



The Squadron



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www.warbirdsquadron4.org

Events for 2010

Sunday, November 14th -

11:00 A.M. - Courtesy Aircraft will be hosting our Veterans' Forum - 5233 Falcon Rd. Rockford, IL 61109-2911

Events for 2011

February 12th, 2011 - Annual Banquet (see website for details)

As always please check our website for the most up-to-date information:

www.warbirdsquadron4.org

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From the C.O.'s Desk

From the CO's Desk October 2010

Thanks to all Squadron 4 members who made the B-17 tour stop a great success! Stacy and her hard-working volunteers kept everything running smoothly. The Aluminum Overcast crew enjoyed working with our Squadron, and they look forward to coming back next year. Many veterans were thrilled with the experience of touring or riding in the B-17.

Each year I am invited to fly over the Memorial Day Ceremony at Abraham Lincoln Cemetery. I am happy to honor the living veterans and those who are buried there. This past year I had the privilege of representing the families of veterans who were buried at the Abraham Lincoln Cemetery. In a three month period, over 40 veterans are interred with no family present. During this ceremony I had the honor of

listening to the roll call, and playing of taps, as well as the 21-gun salute. I watched the folding of the flag and humbly received it as a representative of the veterans' families. It was a very moving experience and reconfirmed my desire to honor the veterans who sacrificed so much and are still with us. Everyone knows a veteran, so let's make a commitment to bring a veteran to the veterans' forum- our next meeting in Rockford on Sunday, November 14th.

Tom Buck

Buzzing the Airfield

By Tim Dunavin

I know this newsletter seems a bit soon after the Oct. issue, but things got a bit behind with late entries and some illness in the staff, but here we go again!

I was unable to get to Clow as the Living History group that I belong to, up at Oshkosh, spent a weekend down at Dayton, Ohio at the 91st BG (H) reunion doing a briefing of the Merseberg mission for the very Veterans that flew the mission! It went well and was well received. There were photo opportunities at the Air Force Museum on Saturday night at the dinner. Also there, for their reunion, was the 48th Fighter Squadron – Vets from Vietnam on up to present. There were some active duty Air Force personnel there from Mississippi. They were training for the refueling wing, using T-1 JayHawks.

Among those attending were Bill Fischer and yours truly, another Warbirds member, Kevin Wisnieski, and several more from the Oshkosh LHG.



Several members of the Oshkosh Living History Group.

The B-17 tour is well covered in this issue, by articles by Art Sereque and Dave Stevens, and as usual great photos by Ted Kowalik from all of our events.

VETERANS' CORNER Part II

World War II Helldiver plane lifted from reservoir

By Ed Zieralski, UNION-TRIBUNE

**Originally published August 20, 2010
at 9:54 A.M., updated August 22, 2010
at 9:32 P.M.**

“Oh man, look at that big old engine and tail; now there's a plane that hasn't been in the air in 65 years,” said Richard Frazar, whose father, E.D. Frazar, of Richmond, TX, was forced to ditch the Helldiver into Lower Otay when the engine on the plane failed. He and Army Sgt. Joseph Metz of Youngstown, Ohio, survived the crash, swam to shore and hitchhiked back to their base at Ream Field in the South Bay. Both have since passed away, but some members of their family enjoyed

the day of remembrance that came with the sight of the men's plane.

"I just wish my dad was here to see this," added Frazar, a former Marine who was at his daughter's side when the plane surfaced. His daughter, Allison Davis, rescheduled several flights back to Texas to be on the Otay shoreline Friday. Frazar's wife, June, who flew out with her husband in the couple's private plane on Tuesday, had to return early Friday afternoon to be with their daughter who is leaving for college. Frazar will fly his single-engine, two-seater back to Texas today.

"The connection back to my father is just emotional," Frazar added. "With the pictures that we have of my dad actually flying this aircraft, that were actually taken when he was flying this plane, and the picture of him with his foot on the wing and ready to climb aboard, that's all a direct connection back to my dad. It's very meaningful, and I can't wait to go to Pensacola and take my granddaughters and grandsons there to see it when it's restored to its flying condition."

Frazar later was given permission to climb aboard the plane and recreate his father's famous pose, with one foot on the Helldiver's wing, a stance that was captured in a photo that has been widely circulated since the story first broke in the San Diego Union-Tribune.

"That was an awesome feeling to get up there and touch the plane," Frazar said. "This has been an incredible week for me and my family. We've been treated so kindly. I know my father would have loved seeing the plane, but he was such a people person. He would have really enjoyed swapping stories and meeting Bob Kofnovec, his regular gunner who came down (from Santa Clarita) on Thursday."

Duane Johnson, the Pine Valley bass fisherman who discovered the plane on his Humminbird fish finder while fishing with his buddy, former Marine Curtis Howard of Alpine, also climbed aboard the plane. The tale seemed to come full circle when Union-Tribune photographer John Gibbins noticed fishing line and a sinker on the plane's prop. Johnson also volunteered and helped ranger-diver Kevin Kidd-Tackaberry control the slight spread of fluids from the plane.

As beat up as it was, with its tail chewed up, its engine dangling off the front, it was a beautiful sight to the city of San Diego ranger-divers and Chicago-based A&T Recovery crew that worked to free it from Otay's silt and mud, and it was especially a great sight to the relatives of the pilot and gunner who made journeys to see the raising.

Robert Metz, brother of the gunner, said he wished his brother could have been there to see the plane he was in

that fateful day. Metz knew many family members such as his brother's wife, Hilda, and daughter, Debbie, were back in Ohio following the progress of the plane's recovery.

"I know my brother would have loved this," said Robert Metz, 85, younger brother of Joseph Metz. He was there with his son, Eric. "Looking at that plane makes you wonder how they'll ever restore it."

Thus ended a week of hard work and struggles for A&T Recovery, the Chicago-based salvage team hired by the National Naval Aviation Museum in Florida to retrieve the plane. A&T Recovery worked with the city of San Diego ranger-divers on the project. The museum's foundation used donated funds to cover the estimated \$125,000 for the recovery, including the city ranger-divers' time.

There were setbacks due to a broken pump, and the crew underestimated the amount of mud and silt that surrounded the plane and was inside it. Visibility was zero at the plane. Divers talked of "Braille diving."

"This is the 38th plane we've recovered, but this one was particularly challenging because of the zero visibility," said A&T Recovery diver Keith Pearson. "I know every inch of this plane by feeling it in the dark down there."

A&T Recovery was assisted by Nelson Manville's ranger-diver team of Mark and Jim Miller (no relation), Patrick Walter and Kevin Kidd-Tackaberry. Mark Miller went all-in on Thursday when he ran out of air during a dive. He ended up spending nearly six hours in a hyperbaric chamber later, but he was back Friday to see the plane and help in any way he could.

"It's really something that we put a lot of work and energy into," Miller said. "Some people had doubts that we were going to get it up. But it's up. It's pretty intact, and it's great to see something on the surface that I was diving on all week, but never saw it."

Walter remembered the first dive that he and Jim and Mark Miller made on the plane. He spent hours of his own time that night checking the serial number of the plane. The Navy report had the wrong number on it, and it didn't match the plane, but records indicated it was Frazar's plane.

"This is a chance of a lifetime for us to work on a project like this," Walter said. "It's just been an awesome week for us."

Dredging and pumping took much longer than they thought, and it might have taken longer if the city of San Diego hadn't chipped in a dredger used during the hydrilla invasion at Lake Murray in the 1980s.

"Otay Lake kicked our butts," said Taras Lyssenko, the "T" in A&T Recovery. "We're used to working in Lake Michigan with no media around us, no constraints on our time. Here we had to operate under the constraints of the city of San Diego, and we had to deal with that bureaucracy. We don't work 9 to 5 on these jobs, but this week, we had to do that."

Al Olson, who's the "A" in A&T Recover, said he didn't get that excited about it until the plane was towed to the shoreline.

"As soon as we had it in 26 feet of water or so there, that's when you get the warm and fuzzy feeling that you know you have it," Olson said. "The situation out there, the zero visibility is what we call Braille diving in multiple shades of black. There are actually shades of jet black, but the thing is, I'm just so proud, and I know all of us on the team are proud, to recover a national treasure like this. Then to get that flyover from those F-18s, that was pretty special. I'm sure it was the Navy doing a special salute to one of their predecessors."

Olson knew the plane was there years ago, but when he visited Lower Otay to find it, he came up empty. Johnson and Howard saved his company a lot of time and money by finding the plane in February of 2009.

The National Naval Aviation Museum in Pensacola, Fla., will have the plane transported to Florida. The cost of the recovery was estimated to be \$125,000. Restoration could run \$200,000 and more, with the cost for the raising and all of the expenses for restoration coming from donations to the museum's foundation.

The National Naval Aviation Museum in Florida has been working to get the plane out of the lake, but it required city, state and county permits. Finally, on Monday, A&T Recovery began the process of raising the plane. Part of the agreement with the city of San Diego was the use of Manville's ranger-divers. The men drew praise from A&T's crew.

"Those city divers were amazing," said Todd Brown, equipment manager for A&T Recovery crew. "It was really great working with them. Despite all the problems, it was a great week."

In the end, no one knew for sure if the F-18 flyover was a coincidence or not, but one thing was certain, the former military personnel on the beach and in the crowd knew what they were seeing when they looked at the Helldiver as it rested proudly on the shoreline. Its size and look made it look all business at a lake that has been used for recreation for over half a century. Many of the biggest bass in the world are offspring of the bass that Orville P.

Ball brought into Upper Otay from Florida in 1960 what was known as the Florida Bass Experiment.

But on this day, on this particular shoreline of Lower Otay, it was about paying tribute to men and women who served and men and women who will serve. Some left their lives on the battlefield. In this case, one left his plane in Lower Otay.

And if anyone had any doubt about what it meant to members of the Greatest Generation, all they had to do was look at the face and watch the body language of Bud Brain, 89, a beloved member of the A&T Recovery team, as he held a tow rope to the national treasure.

Bud Brain, a rugged D-Day survivor, stood on the shore, holding that tow rope to the plane like he was latched onto his past. He stood there like a sentinel, statue-like. He stared at the plane the way an old soldier might look at a relic from his days in battle. He didn't move. He held the rope. His thoughts were of another time, another place when war machines like this SB2C-4 Helldiver, when men like Bud Brain, E.D. Frazar, Robert Kofnovec, Robert and Joseph Metz, changed the course of history.

Now it will be up to Capt. Bob Rasmussen, Vietnam War hero and former Blue Angel pilot, to oversee the

restoration at the National Naval Aviation Museum. As president of the Naval museum, he knows the significance of the plane, one of only six believed to exist, and possibly the only SB2C-4 model. After 65 years at the muddy bottom of Lower Otay, it will go to its rightful place there and in history.

Source:

<http://www.signonsandiego.com/news/2010/aug/20/world-war-ii-helldiver-bottom-lower-otay-lake/>



KEEP'EM FLYIN

B-17 Tour
By Art Sereque

Late morning, Sept. 16th, a beautiful silver bird landed at the Joliet Port District Airport in Romeoville, IL for the 5th consecutive year, Warbird Squadron 4 sponsored EAA's B-17 "Aluminum Overcast". For several Veterans, the highlight of the day was a flight in this piece of World War II history.

S/Sgt. Bill Thorn, a flight engineer on "Fertile Myrtle" had already made 25 missions on a B-17. Noted author and

historian Edward Jablonski wrote the book “Double Strike” – an account of the disastrous August, 1943 raid on the 109 factory at Regensburg and the ball bearing factory at Schweinfurt – in the cockpit of the lead plane was none other than Curtis Lemay. Seeing plenty of action in the top turret that day was Bill Thorn. That rain was a terrible loss for the Mighty Eighth – 60 planes and 600 men going down! With “Tokyo” tanks, they landed at a dismal base in North Africa. After retrofitting, they left Tunisia, bombed a 109 dispersal area in Bordeaux, France, and returned to base in England.

Cpl. Ray Fuller, a B-29 radio operator in Korea (air refueling) was also on “Aluminum Overcast”.

Another on the flight, his first on either a B-17 or B-24, was S/Sgt. Lou Seno, a 14th Air Force B-24 crew chief in India. With a crew of ten, Lou worked in 110 degree F. heat or the driving rains of the monsoons.

Also on “Aluminum Overcast” was Lt. Morrie Reinke, a B-17 pilot with the 15th Air Force in Italy. Out of 35 missions, 34 were over gross!

Charlie Mueller was also on the B-17. He had previously flown as a B-17 Navigator with the 452nd Bomb Group, Eight Air Force. Steve McQueen starred in the movie “The Great Escape”, a flick about the infamous German prison camp, Stalag Luft III. Charlie was a guest there for 14 months, courtesy of someone named Adolf!

Friday was a slow day with only one B-17 flight. Saturday was a bust – rain – rain – rain. However, all was not lost. A large group of volunteers convened at a local restaurant for dinner and a fun time.



There were 6 B-17 flights on Sunday and hundreds lining up for ground tours.

Squadron 4 members Tom Buck (Sq. 4 C.O.) gave rides in his TBM; Vlado Lenoč gave rides in his P-51 “Moonbeam McSwine”, including one to raffle winner Joe McBride, a Young Eagles pilot with EAA Chapter 579 in Aurora, IL. He’s walking on air! Keith Birsa flew in from Joliet with his Aeronca L-3, and three local pilots gave aerial demonstrations in their Pitts bi-planes.

National Warbirds director and Squadron 4 member Bill Miller brought his “Oldtyme” hot dog truck and served dogs, brats and burgers to the volunteers, as well as to the hungry hordes. Thanks, Bill!

David Gray, a charter pilot and noted artist gave away several of his beautiful prints, including a B-24 print for Lou Seno and a print of a Wildcat flaming a Jap “Zero” to this writer.

Once again, local Ford Dealer Rick Backer provided a courtesy car for the B-17 crew. Rick’s father flew Corsairs during the war, and Rick is now a Warbird member!!



W. KENNEDY SQ. ABBOT, I. - NORTHERN ILLINOIS
 TED ROWLAND PHOTOGRAPHY
 19 SEPTEMBER, 2010

Squadron 4 member and “Aluminum Overcast” crew chief, Glen Hill, gave Mindy, daughter of member Frank McCarter, (60 missions, Flying Tigers, 14th Air Force) a private tour of the B-17. She was thrilled! Since the doctor doesn’t want Frank driving, Mindy has been doing the driving duties and thus comes to our events.

For the 5th year, Stacy Kolls chaired the B-17 event for the Squadron. With a cadre of approximately 50 volunteers, she had everything running like clockwork.

The volunteers ranged in the age from 82 (Bill Brown – you’d think he was 50) to 16 year old new member Chris Millerin, who has been a Squadron 4 volunteer for several years now.

Great Job Stacy!

Aluminum Overcast –OK, but please, no more rain!

By Dave Stevens

“I don’t care if it’s raining; we have a B-17 on the ramp!”

I don’t know if you heard that phrase spoken at Lewis University Airport, on 17, 18, 19 September, but I did and it sure puts the B-17 Tour Stop into perspective. Even rain can’t dampen a Warbird fan's spirits with a WWII bomber sitting 20 feet away.

Despite overcast (not the *Aluminum* variety) and the threat of rain, the Big Ol’ B-17 arrived from Ohio on time Thursday with the crew and a bunch of Akron Ohio EAA chapter members. Our Veterans were assembled and patiently waiting for their flight. We fed everyone, including Bomber crew, Veterans, Ohio EAA members, Squadron 4 volunteers and the Lewis University Airport Line Crew, and that went pretty well. Rick Baker brought the Flex over for the B-17 crew to use all weekend.



There were some new faces in the B-17 Vet ranks and during the weekend we met 2 or 3 “new” B-17 vets that we had not known previously. One 91-year-old Ball Turret Gunner named “Bud” kept kicking his leg up –getting his knee up almost chest high- to show how he sat in the ball. If I tried that I would have a sore hip for 3 days! We are trying to keep in touch with them and hope to get them to fly with us next year.

17 September: Stacy Kolls had us all at our assigned duty stations bright and early and Friday's good weather allowed *Aluminum Overcast* flights to operate. Tom Buck flew his TBM Avenger in and took several

“Avenger Loads” up for some site-seeing and general “aviating”. I never get tired of seeing the Avenger banked over and sounding great on one of Tom's low fly-bys.

18 September: Saturday, Lewis University Airport and “Float Plane Dock”:
Rain spoiled the day for flying but we had a good-natured crew of volunteers and managed to eat well thanks to Women in Aviation International from Lewis University and Bill Miller's “Old Tyme Snackery” Model T truck, and we did keep sort of dry. David Gray set up some interesting WWII aircraft relics from Freeman Field in Indiana and also had a nice selection of his artwork on display. Again, Tom and George got the TBM in under the clouds and the weather teased us with breaks in the low ceiling and some “dry” periods... but no B-17 action. Squadron Chaplin, Matt Huffness marshaled the ROTC cadets into additional security details.

19 September: Sunday was a great day for flying and some “canceled” riders from Saturday got to fly on Sunday. We had around 60 paid seats total. Vlado Lenocho arrived to add his P-51 to Tom's TBM, Will Martin's T-34, and Keith Birsa's Aeronca L-Bird. 3 Pitts Specials on the ramp also kept the B-17 company and Pilots Jim Klick, Dan DeWitt and Ravon Luttrell even went up and performed a smoke and formation show that only a swarm of Pitts can pull off. Vlado got to take our two raffle winners up and also went up numerous times with other riders, catching up with Tom's Avenger for a formation pass. Watching Vlado's near vertical climb... gear down wingover... into a short approach landing was fantastic and made me wish I had bought more raffle tickets.



Sunday night “Colonel” Tim sat in a Jeep in front of the Bomber, and I actually saw the scene in Black and White... or maybe Sepia Tone! The jet fuel depot and metal hangers in the background turned to wooden shacks with wicker chairs outside. It might have been Basingbourn or another airbase of the Mighty 8th. I was then lucky enough to join the crew of *Aluminum Overcast* and 6 or 7 other Squadron 4 members on the flight to Oshkosh. I'll just say it was a dream flight for all of us, and leave it at that. As dusk turned to sunset, the lakes and horizon lit up with orange and gold and the cool air was as smooth as glass. The flight north was all too quick, and we touched down just as the sun set. EAA's new president, Rod Hightower and our own Gordon Millerin, who drove all the way to Oshkosh just to bring us all back to “LOT”, greeted us at the Week's Hanger. Of course it helped that we had Gordon's son Mike and grandson Chris with us, but I am sure Gordon would have done it anyway.

This kind of act seems like it would be an “Effort” to most people, but it's just what we have come to expect from the Squadron 4 volunteers who make this B-17 Tour Stop what it is. Everyone goes the extra mile. The details before, during, and after this event are all handled by Squadron volunteers with casual, straightforward determination that makes it seem easy.

Don't be fooled. Nothing “just happens” and it's *not* easy, but –speaking for the whole gang here- BRING IT ON! We love it and

we're ready to do it all over again next year.
See you there.
Keep 'em Flying!

Capt. Downey's Big Bash

By Art Sereque

For many years now, Chuck Downey has been throwing a bash for Squadron 4 members as well as some of his Rockford area WWII buddies.

A large group gathered, but a disappointingly small number of Squadron 4 members came.

This writer was first to arrive, bringing 14th Air Force B-24 crew chief Lou Seno, a long time friend of the Captain's.

Harry Pick covered the longest distance, approximately 175 miles, in an hour and 20 minutes. Of course, his transportation was a Cessna 172. Stacy Kolls had to drive about 4 miles in her blue Ford Escape.

Ron Liebmann arrived from Schaumburg Airport in a bright yellow Lima Lima T-34 that is based there – however, his buddy Dean Stanley, with wife, Diane, arrived the old fashioned way- by car.

Glen Hill, off his duties as "Aluminum Overcast" crew chief, and Bill and Jerry Brown, also arrived by car.

Mike and Cheryl Kellner abandoned their "Desert Rat" duties to enjoy the festivities.

Many of Chuck's friends were wearing caps that said "Combat Flyers". The 14th met the 15th when Lou Seno met Cliff Lind, a B-24 Navigator with the 15th Air Force. I asked him if he saw many "Red Tails".

"Oh, yes, and very happy to see them. They escorted us up the Italian boot to Germany and back." The "Red Tails", of course were the famed Tuskegee Airman. Cliff was wearing a "Combat Flyers" cap.

C.O. Tom Buck and wife Kathy were in West Virginia, awaiting the birth of their first grandchild. (Ed's note: they have a little granddaughter). However his friend Brad

Deckert flew his own Avenger up from LaSalle/Peru with WWII gunner flying in his old position, the rear gunner's seat!

Chuck served plenty of pizza, salad, chips and dips, dessert, and lots of liquid libation of all sorts. Nobody left hungry.

This group is always very convivial, so the group had great time.

Thanks again, Chuck!

A New Friend Comes To Squadron 4

By Mike Hudak

It was a real thrill and honor for me to introduce Mr. Charles Mueller to Squadron 4 at the October meeting at Clow International. I met Charlie the first time the Aluminium Overcast appeared at Lewis University.

I happened to be in the nose of the B-17 while Charlie was taking a tour and I overheard him being interviewed by a reporter. I heard Charlie tell some of the most amazing stories of his WW II experiences as a B-17 navigator. I can't describe the feeling I had as I was sitting next to Charlie's former station-the navigator's desk as he told his story of how he was shot down over Germany 200 miles behind enemy lines. It was just Charlie, the reporter and I in the nose. He told the story so well and with so much detail I could almost picture myself being there, seeing it happen.

Immediately I knew Charlie was someone I wanted to know better and invite to some of our squadron functions, as he is "living history". After Charlie graduated from St. Rita High School, he enlisted in the Army Air Corp and trained as a navigator. Meteorology was Charlie's real interest, and when he heard that a navigator was also the weather observer, he signed up for the job. Charlie graduated second in his

class and was offered a position as a navigation instructor, which he refused, as he wanted to be an active participant in the war.

Shortly afterwards he was sent to England with the 8th AAF 452nd Bomb Group 731st Squadron. After an adventurous flight to England, Charlie said they went on a few "milk runs" at first but gradually it got much tougher. As they flew missions deeper into Germany and at Berlin the flack and fighters they encountered became more intense. On his 11th mission 8 Mar., 1944, his B-17 "Mon Tete Rouge" was shot down near Hanover, Germany by a FW 190. Mechanical problems caused them to fall behind and they were jumped by several FW 190's. The bombardier was killed by a 20 mm shell that ripped through the nose on a head-on attack. Charlie jumped on the right cheek gun but was hit by the FW190 before it got close enough for Charlie to fire the fifty. Of course Charlie was wounded and the plane crash landed in a creek bed. Charlie was sent to several German hospitals before he landed at Luft Stalag 3, where the famous great escape took place. Charlie told us what life was like in a German prison camp during the 14 months he spent there.

We heard interesting stories of how well-organized the prisoners were and how they knew the war news days before the Germans knew. Charlie didn't know how it was done until many years after the war; that's how tight the security was. Charlie showed us his diary he kept and other memorabilia he has from his days as a POW.

The day the prison camp was liberated there was a big battle. The Germans on one side, Patton's Army on the other and the prisoners in the

middle. When the battle ended, Charlie and a friend went into the office and searched for their records. As they were doing this, who walks in? None other than General Patton himself, looking exactly like he was portrayed in the movie-polished helmet, medals, spit shined boots and the famous ivory handled revolvers. He was also looking for the prisoner's records. However there was one set of records that General Patton never found. You may have guessed, those belonging to a Lt. Charles Mueller of Chicago, IL! The very records Charlie showed us at Clow! I wish to thank Brian Churchill and Steve Pagels for setting up the equipment and most of all, my friend Charlie. We hope to have Charlie speak again as he is a natural speaker. Plus, I was told by Mr. Harry Pick, that I must get Charlie to speak to us again.



Charles Mueller and Mike Hudak



Mr. Charles Mueller

Thank You!

Gordon,

Special thanks for giving my grandfather a chance to see his B17 again!

He often talks about his days as a belly gunner, and now I finally got to see that belly turret he used to fly in.

Hope to see the B17 again next year!
Thank you

Scott Roseland

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.warbirdswarrior4.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

EX.O. Frank Bartilotta

(773) 763-4659

ADJ. Tim Bauer

(815) 393-3932

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(603) 289-2785

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(815) 544-1223

Treasurer Jim Delaney

(847) 713-0808

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-aea.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.warbirdsqadron3.org/>

Florida Warbird Squadron 24

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

WARBIRDS OF SQUADRON 4

Spit Fire Rudy Frasca

P51 Mustang Vlado Lench

FG-1D Corsair John O'Connor

TBM Avenger Tom Buck

T6 Rick Siegfried
SNJ Vic Krause
T6 Clyde Zellers
T6 Rudy Frasca
SNJ John O'Connor
SNJ Tom Buck
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 coming soon!

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

Photos and videos of our activities are available from our website.