

The Squadron EAA Warbird Squadron 4 News





**A newsletter for Squadron members and friends of Warbird aircraft.
Website: www.warbirdsquadron4.org**

November 2001

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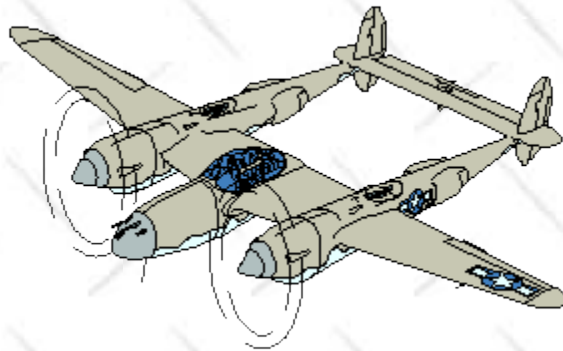
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**Squadron 4 Meeting
Quarterly Meeting
Sunday November 25th, 2001
Chapter 579 Hangar
Aurora Airport - Sugar Grove, IL**

Our next meeting will be our annual salute to all military veterans and will feature a WW2 veteran, Fred Debruzzi. Fred was a P-38 and P-51 pilot during WW2. He would like to speak to us primarily about his experiences with the P-38. Our squadron historian, Mark Laatsch will assist in the presentation. Mark is preparing a slide presentation, some of Fred DeBruzzi's old photos. Below is a brief history of Fred's service: 1st AF (Central Flying Training Command)

San Antonio Aviation Cadet Center, San Antonio, TX; Primary Flight Training (PT 19) Sikeston, MO; Basic Flying Training (BT13) Struther AAF Winfield, KA; Advanced Flight Training (T6, P40), Aloe AAF Victoria, TX RTU, (P51) Dale Mabry AAF, Tallahassee, FL, 8thAF Wormingford 55th Gp 338th F.S. P51 (Had just transitioned from P38's); 11th AF Elmendorf AAF Anchorage, AL. 343rd F.G. 18th F.S. Instrument Training (C47, C54 and B25) Attu, Aluetian Islands (P40, P38); 2471st AFRES 441st Wing, O'Hare (T6,C45, C46) Hdq and Hdq Squadron 3510th ABGp. Randolph AFB, San Antonio, TX; (B50) 3615th PTWing Craig AFB, Selma, AL; (T6, T28, T34, C45,P51, T33) 2688th Air Res. Center South Bend. With Fred's extensive military service record this should prove to be an interesting and informative session. See you there!

The details for the outing:

11:00 A.M. - Doors Open

11:30 A.M. - 12:00 P.M. - Meeting

12:00 P.M. - 12:30 P.M. - Lunch (with paid admission)

01:30 P.M. - Presentations

02:30 P.M. - Displays, Socializing, Hanger flying, War stories, etc.

Cost: \$10.00 a person, \$15.00 per Family and as always Fly-in Pilots are FREE



The C.O.'s Desk

Tell Holiday Inn in Countryside, IL Details to follow later.

BE SAFE OUT THERE! and "Keep Em Flying"
Jim Delaney - The C.O.

Greetings all, just returned from the Pensacola FL trip. A quick summary of the outing would include dinner at the N.A.S.

Pensacola officer club on Friday night, thanks to John Geuss. Next on the agenda was spending most of the day on Saturday

taking in all the goodies at the National Naval Aviation Museum, and then finally finishing up in Mobile Al. at the Battleship

and Aviation Park on Sunday. My only regret is more of the group could not be there. The next meeting for us will be

Sunday, Nov. 25, which is the Sunday, following Thanksgiving. The theme for the meeting will continue as in the past, a

veteran's forum. If the flying weather is good, it would be nice to see some HEAVY METAL one last time for the season. Don't

forget to leave the Saturday of January 19th open for our annual dinner at the William

Recap of Squadron 4 Meeting - Oct. 10, 2001



Host - Capt. Chuck Downey
Poplar Grove, Ill. Airport

Our thanks go to Capt. Chuck Downey for the great time and hospitality he provided for us at his place. We enjoyed a great meal and some very interesting flying stories provided by Capt. Downey. The most

interesting one was about the pieces of metal lodged in the Captain's engine, which he received during a combat mission. The damage caused a severe oil leak and he had to limp back to his carrier. Upon landing after a flight of several hours, the engine was inspected and the aircraft maintenance crew told Capt. Downey that he had enough oil left in the engine to last for about 7 more minutes. Needless to say that it was a close call, and Capt. Downey

still has that piece of metal in his possession, which he says, is one of the most important keepsakes of his military service. There was a good turnout of aircraft for the outing. Capt. Downey's Meyers OTW was being used for some Young Eagle flights and was piloted by "Good Neighbor Sam", meaning corporate pilot Sam Kelso. Bill Helvey, another neighbor of Chuck's, brought out his CJ-6 for static display and also flew his helicopter for a few rides. Bob Ademec flew in with his classy 1948 Luscome. Buck Wyndam, a new face in our group, brought in his Citabria, a plane with a very patriotic paint scheme in red, white and blue. "Col."

Tom Buck and Mark Adamic flew up in Tom's SNJ. Tom intended to bring up the TBM but it was not available because maintenance was being conducted. It was nice to see the SNJ at one of our outings again. It was an interesting and enjoyable day. As a side note, Capt. Downey has offered to provide his property for temporary parking of Squadron 4 aircraft if anyone is affected by an airport closing because of security reasons. He can be reached for more info through Jim Delany.

Bulletin Board Joliet Airport

**Welcome to our newest member - Buck
Wyndam**

**Buck is a pilot for United Airlines and flies a
Citabria. He recently moved to Illinois from
Texas. Welcome aboard!**

WWII Trivia



What type of aircraft and what was the claim to fame of the aircraft named "Hobo Queen II"?

Answer: The "Hobo Queen II" was a B-32 American four-engine bomber built in the last days of WW2. It was named "The Dominator" and only 118 were built, 15 of which actually saw combat. Its claim to fame is that it is believed to be the last U.S. aircraft to have been involved in combat in WW2, when 2 B-32's on photo-reconnaissance missions over Tokyo in August 1945, were attacked by 14 Japanese fighters. One crewmember was killed and two were wounded.

Squadron 4 Year 2001 -2002

Calendar of Events

**Sun. Nov. 25, 2001 - Quarterly meeting
EAA Chapter 579 Hangar - Aurora Airport
Speaker - Fred DeBruzzi P-38 pilot**

**Sat. Jan. 19, 2002 - Annual Awards Dinner
William Tell Holiday Inn - Countryside, IL.**

**Sunday November 11th was Veteran's Day.
If you didn't do it on Sunday, please take
time today to thank someone that was a
veteran and remember our armed forces in
Afghanistan in your thoughts and prayers.
God Bless America**

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. Mail to:**

**Jim Delany
565 Aztec Drive Carol Stream, IL 60188**

Lockheed P-38 Lightning



The P-38 was a twin engine, twin boom, single seat fighter that made a spectacular debut in 1939, establishing a

transcontinental speed record on its first long distance flight. Unfortunately, the venture ended in a crash landing on a Long Island golf course. This aircraft was designed under the supervision of the great Lockheed designer Clarence "Kelly" Johnson. In Europe it acquired another nickname: the Germans called it der Gabelschwanz Tuefel (the fork-tailed devil). Early P-38's, through model G had shark-like nacelles housing liquid-cooled, super-charged Allison engines that developed a maximum of 1,325 horsepower. Models H through M had Allison of either 1,425 or 1,475 horsepower with "beard" radiators that marred the plane's sleek lines. Armament was one 20-mm. cannon and four .50 caliber machine guns mounted in the pod that housed the cockpit. An unarmed photoreconnaissance version, the F-5, also saw wartime service. Although the maximum speed attributed to the P-38 was 414 miles an hour at 25,00 feet, even the early models could approach the speed of sound in a shallow dive.

Yank Magazine 1945

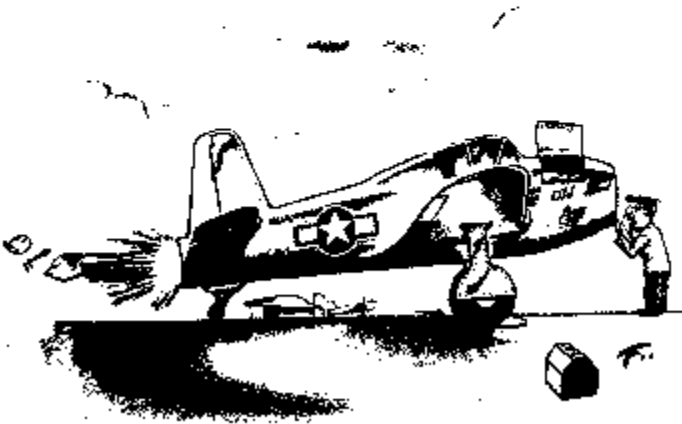


Ma's terribly worried about my kid brother. He's a Marine (Sgt. Charles

Pearson)



"MA'Y TUBBY WORRIED ABOUT MY KID BROTHER, HE'S A MARSH."
—Sgt. Charles Pearson



"Hey, Joe! Figure out yeh how it works?"
—Cpl. Tom Flannery

Hey, Joe! Figure out how it works yet?
(Cpl. Tom Flannery)