



The Squadron



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Events

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

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

23-29 July: EAA AirVenture – Oshkosh, WI

12 Aug: Annual BBQ – Joliet Regional Airport – See pg. 5

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

14th-16th Sept: B-17 Tour Visit Lewis University Airport (KLOT) Romeoville, IL

11 Nov: General meeting and Veterans' Forum. Courtesy Aircraft, Rockford, IL

In this issue:

- From the C.O.'s Desk** – pg. 1
- Buzzing the Airfield** – Tim Dunavin – pg.2
- Jivin' in June** - Art Sereque - pg. 2
- Squadron....** – Stacy Kolls – pg. 3
- Special Notice** – pg. 3
- Help needed** – Tim Bauer – pg. 3
- Ted's photo** – Dan Guenther – pg. 4
- Welcome to new member** – pg. 4

From the C.O.'s Desk

From the CO's Desk July 4th, 2007

Independence Day is a day to ponder the many blessings we enjoy as American citizens; freedoms and privileges that we take for granted during our every day lives, but earned at a great cost by many who have served in our military.

If we are lucky, we can all tell a story about a special soldier that we have known. One WWII pilot that comes to mind is my old friend Jack Hayes. He was an unassuming man who proudly served as a B-17 pilot in WWII. He shared tales about flying all the way to Africa in his B-17, and bombing runs in Italy and Yugoslavia. While he lost many friends during the war, he was proud to serve his country.

Jack still loved to fly in his later years, and I was happy to give him rides in my SNJ. He was always wearing a big smile when we landed.

The B-17 is a proud warrior and once again we, as a squadron, have the opportunity to share this awesome WWII bomber with many others during the B-17 Fly-in at Lewis-Romeoville Airport. Please bring a veteran or friend to see this WWII airplane.

Take advantage of this time to see and be near an important part of our history! This is what our organization is all about - keeping alive interest and knowledge of WWII flying machines. I expect a large turn-out of our volunteers to help with this important project. Be part of the action!
Tom Buck

Buzzing the Airfield

By Tim Dunavin

Last year seems so distant, yet so very near – 1940's were not that long ago either. I was a tour guide last year in "Aluminum Overcast" and while the crowd had subsided, I stood in the cockpit thinking about the war and action that had taken place.

Soon an older couple and their daughter came through the nose hatch, and I gave them my greeting to the aircraft. I told them about the cockpit, and because things were slow, I decided to take them all the way through the aircraft. I pointed out various items that the crew used to complete their missions and told stories that I knew about several things done by the groups and squadrons. When we got back to the waist guns and I had finished most of my presentation, I was asked if they could get back to the tail gun. Because of tight space and the crew of "Aluminum Overcast" used the tail gun area for storage, I told them that it wasn't possible to do that. It reminded me of a story about 2 B-17s colliding over German airspace – not a condition caused by enemy action but an accident. The tail gun section was torn off and the tail gunner rode the section to the ground and survived! My visitor then told me the "rest of the story"!

His brother had been the Bombardier on that very B-17 and had been killed instantly and that there had been another survivor! "One of the waist gunners had somehow managed to grab a parachute – losing a leg in the process of getting out of the stricken plane. He did not remember putting the parachute on, but woke up on the ground. The Germans put him in the hospital to recover from his poor condition. The Tail Gunner passed away about 2 years ago (three now), but the Waist Gunner still is alive – living in Wisconsin."

What an experience! Come join us in September and help us with this event and share some great memories of your own.

We had a great time, besides getting to fly back to Oshkosh with the crew – that is another story!

Jivin' in June

By Art Sereque

Kenosha Airport was the scene of the June 24th joint meeting between Squadrons 4 and 6. Following an hour of hangar flying, Quartermaster Stacy Kolls provided lunch for the troops. Although it was a beautiful sunny day, C.O. Tom Buck and George and Chris drove up – arriving late. Tom told about bad weather in Joliet, so he couldn't fly up in the TBM.

Following lunch, Tom opened the meeting. Past C.O. Jim Delaney played the National Anthem on his boom box.

Dan Guenther introduced Skip Hickey, a retired engineer, whose work included working for Lockheed and the famous "Skunk Works" on "spook" planes such as the F-15, F-22, the F-117, and B-2. To better understand maneuvers and the "G" forces he took high-speed flights in planes including the F-100 and F-4, barf bag included! These are considered low "observable" planes, rather than invisible. To be hard to have radar lock-on, the plane had to have a silhouette of no more than 1/100th of a meter. He mentioned how one plane showed up on radar because two screws were protruding from the skin! He also mentioned the continuing problems with electronic measures and counter measures. The complicated and sophisticated work included measuring infra-red and noise characteristics.

Skip's work was so secret; many times his wife did not know where he was. She even had to call a special phone number to get in touch with him.

Squadron merchandise was being sold by Adjutant Tim Bauer. Stacy brought up her need for Volunteers for the B-17 Tour. Ted Koston then took photos of the group next to a wild, yellow "Sea Fury".

A highlight , or perhaps a lowlight, was the fact that Tim Bauer and Brian Churchill had previously shamed Art into getting a new Squadron cap. Tim suggested a new pink hat, which for some reason Art declined, so he settled for a new blue cap. Tim would not even let Art put his old hat on the merchandise table. Instead, a photo-op ensued with Tm and Teddy taking pictures – for posterity – of Art dropping the old hat into a garbage can!

All in all, it was a great meeting.

Squadron 4 has done it again!!

We have landed a stop on EAA's B-17 Tour again this year! We will be hosting this year's tour stop at Lewis Airport (KLOT, <http://www.flylot.com/>), 13-16 September, 2007. At this time, we are trying to get our volunteer team organized. If you are interested in helping out with the tour stop and will have some free time that weekend, please let us know!!! We will be needing people to help with merchandise sales and ground tours as well as crowd control, and to hand out information and answer questions about Squadron 4. We are planning on running 2 shifts per day, Friday through Sunday, like we did last year. Once again, for Thursday's arrival, if you know any veterans who would like to be there, please let us know!

Note: We are in need of more volunteers, especially for Friday. Stacy is trying to put the schedule together, and we are coming up very short right now.

To volunteer, contact:

Stacy Kolls, Squadron 4 Quartermaster

email: stacy.kolls@warbirdsquadron4.org

or phone: 815-218-9202

Include this info:

Name

Contact info (phone number, e-mail address, and snail mail address)

Dates and times you are available

T-Shirt Size

Stacy L. Kolls

(815)218-9202

Warbird Squadron 4

Quartermaster

www.warbirdsquadron4.org

Special Notice

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

Attention all Squadron 4 members!!

Volunteers needed for urgent mission.

Mission is to help a squadron member in need.

Former Squadron 4 Board member Bruce Graham has a 1940 Aeronca Chief in need of some help. Bruce now lives in Amarillo, TX. When he lived in Illinois, he was redeployed to the marines and served two years in Camp Lejeune, NC. While in NC, he bought this Chief and had a slight accident and damaged the plane. After serving his time for the Marines, he returned to his job at Chicago Bridge & Iron and found that they had dumped on him. Nice company!! He was forced to look for a different job. He now works for Bell Helicopter on the new Presidential helicopter.

He left his plane with me to repair. Without boring you with all the details now, several unforeseen problems have come up with the fabric. It has to all come off and be replaced.

So I am asking for volunteers to help Bruce out with the fabric on his plane. This would include putting the fabric on, rib stitching, and putting tape on.

The time frame on this would be during the next 2-3 months, with completion in September.

I already have four Squadron members committing to this mission. All work will be scheduled on weekends, so everyone would have a chance to volunteer for this mission. Any help would be appreciated. To volunteer please call me at 815-501-1468
Respectfully yours,

Adjutant, Tim Bauer

Ted's photo

Not sure if you noticed that one of Ted Koston's photos was used on the back cover of this month's Warbird Magazine (a beautiful air-to-air shot of a T-6). Maybe an opportunity for an "Atta boy, Ted" ...
Dan Guenther

Welcome!!

To David Stevens, Squadron 4's newest member!

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 it 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.

Help support the Squadron and pickup something from the Squadron Store.
Tim Bauer

Aug. BBQ at Joliet – New Procedure

When you sign in at the BBQ, you will be issued a ticket. This ticket will be used when you are served lunch. This will keep the BBQ for the members and their guests.

Please make a contribution to the Squadron for the lunch to help defray the cost. – Thanks.

Also, if you are out and about that morning – EAA Chapter 263 of Mendota is having a fly-in/drive-in breakfast, and we are invited to attend.

Keep'em Flyin!!



A rare British Bomber – the Hadly-Page “Harrow”, later made into a transport called the “Sparrow”. Only 200 were built.

Keep'em Flyin!!

B-17

FLYING FORTRESS

Aluminum Overcast



MISSION:

Chicago/Romeoville IL
Fri. - Sun., Sept. 14th - 16th, 2007

Airport (KLOT)
Lewis University

FBO
Main Terminal Building

DAILY FLIGHT TIMES:

09:30AM	10:15AM
11:00AM	11:45AM
12:30PM	1:15PM

Tour Stop hosted by
E.A.A. Warbird Squadron 4
www.warbirdsquadron4.org



Fly the Fortress!

MISSION COST: (PRE-STOP BOOKING PRICES)

\$359

per person (EAA Members)

\$399

per person (non-Members)

WALK UP PRICES

\$385 EAA Member

\$425 Non-EAA Member

Daily Ground Tours:

Held after flight operations have stopped for the day.
Adults: \$6, Students: \$5, WWII Veterans FREE
Children under 8 (accompanied by adult) FREE
\$10 per family (adults & children under 18)

Special group rates are made available for schools and large tours. Limited availability. Please call for group reservations.

All dates and times are tentative and subject to change due to weather or other causes.

Call 800-359-6217

for reservations and inquiries

Visit the B-17 website at www.b17.org
e-mail: b17@eaa.org

EAA's B-17 bomber "Aluminum Overcast" is an example of the American heavy bomber that helped turn the tide of battle in World War II. You can see and tour this historic airplane — and actually *fly a mission!*