



The Squadron



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www.warbirdsqadron4.org

Events

Saturday 11:00, October 1st, 2011
Captain Chuck Downey's annual
day with the WWII pilots and
Squadron 4 @ Poplar Grove.

Sunday 11:00, October 9th, 2011 -
Illinois Aviation Museum @ Clow
Airport, Bolingbrook, IL

Sunday 11:00, November 13th,
2011 - Courtesy Aircraft will be
hosting our Veterans' Forum

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

Squadron 4 has had a busy end of
summer: Oshkosh, Joliet Picnic, P51 Raffle
and the B-17 Tour Stop!

At the B-17 event, we were again able to
focus on WW2 Veterans as a full flight crew
was on hand to reminisce and amaze the
crowd with their memories and their stories.
Our Squadron 4 volunteers did an
outstanding job and had fun. A big THANK
YOU to Stacy and the amazing crew for all
of the hard work during the B-17 event!

We hope you participated in the events
to get that Warbird experience! The TBM
had some firsts this summer: flying with a
Wildcat and SNJ, and flying with a Bearcat!
That is what you call living history! It was a
privilege joining these great pilots in
formation flying. As you may know, the
Wildcat was the typical fighter escort for
TBMs in WW2.

Squadron 4 is being recognized for its
great participation in many Warbird events.
Our members should take great pride in that!
Let's keep up the good work, and I'll see all
of you at our next event!

Tom Buck CO

Buzzing the Airfield

By Tim Dunavin

Oshkosh was a busy time for all those who attended. Squadron 4 had a great turnout, as usual, and had a great time doing it. I spent most of my time with the Living History Group – Honor and Color Guard duties, along with our encampment – this year we were doing a U.S. Navy remote island air base, to commemorate the 100th year of Naval Aviation. I got to visit with many veterans and other fine folks, and had a great opportunity to help others understand our nation’s military history.

Squadron 4 was well represented in other areas as well: Warbirds camping, food shack, aircraft parking, and many other places. Again thanks for helping – we have a great bunch of volunteers in our Squadron!

Ted Kowalik took a fantastic set of photos of “AirVenture” – a photo story of one of the great events of the year. It reminded me, as I looked them over while preparing this feature, of the many things we did and who was there.

“Fifi” the B-29 had been at the DuPage County Airport the weekend AirVenture started (see articles by Mike Hudak and Gordon Millerin) and flew up to Oshkosh!

We had an F-16 skid off the runway – no one hurt, WWII Veteran’s Honor Flight, and Rudy Frasca had his FW 190, Spitfire, P-40, and Wildcat there too.

(photos by Ted Kowalik)



WWII battle during one of the air shows



Brian Churchill – camping chairman



WWII re-enactment camp – morning colors



The sounds of camp – Miller Airfield



Navy Captain T. Dunavin and group Adjutant hard at work – note assistant in background.



Willie Gohs doing his thing



The end – “see ya next year”

Veteran’s Corner

Remembering a Fallen Veteran

By: Chris Millerin

Father Raymond Foster, December 30 1946-May 28 2011, had seen quite a bit in his life that was cut all too short Memorial Day weekend. In addition to being my physics teacher at Joliet Catholic Academy, Father Ray had also made contributions to the priesthood and our United States military. Serving in the United States Navy as a regimental chaplain, Foster spent much of his time at Marine Corps and Naval air stations. He would often tell us about his experiences in class. One of his most noteworthy stories was when the helicopter pilots asked him to fly with them after a Sunday morning service and they were shocked by his ability to keep

his breakfast down. Father Ray was a true lover of vintage aircraft, especially “anything with a round engine,” as he once told me. In addition to his experiences with military aircraft, Father Ray had the opportunity to say the invocation at the dedication of the Memphis Belle exhibit while stationed in Tennessee. He was honorably discharged in 1998 with the rank of captain. I had hoped to bring him out to some of our squadron events this summer particularly the B-17 event. He will be best remembered by his famous quote “Every paycheck is a fortune, every meal is a feast, and every class is a family reunion.” Please keep this fellow lover of aviation and veteran in your thoughts as his friends, family, and students go through this time of grieving.

Veteran’s Corner – part 2

By Tim Dunavin

Article from The Herald News 6 March 2008



U.S. Army Veteran, Dorothy Worst, of Lockport, smiles as she discusses her experiences as a nurse in the 11th Evacuation

Hospital during World War II and in the civilian world.

The thought of joining the armed forces came to her during her last year at Drake University in Des Moines, Iowa. She was there for two years, from 1939 to 1941 under a full scholarship. While in school, she read an article saying the Red Cross was recruiting nurses.

“The offer sounded good, and I responded with a letter.” She said. “A lot of people ask me why I ever joined the military, and I tell them that’s the reason why,” Worst said. Worst enlisted on June 5, 1941, before America entered the World War II.

Worst was first stationed at Lincoln Airbase in Lincoln, Neb., from August 1942 to December 1942. While there she was told she would have to join the Air Force, which she did not wish to do. She requested to be transferred overseas so she could remain in the Army. From there she was transferred to Camp Kilmer, N.J., in preparation for her deployment.

Her late husband, William, served in the U.S. Army in the Signal Corp.

She began working at Silver Cross Hospital in 1956 and retired from there in 1982.

I met Dorothy at our B-17 tour this September. She was filled with great stories of her service years and told us that she was in North Africa and moved to Sicily and Italy.

While with us, she met some of our Veteran Members, Frank McCarter and Clancy Hess. The stories they shared were great to hear.

At age 94, she was reluctant to come out to our event but had a good time. She is active, and swims every day to stay in good shape.



Dorothy Worst, Frank McCarter, and Clancy Hess enjoy time together at the B-17 Tour September 4th Art Sereque is taking notes.

My Weekend with FIFI

by Mike Hudak



Fifi

The date of Saturday July 23, 2011, is one I will not forget. It was the day I flew aboard the B-29 named FIFI. But this is only one of several events that occurred during FIFI’s tour stop at the DuPage Airport that will remain in my memory for years to come. In fact I can’t believe that I was as fortunate to be there to experience them.

It started Friday when I arrived and met the crew of FIFI. They made me feel welcome right off the bat and put me to work immediately selling merchandise, which we did a lot of.

Midmorning, 10 Congressional Medal of Honor winners were giving speeches and Frank Bartilotta, Dave Stevens, and I were fortunate enough to listen to them and meet and shake hands with several of them. Just think, 10 Medal of Honor winners in one

place at the same time! Frank and I even got a picture with one of them, Bud Day, thanks to Dave. This alone would have made a great day for any hard core warbird enthusiast; seeing the only flying B-29 in the world, meeting the crew (one of whom is a Silver Star recipient), seeing and meeting 10 CMOH winners, meeting the wonderful B-29 veterans and also seeing the P-51 Gunfighter all on the same day! Saturday started out cloudy and rainy and I questioned my decision to drive up to DuPage, but it happened to be one of my better decisions I have ever made. Eventually the weather cleared and the crew went to work prepping FIFI for the delayed flights. While the crew went to work, I noticed Chris Huffnus working on a sheet metal panel on the no.3 engine, so I went over to see if I could help. The next thing I know the crew chief had Chris help him with something else and left me to finish the job. So I removed the panel myself after removing about 50 screws. Then the chief told me to take off the exhaust and install the new one. I couldn't believe he let me do all this work on his airplane, after all he didn't know me. I guess he figure that it was a simple job for a simple man. Circumstances continued to improve. As I was working out in the crowd that afternoon, I felt a big arm around my shoulders and a voice said, "I need you to come with me and sign some papers." To my surprise it was crew member Gerald Oliver. He told me that I was the first alternate for an open seat on FIFI's next flight. After Gerald revived me, I anxiously waited fearing that I would be bumped at the last minute but about 45 minutes later I was called to board. I wanted to jump out of my skin but I just tried to be cool and walked out to the plane, but I don't think I felt the ground under my feet. I boarded the aft pressurized section and strapped in. What a sound and feeling when

those R-3350's fire up. The plane practically takes off by itself and we were airborne in no time. After we were up I moved to the "barber's chair", it's a revolving seat that sits on a pedestal under the top dome where the gunner would sit. It was a great view as the seat revolved 360 degrees. I could see the whole top of the plane. You could see those massive wings as they would gracefully dip left and right as the pilot banked so smoothly.

Next I was instructed to head towards the tail section. On the way I stopped to look out an open panel in the side of the fuselage, another great experience. I was then told that I had 4 minutes to spend in the tail. As I was crawling back there my left shoelace got stuck in a seam in the flooring. I gave it a couple hard jerks in my rush to get back there but that just made it worse! I could feel my 4 minutes slipping away and I was cursing my luck back there and at the same time I thought things like this must have happened to veterans during their missions. Finally with one more yank I got myself free.

I was amazed to see that you can stand up in the tail. The gunner sat on a collapsible seat. He had a great view not only rearward but to the front as well. I was probably reaching my time limit back there as the crewman was getting ready to hail me on his bullhorn as I started to crawl out of there.

Next I sat in the right "well" at the blister. The blister is concave and you can stick your head in there and get a great view even partially under the plane.

We still had time left as we had a generous amount of time up there, so I went back up into the "barber's chair" for the remainder of the flight. I guess I must have been daydreaming quite awhile as I gazed upon the beautiful blue sky and fluffy white clouds. I was thinking it must have looked like this in the South Pacific. Just as I thought I saw a cloud formation that I could

swear resembled a mushroom, I felt a tug on my leg that brought me back to reality. It was time to strap in and come back down. Well, I did strap in but I still haven't landed!

Chris Gibson
Stan Jewula
Bob Emmitt
Brian Emmitt

Squadron 4 supports Fifi at Dupage

By Gordon Millerin



Gordon at pilot's station

Matt Hufnus called me to see about volunteering for flight line security on Sunday July 24th. I contacted Glenn Hill, Mike Hudak, Bob Emmitt, and asked them to call Matt for more details. Matt contacted Frankie, Mike and Cheryl Kellner. We ended up with 11 volunteers Sunday.

It went much like our B-17 tour. They did two flights in the morning and opened the plane for ground tours - \$10.00 per person. Later they did two more flights ending around 6:30.

Our volunteers received Fifi "T" shirts and ground tours. I went back Monday to see FiFi off to Oshkosh, got pictures of the crew and held fire bottle for their send off.

Squadron 4 was well appreciated and could probably have an opportunity to do it again. Squadron 4 vests were worn and got us a lot of recognition.

Those volunteering: Gordon Millerin
Mike Millerin
Mike Hudak
Glenn Hill
Ray Ferris
Cheryl Kellner
Mike Kellner

Jivin' in Joliet

By Art Sereque

Warbird of Squadron 4 C.O. Tom Buck led a bevy of rare birds to his annual fly-in/BBQ at the Joliet (IL) Park District Airport on a beautiful Sunday, August 21st. His Grumman TBM Avenger, in the colors of George H.W. Bush, led the way. Mike Gillian (pronounced Gillen), a resident of Brookeridge, a fly-in community in Downers Grove, Il., arrived in his Aurora, IL (ARR) based F4F Wildcat. John O'Conner, also a Brookeridge resident, flew in from ARR with his F8F Bearcat.



Flying from "Aero Acres", their Dwight, IL fly-in community, were Chuck and Brad Brady in the only flying Fairchild UC-61, made even rarer still as it is the only one with a 245 Warner spinning the prop.

Coming in directly from Brookeridge were Squadron 4 member and National President Rick Siegfried and his dad, "Old Bob" Siegfried, in their T-6 Texan and PT-17 respectively.

Among the two dozen planes that arrived were Keith Birsas' PT-17 and L-3 Grasshopper, Bob "Boris" Fitzpatrick in his Yak 52, an L-19 Bird Dog, and two members of "Lima Lima", part of the T-34

Mentor Aerobatic team that had just finished their routine at the Chicago Air and Water Show. The estimated two million spectators at the Chicago show didn't realize what they missed, had they been in Joliet.

Among the guests were Capt. "Chuck" Downey, the youngest Navy pilot in WWII, Capt. Frank McCarter – 60 missions in P-40s and P-51s with the Flying Tigers, and S/Sgt. Lou Seno, 14th Air Force C-24 crew Chief, who had to work in 110 degree F. heat on in driving monsoons. Also represented was Squadron 4 member and National WOA Director Ed Finnegan. C.O. Tom Buck welcomed members, friends, and guests to the fly-in, after which 140 gourmet box lunches disappeared.

Rick Siegfried gave a WOA update followed by a P-51 raffle.

Squadron 4 member Vlado Lenoch has, for several years, generously donated a ride in his P-51. The money raised is used to offset the cost of our annual banquet. Although the winner had flown in P-51s before, they were not pleasure flights – strictly business flights – shooting at Japs. It was Capt. Frank McCarter who won!! At 90 years young, he indicated that someone who has never been in a P-51 should take the ride. What a great gesture!

This year, a second ride was offered by Keith Birsa in his Stearman – within an hour of a call to his home in Diamond, IL, Dave Finger was enjoying his ride!



Many say "It's not the planes, it's the people". This year however, it was both. Great planes, great camaraderie. It was just an absolutely great day!

B-17 Tour

By Art Sereque

September 1-4 were the dates of the 6th B-17 Tour sponsored by Warbirds Squadron 4 and for the 6th year Quartermaster Stacy Kolls led the event.

Thursday (Sept. 1st) was media day. Members of the media, and, as space permits, WWII Veterans have a chance to fly in EAA's WWII B-17 "Aluminum Overcast".

The Squadron has developed quite a following amongst the veterans.

Bill Thorn flew his 19th mission on his 20th birthday as a top turret gunner on "Fertile Myrtle" in August 1943 – it was the disastrous "double strike" raid on Regensburg and Schweinfurt – 60 planes – 600 men lost.

Rob Lowe – 8th Air Force ball turret – he had the best views – 26 missions completed. On his 21st mission June 6, 1944 – D-Day – his job was money! He had to drop lots of it to the resistance fighters, along with pamphlets.

This writer met Frank and Marcie Stout at a local medical clinic. Frank was wearing a White Sox cap. He beamed – until I said "Red Sox" (my Boston roots). In the ensuing conversation, I learned that 92 year old Frank was a crewman on an 8th Air Force B-24. He made 3 1/2 combat missions. On the last mission, his plane was shot up so badly it broke in two. Frank had to push his buddy out. For the next 6 months Frank was a guest of Herr Adolf at Stalag Luft 1 and 4.

Ted Micci age 90 was a B-17 radio operator.

Dorothy Worst, age 95, an Army Nurse in North Africa, had a spirited conversation with 90 year old Frank McCarter (Flying Tigers) and 90 year old Clancy Hess who flew recon in P-38s and just about every thing else, including transporting Generals. After the war, Clancy bought a P-38 for \$1200! That plane, with “Marge” painted on it, is now featured in the EAA Museum. Marge was the wife of America’s leading Ace, Dick Bong - (40 kills).

The Squadron provided great lunch for the veterans, Squadron 4 volunteers, and guests.

On Friday, Saturday, and Sunday, more than 50 volunteers handled flight line duties, merchandise sales, photography, and meet and greet.

Goodwill ambassadors Frank McCarter and Charlie Mueller talked to many, many people.

Squadron 4 member and National WOA Director, Bill Miller, once again brought his “Old Tyme Snackery” and Popcorn Style vehicle from which he fed the hungry volunteers and visitors. Saturday night, Squadron 4 treated volunteers and B-17 crew members to dinner at a local restaurant.

Squadron 4 C.O. Tom Buck arrived in his TBM Avenger. National WOA President and Squadron 4 member Rick Siegfried came in his T-6 Texan – his Dad, “Old Bob”, flew in with his PT-17. John O’Conner displayed his beautiful F8F Bearcat, while Kieth Birsa arrived Saturday in his PT-17 and Sunday in his L-3 Grasshopper.



With lots of warbirds at our B-17 tour, of course, the star attraction was “Aluminum Overcast”. Many people came just to see her land and take off. Many rides were sold and a long line waited to tour the B-17.

Local Ford dealer and WOA member, Dick Baker, (his father flew Corsairs against the Japs) owner of Rod Baker Ford in nearby Plainfield, not only brought a 10 passenger ride in the B-17, but also, for the 3rd straight year, provided a courtesy car for the B-17 crew. Ford Motor Co. is a big supporter of EAA. Support your local Ford dealer and get big discounts on your new Ford.

Squadron 4 member Bob Emmett and new member Jim Klick each will donate a model airplane – to be raffled at our annual banquet.

In the past, Squadron 4 member Vlado Lenocho has donated a ride in his P-51 “Moonbeam McSwine”. The raffle held for the ride raises money for the Squadron. This year Keith Birsa also donated a ride in his PT-17. For next year, Keith, “Old Bob” Siegfried – PT-17, Rick Siegfried – T-6 Texan, and John O’Connor – SNJ, will also donate rides. Does the Squadron have great friends!!

On Sunday afternoon, Charlie Mueller (Navigator B-17, 8th Air Force) was talking to this writer about his wartime experiences. I pulled up a chair for Charlie, and before you knew it – 30 to 40 people were listening in awe. Charlie normally flew in “Tangerine”. It wasn’t until many years

later, he found out he had been shot down in “mon Tete Rouge” – My Red Head. Charlie talked about his stay in a German hospital as a P.O.W., when an RAF crew member was brought in. The Brit had jumped – not bailed out of his burning plane – and lived to tell about it – true story – his chute was on the floor and burning, thus his action.

Charlie also talked about his 14 months in Stalag Luft III, made famous by Steve McQueen in the movie “The Great Escape”, and how they played mind games with German guards. Later a young lady profusely thanked Charlie and shook his hand. A man with 3 young sons came back and said, “I told my boys you have met history – you will never get this from a book.

Next year, we hope we can schedule a regular time slot for Charlie and Capt. McCarter.



Tire being checked out

As a result of “Aluminum Overcast” coming into Joliet Port District (Lewis University) Airport in Romeoville, IL, hundreds of people learned about WWII Aviation.

A fantastic Labor Day weekend for EAA, WOA, Squadron 4 and the many guests and visitors who came.

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.warbirdswardron4.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

ADJ. Tim Bauer

(815) 501-1468

Com. O. Brian Churchill

(847) 356-9056

SEC. Ted Kowalik

(603) 289-2785

Q.M. Stacy Kolls

(815) 544-1223

Treasurer: Brian Churchill

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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/>**

You can help the Squadron and look great too! See Brian Churchill for details!

**Eugene, OR Warbird Squadron
13 Link: <http://www.squadron13.org/warbirds/>**

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

**Chino, CA Warbird Squadron 16 Link:
<http://www.warbirdsusa.org/>**

Keep'em Flyin

**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

Spit Fire	Rudy Frasca
P51 Mustang	Vlado Lenocho
F8F Bearcat	John O'Connor
TBM Avenger	Tom Buck
T6	Rick Siegfried
SNJ	Vic Krause
T6	Clyde Zellers
T6	Rudy Frasca
T6	John O'Connor
SNJ	Tom Buck
Yak	Bob Fitzpatrick
OW Meyers	Chuck Downey
L5	Larry Tinker
T34	Will Martin
T34	Rudy Frasca
Wildcat	Rudy Frasca
PQ-14B	Harry Pick

MERCHANDISE

We have the new Squadron 4 hats – 7 styles to choose from! Lots of new items coming soon!