



# THE SQUADRON

## EAA Warbird Squadron 4 News

A newsletter for Squadron members and friends of Warbird aircraft.

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

June, 2003

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### Squadron 4 Outing Saturday June 21, 2003

The next scheduled gathering of Squadron 4 will take place on Saturday June 21, 2003 at the Porter County Airport in Valparaiso, Indiana. The airport is conducting an open house. The Indiana Aviation Museum is located on the airport grounds and there should be a number of warbirds available for viewing. The museum has brought some of the warbirds such as the Corsair, P-51, T-28, and T-34 to our outings and if you missed them at the BBQ in August, make sure you check them out at this outing. The address of the museum is 4601 Murvihill Road, Valparaiso, Indiana. There will be no presentation conducted by the squadron and food should be available for purchase during the open house.

See you there!

### The details for this outing:

**Location: Porter County Airport -  
Route 30 and 49 Valparaiso,  
Indiana**

**Porter County (VPZ) 770 \*L70 122.8  
AWOS 125.87**

**When: Saturday June 21, 2003**

## The C.O.'s Desk

2003 makes a significant year in the world of aviation and EAA. On December 17 we will celebrate the 100th anniversary of the first powered flight by the Wright brothers. In January of this year the EAA celebrated it's 50th anniversary. This year also marks, to the best of anyone memory, the beginning of the second decade of Squadron 4's existence. As your new Commander, I have set three goals for term as leader. First, to increase the Squadron's membership, second, to increase membership participation within the Squadron, and third, to continue to provide quality programs for the members in the form of regular meetings, special events, field trips and more. I would also like to continue the tradition of providing the possibility for members to experience a ride in the Warbird. I feel my immediate challenge will be my second goal, to increase member participation. If that goal can be successfully accomplished, I'm confident my first and third goals will fall into place naturally. I look forward to our continued growth and prosperity in the coming years.

**Let's keep 'em flying.**

The C.O - Mark Laatsch

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### Recap of Squadron 4 Quarterly Meeting March 16, 2003

The meeting in March was conducted at the Poplar Grove airport. It was well attended by both members and guests. The speaker was Navy Capt. Grant Young, a 2001 inductee into the Illinois Military Aviation Hall Of Fame. Capt. Young served as a Navy carrier pilot during WWII, Korea and Vietnam. He showed the squadron the video that was made about his naval career and also gave an excellent presentation. Capt. Young also took time to answer many questions from the audience and his many stories and experiences were very interesting and well received. Our thanks go to Capt. Young for his military service and his efforts to share his time with our squadron.

## WWII Trivia



What aircraft was the given the name "The Flying Barn Door" and what is its claim to fame?

Answer on bottom of next page

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## Bulletin Board

Welcome a new member :  
Don Pfeiffer Poplar Grove, Ill.

### Active Duty

Our squadron adjutant Capt. Bruce Graham, a Marine that served in Desert Storm, was called to active duty for the campaign in Iraq. We wish him the best and hope that he returns very soon.

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## 2003 Squadron 4 Events

**June 21, 2003** - Quarterly meeting - Indiana Air Museum

**July 29 - Aug. 3, 2003** - EAA Convention - Oshkosh Wisc.

**August 10, 2003** - Annual Fly-in/Drive-in BBQ  
Joliet Airport

**Sept 7, 2003** - Quarterly meeting -  
Tim Bauer's Fly-in Drive-in

**Nov. 16, 2003** - Quarterly meeting - Veteran's Forum  
Poplar Grove, Ill. Airport

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Actual exchange between an ATC and the pilot!

A passenger jet had an exceedingly long rollout after landing with his approach speed a little too high.

San Jose Tower: "American 751 Heavy, turn right at the end, if able. If not able, take the Guadeloupe exit off Highway 101 and make a right at the light to return to the airport."

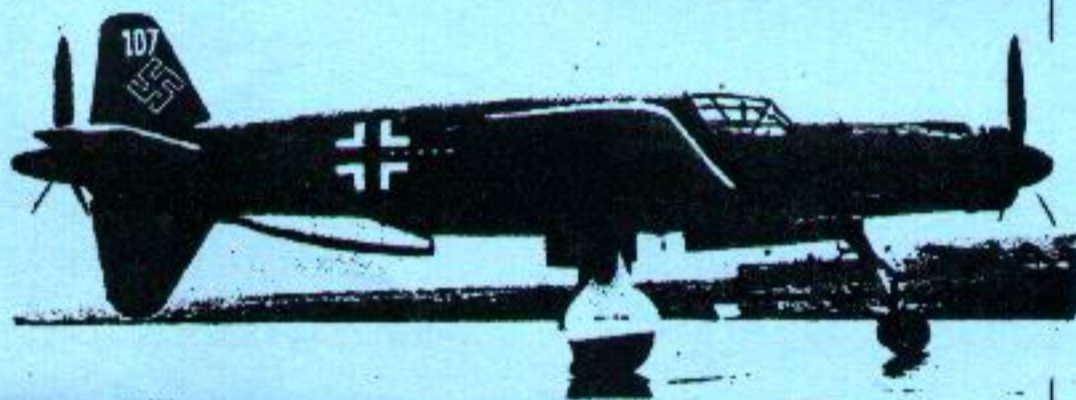
## Squadron 4 Merchandise



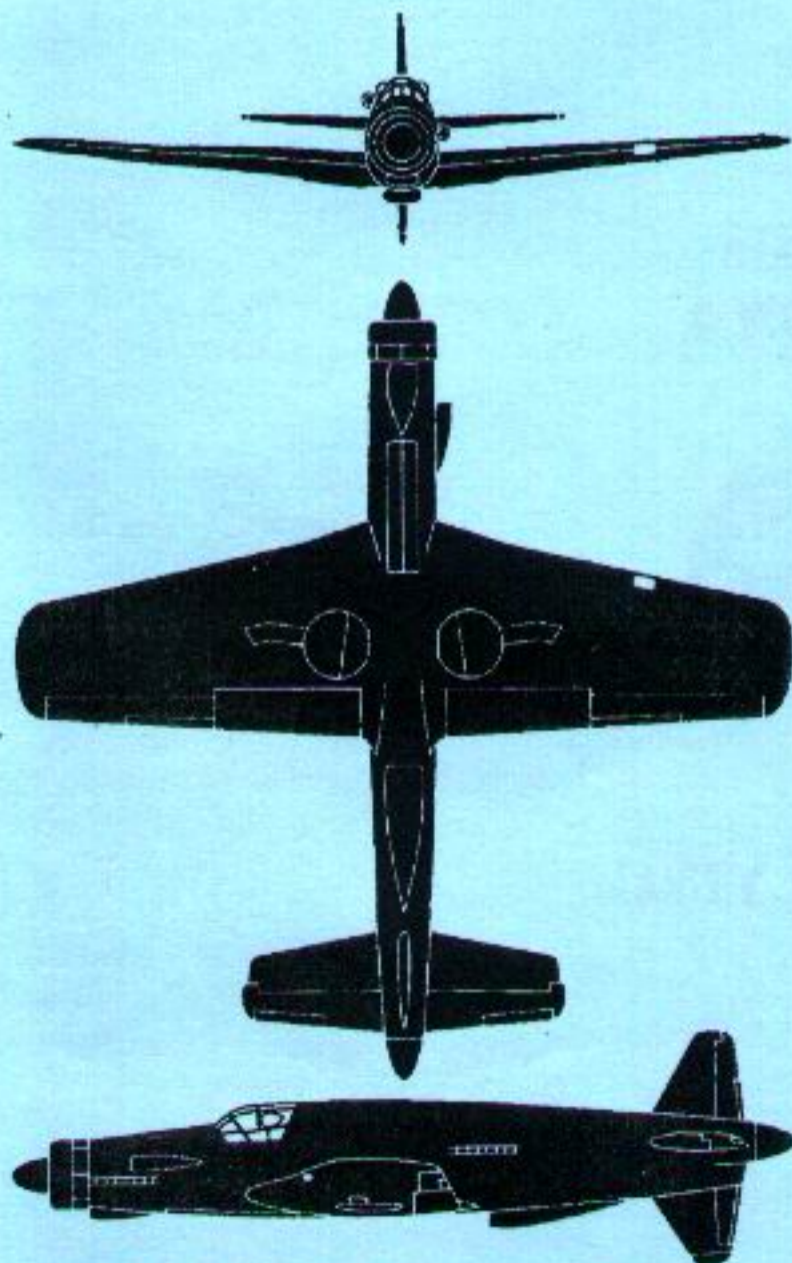
The squadron has the following items available for purchase:

Squadron 4 Patch \$ 5.00  
Squadron 4 Hat with patch \$15.00  
Squadron 4 Shirt \$25.00

Please make check out to  
E.A.A. Squadron 4.



The Dornier Do 335A Tandem-engine Day and Night Fighter.



The Dornier Do 335A Tandem-engine Fighter.

## THE DORNIER Do 335A "PFIEL" (ARROW).

The unusual tandem-engine lay-out employed in the Do 335 was first patented by Dr. Claude Dornier in 1937, when ease of production and interchangeability were claimed as particular virtues of the design, but it was not until the end of 1942 that permission to build the prototype was given. Although available in small numbers towards the end of the war, the Do 335 was not encountered in operations.

There was a project for installing a turbo-jet unit in place of the rear engine.

There were two distinct versions of the Do 335A, a single-seat Day Fighter and Fighter Bomber and a two-seat Night Fighter. These were designated as follow:—

**Do 335A-O and A-1.** Single-seat Day Fighter and Fighter-Bomber. Armament: three MK 103, two in the wings and one firing through the airscrew hub, and two synchronised MG 151/20 in the top cowling. Fighter-Bomber could carry 1,100 lbs. (500 kg.) of bombs.

**Do 335A-6.** Two-seat Night Fighter. Second cockpit for radio and radar operator immediately behind pilot and slightly above to give forward vision. Armament: two MG 151/20 (200 rounds per gun) in top cowling and one MK 103 (70 rounds) firing through the airscrew boss. Radar aerials outboard on both wings.

**TYPE.**—Twin-engined Day Fighter, Fighter-Bomber or Night Fighter.

**WINGS.**—Low-wing cantilever monoplane. Trapezoidal plan form with 13° sweep-back on leading-edge and blunt wing-tips. Wings are detachable. All-metal stressed-skin structure built round a single box spar. Variable camber flaps inboard of the ailerons. De-icing on leading-edge. Stowage for master compass, hydraulic tanks, oxygen bottles and inner and outer fuel tanks in wings.

**FUSELAGE.**—All-metal monocoque structure.

**TAIL UNIT.**—Cruciform type with cantilever tailplane and upper and lower fins and rudders. All-metal stressed-skin construction except that leading-edges of fins are of wood and house radio aerials. De-icing on tailplane leading-edges. Rudders and elevators are both aerodynamically and mass-balanced.

**LANDING GEAR.**—Retractable tricycle type. Main wheels are raised inwardly into the underside of the wings. Nose wheel retracts backwards and turns through 45° to lie at this angle under the pilot's seat. Hydraulic retraction.

**POWER PLANT.**—Two Daimler-Benz DB 603 E twelve-cylinder inverted Vee liquid-cooled engines, one in the nose driving a tractor airscrew and the other in the fuselage amidships and driving a pusher propeller through a long hollow shaft supported by three thrust races. On some versions the front airscrew is of the reversible-pitch type. Annular nose radiator for the front engine and ventral scoop radiator for the rear engine. Fuel tanks in A-O and A-1 entirely in wings and have a total capacity of 407 Imp. gallons.

**ARMAMENT.**—Day fighter: three MK 103 and two MG 151/20. Night Fighter: two MG 151/20 in the top cowling and one MK 103 firing through the airscrew shaft.

**DIMENSIONS.**—Span 45 ft. 4 in. (13.8 m.), Length 45 ft. 6 in. (13.87 m.). Height 16 ft. 3½ in. (5 m.), Wing area 414 sq. ft. (38.5 sq. m.).

**WEIGHT LOADED (A-0 and A-1).**—21,160 lbs. (9,610 kg.).

**WEIGHT LOADED (A-6).**—22,230 lbs. (10,090 kg.).

**PERFORMANCE (A-0 and A-1).**—Maximum emergency speed 477 m.p.h. (763 km.h.) at 21,000 ft. (6,400 m.). Cruising speed at maximum continuous power 428 m.p.h. (685 km.h.) at 23,300 ft. (7,110 m.). Economical cruising speed at 19,680 ft. (6,000 m.) 295 m.p.h. (472 km.h.). Landing speed 100 m.p.h. (174.4 km.h.). Range and endurance at maximum continuous power 868 miles (1,390 km.) or 2 hours, Range and endurance at economical cruising power 1,280 miles (2,050 km.) or 2 hours 26 mins., Service ceiling at mean weight 37,400 ft. (11,410 m.), Normal landing run 689 yards (630 m.), Landing run with reversible-pitch airscrew in nose 514 yards (470 m.).

**PERFORMANCE (A-6).**—Maximum emergency speed 430 m.p.h. (688 km.h.) at 17,700 ft. (5,500 m.). Cruising speed at maximum continuous power 369 m.p.h. (606 km.h.) at 23,300 ft. (7,110 m.). Economical cruising speed at 19,680 ft. (6,000 m.) 275 m.p.h. (440 km.h.). Landing speed 112 m.p.h. (179 km.h.). Range and endurance at maximum continuous power 886 miles (1,420 km.) or 2 hours 26 min., Range and endurance at economical cruising power 1,290 miles (2,065 km.) or 4 hours 46 mins., Service ceiling at mean weight 33,400 ft. (10,190 m.), Landing run 766 yards (700 m.), Landing run with reversible-pitch airscrew in nose 580 yards (530 m.).



The Armstrong Whitworth Whitley V.

The Armstrong Whitworth Whitley was called the 'Flying Barn Door' but its claim to fame was that it was the first allied aircraft to bomb Germany and Italy. It served well during its tenure as a combat bomber in WWII.