



The Squadron



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www.warbirdsqadron4.org

Events

P-51 Mustang Raffle – raffle forms available on web site

21 Apr: Workshop meeting at Kellner Restoration Group – B-17 Flying Fortress – Marengo, Ill.

12 May: Annual “Day on the Western Front” at Tim Dunavin’s Rock Falls, Ill.

24 June: General meeting – Sunshine Aircraft Hangar, Kenosha, Wi.

14 July: Squadron work weekend at Oshkosh – contact Jim Delaney

23-29 July: EAA Airventure – Oshkosh, Wi.

12 Aug: Annual BBQ – Joliet Regional Airport

9 Sept: General meeting – Tim Bauer’s Fly-in/Drive-in. Lindenwood, Ill.

11 Nov: General meeting and Veteran’s Forum. Courtesy Aircraft, Rockford, 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

Spring is here. Time to get outside and listen for the sound of round engines growling their way through the sky.

The TBM Avenger is going through its annual inspection, anxious for warmer weather and scattered clouds. Flying season is here!

Come join in the Squadron 4 events this year:

-B-17 Work Day at Marengo

-a visit to Tim Dunivan's Western Front

-Kenosha Fly-In

And this is just the beginning of an exciting season.

Get involved and have more fun!

Save the weekend of September 13th for the EAA B-17 Tour Stop at Lockport/Romeoville Airport. It is your chance to work with or fly in a WWII, four radial engine bomber.

Let's have fun this year and "keep 'em flyin' ".

FEBRUARY FREEZE

A large group descended upon the Countryside Holiday Inn for the annual Squadron 4 banquet and meeting on a cold Saturday evening.

After an hour of socializing and cocktail time, C.O. Tom Buck introduced past C.O. Jim Delaney, who organized the banquet. Following brief remarks, Squadron 4 members and National Warbirds President Rick Siegfried and National Warbirds Director, Tom Wise were introduced.

C.O. Buck then introduced Chaplain Matt Huffnus who gave the invocation. This was followed by a fine family style dinner, with no one leaving hungry.

A door-prize drawing was then held of items such as caps, t-shirts, books, and other miscellaneous items.

Prior to the meeting, Art Sereque and Bob Van Pelt were seen conversing – was it coincidence that their names were picked 1 and 2 for the door prizes?

A live auction was then held starting with a beautiful model of a WWII Stearman bi-plane which went to Tim Bauer for \$117.50. A B-17 print went for \$55.



A spectacular Tim Dunavin model of the B-17 “Aluminum Overcast” with working propellers sold for \$185 to Bob Fitzpatrick, the owner of a '93 Yak 52. Bob bought the model for his wife Nancy’s birthday. Nancy actually flew “Aluminum Overcast” in the days when the FAA permitted the practice for non-pilots.

C.O. Buck opened the business meeting with the playing of the National Anthem.

The year was recapped. Rick Siegfried then gave an overview of Warbirds at the national level.

Squadron 4 Officers and Directors were introduced, followed by Stacy Kolls’s recap of the “Aluminum Overcast” tour. Our Squadron, on relatively short notice, had the second highest number of passengers in 2006. A tentative date of Sept. 13th-16th 2007 is scheduled, for the next tour.

Stacy was called back to the podium, and Tom Buck along with Tim Dunavin presented her with a 1/32 scale model of a P-51 Mustang of the 352nd Fighter Group for her excellent dedication to the B-17 tour, as Mission Coordinator, and she was given a standing ovation.

The highlight of the night was a presentation by Lt. Morris Reinke, a B-17 pilot with the 15th Air Force in Italy. As of Dec. 7th 1941, Morris was not qualified to be a pilot. Some months later, with a shortage of pilots and only 2 years of college needed, he qualified. Reporting on Dec. 7th 1942, he was inducted and in nearly 1 year later received his wings.



He soloed a Stearman in July, 1943, followed by a BT-13 and an AT-17 Bamboo Bomber. Twelve weeks of “overseas” training in Sioux City, Iowa was followed by going to Portsmouth, N.H., the port of embarkation to England.

With the 97th Bombardment Group, 342nd Squadron, in Italy, he flew his first mission on Oct. 1st. His 35th and final mission was flowing in March, 1945.

On his 33rd mission over Austria, his plane was hit by flak. Two waist gunners were down, as well as 2 engines, all at 27,000 ft. They had to jettison the bombs

on this plane that had over 900 hours of combat flying time. After the mission, they counted over 450 flak holes. In 39 take-offs, he was over gross weight 38 times!

He flew a mission at 16,000ft. all others at 25-28,000ft. At 25,000, the air temperature was minus 50 degrees F. His plane was hit on 34 of 35 missions. On some missions, he was escorted by fighters flown by the famed Tuskegee Airmen.

Following a question and answer period, a raffle was held for flight suits and jacket. C.O. Buck then made closing remarks and the meeting was adjourned.

Art Sereque

P.S. Did anyone notice member Mike Titre's picture on page 11 of the Tailwinds section of the February Sport Aviation?

Buzzing the Airfield

By Tim Dunavin

I recently underwent a quad-by-pass surgery at the VA hospital in Minneapolis, Minn, I would like to take this opportunity to say "THANK YOU" to all who were thoughtful and remembered me with cards and prayers. I have been busy building models and walking a lot – recovery is coming nicely and I'm able to drive once again.

The 21st of April we have a great opportunity to help Mike Kellner with his B-17 project and to spend some fun time together. Come ready to work!

Shortly after that is The Day on the Western Front – out here at the ol' airstrip in Whiteside County for more fun that day and we still haven't even gotten to the summer schedule yet!!

The aircraft featured this year, at the event will be the YB-40. Never heard of it? Come and see it.

If I don't see you at Mike's, hope to see you on May 12th, and if you feel up to it, bring a dish to pass.

There are Rules and there are Laws. The Rules are made by men who think that they know better how to fly your airplane than you. Laws (of Physics) were made by the Great One. You can, and sometimes should, suspend the Rules, but you can never suspend the Laws.

Glenview Naval Air Station Museum

By Ted Koston



My recent visit to the Glenview Naval Air Station Museum brought back many memories, especially that of my first visit there in 1939. At that time the Navy was renting the northern end of the hangar. Little did we know then, with the German occupation of Poland and ensuing world events, that America would be drawn into World War II. The airport, then known as Curtiss Reynolds Airport, became Naval Air Station Glenview. Before the war ended, 10,000 pilots were trained there. The record of the fifty-seven year history of the air station is well documented in the museum with many photographs and artifacts. I found Beverly Dawson, a longtime friend and esteemed colleague there, who was conducting a book signing session on her recently published book on the history of NAS Glenview. Her book is a great historical record of NASG. Its outstanding photographs touched all aspects of wartime and peacetime operations. Col. Ace Raelie USMC, Capt. Chuck Downey USNR, LTC., John Geuss USMC, Lt. George Bush, and many others are highlighted in her book.

Beverly Dawson is a past president of the Glenview Historical Society. Her deep interest in the area's history, coupled with her expertise, is very evident in her book.

Bill Marquardt, president of Glenview Hanger One Foundation, was on duty. Bill introduced me to Ray Braun who went through primary flight training at Glenview. After a brief visit with Ray, he told me that he was disappointed that he was the only pilot trained at NASG present. I told him that he could take great pride in representing the 10,000 pilots trained at Glenview today who were called the Greatest Generation by author Tom Brokaw.

The museum is located at 2040 Lehigh Ave., Glenview, IL 60026. For information, call 847-657-0000 (www.hangerone.org). Don't forget to check 6; the Red Baron may be gaining on you.

Peace,
Ted Koston

FOLDED WINGS

After the last newsletter, I received a note from Mrs. Chuck Schumacher, Jr. telling me that her husband Chuck had passed away in December. I then passed it on to the Squadron leadership.

Jim Delaney and Dan Guenther responded and I thought their remarks are worth sharing:

Hi all,
Just a little follow up on the passing of Chuck S. He was a major player at the aviation museum down in his area. Chuck was one of the first people I met when I joined 14 years ago. For a long time he and a young friend of his would make the trip up to many of our events in those early days. He always had a smile and lots of encouragement for anything to do with aviation.
Just thought you should know.
JD.

I echo your sentiments completely, Jim. Chuck's knowledge and enthusiasm helped shape the early character of our squadron. I can remember his gracious hosting of us down in Bloomington. Great guy. Will be sorely missed.

- - Dan

Special Notice

Ted Koston has informed me that Mike Titre has a brain tumor that is inoperable.

Phone calls and cards will be most welcomed. Thanks

Mike Titre
220 So. Evergreen
Arlington Heights, Ill.
60005-1914

March Madness

By Art Sereque

A beautiful March Sunday saw a group of Squadron 4 members converge on Roger Paykert's Poplar Grove Airport hangar for the first regular meeting of the year.

Hangar flying and socializing preceded lunch provided by Quartermaster Stacy. Delicious home made chili, sandwiches, chips, and soda was scooped down by the troops.

Following a period of belching and burping, C.O. Tom Buck convened the meeting. First off was Stacy, who briefly recapped the September Labor Day weekend visit by EAA's WWII B-17 Bomber, "Aluminum Overcast". She then gave a citation of appreciation to a new member, Mike Hudak, who, although not a Squadron 4 member at the time, volunteered the entire weekend. On top of that, he rode in the luggage area of Diane Churchill's minivan all the way back from Oshkosh. Brian Churchill was gracious enough to drive round trip to Oshkosh to pickup the group that flew there in "Aluminum Overcast".

Stacy then remarked that she will again chair the visit by "Aluminum Overcast" this

year, which will be September 13-16 at Lewis University Airport in Romeoville. Because of the constraints of a new job, she will need a great deal of additional help. This includes having a co-chairman, preferably someone who lives reasonably close to the airport and can be in complete charge when the plane comes in on Thursday, Sept. 13th, as well as on Friday, Sept. 14th. Another important position is Chairman of the Promotions Committee, which will entail such duties as contacting the media. Of course, many other volunteers will be needed to sell tickets, t-shirts, etc.

Tim Bauer then spoke about Squadron 4 Merchandise. This included new jackets with the logo "Grumman Avenger" underneath which is a picture of a "TBM", surprisingly similar to the one Tom Buck flies!!

What to do with the Link Trainers was then discussed. A team of volunteers to work on them will be needed, as well as individuals knowledgeable in electronics. The need to acquire missing instruments was also discussed.

Member Glen Hill, a recently retired A&P with over 4 years service with a major airline recounted a talk he had with an A&P who was part of the "Aluminum Overcast" crew. He inquired as to how to be involved with the B-17 and was told to send his resume to EAA, which he did. He was accepted into the program and spent time at Oshkosh dealing with the intricacies of the bomber. He will then be flying with the plane this summer and will be part of the crew when it comes to Romeoville. Way to go Glen!!

Roger Paykert talked about his planes for his hangar. This includes providing an office for the Squadron. He also mentioned that he has an old car that he would like to make into a military staff car.

C.O. Tom Buck brought up the possibilities of going on field trips to either the Kalamazoo Air Museum or the Air

Force Museum at Wright-Patterson in Dayton.

Volunteers are needed in Marengo, on Saturday, April 21st to help Mike Kellner do "grunt" work regarding his B-17.

The meeting was then adjourned, followed by more hangar flying and socializing.

Squadron Officers

(Partial listing – see web site for full board)

C.O. Tom Buck
812 Caton Ave.
Joliet, IL 60435
(815) 726-5059

EX.O. Frank Bartilotta
7232 West Clarence Ave.
Chicago, IL 60631
(773) 763-4659

ADJ. Tim Bauer
17050 E. Lindenwood Rd.
Lindenwood, IL 61049-9536
(815) 393-3932

Com. O. Brian Churchill
2657 N. Cherry Cove Lane
Round Lake Beach, IL
60073-4812
(847) 356-9056

SEC. David Maren
1011 W Hillgrove Ave.
LaGrange, IL 60525-5824
(708) 352-6220

Q.M. Stacy Kolls
406 Biester Dr.
Belvidere, IL 61008
(815) 544-1223

☆ **Merchandise available!**

ATTENTION!!!!!!!!!! All squadron 4 members.

New Merchandise: The new jackets are going fast. They are \$80.00 plus the cost of any patches you want on them. I only have a few left, so if you want one, get them now. If I have to reorder them, I may not be able to get them for the same price. We still have some T-shirts from last year's series, so get them before they are all gone. When they are all gone, I will not reorder them. Also we have some new camo hats in 4 colors. These are also selling fast, with a bunch sold at the March meeting at Poplar Grove. These are \$10.00, like all the other hats. You should think about getting one of each color for every occasion. Finally, if any member wants anything special in clothing, I can usually find it for you.

Tim Bauer

Keep'em Flyin!!