



The Squadron



An EAA Warbirds of America publication of Squadron 4 June. 2008 Vol. 3 No.3
www.warbirdsqadron4.org

Events

Sunday, June 22 starting at 11:00A.M. - Pick Field - Harry Pick's Place - 9611 N 1700 East Road, Chenoa, IL 61726

Saturday, July 19 starting at 09:00A.M. - Work Weekend on EAA Warbird Grounds - Oshkosh WI

July 27- Aug 3: Airventure

Sunday, Aug 17 starting at 11:00 - Sq4 BBQ - Tom Buck's Hangar at the Joliet Regional Airport (KJOT)

Sunday, Sept 7 starting at 11:00 - Fly-in/Drive-in - Tim Bauer's Place - 17050 E Lindenwood Road, Lindenwood, IL 61049

September 12-14 : B-17 Tour Stop DuPage Airport, West Chicago, IL

Sunday, Nov 9 starting at 11:00 - The Veterans' 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

Every so often we need to be reminded about the value of life and the people in it. My good friend and our Squadron 4 member, Jim Mulvihill, died suddenly on April 17th.

Because we shared the love of flying and nearby hangars in Joliet, he became my good friend. Jim enjoyed flying his Commanche and also crewed with me in the TBM.

As a Warbird Squadron member, he was always willing to help out. An upbeat person who enjoyed a good laugh, he also was a man to be respected. He was always there to help us “keep ‘em flying” and promoting the warbird experiences for those interested.

Our memories of Jim should serve as a reminder that we never know if there will be that “next time” to be with a friend or go to an event with our warbird enthusiasts.

Take the time to invite a friend to join you at the great Squadron 4 events this year. And make sure you make the commitment

to join us for all the experiences that you can.

Our Squadron is as good as its members make it. See you there!
Tom Buck

Buzzing the Airfield

“Day on the Western Front” - recap
By Tim Dunavin

During the early days of WWII, the Brits stood alone against huge odds – a precious few. The event held 10 May 2008 was a time reminiscent of the Battle over the skies of England – a precious few attended – but had a great time – despite the high cost of fuel and the threat of bad weather (which came later that night).



Photo by Ted Kowalik

As usual Tim’s “Chicken Lips” were the BIG item on the menu – and not many of them left when the group left for home.



Tom, Tim, George, Mike, Ted, and me
Betty Dunavin took the photo

This month we have an article from Frank McCarter – two P-51 stories – both very exciting experiences; his first flight and his last landing.

In early April, some Squadron 4 board members conducted an inventory of our merchandise on hand. Art Sereque covers that event for us.

What a weekend at Mike Kellner’s! We helped remove rivets from the tail surfaces of the B-17 and did some general clean-up. We also presented Dan Guenther with the “SPAD XIII” model for his service to the Squadron. Great time!

Also there is a series of things all related to Mike Titre’s Brick fund, that I put together to show the progress that has been made.

A special thanks to all those helping to make our newsletter a success!

Mike Titre’s Brick Fund

First a letter from Peter Titre to Jim Delaney – a special thanks to the Titre Family for their support!

April 28, 2008

Mr. James DeLaney
245 Potomac Ln.
Winthrop Harbor, IL 60096-2000

Dear Jim,

I received a Xerox copy of the April issue of The Squadron 4 newsletter with information regarding my brother Michael Titre. Squadron 4 has certainly been very gracious in the recognition they have given to my brother. Not only the presentation of a model of his Thunderbolt at the dinner meeting, but the Michael A. Titre brick that will be placed on Compass Hill is certainly very gracious gesture on the part of your squadron.

In the newsletter, I noticed that the fund raising goal for the Michael A. Titre brick has not yet been achieved, therefore the enclosed check of \$100.00 from the Titre

family for my brother and my children's "uncle" is enclosed.

I contacted Dave Maren, requesting information on where to send a check and he directed my correspondence to you. To insure that his brick will become a reality if the fund raising is not achieved in proper time, please call me, and the family will insure that Squadron 4 will achieve its goal for the 2008 Air Show.

At the conclusion of the 2008 Air Show, Mike's name will be placed on the Wall of Honor. I've included for your information a copy of the one page material that was submitted to EAA as part of the honors for him in August when his name is placed on the Wall. Trying to keep anything less than 500 words when describing Mike is nearly impossible.

"I" and "we" the family, thank you and Squadron 4 for all the courtesy and recognition you have given to my brother. Respectfully,

Peter J Titre

News Flash

By Art Sereque

At a recent joint meeting of "Cross and Cockade" and "The OX-5 Aviation Pioneers and Historians", both groups made generous contributions to the Mike Titre Brick Fund. We are now over the top.

Many thanks to all those contributions, making the fund a success in honoring Mike.

Late news from the left coast

By Art Sereque

Art Sereque's daughter, Jennifer who lives in "La La Land" (that's California for those living in caves), recently sent a contribution for the Mike Titre Brick fund. Because her donation came in too late to have her name listed in the last newsletter, we are taking this opportunity to do so.

Thanks Jennifer.

Mike's brick will be installed at Oshkosh during AirVenture.

Veteran's Corner

Two Experiences Flying a P-51

By Frank McCarter

My first time to fly a P-51 Mustang was in a fighter squadron in China after flying the Curtis P-40. After a thorough cockpit check of all the controls and instruments on the ground and a talk with a new member in our squadron who had flown P-51s in Florida, I taxied out and got the green light from the control tower to enter the runway and take off. Good thing I was warned about sudden strong torque at 45 inches on the throttle. You had to come in with right rudder or the 3000 rpm would take you off the runway to the left. Once airborne with 15 degrees of flaps, the climb was unbelievable. The climb was steep with no drop in airspeed at 190 mph. Take off was from 6200 feet runway high on a plateau surrounded by mountains reaching 12,000 feet in the distance.

At 10,000 feet I leveled off and throttled back to cruise. I chose a small white cloud to simulate a runway and made an approach with full flaps and gear down holding 150 mph airspeed until setting onto the cloud. With that I added throttle to do a "go around". I repeated this three times at 10,000 with all going well. With the 4th "go around" this Mustang went into a yaw and a sudden drag. My corrections were without success. I flew straight with lower speed and talked to the new pilot on the ground to tell him my landing gear instruments on the panel indicate one gear was halfway down and the other, one third down. He suggested a low pass down the runway so they could see what it looked like. With that I came down for a low pass and they agreed both main gear were partially down. The new pilot knew what to do. He said, "You've lost your hydraulic pressure, but you've got

an emergency “stand pipe” that will provide enough hydraulic pressure. You have a 2 foot long rod on the cockpit floor to the left of your seat. Grab the ball on the end of this rod that lies flat on the floor and pump this ball up and down to move the rod.”

When I found the ball and couldn't move it, I called as I found it wrapped in copper wire the full length of the rod. (This was for shipping it overseas by boat in a crate.)

My next instruction was to return to 10,000 feet and call this young man again. At 10,000 feet I was to throttle back and then rock the wings violently to the right, then left. “Each time you should hear a “KLUNK, KLUNK” and the wheels should be in a down-lock position.” I heard the klunk klunk clearly and headed down to the runway at 6200 feet. The tower cleared the area of traffic when I told them I was coming in at 150 mph with no flaps. I made a wheel landing and stayed off the brakes and all went well.

At the third exit from the runway, I was able to safely turn off with brakes, and I closed all switches and waited for a jeep with a tow-bar.

Answer to the problem – the supply cylinder located in the wheel-well of the left landing gear had failed on the entire flange of the cylinder, allowing the entire oil supply to escape in seconds. The cylinder and the rod dangled separately and did not interfere with the gear fully extended. With no parts available, my P-51 SQ. No. 396 was grounded for a few days.

The second story I've chosen about flying a P-51 happened at Foster Field in Victoria, Texas, where we had just completed a course for experienced combat pilots using a new computing gun sight. We had just closed the practice field on the Gulf Coast because the program was completed. What really upset the conclusion was the plane ahead of me in the pattern had made his vertical dive from 9,000 feet to drop a

practice bomb on the target and came in too low to pull out. He “went in” at 500 mph. I knew him well and that didn't help. We were directed to return immediately to Foster Field 30 miles inland. At the same time, a storm front was rapidly approaching, so we closed up our spacing in the pattern to get down more quickly. While we were still in the pattern, the heavy rains and high winds hit. As I turned from the base leg to final, the wind flipped me on my back. I was at the threshold with only feet above the runway and seeing the crash truck and ambulance enter the runway. I held the stick forward while inverted, and as I passed the vehicles, I flipped upright and mushed a little but with full throttle managed to fly a large pattern and come in after all the others were down.

With that closing it was my last landing in a P-51. I was sent to New York to catch a ride back to China. While there, they dropped the A-bomb and I was to report to Illinois and was soon released. I was placed in reserve until 1951.



Foster Field – today is Victoria County Airport

Folded Wings

By Tom Buck

Jim Mulvihill, age 52, passed away suddenly on April 17th. He left behind his mother and father, Martin and Mary Mulvihill, two brothers, Martin and Col. Kevin (Janel) Mulvihill U.S.A.F., one sister, Patricia (Ken) Lumb. He worked as

an Operations Manager in Chicago managing a large high-rise building. He enjoyed riding his bikes, traveling with his parents, and spending time with his nephews and nieces. Jim started flying at a young age under the tutelage of Dr. Goghan, with whom he shared the Commanche and Luscombe that he flew out of Joliet Airport. An active member of Warbird Squadron 4, he will be missed for his enthusiasm and willingness to pitch in to help. He was always happy to fly someone to the warbird events and share his passion for warbirds. He will be missed by all.

Inventory Control

By Art Sereque

On a beautiful day, the first Saturday in April, Squadron 4 members, Tim Dunavin, Brian Churchill and his dad, Bill, David Maren, and Art Sereque met at Tim Bauer's hangar for inventory control of Squadron merchandise. This consisted of counting all the pieces of merchandise, determining a price for it, and entering it into a computer.

David did an acrobatic juggling act, climbing up a ladder and grabbing the bins of merchandise high up on a shelf, and then handing them down without falling and breaking his neck.

Bill Churchill manned the computer under Brian's watchful eye, while Tim D., David, and Art sorted and counted the merchandise, as Tim B. told what the cost of each piece was. Of course, there was much hangar flying, war stories, and other lies being told. It seemed that in no time, the mission was accomplished.

By one count, we determined we had over 8 million dollars in merchandise. To get that figure, we would have to sell t-shirts for 10 thousand dollars!!!!

Tim B. then fed the troops some delicious homemade chili. It turned out that Chef Bauer had started the process, when his

wife gave him a disapproving look and finished the job. Thanks Barb!!

It seemed that Barb wondered why Tim was making a double batch. Well, there wasn't enough left to feed the dog!

What a fun day for the troops!



Brian and Bill Churchill, Art Sereque, and David Maren,



Tim Bauer and chili warming up (and that cooker is full!)

Desert Rat

By Art Sereque

On a cold, blustery April Saturday, over 30 members and friends of Squadron 4 converged on Marengo, Il., a small town more than 50 miles northwest of Chicago. The reason: to work with Mike and Cheryl Kellner on the Kellner Restoration Project. The project: restoring a WWII B-17E. The "Desert Rat" was so named because it was used for training missions in Africa. Later, it was used in Asia as a hospital plane.



Nose section being worked on last year. Ted Koston and Dan Guenther look on.

The “Desert Rat” was found by Mike in a Maine auto salvage yard – in seven pieces! It had literally been hacked apart with an axe!! Mike and a group of volunteers has been working on the plane for 12 years – with another 10 years expected before completion of the project.

For the second year in a row, Squadron 4 has helped by doing the “grunt” work of sweeping floors, chipping paint off old machinery, and moving propellers and boxes of spare parts. This year, a lot of effort was put into removing old rivets from wings and horizontal stabilizers. Even 85 year old Harry Pick came from well over a 100 miles away to lend a hand.

One volunteer said, “This is fun! Let’s do it again this year.” At the next Squadron 4 board meeting, this writer will bring up doing this as an annual official event on the Squadron calendar.

Although there is no glory in volunteering for an outing such as this, it is a labor of love and shows how Warbirds members and friends can dedicate themselves to helping others such as Mike and Cheryl in their historic mission.

Of course, the day would have not been complete without Quartermaster Stacy Kolls providing burgers, chips, and drinks for the troops.



A singular highlight occurred when Squadron 4 Master Model Builder, Tim Dunavin, presented recently retired Squadron 4 Treasurer, Dan Guenther with a model of a “SPAD XIII” in 94th Aero Squadron markings (read Rickenbacker) for his dedication and service to the Squadron.

Attention! Attention! All Squadron 4 Personnel And Other Interested Parties

Updated Briefing 16 May 2008

We have received official confirmation from EAA headquarters.

WHAT: B-17 Tour Stop

WHERE: DuPage Airport

(www.dupageairport.com) West Chicago, IL

WHEN: 12-14 September 2008

As previously announced, Warbird Squadron 4 has secured a stop on EAA’s 2008 Tour of the B-17 Aluminum Overcast. We are currently looking to get our volunteer team organized. We will be scheduling for 3 shifts each day, so we can work you in even if you can only work a part day. We need volunteers to help with merchandise sales, ground tours, crowd control, and greeting the public. If you are interested in helping out, please let us know

by 08 August 2008. Remember, the names of all volunteers will go into a drawing for a ride to Oshkosh on the B-17!

If you know of a Veteran who would like to come out, please let us know! Ground tours are free for all Veterans.

If you are interested in bringing your Warbird aircraft to display, please let us know as soon as possible, so we can schedule volunteers for crowd control to help keep your aircraft safe while allowing the public to get a better look.

Remember, this fundraiser directly supports Warbird Squadron 4.

For more information or to volunteer, please contact:

Stacy Kolls, Warbird Squadron 4 Tour Stop Chairman

Email: stacy.kolls@warbirdsquadron4.org

Phone: 815-218-9202

NOTE: You must have your Squadron dues paid up, and be a full member to be able to volunteer for duty. Our insurance will not cover those not paid up.

We will need the following information:

Name

Address

Phone Number

Email Address

Dates and Times You Are Available

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-aea.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/>

WARBIRDS OF SQUADRON 4

Spit Fire
P51 Mustang

Rudy Frasca
Vlado Lenocho

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

Air Shows for 2008*

June 6- June 8 Chanute Air Festival Rantoul, IL.
 June 7 - June 8 Rockford Airfest Rockford IL.
 July 28 - Aug 3 EAA AirVenture Oshkosh WI.
 Aug 16 - Aug 17 City of Chicago Air & Water Show Chicago IL.
~~Aug 30 - Aug 31 Morris SkyFest Morris IL.~~
 Morris was cancelled due to fuel cost.
 Sep 1 - Sep 7 37th Annual Stearman Fly-in Galesburg, IL.
 Sep 6 - Sep 6 Waukegan Regional Air Show Waukegan IL.
 Sep 20 - Sep 21 Scott Air Show 2008 Scott AFB IL.

This is a partial listing of events in our area.

There are several more fairly close by (like the Quad City Air Show in late June) that are not listed here. There are also local EAA Chapter fly-in breakfasts that we also could attend, check your local Chapter for info.

Please send in updates

MERCHANDISE

We have the new Squadron 4 T- shirts available at a reduced price. They come in 2 colors – green with tan lettering, and tan with green lettering (“Squadron 4 was here” Kilroy-type). This reduced price is for a short time only. Next batch will be sold at the regular price.

Lots of new items coming soon!

You can help the Squadron and look great too! See Tim Bauer for details!

Next Issue

Veterans' Corner – Col. John Geuss
 USMC Ret.

Day at Harry Pick's – Recap

Oshkosh AirVenture – Recap

And much more

“Pick a ride to Pick's”

By Art Sereque and Harry Pick

Squadron 4 members and friends will have three options to get to the Sunday, June 22nd meeting at Harry Pick's place: fly, drive themselves, or take a motor coach.

The coach is limited to 21 people. Cost is \$25.00. The coach will leave Joliet Airport at 9:00 A.M. and be back by 3:00 P.M.

To reserve your spot, call Art Sereque at 630-985-9143. If you get voice mail, speak slowly and enunciate clearly. Thanks.

For those going by other means, call Harry at (815) 692-4221 or e-mail marifepick@hotmail.com. If you don't call, you won't get a delicious lunch.

Drive to Pick Field

1) Interstate 39 to Rt. 24 at Elpaso East on Rt. 24 through Chenoa to 3460 Head North on 3460 11/2 miles

We are located on the West side of the road

(Sage green house, circle drive, faded yellow shed)

2) Interstate 55 to Chenoa exit 187 East
Rt 24

Head East out of Chenoa to 3460
Head North on 3460 11/2 miles
Located on the West side of the road

3) Interstate 57 to exit 283 Gilman
Head West on Rt. 24 through Fairbury to
3460

Head North on 3460 11/2 miles
Located on the West side of the road

Flight to Pick Field

Pontiac VOR 109.6
116 Degree Radial 8 miles

Warbirds Training Command

By Art Sereque

Wanted: A few good men – or women

For the 3rd year in a row, Warbirds will have a “Training Command” Center at AirVenture. This consists of a large tent with tables, chairs, TV, DVD, stereo, etc. Surrounding the tent will be all types of Trainers, such as Stearman PT-17s to Beech AT-10s.

This year, Warbirds President Rick Siegfried has appointed Bill Hirzel to be in charge of Training Command. You can read about Bill in my newsletter article on AirVenture and on page 48 of the September 07 “Sport Aviation”. Bill won a Linoy for his Naval Air Factory N3N, which has wheels, skies, and floats.

Volunteers are very much needed in a “meet and greet” scenario, where they provide information about training in various planes our men trained in. You can contact Art at:

(603)-985-9143 or Bill (419)-351-8598.
E-mail – wjhirzel.com

PS: Training Command is really close to the Warbirds dining area!

Keep'em Flyin

Remember – there is only one person that can dictate how you are going to feel – You!



Brian Churchill and friend

Keep'em Flyin