals, a sortie list and a few odds and ends. Also in it was some research that the previous owner had done. When I got the group, I began poring over the paperwork, and was most moved by the hand written entry MIA on his Individual Sortie Record. After looking at the MACR or Missing Aircrew Report, I knew that I had to find out more about Sgt. Turkington.

Sgt. Turkington joined the crew of Lt. Don Stoullil as their tail gunner at Ephrata, Washington. After phase training on the B-17, the crew moved eastward toward their eventual assignment to the 8th Air Force. They were attached to the 359th Bomb Squadron (H), 303rd Bomb Group (H); Molesworth, England to fly what they hoped would be their 25-mission tour. The crew's first mission was a 'milk run' to France, but their baptism of fire would come 6 days later on Dec.30, 1943, an 8-hour mission to Ludwigshaven, Germany. On this mission, the navigator's windows were shot out by flak; they were in it for real.

The third mission would prove to be fruitful for both the crew and Sgt. Turkington. The Jan.4, 1944 mission to Kiel, Germany would once again see their aircraft hit by flak, this time the nose cone. Sgt. Turkington would be credited with shooting down a JU-88, and the ball-turret gunner getting a 'probable', also a JU-88. The next mission would be a test of luck for the 303rd, most of it bad. In one of the group's longest running battles of the war, the Jan.11th mission to Oschersleben would lead to the loss of 11 of the 38 aircraft sent out. For the men who survived this mission, would come the honor of the Distinguished Unit Citation. The Stoullil crew would come out without a scratch.

Three more missions would be flown during the rest of January, twice to targets in France, and once to Frankfurt, Germany. February would see missions to the following targets in Germany: Frankfurt, Leipzig, Werl, Aschersleben, and Schweinfurt. Two missions in March, on the 2nd and 18th to Frankfurt and Lechfield would be all the crew would fly. After the Lechfield mission, the Stoullil crew was selected to be a PFF (Path Finder Force) crew, at the PFF pool at Chelveston, attached to the 305th B.G. After a month of training, Sgt. Turkington flew his first mission in over 5 weeks, to Oberpfaffenhoffen, aerodrome, near Munich.

The April 24th mission to bomb Oberpfaffenhoffen would see Sgt. Turkington's luck change for the worse. His crew was assigned as deputy lead for the 384th B.G., part of the 41st Bomb Wing. In what navigator Lt. Hal Susskind called "a screwed up mission"; the element that the Stoullil crew was assigned was attacked for over an hour by more than 50 Bf-109's and FW-190's. Sgt. Turkington was wounded in the right arm. This wound, considered slight, would keep the sergeant from flying

missions with his original crew, who completed their 25 by flying two missions on June 6, 1944 in support of the D-Day operations.



Sgt. Turkington's 'slight' wound would keep him from flying duties until August 18, when he flew a mission to Belgium. Unfortunately, during the period that he was laid up, the mission tours went up to 35, now he would have to fly 10 more than he would have originally, or what navigator Susskind asks 'was he being penalized for being wounded?'

Between Aug 18 and Sept 27 he got in six more missions to Germany, France and Belgium. The mission the next day would be a bad one for the 303rd and Sgt. Turkington.

Sergeant Turkington was assigned to the crew of Lt. Bill Miller for the Sept. 28th mission to the Krupp Works at Magdeburg, Germany. According to pilot Miller, the mission was standard until reaching the IP or Initial Point, prior to starting the bomb run.

Although the fighter cover was excellent, a short time later, the FW-190's of IV/JG-3 attacked with great accuracy. Sgt. Turkington was hit badly in the chest, crawled out of the tail and asked waist gunner Sgt. Tony Zelnio to 'help him' and

died in his arms. Only 3 of the 9 crewmembers survived the attack and bail out. The 303rd would again lose 11 aircraft. For S/Sgt. Calvin Turkington, the war was over. His body was found in the wreckage of the B-17.

Now back to 1999. I began my research by contacting the 303rd Bomb Group Association. They were most helpful and printed my request for information in their newsletter. I heard from pilot Don Stoulil, navigator Hal Susskind and Waist gunner George Greene, from his original crew. All were kind enough to send recollections of Sgt. Turkington and Mr. Stoulil even sent an original photo of Cal taken on the day he was wounded. Bill Miller wrote a great letter about his last mission. Although I had never met him, I felt like I knew a little something about Cal Turkington. I was compiling a lot of this information when I happened to look at my parent's itinerary for a trip to Europe they were planning. When I saw that they were going to Margraten, Holland, I made my only request to them, find Cal Turkington's gravesite. A few weeks later, they brought me several photos of the beautifully kept US cemetery and the final resting place of S/Sgt. Cal Turkington.

Whenever I request information regarding a veteran's medals, from a group association or an individual, the first question that I'm asked is 'how did YOU get the medals?' This is always a somewhat sticky point. I try to be as honest as possible. I explain my hobby, my interest in WWII aviation and history and for most that is enough. For others it's not. I've been told to 'give them back to the family' by a few. To these people I say, if the family cared in the first place, they would have not let them get away! Well, off of the soapbox, I'm just trying to preserve some history that's disappearing a little bit every day. It's because of men like Cal Turkington, and all the rest of his

generation that I can sit here and write about him and his colleagues. Rest in Peace Cal, you are not forgotten!



Squadron Officers

(Partial listing – see web site for full board)

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(815) 726-5059

EX.O. Frank Bartilotta
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(815) 393-3932

Com. O. Brian Churchill
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Round Lake Beach, Il.
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SEC. David Maren
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Q.M. Stacy Kolls
406 Biester Dr.
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(815) 544-1223

☆ **Merchandise available!**

We have some new items in merchandise, CWU-45 Nylon flight jackets in size , M ,L ,XL , XXL . These will be very reasonable priced. The end price will depend on what patches and/or embroidery on the back, flag, etc. We also have Leather flight jackets styled like the old A-2 of WWII. These are also very reasonably priced. Call me for prices on both these jackets.

We will also have another t-shirt in our commemorative series ready for the annual banquet. We also have a limited supply of our first three shirts from 2006. If you don' t already have them you should get them before they are all gone. Purchasing merchandise helps support your Warbird Squadron 4.

We will be raffling off a CWU-45 with all the patches at the annual banquet, along with a New Nomex flight suit CWU-27.

For those wishing to put WWII era patches on their jackets, flight suits, or just collecting--I will have available at the annual banquet original WWII patches. Army Air Forces 1 thru 20 and some infantry divisions, most theatre of operations patches. If you have any special requests for WWII original patches, call or e-mail me and I can probably have them by the annual banquet.

All the merchandise including the new Jackets will hopefully be on our website in the near future for you to view and order.

Keep'em Flyin'!!