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Upcoming Events

July 25 2016 – July 31 2016 EAA
AirVenture. Oshkosh, WI

August 21 2016 – Tom Buck’s Open
Hangar Event. 11am – 4pm Joliet Regional Airport.

www.warbirdsquadron4.org

From the C.O.’s Desk
By Tom Buck

A “Gathering of TBM’s” was held in Peru, IL on April 16th and what a great time we pilots and crew experienced!!! The crowd of spectators surprised us all and they got to see 10 TBM’s all in one place.

The pilots and crew got a chance to discuss maintenance and performance ideas and also meet fellow TBM owners. The spectators heard the many Wright R2600 engines purring and growling.

A big thank you to Brad Deckert and crew for hosting such a tremendous event! Hopefully we will be gathering again!!

Thanks to all Squadron 4 members who came to help make the event safe and orderly.

Keep em flying!
Tom Buck  C.O.
Buzzing the Airfield
By Jerry Czupryn

Happy summer to everyone!!! We’re in the peak of airshow season. It’s been awhile since our last newsletter. I haven’t produced a newsletter due to the lack of articles from Squadron members. I don’t want to write everything. I recently got a few articles so I decided to get a newsletter out. Members can submit small articles or huge ones. Even if you’re not a good writer I’ll spell check it before putting it in the newsletter.

Warbird Squadron 4 has been very busy. We worked on the B-17 in Marengo. Attended the TBM Gathering, Cavalcade of Planes, and Quad City Airshow. Many of us will be in Oshkosh for the AirVenture 2016. I hope to see a lot of you there especially those hanging out at Warbird Alley.

On a somber note. A few of us got to go to Poplar Grove on Saturday June 11, 2016. We attended the “Celebration of Life” for Captain Chuck Downey. The event was attended by family and many of his friends. There were fly-overs, Flag Day ceremony, and a celebration of Chuck’s life. Family members gave speeches about Chuck. Everyone had a great time. Just what Captain Downey would’ve wanted. Later in the afternoon Tom Buck had the opportunity to fly over the runway and have Chuck’s grandson drop some of Chuck’s ashes out of the TBM. A week later George told me that some of Captain Downey’s ashes ended up inside the TBM. Chuck will continue to fly with the TBM and her crew.
Thanks again for everyone’s support and contributions to the newsletter.

If you have any questions, suggestions, articles, pictures, or stories please send them to me at nyrs9229@comcast.net. They don’t have to be essays or novels. Short stories will do.

Safe Travels.

Jerry
April finally had some nice weather so a few Young Eagles took to the skies. Warbird Squadron 4 is helping a youngster again this year in attending the Basic Air Academy Camp. If anyone is interested in helping out with the Young Eagle program, you must have completed the EAA Youth Protection training and background check. Find out more at the Youth Protection Webpage. This year the 2 MILLIONTH Young Eagle will be flown since 1992!
“For once you have tasted flight you will walk the earth with your eyes turned skywards, for there you have been and there you will long to return.” - Leonardo da Vinci

Ever since I was younger, I have always been mesmerized by planes. From the way they glide along the runway, to the whirl of the propeller, and then to the moment of takeoff, where this magnificent object transcends into the blue above. I can picture myself, head leaning hard against the window of our family car, as I glanced up at the sky during road trips to see planes seemingly moving slowly from my perspective. I followed them with my eyes for miles and I recall many questions forming in my mind. How did they get up there? Where are they going? Now, fast forward to my college years where I attended Lewis University which is well known for their excellence in aviation. No, aviation wasn’t my major, but I always wanted to park close to the runway so I could view the planes and enjoyed sitting outside as I could hear the buzz of the engines while waiting between classes.

For years, my only experience of flying had entailed driving to Chicago to catch a plane at O’Hare or Midway. And as a matter of fact, I hadn’t done that in about eight years. So when I won a chance to ride in Tom Buck’s SNJ-6, it’s safe to say I was a little unfamiliar with flying as I’ve had my feet glued to the ground for years. At the same time, I was filled with so much excitement as we set a time and date for my flight that was only a few days away!

At Joliet airport, I was greeted by my family, as Jerry Czupryn could not miss a chance to see his daughter in “THE” Tom Buck’s plane. The crew was also hard at work with preflight finishing touches. After a few photos and successfully maneuvering myself into the seat, I put on my headphones and prepared for my adventure. “Are you nervous?” were the last words I could make out before the engine started up and here, as we were just about to begin taxiing, I had no time to be nervous. I was about to take flight.

We started to taxi, and a sense of floating was already upon me. Many people stood by waving and taking photos as the SNJ-6 is definitely photogenic. In my headphones, I was listening to Tom do his preflight check and before I knew it, we were off. Up, up, up we went and there we were, flying! The ground that I knew below began to look like a miniature town and the rush of air around me soon became the new norm and a sound I’ll never forget.

Tom asked if I had anywhere I wanted to fly to, but I chose to have him just fly and show me the area. I saw places I had never seen before, like train yards, dams, and the top of the Statesville
Prison. I even saw places in a new view, like my old elementary school, my grandparent’s house, and even Lewis University. From a view like that, I was also amazed at just how many people have swimming pools and how many golf courses there are. Flying out to Clow Airport in Bolingbrook, we then proceeded to do a flyby, in which we also did not one, but two flybys to those watching us at Joliet Airport. Flybys have always been one of my dad’s favorite things to watch and photograph, but I must say, being in the plane during a flyby is the best of all!

I’ve always been a little bit a thrill-fanatic, never shying away from even the biggest roller coasters. Flying in the SNJ-6 definitely got my adrenaline going more than ever before and definitely in a good way. Tom continually checked on me in the back to make sure I was doing ok, because for light stomachs you may want to take some Dramamine before the trip. But onward we went for close to 45 minutes and when we landed I still felt like I was on Cloud 9. I eventually got readjusted to my ground legs, successfully dismounted from my seat, and snapped a few more photos.

While in the air, I was able to learn a few basics of flying. I was able to slightly maneuver the plane to bank both right and left and center the plane again. I think I’m well on my way to learning how to fly, but maybe if my dad will pay for the lessons and if Tom is my teacher.

The whole way home, I could not stop talking about my trip and all that I had seen. I was happy that the crew convinced me to bring my phone on board, as I was able to capture some, for me, once in a lifetime views. I think that if anybody ever has a chance to fly in such a plane as I did, that they should definitely take it. You won’t be disappointed as I know I will never forget this amazing experience.
CASTING CALL FOR WARBIRDERS

Do you like excitement, fun, entertainment, purpose, adventure, teamwork and more? Join us at AirVenture 2016 Oshkosh as we Warbirders prepare and produce one of the most unique attractions on the convention grounds. I’m talking about the “Warbirds Adventure Discovery Tour”. We are seeking motivated, enthusiastic volunteers to help us staff up our weeklong attraction at AirVenture 2016, July 25-31 in Oshkosh WI. Many different and interesting positions with flexible scheduling still available. Be part of our crew and expect to have one of your best times ever at Oshkosh. Contact the 2016 tour boss, Vic Krause @ 630-440-2018 or vakrause@me.com for complete details. Don’t just stand by on the sidelines this year, get involved and bring your talents to the main stage!!

Help! Help! Help us decorate our “Warbirds Adventure Tour” tramcars with your military stickers of any kind that you wish to provide. All services, conflicts, campaigns or groups are welcome. We will proudly display your outfit’s insignias & they will be viewed by tens of thousands of admiring OshKosh 2016 visitors! The tours are wildly popular and free to all, but the tramcars need some exciting décor. Contact Vic @ 630-440-2018 or vakrause@me.com.

MAYDAY, MAYDAY...We need Volunteers to help us operate the “Warbirds Adventure Tour” excursion at OshKosh 2016. Drivers, Briefers, Narrators, HQ Staff, Marshals needed. Fun, Excitement and Satisfaction Guaranteed. Potential sponsors also welcome. Contact Vic for details @ 630-440-2018 or vakrause@me.com
MAILBAG

Thoughts from a Vietnam Navy Carrier Pilot…I recall visiting with three old friends, a few years back, at a park in the nation’s capital. It seems like only yesterday that we were all together, but actually it has been 42 years. There was a crowd at the park that day and it took us a while to connect, but with the aid of a book, we made it. I found Harry, Bruce and Paul. In 1970-72 we were gung-ho young fighter pilots on the America and Constellation off Vietnam, the cream of the crop of the U.S. Navy, flying F-4J Phantoms. Now, their names are on that 500-foot-long Vietnam Memorial. I am hesitant to visit the wall when I’m in Washington, DC because I don’t trust myself to keep my composure.

Standing in front of that somber wall had me reminiscing about how things were back then. We used to joke about our passionate love affair with an inanimate flying object we flew. We were not draftees but college graduates in Vietnam by choice, opting for the cramped confines of a jet fighter cockpit over the comfort of corporate America. In all my life, I’ve not been so passionate about any other work. If that sounds like an exaggeration, then you’ve never danced the wild blue with a supersonic angel. To fight for your country is an honor. I vividly remember leaving my family and friends in San Diego headed for Vietnam. I wondered if I would live to see them again. For reasons I still don’t quite understand, I was fortunate to return while others did not.

Once we were in Vietnam, we passed the long, lonely hours in Alert 5, the ready room, our staterooms or the Cubi O’Club. We sang mostly raunchy songs that never seemed to end…someone was always writing new verses and as an antidote to loneliness, fear in the night and the sadness over dead friends, we often drank too much. At the wall, I told the guys only about the good parts of the years since we’ve been apart. I talked of those who went on to command squadrons and those who made Captain and flag rank. I didn’t tell them how ostracized Vietnam vets still are. I didn’t tell them that Hanoi Jane, who shot at us and help torture our POW’s, had married one of the richest guys in the United States. I didn’t tell them that the Secretary of Defense they fought for back then has now declared that he was not a believer in the cause for which he assigned them all to their destiny. I didn’t tell them that our Commander-in-Chief avoided serving while they were fighting and dying. And I didn’t tell them we “lost” that lousy war. I gave them the same story I’ve used for years — we were winning when I left.

I relived that final day as I stared at the black onyx wall. After 297 combat missions, we were leaving the South China Sea and heading East. The excitement of that day was only exceeded by coming into the break at Miramar, knowing that my wife, my two boys, my parents and other friends and family were waiting to welcome me home. I was not the only one talking to the wall through tears. Folks in fatigues, leather vests, motorcycle jackets and flight jackets lined the wall talking to friends. The wall with all 58,200 names consumed my vision. I tried to wrap my mind around the violence, carnage and ruined lives that it represented. Then I thought of how Vietnam was only one small war in the history of the human race.

Before becoming a spectacle in the park, I got up and walked back to the wall to say goodbye and ran my fingers over the engraved names of my friends as if I could communicate with them through some kind of spiritual touch. I wanted them to know that God, duty, honor and country will always remain the noblest calling. I believe I have been a productive member of society since the day I left Vietnam. I am honored to have served there and I am especially proud of my friends — heroes who voluntarily, enthusiastically gave their all. They demonstrated no greater love to a nation and may their names, indelibly engraved on that memorial wall, likewise be found in the Book of Life.

As an afterthought, I find it funny how simple it is for people to trash different ways of living and believing and then wonder why the world is going to hell. Funny how thousands of jokes go through email and spread like wildfire but when you send messages regarding life choices, people think twice about sharing. Lewd, crude, vulgar and obscene pass freely through cyberspace, but the public discussion of morality is suppressed in the school and workplace. Funny, isn’t it?

Written in 2014 by an Anonymous Author
**Interesting article I found on the internet.**

**Will Warbirds Still Be Flying in 2099?**

By Larry W. Bledsoe

This F7F-3N Tigercat is one of the Planes of Fame aircraft awaiting restoration. A cursory inspection of the aircraft shows that there is much to be done before it will fly again.

Air show crowds love to see sleek P-51s and other fighters and bombers from World War II making low passes. The sight of these planes in the air is something to behold. Then there’s the sound. When these living memories from the past start up, even the smell of oil and spent avgas is a rich fragrance to warbird buffs.

But how long will these aircraft be able to continue to fly? This was the subject of a recent featured event at the Planes of Fame museum at Chino Airport. Since the 1970s, this airport has been the major warbird restoration center on the West Coast, but due to urban encroachment, that’s beginning to change.

Warbird restoration has changed significantly over the past 50 years. After World War II, thousands of fighter aircraft and bombers were destroyed, one way or another, as documented in W. T. Larkins’ book, “Surplus WWII U.S. Aircraft.” Many were scrapped. Not all of them were war-weary veterans; many were fresh from the factory. Trainers and liaison aircraft were the ones most often purchased by civilians, and the rest by scrap dealers. However, a few fighters survived the carnage.

One of the first planes acquired by Ed Maloney, founder of Planes of Fame, was a Japanese fighter he found in a Los Angeles junkyard. He found another Japanese plane and a prewar American fighter in other obscure locations. These planes are still part of the Planes of Fame collection, of which more than 50 have been restored to flyable condition. One of Maloney’s early acquisitions, a Boeing P-23, was recently restored and flew in the Planes of Fame air show in May.
By the 1960s, Mustangs that sold for $1,500 after the war were selling for $30,000 or more. By the 1980s, their value had increased to more than $100,000. Today, a collector might spend three to four million dollars restoring a Mustang to trophy condition.

Just what is a trophy restoration? As the cost of warbird restoration has escalated, new terms have come into use. The old fashion method of just replacing the worn out or damaged parts needed to make the plane flyable is increasingly rare. Not all warbirds in museums or flying today are survivors of the mass destruction that followed the war. Many have been resurrected from crash sites around the world. The most notable is the P-38 Glacier Girl, which was rescued from under tons of ice in Greenland. The sheer weight of the ice that encapsulated the plane crushed it flat. A new plane was created from salvageable parts.

An immaculately restored F7F Tigercat provided an awesome flight demonstration at the Chino Air Show in May. Seeing it on static display, while exciting, isn't nearly as spectacular as seeing and hearing it in flight.

Depending on what is available, and the most expedient, a restorer will either use salvageable parts, or a new plane can be created using the manufacturer’s blueprints. Templates can also be created from other restored aircraft. To what extent are some of these aircraft rebuilt? They may look like the real thing, and fly like it, but under that beautiful coat of paint is a patched-up old plane with new material and parts. Planes in this category are classified as simply restored aircraft and are usually survivors from World War II. Other aircraft are carefully taken apart, and every marking, inside and out, including inspection stamps, are carefully documented and faithfully reproduced when the aircraft is reassembled. The same type of wiring is used. Authentic rebuilt instrumentation is used. These aircraft are as near to being like factory-built aircraft as possible. These are classified as "trophy" aircraft, because the owners are usually vying for the "best of show" trophy at places like EAA AirVenture Oshkosh. Sometimes it’s less expensive to build these planes from scratch, using either blueprints or from carefully documented specifications from existing aircraft. The most current
example of these replica aircraft is five Me-262s that are being built by Legend Flyers in Everett, Wash. Two of these replica aircraft have already had their first test flights. Tony Ritzman of Aero Trader, known for their B-25 restorations, pointed out that the cost of restoration is escalating for several reasons. Age has a lot to do with it. The manufacturing processes used during the war weren’t necessarily conducive to long life of the material.

He described how the accepted manufacturing process at the time was dipping aluminum in a hot salt bath to harden the material. That worked for the short term, but now, some 60 years later, the material is corroding because of it. As a result, some castings are no longer usable. The electrical wiring and hydraulic tubing and hoses are aging to the point where they must be replaced. Fuel cells are another problem. The rubber used to make the tanks self-sealing if hit by bullets or shrapnel is deteriorating and contaminating the fuel.

Another important factor is that skills required to rebuild certain parts are rapidly disappearing. Ritzman used the control surfaces for the Corsair as an example; the surfaces are made of fabric-covered wood with metal hinges. Through usage, the wood under the hinge is compressed, so the attachment has to be tightened. Now, some 60 years later, the wood has been compressed to the point where it’s no longer usable. He said the skill needed to build a new part is almost a lost art.

Restorers face similar situations with other components used on the planes. Services such as prop shops and engine rebuilding are also getting more expensive due to the dwindling supply of parts, and people with the skills required to do the job.

Ritzman pointed out that Aero Trader has a large inventory of spare parts for B-25s—enough to last them for decades. But the availability of spare parts to rebuild other warbirds is rapidly dwindling. This is partly due to the fact that warbird rebuilding is a growing worldwide business, creating more competition for the limited supply of parts available. He mentioned a supplier who had a huge inventory; when he died, that
inventory was auctioned off. Unfortunately, scrap dealers were able to outbid the collectors who needed the parts.

Another example of a diminishing supply is World War II instrumentation. Many of the instruments had radium dials that glowed in the dark. Now, the government prohibits instrument shops from repairing them.

Today, the acquisition of an aircraft is only about a third of the commitment, which includes crew training, maintenance, fuel, oil and insurance. A set of tires for a B-25 runs about $7,000 and is good for about 150 landings. It now costs about $1,500 an hour to operate a B-25.

So, will warbirds still be flying in the year 2099? The answer is maybe. Warbird restoration and replica aircraft manufacturing is now a global industry that is growing. The documentation needed to build these aircraft from scratch does exist. The skills needed can be learned or passed on to future generations. New tooling can be made to replace what has been worn out, lost or destroyed.

Some argue that the best way to preserve these aircraft for future generations is to restore them and display them in museums, and not fly them. Their argument is that a few restored warbirds that are flown have crashed. They admit that although this is rare, it does happen.

Noted aviation photographer Frank Mormillo, who was moderator for this event, said that more warbirds have been lost due to museum fires, hurricanes or other natural disasters than due to flying accidents. Many of the warbirds flying today are rebuilt from crashed aircraft.

Yes, the capability of keeping warbirds flying for decades to come is there. It may not be the same plane, or even part of one of the planes built in the 1940s, but for all intents and purposes, it will look and fly like a factory-fresh aircraft off any Douglas, Boeing or North American assembly line. Flying is what planes are built to do, and keeping them flying is what most aviation buffs want to do. The catch, however, is skyrocketing insurance cost, government interference, and misguided people who just don’t understand the love some of us have for these wonderful flying machines.
Quad City Airshow June 25 2016

By Bruce Hawkins

As you may know, the Quad Cities Airshow was this past weekend in Davenport IA and Squadron 4 made its first and very possibly its last appearance there! Why last appearance you may ask, it seems that after 30 years they are pulling the plug on this airshow due to, well we will say political reasons. None the less, Squadron 4 was well represented at this event. Scott Delawder and “Old Bob” both flew in for the event, we were able to set up our booth right in between the two planes. The booth was only set up and items sold on Saturday. They took really good care of us there, we were able to park right behind the booth and planes, and we had wristbands for food and drinks. I think Scott is the reason for our VIP treatment there.

Squadron 4 members who showed up to man the table were:
Jerry Czupryn
Dan Czupryn
Scott Delawder
“Old Bob”
Sandra Hegji
Mel Shaver and his friend Vinus
From Dave Stevens:

You all did a great job going out there. I saw a news item this am about the Quad cities airport having financial problems and how they were left without funding for projects they have in progress now. Too bad. I hope that sort of thing doesn’t spread.

Thanks for traveling all that way and representing the Squadron. Special thanks to Scott who got the space and VIP treatment.

Wish I had been there to help.

Thanks to all!

Dave
Here is an album cover you may enjoy.

Said The Whale

Hawaii
Squadron Officers
(Partial listing – see website for full board)

C.O.  Tom Buck
      (815) 744-1263
      5bucks@sbcglobal.net

E.O.  David Stevens
      (630) 323-6619
      stevens15@mindspring.com

SEC. Ted Kowalik
      (630) 289-2785
      thaddeusk@ameritech.net

TRE. Brian Churchill
      (847) 356-9056
      brian.churchill@warbirdsquadron4.org

New Squadron 4 Members

We are always looking for new members to join the Squadron. For more information please contact Bruce Hawkins at (815) 274-1752 or bruce.hawkins@warbirdsquadron4.org

A “BIG” Squadron 4 welcome to our new members:
Thomas Strosser  DesPlaines, IL
Bryn Fabbri  Palatine, IL
Sandra Hegji  Wauconda, IL
Jim Fitzpatrick  Orland Park, IL

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/

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/

Florida Warbird Squadron 24:  http://www.floridawarbirds.org/
### Squadron 4 Warbirds

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### Merchandise

Visit the website for more information.

[www.warbirdsqaudron4.org](http://www.warbirdsqaudron4.org)

### Keep’em Flyin

EAA Warbirds of America Squadron 4 is dedicated to the appreciation of military aviation, its people and its history. EAA Warbirds of America fosters an environment that celebrates all past and present members of the U.S Armed Services.