



The Squadron



An EAA Warbirds of America publication of Squadron 4 Jun 2012 Vol. 7 No.3

www.warbirdsquadron4.org

Events

June 24th, 2012 Sunday 11:00 -
Joint meeting with EAA Chapter 22
Rockford, IL @ Cottonwood
Airport (1C8)

July 7th & 14th, 2012 Squadron
Work Days at Oshkosh - contact:
Jim Delaney (630)438-7338
jim.delaney@warbirdsquadron4.org

July 23rd – 29th 2012 AirVenture
at Oshkosh

August 12, 2012 11:00 A.M.
Buck's Open Hanger at Joliet

November 11, 2012 11:00 A.M.
Veterans' Forum at Courtesy
Aircraft in Rockford, IL

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

www.warbirdsquadron4.org

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Merchandise – pg 9

From the C.O.'s Desk

Jun 2012

A Squadron 4 Board Member had a very busy week in May. On Monday Chris Millerin flew his 3.2 hour Solo Cross Country Trip in a Cessna 150! He is well on his way to his Private Pilot's License at the age of 18! Then on Thursday he graduated from Joliet Catholic Academy High School with awards. Saturday, at the Eagle Scout Badge Presentation, Chris earned his rank of Eagle Scout. His grandfather, Gordon Millerin, was also recognized with a Mentor Pin for his guidance in helping Chris in this achievement. I feel proud to have Chris as a friend and board member of Squadron 4. Chris will be attending Lewis University in the fall. We all congratulate Chris on his accomplishments and wish him well in his future endeavors.

CO. Tom Buck

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

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Keep'em Flyin

Buzzing the Airfield
By Tim Dunavin

We have been busy since our last newsletter, and there is a lot more to come!

In late April we were at Kellner's working on the B-17 restoration of "Desert Rat" – and we have a fine article by Dave Stevens, with photos.

Mid May found us at the "Day on the Western Front" out at Rock Falls – Chicken lips and all – article and photos also herein.

Also, as you can see by the C.O.'s comments, Chris Millerin has accomplished a great feat of his own!! Congrats to him – becoming an Eagle Scout is one great event in one's life! As a former Scoutmaster (3 times), it was always a great honor to get to know the caliber of young people that receive this award! His "Young Eagle" flight had a lot of meaning to it!!!

This brings us to our next article. Squadron 4 now has a "Young Eagle Flight" representative on the board. Butch Bejna has taken this position to assist with the Young Eagles program in our Squadron. Butch has written a short article for us this month. Helping with this endeavor will aid in getting more young people, like Chris, involved with aviation.

At the start of the year, we were not certain if EAA would be bringing back the B-17 "Aluminum Overcast" to our area. It is a great thrill to be able to tell you here that they are, and it will be at Louis University Airport the first weekend in Sept. Stacy Kolls has written an announcement seeking volunteers for this event.

Squadron 4 *Desert Rat* Work Day at Kellner's - and photos

by Dave Stevens

April 28th brought a cold, rainy morning and my daughter's 0830 soccer game (I'm the coach) was cancelled. No fun for the kids but extra fun for me since I could leave for Marengo right on time.

I had not been able to get up to Kellner's since I joined Squadron 4, but this time everything was working out well.

I got to the Kellner Plantation, home of the Desert Rat B-17 Restoration Project, right around 0900 and looked in the slightly opened barn doors. WOW! 3 R-1820 B-17 radials, sitting on wooden skids were parked right there.



There were some engine nacelles, turbo-superchargers, and various B-17 parts all around, even some wing sections outside. Mike had purchased the parts from a recovered B-17 wreck that had crashed in Alaska in 1944. The story was that an engine caught fire, and the crew bailed out. The plane flew another 200 miles before it stuffed itself into the Alaskan tundra.

I got a chance to help remove the one prop that was still attached as other squadron members began to arrive. As some of us helped take the hub apart, other volunteers found plenty to do on the endless list of B-17 tasks. About a dozen Squadron members turned out to lend a hand. Richard Edward was there to lend expert advice as to how a big radial engine comes apart. I soon found myself removing mounting brackets and exhaust stacks from the best of the 3 engines.



Before I knew it, Dean Stanley and Stacy Kolls had the charcoal glowing, and I could smell burgers and brats cooking just outside. The crowd was already gathering. It was still cold and gray, but being near the Desert Rat and those radial engines and getting fed too? I was feeling pretty lucky just to be there. I could not help but feel confident that this Bomber will make it into the Wild Blue someday. It has changed a lot since the first photos I saw of it. After being fed, I took some time to wander around behind the big barn and found 2 Korean War era warbirds sitting patiently for restoration (or trade for B-17 parts?). There's a Navy Grumman F9F Cougar and a Douglas B-26B Invader in Korean War colors. This is the kind of backyard I want.

Back inside, everywhere I looked, I saw something new that I had not noticed earlier... like the Bellanca Cruiser airframe hanging in the rafters, or the WWII vintage Marsden matting on the floor, meeting up with a nice section of comfy carpeting... or the 4 P&W R-2800 Double Wasp radials stored in pairs as if waiting for the B-26B project or maybe a C-46 Commando will fly in looking for a quick engine swap. I met prospective Squadron 4 member Brian Richardson and his son Jacob and got a chance to see many other Squadron members. Topics discussed ranged from the crated Spitfires in Myanmar/Burma (PLEASE let that one be true), to "Fifi", to our own B-17 Tour Stop, which is now confirmed for Labor Day Weekend at Lewis! Don't forget to contact Stacy Kolls to volunteer for that one!

It was an enjoyable day, and we seemed to accomplish quite a few things. On the Desert Rat Facebook site, I saw that Mike got some components out of the wing that he had been working on. I plan on going out again soon. If you couldn't make it, I recommend that you stop by some Saturday and lend a hand. Definitely put Mike Kellner's Desert Rat on your calendar for next year. As we lose more WWII veterans every year, we also lose warbird projects to a lonely existence under a tarp, tucked away in a barn, or worse, to the scrapper. Restoring a warbird is not for everyone... but everyone can help out. It seems to me that Squadron 4 is pretty successful at that. We do Keep 'em Flying.



Plenty of Hangar flying too

Day on the Western Front

By Tim Dunavin

Photos by Ted Kowalik

May 12th found Squadron 4 members and guests at the annual Squadron 4 cookout at the Dunavin's. Despite the cool weather and distance traveled by some, the event was well attended and with good food and companions, the time was well spent. Tom Buck, our C.O. and Steve Pagles flew in from Joliet too.

A new item on the menu was a hot version of the famous "chicken lips" served by the host, called "hot lips" - turned out to be a tasty treat and was well liked by those who felt up to trying them. First bite - just like the chicken lips, but the second bite got one's attention!



A few brave souls flew in



Bill and Jerry Brown inspect a model of an L-4 Grasshopper built for Bill Campion by Tim Dunavin. This 1/6 scale model was donated to the Roberts Armory Museum at Rochelle, Ill. It featured a pilot and observer - complete with French maps and binoculars.



There was a lot of hangar talk and a great friendly atmosphere for all to enjoy.

Young Eagles

By Butch Bejna

With the flying season starting and hopefully great weather, do you know any youngsters between the ages of 8 through 17 who would like to take a flight? If so, a Young Eagle Flight is for them. Most of us have heard of the

program, and now we can introduce them to the thrill of flight. Before the flight a release-registration form must be completed. After the flight, they will be presented with a Young Eagle Certificate and logbook. Captain Sullenberger's and First officer Skile's signatures are also on the certificate. They are the current chairmen of the program. If you have any other questions or comments, please contact me.

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

Urgent Briefing 02 May 2012

We have received official confirmation from EAA headquarters.

WHAT: B-17 Tour Stop

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

WHEN: 31 August - 2 September 2012

Warbird Squadron 4 has secured a stop on EAA's 2012 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 11 August 2012. Remember, the names of all volunteers will go into a drawing for a ride to the next tour stop 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.

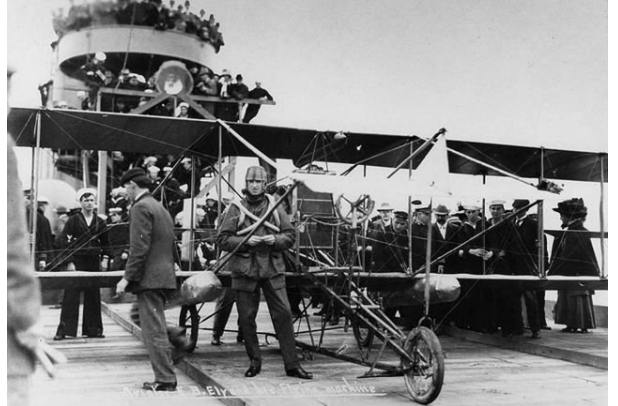
Veteran's Corner

101 Years Ago, January 18, 1911, in San Francisco, Eugene Ely invented naval aviation.



One hundred years is a very long time. Yet in the hierarchy of modern marvels, the ability to recover and launch aircraft from the deck of a moving ship stands out as one of our signature

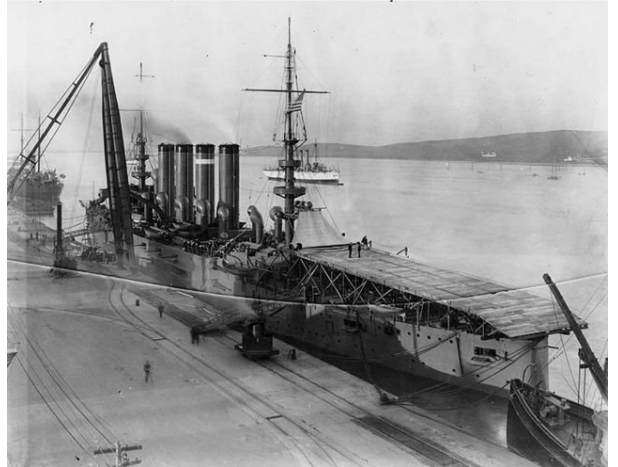
accomplishments, which just goes to show you: Some tricks never grow old.



Naval aviation was invented one hundred years ago, on January 18, 1911, when a 24 year-old barnstormer pilot named Eugene B. Ely completed the world's first successful landing on a ship.

It happened in San Francisco Bay aboard the cruiser USS Pennsylvania, which had a temporary 133-foot wooden landing strip built above her afterdeck and gun turret as part of the experiment.

Photo # NH 70595 USS Pennsylvania at Mare Island Navy Yard, fitted with a temporary landing deck, Jan. 1911





Ely accomplished his feat just eight years after the Wright Brothers made their first flight at Kitty Hawk.

His aircraft was rudimentary: a Curtiss Model D "Pusher" biplane, equipped with a 60 hp V-8 engine that gave the aircraft a 50 mph airspeed. To get a sense of how simple it was, behold a contemporary replica of Ely's 1911 Curtiss Pusher that was built to celebrate this 100th anniversary:



But back then, innovation was afoot. Ely's Curtis Pusher had been fitted with a clever new invention called a tail hook. The idea was to quickly halt the aircraft after landing by using the tail hook to catch one or two of 22 rope lines -- each propped up a foot above the deck and weighted by 50-pound sandbags tied to each end -- strung three feet apart along the Pennsylvania's temporary flight deck. Mark J. Denger of the California Center for Military History has written a tidy biography of

Eugene Ely which narrates the historic day: *On the morning of January 18, 1911, Eugene Ely, in a Curtiss pusher biplane specially equipped with arresting hooks on its axle, took off from Selfridge Field (Tanforan Racetrack, in San Bruno, Calif.) and headed for the San Francisco Bay.*

After about 10 minutes, flying north toward Goat Island (now Yerba Buena), Eugene spotted his target through the gray haze – the PENNSYLVANIA .

Photo # NH 76510 Eugene Ely's plane approaches USS Pennsylvania, 18 January 1911



Ely's plane was first sighted one-half mile from the PENNSYLVANIA's bridge at an altitude of 1,500 feet, cruising at a speed of approximately 60 mph. Now ten miles out from Tanforan, he circled the several vessels of the Pacific Fleet at anchor in San Francisco Bay.

The aeroplane dipped to 400 feet as it passed directly over the MARYLAND and, still dropping, flew over the WEST VIRGINIA's bow at a height of only 100 feet. With a crosswind of almost 15 knots, he flew past the cruiser and then banked some 500 yards from the PENNSYLVANIA 's starboard quarter to set up his landing approach.

Ely now headed straight for the ship, cutting his engine when he was only 75 feet from the fantail, and allowed the wind to glide the aircraft onto the landing deck.

At a speed of 40 mph, Ely landed on the center line of the PENNSYLVANIA's deck at 11:01A.M.



The forward momentum of his plane was quickly retarded by the ropes stretched between the large movables of sand that had been placed along the entire length of the runway. As the plane landed, the hooks on the undercarriage caught the ropes exactly as planned, which brought the plane to a complete stop. Once on board the PENNSYLVANIA, sheer pandemonium broke loose as Ely was greeted with a bombardment of cheers, boat horns and whistles, both aboard the PENNSYLVANIA and from the surrounding vessels.



Ely was immediately greeted by his wife, Mabel, who greeted him with an enthusiastic "I knew you could do it," and then by Captain Pond, Commanding Officer of the PENNSYLVANIA.

Then it was time for interviews and a few photographs for the reporters. Everything had gone exactly as planned. Pond called it "the most important landing of a bird since the dove flew back to Noah's Ark."

Pond would later report, "Nothing damaged, and not a bolt or brace startled, and Ely was the coolest man on board."

(NOTE: Safety first! Check out Ely's inner-tube life preserver!)

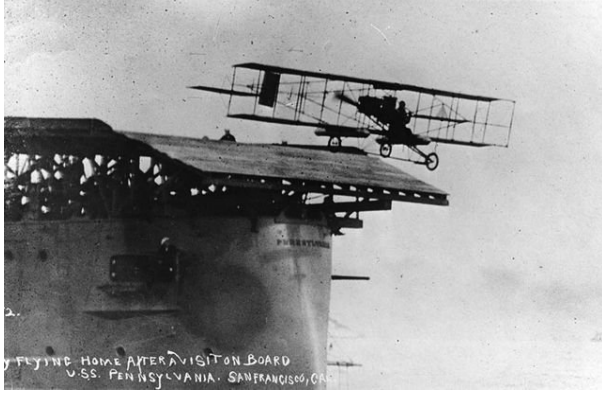
Photo # NH 77528 Eugene B. Ely & his wife, with Capt. C.F. Pond on board USS Pennsylvania, 18 Jan. 1911



After completing several interviews, Ely was escorted to the Captain's cabin where he and his wife were the honored guests at an officers' lunch.

While they dined, the landing platform was cleared and the plane turned around in preparation for takeoff.

Then the Elys, Pond, and the others posed for photographs. 57 minutes later, he made a perfect take-off from the platform, returning to Selfridge Field at the Tanforan racetrack where another tremendous ovation awaited him.



Both the landing and take off were witnessed by several distinguished members of both U.S. Army and Navy, as well as state military officials. Ely had successfully demonstrated the possibility of the aircraft carrier.



Indeed. The US Navy's first aircraft carrier, the USS Langley, was commissioned in 1922, eleven years later.

But Ely didn't live to witness the milestone; he died just a few months after his historic flight, on October 11, 1911, when he was thrown from his aircraft during a crash at an air show.

But 100 years ago, he merged the power of naval warships and aviation in ways that remain cutting-edge, even today.

Squadron Officers

(Partial listing – see website for full board)

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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-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/>

Florida Warbird Squadron 24

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

WARBIRDS OF SQUADRON 4

Spit Fire	Rudy Frasca
P51 Mustang	Vlado Lenoch
F8F Bearcat	John O'Connor
TBM Avenger	Tom Buck
T6	Rick Siegfried
SNJ	Vic Krause
T6	Rudy Frasca
T6	John O'Connor
SNJ	Tom Buck
OW Meyers	Chuck Downey

T34
T34
Wildcat
PQ-14B

Will Martin
Rudy Frasca
Rudy Frasca
Harry Pick