



The Squadron



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www.warbirdsquadron4.org

Events for 2010

Sunday, March 21st 11:00AM -
Warbird Heritage Foundation,
Waukegan, IL

Saturday, April 24th 09:00AM -
Kellner Restoration Group - B-17E
Flying Fortress - 21010 Anthony
Rd. Marengo, IL 60152-9502

Saturday, May 8th 11:00AM -
Day on the Western Front - 28931
Bell Rd. Rock Falls, IL 61071-9504

Sunday, June 27th - TBD

Saturday, July 10 & 17 -
AirVenture Warbird Squadron
Work Days

Sunday, August 15th 11:00AM -
Annual BBQ @ Joliet Regional
Airport

September 17th - 19th - Squadron
4 will be hosting EAA's B-17
Aluminum Overcast @ Lewis
University Chicago-Romeoville, IL

Sunday, October 10th 11:00AM -
Illinois Aviation Museum @ Clow
Airport, Bolingbrook, IL

Sunday, November 14th 11:00AM
- Courtesy Aircraft will be hosting
our Veterans' Forum - 5233 Falcon
Rd. Rockford, IL 61109-2911

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

www.warbirdsquadron4.org

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From the C.O.'s Desk

First, a big thank you to all who worked
and all who attended the Annual Banquet. It
was a big success.

Spring is just around the corner.
Squadron 4 is planning a great year full of
opportunities to get up close to warbirds.
Did you realize we are known to be one of
the most active Warbird Squadrons? Your
participation is what makes Squadron 4 so
great!!

Check out our website-
warbirdsquadron4.org-to keep up on the
latest news and meetings and view past
newsletters. Our great pictures of the
previous meetings and warbirds are also on
the website. --- a must to see.

Remember, we want you to come,
participate, and bring a friend.

Tom Buck

Buzzing the Airfield

By Tim Dunavin

With all the activity that was reported in the last newsletter, this one will seem a little thin! However, not to be out-done, our annual dinner will be one that will be talked about for some time to come.

We had a great time! We had a great dinner and guest speaker, Adm. Nash, not to mention the model auction – which was spirited and very eventful. We honored Ted Koston and got to meet his son, John, and daughter, Kristine as well. We missed some of our old friends – Captain Downy is in Florida working on the restoration of a TBM, to mention one.

This year there will be a lot of Squadron activities to attend, and as always we need volunteers to make it all work. Bill and Jerry Brown got the “Volunteer of the Year” award for 2009 – they sure worked hard and fully deserved it! Thanks to all who helped last year, and we look forward to seeing you all back this year as well.

Our squadron board of directors will remain the same this year, as last. When you see them – give them a vote of thanks too. Have a great time at Waukegan and I’ll see you all at Kellner’s in April!

This month’s “Veteran’s Corner” comes from the internet – a feature story about a WASP that I thought you’d like:

Veteran’s Corner

by Julia Spitz/Daily News staff

GHS

Posted Jan 02, 2010 @ 11:53 PM

At 90, Anna Monkiewicz has a lifetime of stories and memories.

The ones about flying start here.

"My father had driven us over to see the planes take off and land in Framingham", which, by the mid-1930s had two airfields: one at the Musterfield, used primarily for military planes, one for charter planes and flying lessons on Western Avenue near the Sherborn line. When she was a girl, there was also a small airfield in Natick, off Rte. 9, near the Wellesley line, the former Anna Flynn recalled.

She often dreamed of flying as she made her way along North Main Street toward Natick's Felchville School in the 1920s. She often thought of her hero, Charles Lindbergh, the first person to fly solo across the Atlantic, and some of the women who dared to dream of similar feats - Harriet Quimby, Ruth Law, Nancy Love and Amelia Earhart.

"Since I was 8, I wanted to be a pilot," Monkiewicz said.

By 26, she had achieved the dream and served her country as a member of the Women Air Force Service Pilots, or WASP.

She would become a flying instructor, raise seven children, and even serve as a reserve police officer in The Dalles, Ore., the city she has called home for many years.

But growing up, the adventures were perhaps a bit smaller in scope.

Her father worked for the Boston and Albany Railroad, so there were train trips into Boston. There were also frequent visits to the movie theater in downtown Natick.

"That was a big thing to do when I was a kid."

Children wouldn't be found at a late-night double-feature, though. Natick "had a

whistle that blew at quarter of 9 every night. That's when the kids had to get off the street" and she had to get back to the family's Fletcher Street home.

"I wasn't a traveler," she recalled.

That changed not long after her 1937 graduation from Natick High.

A friend, female pilot Dorothy McLean, "who flew out of Framingham," had gotten a job at the Piper Aircraft Corp. factory in Lock Haven, Pa., and let Monkiewicz know when "a job opening came up."

Going to work at the plant "stemmed out of the dream" to fly.

Piper's flying club offered employees the chance to learn. "It cost \$3 a year, and \$1.12 an hour for lessons," she said. The first plane she flew, naturally, was a Piper Cub. In about a year, she had earned her pilot's license.

While Monkiewicz was learning to fly, America entered World War II and a new chapter in its history. As men entered military service, women stepped into numerous new roles.

In August 1943, the Women's Auxiliary Ferrying Squadron, led by Nancy Love, and the Women's Flying Training Detachment, led by Jacqueline Cochran, were combined to form the WASP, and female pilots were sought to ferry military aircraft throughout the country.

"A recruiter came (to the Piper plant) and told us all about it, and of course we were all excited," Monkiewicz recalled.

More than 25,000 women across the country applied for the WASP, whose members also

served as safety pilots and flight instructors, and towed targets for anti-aircraft and aerial gunnery. Monkiewicz was one of 1,830 chosen for training and one of 1,078 to earn her wings. She was trained to fly "the Army way" at Avenger Field in Sweetwater, Texas.

Fifinella, a cartoon character designed by Walt Disney, was the WASP's mascot.

"We thought that was pretty neat," she said of the leaping gremlin. "We had little Fifis to put on our jackets." The patches "were leather, with oil paint on them to make them pretty."

But their work wasn't about looking pretty. It was getting all varieties of military aircraft, including the B-17 and B-29 bombers, to the places they needed to be.

"We were aware that we were kind of an oddity," she said. "When we showed up in towns, at movie theaters, they didn't know who we were. 'Are you Red Cross? Stewardesses?'"

They were civil service, not soldiers, but the service was often hazardous. Thirty-eight WASPs died in training or on the job.

"It was a pretty sobering thought," Monkiewicz said. "Nobody left their quarters in bad shape. They knew someone might have to come and pack it up."

She had two close calls ferrying single-seater fighters.

One was en route to Newark when a snowstorm hit and she had to land at an unplowed airfield in upstate New York. "I got it down," she said of the plane, but "it was pretty badly wrinkled" after hitting a snowdrift and flipping over.

In the other incident, in Goldsboro, N.C., "someone left a gasket off. I thought they just did a refueling," which would account for the strong odor of gas, but when the gasoline started splashing on her feet, "that's when I got a little perturbed." She landed, climbed out on the wing while the plane was still rolling, and jumped. Fire trucks were there and "covered it with foam."

For Monkiewicz, the memories are good.

"We got to fly airplanes, and we had a great time."

WASPs received \$150 a month while training, \$250 a month as pilots, which, though less than male pilots earned, "was a lot more than I had been making" at the Piper plant. "We were fed and clothed. We had vouchers for food and hotels when we went on the road," she said, "so a lot (of the women) had nice little nest eggs at the end."

By October 1944, "we knew it was coming, but we kept thinking they'd change their minds. They never did." On Dec. 7, 1944, after a bill in Congress to give the WASP military status was defeated, Gen. "Hap" Arnold, commander of the Army Air Forces, declared "the WASP had completed their mission."

After the disbandment, "you could join the service, (but) they made it very plain there would be no flying. ... I was spoiled. I didn't want to be that close" to airplanes and not be able to fly.

The women paid their own way home. There were no military honors for those who died in the line of duty. Recognition of their service was three decades away.

The bright spot was being back in Natick for Christmas 1944, said Monkiewicz, though

she soon realized "the hole I left was pretty well filled," and headed to Ohio to work at a flight school with several other ex-WASPs.

"It got rainy, so I wasn't making any money," so she headed to California. "I was like a bird. I didn't light anywhere for awhile."

Eventually, while working at a Navy base, she met Whitold Monkiewicz. "We just called him Bill," she said with a laugh. They married when she was 32, and raised seven children together before his death in 1975.

For a time she continued giving flying lessons. Her husband "never flew with me. I don't know why. I didn't question it. He didn't like flying much."

"I flew until I got pregnant. Then all bets were off. Once I gave it up, I didn't really go back."

Two of her children served in the Air Force. Daughter Julie was a legal aide with the Air Force Area Defense Council. Son Louis served 20 years in communications.

"Neither flew," she said. "I think my stories scared them."

But like Monkiewicz, the other Flynn girls had their adventuresome streaks. Sister Joan was a scuba diver who did rescue and salvage work with her husband. Eileen "was an NRA instructor," said Eileen's daughter, Patricia Griffin.

Griffin, whose parents bought the house her aunts and mother grew up in, said she knew about Aunt Anna's exploits "from an early age (because) there was a propeller that hung at the old homestead."

"I remember hauling that thing home from Lock Haven on the bus, wrapped in a piece of canvas," said Monkiewicz. "For some reason, I told people it was a pair of skis, maybe because I didn't want to try to explain why I was packing a prop over my shoulder.

"The prop was one that was rejected as being unairworthy at the factory, and they were selling them for \$10 apiece. It was the size used on a Piper J-3, the craft I learned on," and while that propeller remained in Natick, "oddly enough, I have another one just like it hanging on my wall here in The Dalles. My sister, Joan, picked it up somewhere and gave it to me."

While the family was aware of her service, recognition for the WASPs, whose records were classified and sealed after they were disbanded, didn't come until the late 1970s, when they were granted veteran's status.

"We weren't really looking for that," said Monkiewicz. They just didn't want their efforts to be forgotten, and when an Air Force press release touted the training of the first group of female pilots, WASPs lobbied Congress for recognition.

"We're not heroes," she said, but "we blazed the trail for the gals who are flying now. We showed it could be done."

Last July, President Barack Obama and Congress awarded the WASP Congressional Gold Medal. Monkiewicz was honored at a ceremony in Oregon in August.

She said she's gratified the WASP's achievements are now public knowledge, and pleased Natick's Morse Institute Library has included her photograph in its collection of portraits of servicemen and women.

"How about that? It was nice of them to do."

She was also happy to learn of Natick's dedication of a bench outside the library to honor women's service in the armed forces and in support roles.

"They put their shoulder to the wheel in any way they could."

As for the wings she worked so hard to earn 65 years ago, "I have them right here on the bureau." Being a WASP, "I guess you could call it a brotherhood. Or sisterhood," she said.



Squadron 4 Annual Banquet “A Tribute to Teddy”

by Art Sereque

all photos by Ted Kowalik

Once again, the William Tell Restaurant in Countryside, Ill., was the scene of the annual Squadron 4 banquet on February 27th, 2010. Guests started arriving and socializing at 4:00 PM and at 5:30 PM. C.O. Tom Buck welcomed all. He then introduced Tim Dunavin who gave the invocation, followed by a fine family style dinner.

Following dinner, Jim Delaney started awarding door prizes. Gordon Millerin spoke about the P-51 raffle (2 rides this year), and Bob Emmet displayed a beautiful ME-262 model he had painstakingly crafted.

C.O. Tom Buck introduced the Squadron Board members as well as National President Rick Siegfried and National Directors Ed Finnegan, Bill Miller, and Mary Weed, who are also Squadron 4 members.



National President Rick Siegfried

In a tribute to recently deceased member, friend, and mentor Ted Koston, Tim Dunavin gave a memorable eulogy to Ted. He then displayed a model of Ted's favorite airplane, a Grumman Avenger, with crew nearby, and a depiction of Ted, kneeling, taking a photo of the pilot.



Tim Dunavin – Eulogy for Ted Koston

Art Sereque then spoke of his close relationship with Ted and of Ted's always positive attitude. Art said that anyone who knew Ted was a friend of Ted's. He then asked all who were friends of Ted to raise their hand. Practically everyone of the 70 guests present shot up their hands. Art then led the auction of the above mentioned model, which started at \$150. After spirited bidding, only two bidders remained: Tim Bauer and Ted's son John, who along with his sister Kristine, were honored guests. Finally, John being on a school teacher's salary, dropped out of the bidding, with the winning bid being \$550 – then it was announced that Tim was bidding for a dear and longtime friend of Ted's, Capt. Chuck Downey who was in Florida at the time.

Another auction, for a beautiful flight jacket, was won by Sue McSorley, who gave it to her husband Bob.

Rick Siegfried then took the podium. He spoke of improvements for Air Venture, Warbird Alley: Honor the past – look to the future. He also mentioned the planned arrival at Oshkosh of about half the remaining DC-3s / C-47s.

Following Rick's remarks, Tim Dunavin presented out first “Volunteer of the Year” award to a very deserving couple – Bill and Jerry Brown. It seemed that all year they were everywhere – from early morning until after midnight – on behalf of the Squadron, “Thanks, Bill and Jerry!”



Bill and Jerry Brown – “Volunteer of the Year” Award

Ralph Tanis then introduced our main speaker, Admiral Bernie Nash (Ret.), who gave a very interesting and lively talk. He served on active duty from 1942 – 1949 and then stayed in the active reserves so he could fly – especially his favorite plane, the Dauntless “SBD” Dive bomber. Among his duties were submarine patrol and as a test pilot for repair stations.



Admiral Bernie Nash

Following the Admiral’s remarks, there was more socializing and hob-nobbing with friends and a great evening for all!!



Hob-nobbing - 1



Hob-nobbing -2

Trip to Florida by Mike Hudak

During the first week of February, I took a golf trip to Tampa, Fl. On Saturday, the weather was cold and extremely windy, totally unplayable. So spur of the moment after seeing a flier in the hotel lobby for Kermit Weeks Flight of Fantasy, we decided to take the hour drive to Polk City (of course I gave the fellas no choice). When we first got there, we accidentally wandered into a restricted hangar, and the first thing I saw was a TBM Avenger that was having work done, then a B-24 and a couple bi-planes before we were escorted to the main entrance. Once inside, we saw numerous beautifully restored birds. Mr. Weeks takes no half measures! Among the aircraft there were a B-26, B-25, P-51, Nuiport, Short Sunderland (I have no idea how they got it into the hangar), a PB4Y, and many more. You can see them on the website. They also have a B-17 that’s full of special effects that’s pretty cool. The restoration hangar is a must see. We saw a P-35 and a F-6 Hellcat and a few others there. I especially enjoyed the hangars that were chock full of warbird engines and parts. Some engines are still sealed in steel drums from WWII! And the smell of the oil and grease, it smells like...well it smells like VICTORY! I should add that the tour guides were excellent and

very accommodating. So I would highly recommend it as a must see to anyone traveling to Florida that has an interest in warbirds.

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.warbirdswarbirdron4.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

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(773) 763-4659

ADJ. Tim Bauer

(815) 393-3932

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SEC. Ted Kowalik

(603) 289-2785

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(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-eea.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/>

Indiana Warbird Squadron 3

<http://www.warbirdsquadron3.org/>

Florida Warbird Squadron 24

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

WARBIRDS OF SQUADRON 4

Spit Fire

P51 Mustang

P51 Mustang

TBM Avenger

T6

SNJ

T6

T6

Rudy Frasca

Vlado Lenocho

John O'Connor

Tom Buck

Rick Siegfried

Vic Krause

Clyde Zellers

Rudy Frasca

T6
SNJ
Yak
OW Meyers
Stearman
L5
T34
Wildcat
PQ-14B

John O'Connor
Tom Buck
Bob Fitzpatrick
Chuck Downey
Roger Paykert
Larry Tinker
Will Martin
Rudy Frasca
Harry Pick

This from Gordon Millerin.....

The three most
useless things in
aviation are: fuel
in the bowser,
runway behind
you, and air
above you. -Basic
Flight Training Manual-

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 Tim Bauer for details!

Photos and videos of our activities are available from our website.