



# The Squadron



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

## Events

Coming events for 2013 – more details later:

**Apr 27** - Work day at Kelner's  
21010 Anthony Rd. Marengo, IL

**May 18** - Day on the Western Front  
28931 Bell Rd. Rock Falls, IL

**Jun 15** – Air Classics Museum of  
Aviation open house

**July 29 - Aug 4** – Oshkosh

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

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

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

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## From the C.O.'s Desk

Squadron 4's first mission to see a Lake Michigan Wildcat was a success! It was great to see new and excited faces viewing the resurrected Wildcat. Our host, Chuck Greenhill, was very hospitable in showing us his hangar with 2 Mustangs, [the gun rack was open for viewing] a Grumman Duck and a Citation. We also got to watch work being done on a Goose, and Chuck himself making parts for the Corsair that he raised for the Navy. What a find! Be sure to keep informed and join us on our next mission. Seeing these historic warbirds is one way Squadron 4 helps to make history alive for our members. Watch your email and our website for more missions!

Tom Buck

Keep'em Flyin

## Buzzing the Airfield

By Tim Dunavin

I had difficulty putting this newsletter together! We had so many good articles sent in that it was hard to keep the newsletter to a reasonable length.

We even had some new contributors – one of which is in this issue. Most of you, if you were at the MVPA Cross Country Convoy event at Rochelle, will remember Bill Hobbs (General Douglas MacArthur). He sent the fine article contrasting the AD1 Skyraider to a jet fighter.

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As usual Art Sereque has given us a fine report on the Squadron annual dinner, with follow up articles by Jerry Czupryn and our guest speaker Bill Thorns.

Mike Hudac has reported on adventure he was on recently and another great Squadron mission on March 30<sup>th</sup>!

We are sad to report the passing of Marie Churchill, Brian's Mother – she will be missed by those who knew her (I did and will miss seeing her).

Butch Bejna has invited pilots to participate in the Young Eagles program too.

All this and more activities coming up too! In April we return to Marengo to help with "Desert Rat" restoration, and May will bring "finger lickin good" chicken lips at "Day on the Western Front" (May 18<sup>th</sup>)

### **Mission alert!**

Squadron 4 Mission: Mar 30 2013

Type: Historical

Mission Date: 30 March 2013

Mission Time: 10:00 hr

Mission Details: This is a FG-1 D Corsair (Reno Racer 94). It has been modified for speed & last raced in 1970's. Delivered to the Navy May 1945 and was at NAS Minneapolis in the 1950. It's one of the oldest Corsairs left. Stored, & displayed at Lowry AFB in Denver, Co. at Wings over the Rockies Museum. It is at Tab Air in East Troy, WI, where it will be restored to Military Configuration. See website for directions and map.

### **Squadron 4 Banquet**

By Art Sereque

On Feb. 2<sup>nd</sup>, the William Tell Holiday Inn in Countryside, IL was the scene of the Squadron 4 Annual Banquet. Board members arrived early to set up raffles, registration, door prizes, and auction tables. Jerry Czupryn manned the raffle table, while Brian and Diane Churchill registered all the guests.



At 4:00, members and guests started hangar flying [socializing] and signing up for the silent auction. At 5:15, Tim Dunavin gave the invocation and then all sat down to enjoy fine family-style dining. At the same time, drawings were held for door prizes. Following dinner, C.O. Tom Buck addressed the group. Warbird's Executive Director, Bill Fischer, gave updates on what's happening in Oshkosh. Jerry Czupryn gave an update on the warbird drawing, and Dave Stevens and Stacy Kolls talked about the B17 tour stop. Art Sereque informed us of the date for the Air Classics Museum Open House as June 15<sup>th</sup>. He also noted that Squadron 4 members will do a flyover which John O'Connor has graciously agreed to coordinate. As Recruiting Officer, Art introduced several new members. Art then introduced our speaker, S/SGT. Bill Thorns, flight engineer and top turret gunner on the B17 Fertile Myrtle III. Bill spoke about the "Double Strike", on August 17<sup>th</sup> 1943, where 376 planes took off and split up, one to the ball bearing factory at Schweinfurt, and one to the 109 factory at Regensburg. "Fertile Myrtle" was the lead plane, with none other than Gen. Curtis Lemay on board. Equipped with long range "Tokyo" tanks, they flew down the boot of Italy to North Africa, landing in a desolate airfield. Sixty planes [600 men] did not return. Two months later, on his 19<sup>th</sup> mission [his 20<sup>th</sup> birthday] Bill once again found himself flying over Regensburg. Bill then concluded his remarks with a very interesting question and answer period.



Our speaker even won a model SBD airplane as one of the door prizes. The silent auction made the top bidders happy with their prizes.—Gordon Millerin got the B25 model and Shari Thomas got the flight jacket with the TBM; Sue Neeley got the desk lamp, and the bombing map went to Ed Le Tourneau, and Bob McSorley got the B17 picture. Tom Buck made some closing remarks, followed by more hangar flying. A great time was had by all.

### A Note from Bill Thorns

At the Sq. 4 banquet, Feb. 2, 2013, I had mentioned while on the Regensburg, Germany mission, 8/17/43, the train of B-17's was about 15 miles long and that the 6 Groups behind us would drop their bombs on the lead or deputy lead Bombardier of the First Group. At the end of the talk a question (a very good one) was asked, "How did the rear Groups bomb, because they surely weren't in position to drop when the first group dropped?" My answer wasn't definitive, and I apologize. What I meant to say was, that each of the 6 Groups behind the lead Group, had a Lead and Deputy Leader and each individual Group released their bombs upon the release of their Leader.

It was a distinct pleasure to participate in the evening's festivities with Sq. 4.

Sincere appreciation,  
Bill Thorns

### Warbird Raffle at the Squadron 4 Banquet

By Jerry Czupryn

Raffle ticket sales were very good at the banquet in February. I would like to thank everyone who bought tickets that night. Anyone who purchased a ticket got their name put in a drawing for a few special prizes. The first prize was a model of a Japanese Zero and a book about the plane.



Second and third prizes were 2013 Warbird Pinup Calendars. The winner of the plane and book was Ted Kowalik. Winners of the calendars were Dan Guenther and Gordon Millerin. I would like to thank Bob Emmett and his son Brian for again donating a model plane for the raffle prize. The book they also donated was very appreciated by the squadron and me. Thanks also go to Christian Kieffer and warbirdpinups.com for graciously donating two calendars for prizes. I would like at this time to thank everyone in the squadron and friends who have purchased raffle tickets to help support Squadron 4. If you haven't purchased your ticket, you can get them at [www.warbirdsquadron4.org](http://www.warbirdsquadron4.org).

### My Winter Warbird Fix

by Mike Hudak

On a recent trip south, I was fortunate to have a couple "warbird experiences" giving me a much needed "fix" to get me through the rest of the winter.

First up was Savanna, GA home of the "Mighty 8th Air Force Museum". Savanna is the birthplace of the Mighty 8th, and they are restoring a B-17 that is named after the original city of Savanna. It will remain there on static display. They have a great

collection of WWII and Army Air Corps memorabilia on display, along with a great library that, among a lot of things, has a terrific data base of veterans that served in the 8th.

One of the friendly librarians found our buddy Charlie Muellers' records and printed them for me to give to him. I noticed that he was listed as a 2nd Lt. It explained that Charlie was due for a promotion just prior to becoming a POW. So I had the lady promote him to 1st Lt to set the record straight.

Congratulations, Lt. Mueller!



I highly recommend a visit, and don't forget to test your skill on the 50 cal. simulator if you go. I could have spent hours on that gun, but a 10 year old kicked me off of it. That didn't bother me, but the fact that he shot down 28 planes to my 27 did. Gives me a reason to go back and shoot for 29!

Next up was my visit to NAS Key West, where I hooked up with fellow Squadron 4 man Frankie Bartilotta.

His friend Bobby Green is in charge of the fueling operation of all the aircraft on the base, and it's a big job as they have many F-18's, F-18 Super Hornets, F-5's and other models, and they fly a lot.

To me it's always a thrill to set foot on a military base and interact with such a dedicated, motivated, and professional group of individuals. I was amazed by the numerous F-18's and F-18 Super Hornets there; never saw so many in one place!

They also have a squadron of F-5s. They belong to an Adversary Squadron that dogfight with the F-

18's. Another interesting plane I saw was a Hawker Hunter.

Our tour guide Bobby showed us around his office which is right next to the flight line. He explained some of the operations and how professionally they are conducted. His job is a critical part of the operation because if there is no fuel those birds don't fly!

We then drove to the end of one of the runways and got an up close view of a Super Hornet launch....very cool.

A few days later I got to go back to watch a large group of the fighters launching. Our vantage point was just across from where all the F-18's were parked. We had an excellent view as the ground crews did their last minute checks and sent the pilots off to launch. It was an awesome sight of the ground crews and pilots working together and seeing the process in motion, plane after plane after plane as they launched and recovered without a hitch, as they went off to do things like dog fighting and carrier quals.

Such was my Warbird Fix during February.

## Radial engine pilots and jet engine pilots

From Bill Hobbs (General D. MacArthur)

The 3350 was the engine on the Douglas DC-7...times four...and the Lockheed P2V Neptune 's .....times two, plus many more.

Note: The AD6 is the US Navy version of the Douglas AD1 Skyraider



Starting, take off and flying with the wonderful radial powered aircraft (an AD-6)

Radial Starting (3350 engine on an AD-6)

Be sure you drain both the sumps. (You can fill your Zippo lighter while you do this.)

Look out the left side of the oily cockpit canopy and notice a very nervous person holding a huge fire bottle. Nod to this person.

1. Crack throttle about one-quarter of an inch.
2. Battery on
3. Mags on
4. Fuel boost on
5. Hit starter button (The four bladed 13' 6" prop will start a slow turn)
6. Begin to bounce your finger on top of the primer button. -This act requires finesse and style. It is much like a ballet performance. The engine must be seduced and caressed into starting.
7. Act one will begin: Belching, banging, rattling, backfiring, spluttering, flame and black smoke from the exhaust shooting out about three feet. (Fire bottle person is very pale and has the nozzle at the ready position).
8. When the engine begins to "catch" on the primer, move the mixture to full rich. The flames from the exhaust will stop and white smoke will come out. (Fire bottle guy relaxes a bit.) You will hear a wonderful throaty roar that is like music to the ears.- Enjoy the macho smell of engine oil, hydraulic fluid and pilot sweat.
9. Immediately check the oil pressure and hydraulic gauges.
10. The entire aircraft is now shaking and shattering from the torque of the engine and RPM of prop- The engine is an 18 cylinder R-3350 that develops 2,700 HP.
11. Close cowl flaps to warm up the engine for taxi.
12. Once you glance around at about 300 levers, gauges and gadgets, call the tower to taxi to the duty runway.

Take off in the AD-6

1. Check both magnetos
2. Exercise the prop pitch
3. Cowl flaps open

4. Check oil temp and pressure.
5. Crank 1.5 degrees right rudder trim to help your right leg with the torque on takeoff.
6. Tell the tower you are ready for the duty runway.
7. Line the bird up and lock the tail wheel for sure.
8. Add power slowly because the plane (with the torque of the monster prop and engine power definitely wants to go left).
9. NEVER add full power suddenly! There is not enough rudder in the entire world to hold it straight.
10. Add more power and shove in right rudder till your leg begins to tremble.
11. Expect banging, belching and an occasional manly fart as you roar down the runway at full power. (I have found that the engine can make similar noises.)
12. Lift the tail and when it "feels right" pull back gently on the stick to get off the ground.
13. Gear up
14. Adjust the throttle for climb setting
15. Ease the prop back to climb RPM
16. Close cowl flaps and keep an eye on the cylinder head temp.
17. Adjust the power as needed as you climb higher or turn on the super charger.

Flying with the round engine.

1. Once you reach altitude which isn't very high! (about 8000 feet) you reduce the throttle and prop to cruise settings.
2. The next fun thing is to pull back the mixture control until the engine just about quits. Then ease it forward a bit and this is best mixture.
3. While cruising, the engine sounds like it might blow or quit at any time. This keeps you occupied scanning engine gauges for the least hint of trouble.
4. Moving various levers around to coax a more consistent sound from the engine concentrates the mind wonderfully.
5. At night or over water a radial engine makes noises you have never heard before.
6. Looking out of the front of the cockpit, the clouds are beautiful because they are slightly blurred from the oil on the cockpit canopy.

7. Seeing lightning in the clouds ahead increases the pucker factor by about 10.
  - a. You can't fly high enough to get over them and if you try and get under the clouds----you could die in turbulence.
  - b. You tie down everything in the cockpit that isn't already secured, get a good grip on the stick, turn on the deicers, tighten and lock your shoulder straps and hang on.
  - c. You then have a ride to exceed any "terror" ride in any amusement park ever built. You discover the plane can actually fly sideways while inverted.
8. Once through the weather, you call ATC and in a calm deep voice advise them that there is slight turbulence on your route.
9. You then scan your aircraft to see if all the major parts are still attached. This includes any popped rivets.
10. Do the controls still work? Are the gauges and levers still in proper limits?
11. These being done you fumble for the relief tube, because you desperately need it. (Be careful with your lower flight suit zipper)

#### The jet engine and aircraft

##### Start a jet

1. Fuel boost on.
2. Hit the start button
3. When the JPT starts to move, ease the throttle forward.
4. The fire bottle person is standing at the back of the plane and has no idea what is going on.
5. The engine lights off---and---
6. That's about it.

##### Take off in the jet

1. Lower flaps
2. Tell the tower you are ready for takeoff.
3. Roll on to the duty runway while adding 100% power.
4. Tricycle gear---no tail to drag---no torque to contend with
5. At some exact airspeed you lift off the runway.
6. Gear up
7. Milk up the flaps and fly.

8. Leave the power at 100%

##### Flying the jet

1. Climb at 100%
2. Cruise at 100%
3. It is silent in the plane.
4. You can't see clouds because you are so far above them.
5. You look down and see lightning in some clouds below and pity some poor fool that may have to fly through that mess.
6. The jet plane is air conditioned!! Round engines are definitely not. Jet engines are not round? If you fly in tropical areas, this cannot be stressed enough.
7. There is not much to do in a jet, so you eat your flight lunch at your leisure.
8. Few gauges to look at and no levers to adjust. This leaves you doodling on your knee board.
9. Some call girl friends on their cell phones: "Guess where I am, etc".

##### Some observed differences in round engines and jets

1. To be a real pilot you have to fly a tail dragger for an absolute minimum of 500 hours.
2. Large round engines smell of gasoline (115/145), rich oil, hydraulic fluid, man sweat and are not air-conditioned.
3. Engine failure to the jet pilot means something is wrong with his air conditioner.
4. When you take off in a jet, there is no noise in the cockpit. (This does not create a macho feeling of doing something manly)
5. Landing a jet just requires a certain airspeed and altitude---at which you cut the power and drop like a rock to the runway. Landing a round engine tail dragger requires finesse, prayer, body English, pumping of rudder pedals, and a lot of nerve.
6. After landing, a jet just goes straight down the runway.
7. A radial tail dragger is like a wild mustang---it might decide to go anywhere. Gusting winds help this behavior a lot.
8. You cannot fill your Zippo lighter with jet fuel.
9. Starting a jet is like turning on a light switch---a little click and it is on.

10. Starting a round engine is an artistic endeavor requiring prayer (curse words) and sometimes meditation.
11. Jet engines don't break, spill oil, or catch on fire very often which leads to boredom and complacency.
12. The round engine may blow an oil seal ring, burst into flame, splutter for no apparent reason or just quit. This results in heightened pilot awareness at all times.
13. Jets smell like a kerosene lantern at a scout camp outing.
14. Round engines smell like God intended engines to smell, and the tail dragger is the way God intended for man to fly.
16. Round engines have a tendency to make strange noises, especially at night over water.

## Folded Wings

### MARIE MARGARET CHURCHILL

Born December 13, 1932, at peace, March 8, 2013.

We are sad to report that the wife of Bill Churchill and mother of Brian Churchill has passed away. A sweet lady and will be missed.

## Young Eagles

An invitation

Eagle flights: If you know of any youngsters between the ages of 8-17 that would like to go for a flight, please contact me. Warbird Squadron 4 pilots flew 83 Young Eagles during 2012. The EAA Air Academy might be of interest to some. If so check it out on the EAA web site and contact me.

Butch Bejna

## WELCOME TO NEW MEMBERS

Bruce Hawkins

## 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-aea.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  
T6  
SNJ  
Yak  
OW Meyers  
T34  
Wildcat  
PQ-14B  
T34

Rudy Frasca  
John O'Connor  
Tom Buck  
Bob Fitzpatrick  
Chuck Downey  
Rudy Frasca  
Rudy Frasca  
Harry Pick  
John Rippinger

**Keep'em Flyin**



Warbird Squadron 4 offers Five chances to ride in a Warbird!

**How will you WIN?**

**Buy tickets on-line at: [warbirdsquadron4.org](http://warbirdsquadron4.org)**

Five Excellent Pilots have allowed us to offer chances to ride in their pristine Warbird Aircraft



Steve Pagels

**Keith Birsa**

will allow a winner to experience the thrill of an open cockpit in his PT-17 Stearman

**Two Tickets for just \$25**



**Bob Siegfried**

Will fly his Navy version of the Stearman for another open cockpit experience

**Each Ticket is FIVE CHANCES for a Warbird Ride!**

**Plus additional prizes donated by**

**Aviation Universe • [aviationuniverse.us](http://aviationuniverse.us)**

INFO: For more details about this rare opportunity contact:

**Jerry Czupryn - email: [nyrs9229@comcast.net](mailto:nyrs9229@comcast.net)**

**- phone: 1 (630) 452-0845**



**Vlado Lench**

will give a ride in his Lockheed T-33 Jet as the Grand Prize

**The chance of a lifetime starts at just \$15!**



Ted Kowalik

**Rick Siegfried**

Veteran Airshow pilot will demonstrate the capabilities of his T-6 Texan

**FIVE Tickets for just \$50!**

**(that's 25 shots at a Warbird ride for only 50 Bucks!)**



Ted Kowalik

**John O'Connor**

Will demonstrate his Navy SNJ with one lucky winner

**Don't Miss This Chance of a Lifetime**

Winning Tickets will be drawn at our annual Open Hanger BBQ in Joliet IL, in August 2013. Public Invited.

**\*Only one ride per person will be given. Each plane will have an individual winner. Winners need not be present at drawing.**

