



The Squadron



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www.warbirdsqadron4.org

Events

The Annual Dinner has been scheduled for Saturday 5:00 P.M., February 12th, 2011.

Dinner cost: Per person - \$40.00 at the door or \$30.00 with called-in reservations by Feb. 1st. Please contact Jim Delaney:

jim.delaney@warbirdsqadron4.org

Sunday 11:00, March 20th, 2011 - Air Classic Museum, Sugar Grove, IL [Air Classic Museum](#) Hands-on Workshop Event

Saturday 09:00, April 23th, 2011 - Kellner Restoration Group - B-17E Flying Fortress

Dunavin's Fly/Drive-in Saturday 11:00, May 14th, 2011 - Day on the Western Front

Sunday 11:00, June 26th, 2011 - Joint meeting with EAA Chapter 790 at the Lake in the Hills Airport (3CK) Lake in the Hills, IL

Sunday 11:00, August 14th, 2011 - Annual BBQ @ Joliet Regional

Sunday 11:00, October 9th, 2011 - Illinois Aviation Museum @ Clow Airport, Bolingbrook, IL

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From the C.O.'s Desk

Happy New Year!

Coming soon is our Annual Dinner at the William Tell Restaurant on Feb. 12th. You do not want to miss this! Our speaker has experience in P-51 and P-47 Warbirds. Be sure to hear his synopsis of two great WW2 fighters.

You can also buy a raffle ticket for a flight in a P-51! What a chance of a lifetime! Warbird Squadron 4 has proposed a year of meetings that you will be excited to participate in. Plan now to save the dates and join in the fun.

We will be looking for you!

Tom Buck

Buzzing the Airfield

By Tim Dunavin

At the end of this year and the start of the new one, there has been a lot going on behind the scenes like our Veterans' Forum in November, planning for the dinner, and model building for the auction – a PBY doing what they did best – air/sea rescue – honoring 100 years of Naval Flight.

The PBY, in my estimation, was the best Naval aircraft of that 100 years. They were used in; rescue, anti-submarine warfare, reconnaissance, transporting the wounded, air taxi service, and all round utility aircraft. Come put your bid in on this historic aircraft, built by the Master Modeler himself. The 1/48 scale model is painted in Navy colors and is doing a sea rescue. The crew is keeping a sharp eye on the sky above too. When you see it – see if you can find the “monkey fist”! Correct answers will be put in a hat and the winner of a door prize will be drawn.

Also at the annual dinner, our featured speaker is Captain Anthony Faikus, Jr.. He served in the U.S. Army Air Force during WWII and has also written a book, The Ride. This book will be available at the dinner too. He is also featured in our Veterans' Corner this month.

On January 11th I was given the assignment to go to the Poplar Grove Airport to attend a meeting that was sponsored by Chapter 1414. Rod Hightower was the featured guest. An account of this meeting appears in this newsletter. It was a well-attended event, despite some tough weather.

The annual meeting/dinner is coming up on February 12th. Reservation should be sent to Jim Delaney as soon as possible.

Our annual dues are due as well; see attached form. Be sure to put your e-mail address on it – so that we can get the newsletter out to you in a timely manner.

Also in the newsletter you will find an

article on the construction of a Mk XII Torpedo that will be put into Tom Buck's TBM. Mike Majewski and Tim Dunavin have teamed up to build this torpedo for Tom.

It is with sadness I must report 2 “Folded Wings” in this issue: Viv Lock and Geraldine Doyle, who inspired Norman Rockwell's painting of “Rosie the Riveter”, died December 26th at age 86.

MK XIII Torpedo for a TBM

Part I

By Mike Majewski and Tim Dunavin

In early fall, Tom Buck asked me if I could make a warhead for an Mk XIII torpedo, that was being built by Mike Majewski, for his TBM Avenger. I was a bit surprised, but told him I thought that I could do the job.

After getting the size requirements and doing some research on the project, I checked my model aircraft supply box and found a 1/48 scale model of the Torpedo. Using the model and the data gleaned for the internet and publications on the subject, I started putting some ideas onto paper – long walks (I walk about 3 miles, at least 3 times a week) were also a source of inspiration.

I laid out the base plate on a sheet of ¾ inch plywood (20 inches in diameter) and a secondary (mounting) plate of the same diameter. After cutting them out, I sanded them to exact size and then made a 10 inch long by 2 ¼ inch diameter shaft for my center hub. Later I cut the ribs out and sanded them to the correct radius.



I had tried a couple of designs before the final cutting of the hub and ribs.



Tom and Mike flew out to my place and took a look at my progress and took the frame back to Joliet to test fit the warhead to the body that Mike was working on. Later I got the report that the fit was perfect. They returned the warhead to me, and I continued the effort.



Assembly of the components was then done with the addition of the nose rope loop to complete the frame.



The process took a lot of sanding, and shaping, but the result was well worth the effort.





Mounting plate was attached – note ¼ inch lip on the bottom. The mounting plate is to go inside the body of the torpedo and the warhead matches the diameter of the torpedo.



Aluminum fitted to concrete forms the tube, welded and filled to cover any gaps.



Mike has fitted the warhead in the tub.



The tail section started here.

A Conversation with Bob Britt 20th Air Force, 60th Bomber Wing

By Dan Guenther



I continue to be amazed at how small the world can be. This was demonstrated when a coworker of my wife's mentioned that her father had served in WWII as part of the 20th Air Force servicing B-29 bombers on Guam.

I contacted Debbie Conrad and arranged to meet with her father, Robert Britt. He shared a number of interesting stories about his WWII experiences.

Bob was inspired to join the military when his best friend, Walter Bob Boviall, was killed aboard the USS Arizona on Dec. 7, 1941. "I figure I had a score to settle," he said.

Bob trained in Nebraska and Texas before being shipped overseas to Guam. During the trip from Seattle to Hawaii, the ship encountered 40-ft. waves, making just about everyone on board very sick. "We almost wished they'd just torpedo us and get it over with!" Bob said.

When he and his group got to Guam, the island had only been taken from the enemy a short time earlier. There were still a lot of Japanese soldiers hidden in the surrounding jungle, resulting in several encounters and unwelcome excitement. Bob's job with the Air Corps was Bomber Ordinance for B-29s. He did pretty much everything associated with arming these bombers, including loading and fusing of the bombs and loading all the machine guns.

He recalled the incredible number of planes based on the island – well over a thousand – with most being the B-29s. He also remembered seeing a lot of P-51s parked not only on the base, but also in the jungles surrounding the base.

Bob talked about how he spent some of his free time on the island, carving beautiful scenes on the inside of coconut shells using his pocket knife. "The shells were everywhere. So, one day I just picked one up and started to carve," he said.

Toward the end of the war, Bob recalls working on the preparation and loading of the atomic bomb used on Nagasaki. He recalls hearing the crew discussing the need to "make the drop, then get out of there" – referring to getting out of the way of the enormous blast. "I know my actions helped shorten the war," he said concerning the planned invasion of the Japanese mainland. The war would have gone on much longer had the Japanese not surrendered as a result of the atomic bomb drops.

After the war, Bob went into the screw machine field and ended up starting his own company in Delavan. The business was called Swiss Tech and still exists under that name today (though under new management, of course). He sold the business in the late 1960's and retired.

But Bob has been even busier since his retirement. For a long time, he fished and hunted, and he collects coins. He also got into metal detecting and has found some great stuff! For instance, when they drained Lake Delavan, he and his metal detector were able to locate a gold clown with jewels on it. (Barnum and Bailey circus people used to stay at Lake Lawn Lodge in the winter, and the clown may have been a relic from that era.)

Thank you, Bob, for your contribution to winning the war in the Pacific and for sharing your story with us.

Folded Wings

Viv Lock 13 July 1920 – 2 Oct 2010

Viv Lock was a career military man, retiring in July 1968 from the U.S. Air Force at the rank of lieutenant colonel. He also worked for Azzarelli Construction.

He was born July 13, 1920, in Kankakee, the son of Ben and Lottie Kahney Lock. His wife, the former LaVonne Guy, whom he married Aug. 17, 1952, in Streator, died May 19, 2008.

He served in the U.S. Air Force during World War II, where he was a B-29 pilot flying the City of Kankakee, and was a founding member of the Vintage Squadron. He enjoyed working with horses and restoring carriages.

Folded Wings

CHICAGO (AFP) – A Michigan factory worker used as the unwitting model for the wartime Rosie the Riveter poster whose inspirational "We Can Do It!" message became an icon of the feminist movement has died.

Geraldine Doyle died Sunday, a spokesman for the Hospice House of Mid Michigan told AFP. She was 86.

March Madness (Double the fun)

by Art Sereque

Sunday, March 20th, 2011, will see Squadron 4 have "Double the fun"! Why? First, Squadron 4 members, guests, and friends will meet at Air Classics Museum at the Aurora, Ill. Airport. Four beautiful, exact full scale replicas of a P-40, P-47, P-51, and BF-109 will be on display. Also on static display will be planes from the Korean, Vietnam, and Gulf Wars as well as jet engines, small warbird models, uniforms, and a display honoring the Polish Air Force.

Leaving Air Classics Museum, the group will pass a Subway Sandwich Shop where nourishment may be obtained.

A short distance north on Rt. 47, the group will pull into the home of Spence Reese, where he has over 8000 artifacts and then go out back to his hanger, where there is even more neat stuff!

Then, WWII B-17 and Korean war B-29 pilot Dick Allen will give a talk on his combat experiences.

As probably the finest and most active Warbird Squadron, this will be a great start to our 2011 season.

P-51/Stearman Raffle

Gordon Millerin and his grandson, Chris and granddaughter, Tiffany, will be selling raffle tickets for the P-51 and Stearman rides at the annual dinner. Winning tickets will be pulled at the annual BBQ at Joliet in August.

Veterans' Forum

By Art Sereque
Photos by Ted Kowalik

Once again, Squadron 4 member Mark Clark, President of Courtesy Aircraft Sales, provided his hangar for the Squadron's annual Veterans' Forum.

Approximately 40 members and friends arrived on a chilly November 14th to pay tribute to our nation's veterans. Upon entering the hangar, they were greeted by a great trio, singing WWII songs.



This group has performed for the Squadron several times in the past. Following an hour of socializing, C.O. Tom Buck called the meeting to order. After welcoming the group and a benediction by Tim Dunavin, lunch was provided by Quartermaster Stacy Kolls. As in the past, she served delicious homemade soup, sandwiches, chips, drinks, and dessert.



Mike Hudak and Bill Brown

A brief business meeting followed, in which Squadron members were brought up

to date on various items. Gordon Millerin and grandson, Chris (our youngest member) provided details of this year's P-51 ride raffle. It was also noted that Keith Bursa will also provide a ride in his open cockpit Stearman PT-17! Of course, it's Vlado Lenocho who is providing the P-51 ride. Last year's winner, Joe McBride, is still walking on air!

The featured speaker was Joe Thalman who arrived with his significant other, Kim, in his own small plane. Last summer, after being checked out by none other than Vlado, he and Kim flew to California and back in a P-51. Of course, having flown an F-16 in combat helped in his P-51 training.



Joe described training, combat, delivering F-16s to other countries, and problems despite having multiple redundancy systems. He mentioned that at low altitudes one must keep the F-16's speed at a minimum, or you could melt the windshield – windshields that cost in the 6 figures. Joe also described the differences in flying an F-16 and the back seat on an F-18.

Joe's talk was very well received, as evidenced by the many questions following his talk.

More socializing and hangar flying followed, after which the gang went home.

Veteran's Corner



Capt. Anthony Faikus, Jr.
40th Fighter Squadron, 5th Air Force
South West Pacific WWII – in a P-51
Mustang

Anthony Faikus, Jr. started his flying in the Army Air Force, with the 40th Fighter Squadron, after training in a P-39. Not long after joining the Squadron, they were sent to Australia and later to New Guinea. He was later assigned to fly the P-47 Thunderbolt, which he really liked; then later at Clark Field in the Philippines he got the P-51 Mustang.

Capt. Faikus will be our featured speaker at our annual dinner in February and his book The Ride will be available there.

March Madness

Part II

By Art Sereque

The Squadron will meet at 10:00 A.M. Sunday, March 20th, at Air Classics Museum. Located west of Rt. 47, it is one mile west, past the main entrance to Aurora Airport.

After touring the museum, we will adjourn to Spence Reese's home, museum, and hangar. There we will have lunch, a brief meeting, and a talk by Lt. Col. (Ret.)

Dick Allen, a WWII B-17 pilot, and Korean B-29 pilot.

Spence's address is 4 South 800 Rt. 47, Sugar Grove Twp.. It is north of Rt. 30, just north of Harter Rd. (w/s of Rt. 47) and across from the entrance to Waubensee College.

Rod Hightower, 11 January 2011

Poplar Grove Airport

By Tim Dunavin

By special assignment from our C.O., Tom Buck, I attended the first of the Chapter meetings that are to be conducted by Rod Hightower, our new EAA President. There are 3 scheduled meetings a month for the next 24 months!

The meeting was very well attended, despite some pretty foul weather – nearly 200 EAA members and friends.

I arrived early and found a nice seat near a speaker stand, where I could hear better. As it turned out, this seat was in a direct line to the speaker's stand, and I not only got to meet Rod but got my photo taken with him too!



We chatted a bit, but there were a lot of folks that knew him (He was a member of the EAA Chapter 1414, our host Chapter, at one time).

There was food available before the meeting and a lot of hangar talk going on before the meeting, and there were several

other folks that I knew there as well as some members of Squadron 4.

I invited Mr. Hightower to our Squadron dinner, but his schedule for the next couple years seemed to be filled up!

The meeting started on time, but the topic of the day, with a question and answer period, stretched out into almost 9P.M.



He told us where EAA has been and where it is going in the future, including new programs, government efforts, flight training, and adult Eagle programs. One interesting effort is centered on raising the light sport aircraft weight to include Cessna 150s.

Rod is friendly, open, and candid – very knowledgeable and made a great presentation.

What followed his remarks was a long period of good questions and answers and a good time together.

Help Squadron 4 Support Our Troops!

We are still collecting donations to send care packages to our troops overseas. Started in September of 2004, our care package drive has collected items for an average of 4 care packages every year, including special Christmas packages. Donations can be brought to any Squadron meeting. A list of approved items for care packages is posted on the Squadron website (www.warbirdswarbirdon4.org). Monetary

donations help to fill out the packages with needed items that have not been donated. It's easy to remember our servicemen and women on Memorial Day and Veterans' Day. We need to let them know they are always in our thoughts and prayers.

If you have any questions, please contact Stacy Kolls, Squadron 4 Quartermaster, at 815-218-9202. Please help us support our troops!

Squadron Officers

(Partial listing – see website for full board)

C.O. Tom Buck

(815) 726-5059

EX.O. Frank Bartilotta

(773) 763-4659

ADJ. Tim Bauer

(815) 393-3932

Com. O. Brian Churchill

(847) 356-9056

SEC. Ted Kowalik

(603) 289-2785

Q.M. Stacy Kolls

(815) 544-1223

Treasurer Jim Delaney

(847) 713-0808

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/>

Photos and videos of our activities are available from our web site.

Cincinnati, OH Warbird Squadron 18 Link:
<http://www.cincinnatiwarbirds.org/>

Indiana Warbird Squadron 3
<http://www.warbirdsquadron3.org/>

Keep'em Flyin

Florida Warbird Squadron 24
<http://www.floridawarbirds.org/>

WARBIRDS OF SQUADRON 4

Spit Fire	Rudy Frasca
P51 Mustang	Vlado Lenocho
F8F Bearcat	John O'Connor
TBM Avenger	Tom Buck
T6	Rick Siegfried
SNJ	Vic Krause
T6	Clyde Zellers
T6	Rudy Frasca
T6	John O'Connor
SNJ	Tom Buck
Yak	Bob Fitzpatrick
OW Meyers	Chuck Downey
L5	Larry Tinker
T34	Will Martin
T34	Rudy Frasca
Wildcat	Rudy Frasca
PQ-14B	Harry Pick

MERCHANDISE

We have the new Squadron 4 hats – 7 styles to choose from! Lots of new items are coming soon!

You can help the Squadron and look great too! See Brian Churchill for details!

Model to be auctioned off at Squadron4 annual dinner
Built by Squadron Master Modeler Tim Dunavin



The PB4Y was one of the most versatile aircraft of all time. To commemorate the 100th year of Naval Aviation, this year's model - a PB4Y - will be put up for auction at the annual Squadron 4 dinner on February 12th.