



The Squadron



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www.warbirdsqadron4.org

Events

Saturday, April 25 The Home of the Desert Rat - Kellner's Restoration - 21010 Anthony Road, Marengo, IL 60152,

Saturday, May 9 A Day on the Western Front - Tim Dunavin's home - 28931 Bell Road, Rock Falls, IL 61071

Saturday, June 20 Host the Cross Country Military Convoy and Hangar Dance at the Rochelle Airport, IL

Sunday, June 21 Host a Fly-in/Drive-in Pancake Breakfast at the Rochelle Airport, IL

Saturday, July 18 Work Weekend on EAA Warbird Grounds – Oshkosh, WI

Sunday, Aug 16 Sq4 BBQ - Tom Buck's Hangar at the Joliet Regional Airport (KJOT)

Sept 3-7 EAA Aluminum Overcast at Lewis University Airport

Sunday, Sept 13 Fly-in/Drive-in - Tim Bauer's Place - 17050 E Lindenwood Road, Lindenwood, IL 61049

Sunday, Nov 8 The Veteran's Forum - 5233 Falcon Road, Rockford, IL 61109

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

THIS IS THE TIME OF YEAR TO GET PREPARED FOR THE FLYING SEASON. N.W.O.C., "NATIONAL WARBIRD OPERATORS CONVENTION", WAS A TERRIFIC OPPORTUNITY TO START THE PROCESS. THE MEETING WAS HELD NEAR DULLES AIRPORT IN WASHINGTON, D.C. SIDE TRIPS INCLUDED THE UNVAR-HAZY SMITHSONIAN MUSEUM AND A GUIDED TOUR OF THE PENATAGON! IT WAS EXCITING TO TALK TO OTHER WARBIRD PILOTS AND LEARN MORE ABOUT OPERATING OUR HISTORIC AIRPLANES. A BIG TOPIC OF DISCUSSION AMONG ALL PRESENT WAS THE LASR (LARGE AIRCRAFT SECURITY REGULATION) THAT NOW IS PAST THE COMMENT PERIOD. WE NEED TO CONTACT OUR CONGRESSIONAL AND SENATE REPRESENTATIVES IN CONGRESS TO VOICE OUR CONCERNS AND OUTRAGE AT MORE OF OUR

FREEDOMS NEEDLESSLY BEING CURTAILED. RIDES IN THE B 17 AND TBM AND OTHER LARGE WAR BIRDS WILL NO LONGER BE POSSIBLE. THIS IS A TIME WHEN YOU CAN MAKE A DIFFERENCE! I'M COUNTING ON YOU!

TOM BUCK

Buzzing the Airfield

By Tim Dunavin

As you will notice, the activities for next year have been posted on page 1. For a more detailed description, check out our website. There will be a large number of these events that will require a lot of help from our members, so there will be plenty of places to volunteer your service to the Squadron! This list is now expanded to cover the B-17 tour. Right now we are in the planning stages of a large event to be held at the Rochelle Ill. Airport on the 20th and 21st of June 2009. This will include: the MVPA (Military Vehicle Preservation Association) retracing the first US ARMY motor cross-country convoy in 1919 stop in Rochelle; a hangar dance with re-enactors for Bob Hope and Bing Crosby (and company); a Sunday morning pancake breakfast; and numerous other things that will require a lot of bodies. Hopefully we can also attract a good number of warbirds. (More details to come, as I can get them).

Yes, 2009 will be busy and – like the old saying goes, “You get out of it what you put into it.” I don't think that there is any other place on earth where you can have this much fun! Come join us! There will be plenty to go around.

On Sat. April 25th we will be gathering at Mike Kellner's for a work project on “Desert Rat” – hope to see you all there, as we always have a lot to do and a fun time!

Sat. May 9th we will again host a cook out and hangar talk session – come on out for a

fun time and Tim's “Chicken Lips”! and see the latest model work being done. This will be at the airfield on the “Western Front” – see the Squadron web site for further details.

This month's “Veteran's Corner” is a contribution from William Havener of EAA Chapter 410 of Rock Falls, IL. Bill's brother, Jack, was a B-26 Marauder pilot of the 344th Bomb Group 495th Bomb Squadron. I met Jack in 2002 and got to listen to him tell about his – over 50 – combat missions during WWII in a B-26. I even have a copy of Jack's book, “The Martin B-26 Marauder”. Thanks, Bill for sharing this article!

See page 7 for a sample letter to our Senator/Congressman, to follow up on the C.O.'s request.

Veteran's Corner

A Case for the Marauder

By Bill Havener – EAA Chapter 410
Rock Falls, Ill.

World War II history buffs know much acclaim and positive P.R. has been afforded the legendary Boeing B-17 and the North American B-25 Mitchell bombers. They are profusely represented in die cast models. Why not the Martin B-26 Marauder?

B-17s were made famous by the Eighth Air Force's use of them in daylight bombing of “Fortress Europe.”

The B-25's major claim to fame was Jimmy Doolittle's use of them to bomb Tokyo shortly after Japan bombed Pearl Harbor. It is said that Doolittle would have preferred using the B-26 Marauders, but he knew they could not be flown off the deck of an aircraft carrier. The Tokyo raid was a much needed morale booster for the American public, and it assured the B-25's place in history.

The Marauder was a “hot” airplane, ahead of its time, that handled like a fighter;

and a rash of training accidents led to its production almost being terminated. Proper training of flight and maintenance people finally ended those problems, and the airplane went on to become a superb fighting machine.

On the morning of June 4, 1942, four Marauders and six TBFs flying from the Midway Atoll, made the initial torpedo attack on the Japanese aircraft carriers northwest of Midway, starting the famous “Battle of Midway”.

Two of the Marauders and five of the TBFs were shot down. The remaining TBF and two marauders, all badly shot up, were able to limp back to Midway. One of the surviving Marauders, trying to evade enemy fire after a torpedo release, actually flew down the deck of the Akagi, almost grazing the bridge, a feat that has been immortalized in the painting by Roy Grinnell titled “A Shot Across The Bow”. None of this first group scored a hit, but the sight of land-based Marauders caused Admiral Nagumo to change his battle plan – a fatal mistake that led to the incredible American victory at the Battle of Midway.

The movie about the Battle of Midway included the TBFs flying from Midway to make the initial attack, but the Marauders are nowhere to be seen – or even mentioned. Why? It was the Marauders that made Nagumo change his plans, not the TBFs.

B-26 Marauders served in every theater of the war during World War II and really came into their own flying out of England to hit targets in Europe prior to the D-Day invasion. Ninth Air Force Marauders became experts at taking down bridges in preparation for the invasion.

Contrary to Life Magazine’s center spread showing and artist’s concept of B-25 Mitchells leading the D-Day air assault on the Normandy beaches, it was actually B-26 Marauders leading the attack. Ninth Air Force Marauders plastered the Utah Beach

defenses so well that the troops landing there faced little opposition.

In contrast, heavy bombers of the Eight Air Force missed their targets completely, placing their bombs two miles inland from Omaha Beach, resulting in the terrible carnage to our troops on that beach.

After the war was over and scores were tallied up, the much maligned Martin B-26 Marauder – with derogatory names like Martin Murderer – proved to be the safest allied bomber to go into battle in, because it had the lowest combat loss rate of them all.

What a shame that this magnificent fighting machine has not been afforded the recognition and glory it so richly deserves!!



A photo of Bill’s B-26 model, taken by Tim Dunavin

Squadron 4 Banquet

By Art Sereque

EAA 342148 WOA 548852

Photos by Ted Kowalik

On a balmy, for February, Sunday afternoon, Squadron 4 had their annual banquet and business meeting.

C.O. Tom Buck welcomed the gathering of about 70 guests, followed by an invocation by Chaplin Matt Huffnus. Then the group enjoyed a delicious family style meal featuring roast beef, chicken, mostaccioli, and vegetables.

C.O. Buck then introduced National Warbird President and Squadron 4 member

Rick Siegfried, who spoke about the Transportation Security Administration's attempt to take away our flying privileges.

Stacy Kolls gave an update on the upcoming B-17 tour and Tim Bauer gave a progress report on the June Military Convoy, dinner, dance, and breakfast – in the meantime, door prizes were awarded to lucky guests.



Rick Siegfried

David Maren presided over a live auction. A successful bid of \$130 was made by Frank Bartilotta for a beautiful hand-painted model of the P-38 Lightning "Glacier Girl" (built by Tim Dunavin). Steve Pagels bid of \$120 won him a wooden P-61, and George Barbauld won a model of a P-51 Mustang. David Maren made a successful bid on a photo given by our own WWII Recon Photographer, Ted Koston.



Brian Emmett

Young Brian Emmett was dancing on clouds when he won a leather flight jacket, whereas Ray Ferris won a warbird ride. Roger Paykert was responsible for some very nice

costume jewelry being awarded as door prizes.



Ted Koston, Vlado Lenoch, and Tim Dunavin

Tim Dunavin presented an appreciation award to long time member and Squadron 4 supporter, Vlado Lenoch. Vlado has given numerous rides – free of charge – in his P-51 Mustang. The Squadron sells raffle tickets for the ride, the proceeds defraying the cost of the banquet.

Among those present were two Squadron 4 WWII fighter pilots. Capt. Frank McCarter flew P-40s and P-51s for the 14th Air Force (read: "Flying Tigers"), and Col. John J. Geuss USMC Ret. flew Corsairs against the Japs.



Frank Mc Carter and Tom Buck



Clancy Hess

Ted Koston introduced a long time friend of his and key note speaker, Clancy Hess. Clancy flew P-38 Lightnings as a recon photographer during WWII. He spoke of many interesting people and events that occurred during his flying career. He was a pilot for American Airlines; flew for the famed underwater explorer Jacques Cousteau. He knew George Gay, the survivor at Midway and Billy Mitchell (of B-25 Fame), as well as "Lucky Lindbergh. He spoke about the proper use of corporate jets, as well as the many planes he owned. He bought a P-38 for \$1200 from the government. That plane is now known as "Marge", after WWII Ace Richard Bong and is now on display at the EAA Air Museum in Oshkosh.

Following Clancy's talk, the meeting concluded with more "hangar flying".



Two Happy Guys!
Another successful dinner

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
- Com. O. Brian Churchill
(847) 356-9056
- SEC. David Maren
(708) 352-6220
- Q.M. Stacy Kolls
(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-eaa.org/>

Tennessee Warbird Squadron 1 Link:
<http://www.geocities.com/Nashville/7348/twb.html>

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/>

Kennesaw, GA Warbird Squadron 17 Link: <http://www.warbird17.com/>

Cincinnati, OH Warbird Squadron 18 Link:
<http://www.cincinnatiwarbirds.org/>

equipment, and warbirds to check out, in addition to a fun time for all.

WARBIRDS OF SQUADRON 4

Spit Fire	Rudy Frasca
P51 Mustang	Vlado Lenoč
P51 Mustang	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
Stearman	Roger Paykert
Stearman	Keith Birsa
L3	Keith Birsa
L5	Larry Tinker
T34	Will Martin
T34	Rudy Frasca
Wildcat	Rudy Frasca
B25	Ray Hillson
CJ-6	Craig Payne
PQ-14B	Harry Pick

Rochelle Municipal Airport/Koritz Field
HANGAR DANCE
Sponsored by Warbird Squadron 4
Saturday, June 20, 2009
 6:00-9:00pm Buffet Dinner
 7:00-8:00pm Salute Entertainment Presents:
 A Tribute to Bob, Bing and the U.S.O.
Music Presented by:
 8:00-12:00pm **Johnnie Kaye and His Orchestra,**
 featuring Alicia Hamilton
\$30.00 per person / \$50.00 per couple
 Period Dress is encouraged
 \$1.00 of ticket proceeds goes to "Operation Sheebee"

Rochelle Municipal Airport/Koritz Field
**FLY IN/DRIVE IN
 PANCAKE BREAKFAST**
Sponsored by Warbird Squadron 4
Sunday, June 21, 2009
 7 am - Noon
 Adult \$5.00 12 & under \$4.00
SPECIAL PRICING
 Adult \$5.00 12 & under \$3.00
 with purchase of HANGAR DANCE ticket

Keep'em Flyin



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 Tim Bauer for details!

Next Issue

Veteran's Corner – Ted Koston

Tickets are now available from any member of the Squadron 4's "Convoy" Committee – Tim Bauer, Brian Churchill, David Maren, Willi Goes, or Tim Dunavin, for the June 20th and 21st – Hangar dance, banquet, Bob Hope/Bing Crosby Show, and Sunday morning breakfast! There are military vehicles,

**Sample e-mail or post card to your
Senator and Congressman**

Write Your Representative:

<https://writerep.house.gov/writerep/welcome.shtml>

Find Your Senators:

<http://www.senate.gov/index.htm>

I am writing to ask your help to strongly oppose the TSA new rule.....TSA 2008-0021 Large Aircraft Security Program. I am very concerned about the security proposal by TSA for General Aviation and Historic Airplanes. General Aviation has a very good record for security issues, and we do not need the oversight of the TSA . Their costly programs will virtually kill the General Aviation experience for the future flying community. The freedom of flight should be a top priority for you, our elected official. We need to stimulate all parts of our economy, not impede the General Aviation community.

Thank you,

signed