



The Squadron



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www.warbirdsqadron4.org

Events for 2010

Sunday, June 27th – Joint meeting with EAA Chapter 790 at the Lake in the Hills Airport (3CK) Crystal Lake, IL

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.warbirdsqadron4.org

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From the C.O.'s Desk

Good flying time is here! Today we flew the TBM to a pancake breakfast at Lewis/Lockport, and we had a great day. It was nice to see Squadron 4 members there enjoying the opportunity to see exciting warbirds ---2 P 51's and a Corsair. What a treat to see them roar to life and amaze all with their flybys!

Also 3 Blackhawks from Midway and 3 T6's ,2 Stearmans, a Yak 52 and many more aircraft added to the awesome experience. This is why we are active members of Squadron 4.

Already this year we got up close to a Skyraider, B 17 in restoration, and we have many more events to give you a Warbird experience.

We reacquainted with a 96 year old TBM Gunner off the Hancock at Lewis, and he

gives us hope that we can still talk with WW 2 Veterans!!

Email Stacy and volunteer for the B 17 Tour Stop in September!

Be sure to visit the website—

Warbirdsquadron4.org—and find out how you can be part of these experiences.

Brian does a great job of posting the pictures of past events on the website. So please visit it often, and see if you can see yourself having fun with warbirds!!

Keep 'em flying,

Tom Buck

Buzzing the Airfield

By Tim Dunavin

2010 is off to a great start! In February we had our annual dinner, followed in April with working on a live restoration project on a B-17E – “Desert Rat” (see article by Art Sereque), then a great cook out at the “Day on the Western Front” (see my article a little further in the newsletter)!

In June there are several Fly-ins, and our regular meeting to be held at Lake in the Hills near Crystal Lake, IL. This meeting promises to have a nice surprise visit by an old friend of ours.

July is filled to the brim – work weekend at Oshkosh, C-47/DC-3 gathering at Rock Falls, IL. (Whiteside County Airport – SQI), and the big show itself – AirVenture 2010!

There will be nearly 50 C-47s and DC-3s gathering at Rock Falls from July 22nd through July 25th, which then will form up in the early afternoon on the 26th to fly – in formation – to Oshkosh. I think that there will be 4 of those great birds that were D-Day aircraft! You can volunteer for this activity by contacting Mike Dowel of M and M Aviation at the Whiteside County Airport.

Yours truly will be there parking aircraft until Saturday night – then I will be off for

Oshkosh myself. See ya all – one place or the other.

Veteran’s Corner

(Aircraft are Veterans too)

This from Gordon Millerin

58-0787 is the famous "Cornfield Bomber"

In 1970, while assigned to the 71st FIS at Maelstrom AFB, Montana, its pilot ejected during an in-flight emergency. The pilot somehow got himself into a flat spin -- considered generally unrecoverable in an F-106 -- and he did what the flight handbook said to do -- get out of it, i.e. eject.

After the pilot did just that, 58-0787 recovered itself from this 'unrecoverable' situation. In a vain attempt to break the spin, the pilot had lowered half flaps, rolled in takeoff trim, and throttled the engine back to an approach power setting.



After the ejection, the aircraft recovered from the spin on its own and established a wings level low rate descent under reduced power to the ground. Ground effect broke its rate of descent, and it settled into a near-perfect gentle belly landing in a farmer's snow-covered cornfield.

When the local sheriff came upon the scene,

the engine was still running. The aircraft was situated on a slight incline and was creeping forward slowly under the thrust of its still-running engine, as the snow compressed to ice under it. Concerned about where it might be headed, the sheriff didn't think he could wait for the recovery team to get there from Malstrom which was about 50 miles away; so he got himself connected to the aircraft's squadron, for engine shut down instructions, before he entered the cockpit to secure the engine.

The attached photos show pretty much what the sheriff beheld on that fateful day.



A depot team from McClellan AFB recovered the aircraft, and it was eventually returned to service. When the 71st FIS was disbanded in 1971, 58-0787, now famously known as the "Cornfield Bomber", was transferred to the 49th FIS, where it finished out its operational service life.

Pilots of the 49th FIS would occasionally run into ex-71st FIS guys at William Tell and rag them unmercifully about the "emergency" so dire that the plane landed itself.



58-0787 is now on permanent display in its 49th FIS markings at the USAF Museum at Wright Patterson AFB, where its story is told in the exhibit. While the 49th FIS Eagle jocks are reportedly glad to see their squadron immortalized in this way for millions to see, they would prefer to see it made more clear that it was the 71st, and not one of theirs, who jumped out of this perfectly good aircraft.

Folded Wings

Walker M. "Bud" Mahurin, a top flying ace, dies at 91

Retired Air Force Col. Walker M. "Bud" Mahurin, 91, who as a fighter pilot in World War II and the Korean War, was credited with downing 24 enemy planes making him one of the leading American aces of his generation, died May 11 at his home in Newport Beach, Calif. He had complications from a stroke.

A spokesman for the American Fighter Aces Association said Col. Mahurin shot down 24.25 planes over the course of his career

(pilots are awarded a fraction of a kill if multiple fighters engaged the enemy). He downed 20.75 in World War II and 3.5 in Korea before he was captured by the enemy and endured 16 months as a prisoner of war.

To qualify as an ace, a pilot must have five or more documented enemy kills. The top U.S. ace of World War II, Richard Bong, gunned down 40 Japanese planes.

While serving in the Army Air Forces during World War II, Col. Mahurin flew the P-47 Thunderbolt, a propeller-driven plane equipped with eight 50-caliber machine guns. He used them to devastating effect against the German Luftwaffe.

In November, 1943, Col. Mahurin was the first American pilot to become a "double ace," having destroyed 10 enemy planes in the European theater.

In late March, 1944, he was flying on an escort mission over France when he encountered German fighter planes. He dove toward the ground in pursuit of an enemy plane, and his P-47 was shot up in the altercation. He parachuted out.

"The next thing I know, I'm in the French countryside at high noon with 35 of my fellow fighter pilots circling around me like a beehive," Col. Mahurin told the San Diego Union-Tribune in 1986. "I ran like hell."

He hid in a tall haystack and eventually made contact with a group of French Resistance fighters, who spirited him out of the country to England five weeks later.

He finished the war flying P-51 Mustangs in the Pacific. His last confirmed kill of the war came against a Japanese plane in January, 1945 on a mission over the Philippines.

In 1951, Col. Mahurin was sent to Korea to fly the F-86 Sabre jet, which he described as "a Cadillac" in the sky, complete with an air-conditioned cockpit.

Unlike during his bomber escort days in Europe, Col. Mahurin's objective in Korea was to lure enemy MiG-15 planes into the sky over the Korean peninsula for one-on-one dogfights.

"That was the most fun I ever had," Col. Mahurin said in a 2006 interview. "You seldom think of aerial combat -- getting shot at -- as fun, but it's a lot of fun if you're doing the shooting."

The "Desert Rat"

By Art Sereque

A cold, wet, miserable April 24th saw 20 members and friends of Squadron 4 meet at Marengo, IL for the 5th straight year. The Squadron worked on the "Desert Rat", a WWII B-17E. The "Desert Rat" was found in 1984 in a Maine Auto Salvage yard, literally hacked apart by an axe.

Mike and Cheryl Kellner started the Kellner Restoration Foundation as a means of bringing the plane "back to life". The "Desert Rat" was used early on as a stateside trainer. In 1943 – 1944, it was used in Indo-China as a transport for the wounded. It returned to the states in 1945 to carry VIPs in New England.



Bill and Jerry Brown working on an engine mount

Now, Squadron members volunteer on an annual basis to help with the restoration. Pulling rivets from battered skin and working on engine mounts was a main project. This was due to the fact that Mike Kellner was to haul parts to Georgia, where a 500 ton press (boy, don't get your fingers caught there) was to be used on the parts.

In the absence of Quartermaster Stacy Kolls, due to family obligations, burgers and pop were ordered from "Joe's", a fine dining establishment in Marengo.



Mike Hudak and other Sq.4 members working on a Horizontal Stab.

Following their tour of duty in Marengo, some Squadron members hustled to the Olde Warsaw Restaurant in Broadview, IL. A gentleman with the impossible name of Jim Crow sponsors a group called "Aviation Buffs". Guests dined on a great Polish Buffet, followed by a guest speaker. Last November, the speaker talked about his experiences in the ETO (European Theater of Operations) flying L-4 Grasshoppers.

This year, the speaker told of his time aboard the carrier "Shangri-La, off Formosa – and surviving 3 typhoons!! His DVD showed (Gordon Millerin, take notice) Skyraiders taking off, as well as Demons and Crusaders. The radar cone in the plane's nose could see the whole island – there were 9 Skyraider Squadrons on board.

An onboard crash was shown, with the pilot being rescued by using a "cherry picker".

The speaker also mentioned how they were trailed by a Russian sub. So they dropped hand grenades overboard to let the Russkies know that we knew!

(Ed. Note: These hand grenades are not the ones used in combat. They are an explosive charge used in anti-submarine warfare training and dropped over the side of the surface ship to imitate depth charges. They are not dangerous to the sub but can be, if exploded near the sub, very irritating to those inside!)

All in all, a great day for the Squadron.

Day on the Western Front

By Tim Dunavin

Photos by Ted Kowalik

On a day in May, not unlike the one in April at Kellner's, cool, windy, and very un-May like, a small number of Squadron 4 members met at Dunavin's for a day of cook-out and fun.

Despite the small numbers, we enjoyed a fine meal of "chicken-lips", brats, and all the trimmings – as well as visiting and shoptalk.

We had 2 very special guests with us, John Koston and his sister, Kristine. As you may recall, John was the runner-up bidder on the TBM that I built for auction at the Squadron dinner in February. A decision was made then by Tom Buck, our C.O., and other board members for me to build another TBM, just like the one won by Capt. Chuck Downey. While they were here at "Day on the Western Front", we presented the Kostons with the TBM model to honor their Dad.



Kristine, Tim, and John

We also took a tour of the model shop and the latest projects being modeled there.



Group photo – “Day on the Western Front”

Miscellaneous Wanderings

By Art Sereque

On Friday night and Saturday morning, May 14th and 15th, I went to bed early, (for me) at 1:30 A.M. Suddenly, during the middle of the night, I received a call from Tim Dunavin. Inquiring as to why the early call, I was told it was almost lunchtime. This caused a sudden shock to my system, as I normally have breakfast about 5:00 P.M. Fortunately, a short time later my buddy Harry picked me up and I was able to soothe my jangled nerves with a black java at Mickey D’s.

We then hit the interstate and soon found ourselves at the Morris, IL Airport, where EAA Chapter 95 was holding an “Open House”. We first came across a line of old

cars, one of which was Squadron 4 member and National Warbird director Tom Wise’s beautiful blue Cutlass convertible. Next to it was an immaculate red Cutlass “442”. Another nice car was a 30’s “Woody” Wagon. We then came across a BBQ grill, where Chapter members were cooking dogs, brats, and hamburgers. Harry and I were quick to take the opportunity and four brats had soon disappeared. While munching on the brats, two old friends of members Stacy Kolls and David Fairbrother joined us, by the name of Ed Rich and Ken. They said they were former Squadron 4 members. Both were working the flight line with Tom Wise.

While watching Squadron 4 member John O’Connor fly his bright yellow SNJ around, Squadron members Mike and Georgia Devience joined us.

On display was a big yellow “Thrush” crop duster, a single turbo prop using jet A at between 50 – 70 gph, depending on the throttle settings. Talk about technology; it had a GPS unit that was so precise, if you stopped for gas, it would tell you exactly where to start over. A very nice open cockpit Bi-plane, a Super Decathlon, and a big corporate twin were among the many planes on display. An RV-8, decked out with “invasion stripes”, looked very much like a small P-51.

On the way home, we stopped at the Joliet Park District Airport, where we found Squadron 4 C.O. Tom Buck and George Barbeauld about to “fly around the patch” in Tom’s SNJ.

Sunday morning I again woke up at the crack of dawn (Ed’s note: probably about noon) as I was headed to Lewis University Airport for an EAA Chapter 15 pancake breakfast. Arriving there I found Tom and George, Steve Pagels, Mike and Georgia, Gordon Millerin, wife Charlotte, and Grandson Chris (selling P-51 raffle tickets), David Fairbrother and Regina, and Mike

Majewski, who all had apparently arrived at midnight. I also saw Squadron 4 friend Lt. Paul Perlongo. Paul had been a B-24 tail gunner and then became a B-29 radar operator with Paul Tibbits and the 509th Composite Group. He still is able to wear – 65 years later – his service uniform.

Squadron 4 member Vlado Lenocho in his P-51, another P-51, and Jim Reed's former Corsair thrilled the crowd with their formation flights.

Finding the pancake line too long, I headed to the Air Classics Museum in Aurora where we had a membership meeting scheduled. On the way I stopped at a McDonalds, only to see a sign stating "will re-open this summer". I next stopped at a "Subway", only to find the local fire department had decided to take their break just ahead of my arrival.

Arriving at the museum, I spent the afternoon talking to visitors.

Members and visitors alike at the museum remarked about having seen the formation flights.

Finally getting back home, I called Squadron 4 member Capt. Frank McCarter. I was worried as they were not at the Morris (they live nearby) or Lewis event and had not made it to Tim Dunavin's BBQ. Also, when I called them on Saturday night, their line was always busy. Frank's wife Charlene – a very special lady – answered my call. She said they were fine, but Frank is still not able to drive. Hopefully that will be soon, she told me.

Now, after a busy week-end, it was time to rest up for the next big event.

Attention! Attention!
All Squadron 4 Personnel
And Other Interested Parties

Urgent Briefing 13 April, 2010

We have received official confirmation from EAA headquarters.

WHAT: B-17 Tour Stop

WHERE: Lewis Airport (KLOT, www.flylot.com), Lockport, IL

WHEN: 17-19 September 2010

Warbird Squadron 4 has secured a stop on EAA's 2010 Tour of the B-17 Aluminum Overcast. We are currently looking to get our volunteer team organized. We will be scheduling for 3 shifts each day, so we can work you in even if you can only work a part day. We need volunteers to help with merchandise sales, ground tours, crowd control, and greeting the public. If you are interested in helping out, please let us know by 17 July, 2010. Remember, the names of all volunteers will go into a drawing for a ride to Oshkosh on the B-17!

If you know of a veteran who would like to come out, please let us know! Ground tours are free for all veterans.

If you are interested in bringing your Warbird aircraft to display, please let us know as soon as possible so we can schedule volunteers for crowd control to help keep your aircraft safe while allowing the public to get a better look.

Remember, this fundraiser directly supports Warbird Squadron 4.

For more information or to volunteer, please contact:

Stacy Kolls, Warbird Squadron 4 Tour Stop Chairman

Email: stacy.kolls@warbirdsquadron4.org

Phone: 815-218-9202

We will need the following information:

Name
Address
Phone Number
Email Address
Dates and Times You Are Available

End of Briefing

That is all.

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

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.warbirdswuardron4.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

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-eaa.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

Spitfire	Rudy Frasca
P51 Mustang	Vlado Lenocho
F4U Corsair	John O'Connor
TBM Avenger	Tom Buck
SNJ	Vic Krause
SNJ	Tom Buck
T6	Rick Siegfried
T6	Clyde Zellers
T6	Rudy Frasca
T6	John O'Connor
Yak	Bob Fitzpatrick
OW Meyers	Chuck Downey
L5	Larry Tinker
T34	Will Martin
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 Tim Bauer for details!

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

**'You know that your
landing gear is up and
locked when it takes full
power to taxi to the
terminal.' -**