



THE FLYER

Commemorative Air Force
B-29 / B-24 Squadron



Interior Design

Diamond Lil's
interior gets a
coat of green.



August/September 2017



In this Issue:

- Squadron Directory
- AirPower History Tour schedule
- Squadron Members and Hurricane Harvey Relief
- Officer Reports
- B-24 Go Team Report
- Member News
- September Squadron Monthly Meeting
- Wings Over Dallas Volunteer Opportunities announcement
- Wings Over Dallas Poster
- Volunteer Spotlight: Ross Martin
- Movie Review: DUNKIRK by Ross Martin
- Remembering Jim Walston, by Konley Kelley
- Feature Story: "S/Sgt. Norman Ploor, B-24 Belly Gunner"
- Editor's Corner

Photo by Scott Slocum

Feature Story: S/Sgt. Norman Ploor, B-24 Belly Gunner



Volunteer Spotlight: Ross Martin



Photo Album: Squadron members help with Hurricane Harvey relief



CAF AirPower History Tour

National Air Tour of Historic World War II Aircraft



Summer Tour B

Branson, Missouri
Fayetteville, Arkansas
Wings Over Dallas
Dallas, Texas
WWII AirPower Expo
New Orleans, Louisiana

September 13-17
September 20-24
October 6-8
October 27-29



Look what our crew found on tour, a B-29-themed café about 40 miles outside of Branson, MO. The crew said they were treated like royalty. On top of that, the café just opened and the first customers they serve are a real B-29 crew. How about that? 😊

*Schedule subject to change
Check www.airpowertour.org

“FIFI”

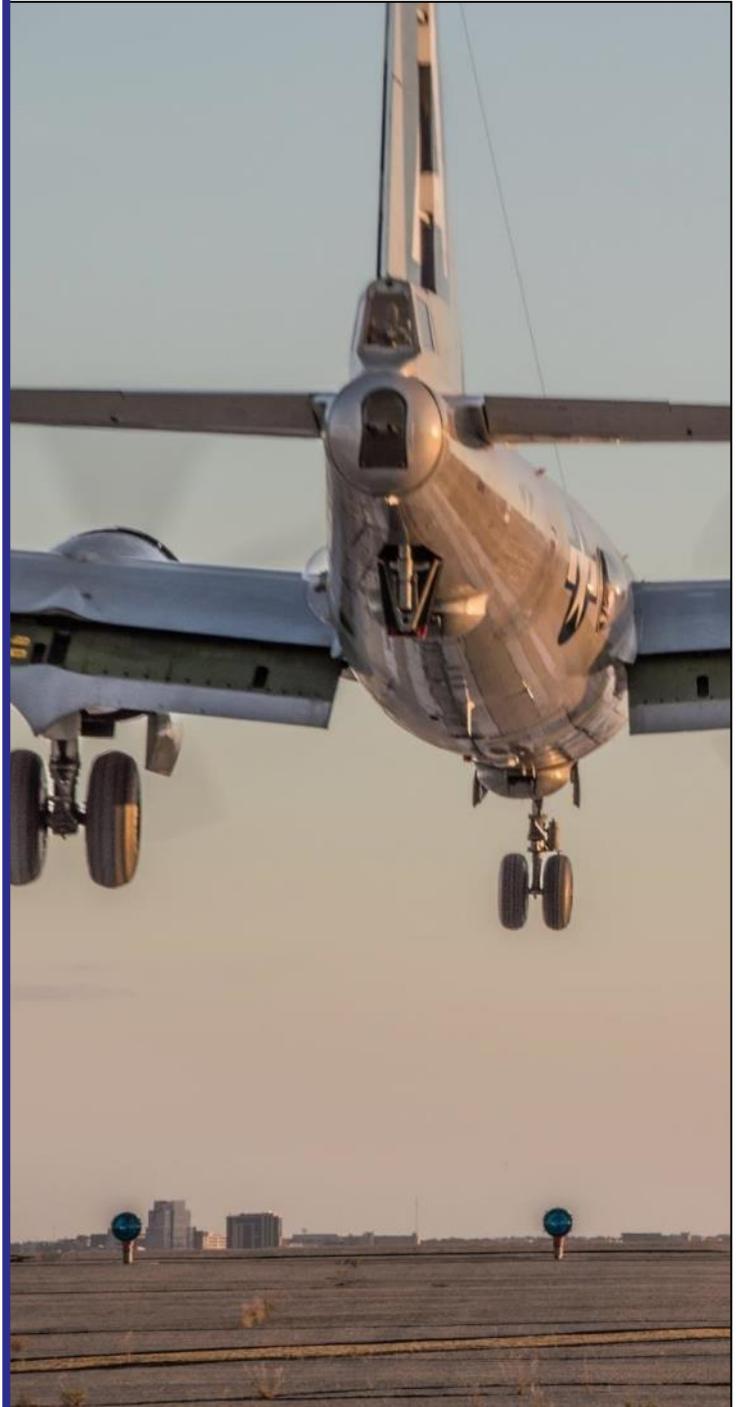


Photo by Kevin Luke



COMMEMORATIVE
AIR FORCE

*B-29/B-24 Squadron
Officer & Staff Listing*

B-29 / B-24 Squadron Directory			
Position	Name	Phone	Email
If you would like to get scheduled on a Tour Stop as a Crew Member... Contact the following:			
B-29 Personnel Scheduling Officers	Archie (Pilots) Brad/Rick (FEs) Brad/Steve (Scanners)	See below for phone#'s	See below for e-mail addresses
B-24 Personnel Scheduling Officers	Archie (Pilots) Brad/Rick (FEs) Brad/Steve (Scanners)	See below for phone#'s	See below for e-mail addresses
If you are a New Member Looking to Get Plugged In or Want to Volunteer... Contact the following:			
Volunteer & New Member Coordinator	Tim Colman	214-708-2279	tpcolman@gmail.com
Squadron Officers:			
Squadron Commander	Neils Agather	817-946-9950	vnagather@agathertx.com
Executive Officer	Tom Travis	214-763-0147	tomtravis@aol.com
Adjutant & Personnel Officer	Debbie King	469-688-1709	squadadjutant@gmail.com
Maintenance Officer	Don Obreiter	580-471-3048	obreiter@cablone.net
Safety Officer	Steve Rabroker	469-387-6439	rabroker@hotmail.com
Operations Officer	Archie Taylor	817-944-3226	taylor2014@tx.rr.com
Assistant Ops Officer	Al Benzing	214-707-2726	albenzing@gmail.com
Public Information Officer	Kim Pardon	913-636-6250	pardonb29@gmail.com
Finance Officer	Gerald Oliver	312-953-0357	gerald.oliver@yahoo.com
Squadron Staff:			
Squadron General Manager	Brad Pilgrim	843-991-3814	bpilgrim@cafhq.org
Administrative Manager	Liz Vue	972-387-2924	evue@cafhq.org
Sr. Crew Chief	Rick Garvis	972-380-8800	rgarvis@cafhq.org
Crew Chief	Don Thurston	903-714-8037	don@donseye.info
Crew Chief	Ben Powers	214-277-3150	f14_ad@yahoo.com
Facility Manager	TBD	TBD	
B-24 Team:			
B-24 Go Team Leader	Al Benzing	214-707-2726	albenzing@gmail.com
Diamond Lil Century Club Chairman	Toni Rabroker	972-740-4601	rabroker@hotmail.com
B-24 Volunteer MX Coordinator	Steve Rabroker	469-387-6439	rabroker@hotmail.com
B-24 Flight Ops Coordinator	Al Benzing	214-707-2726	albenzing@gmail.com
B-29 Team:			
B-29 Flight Ops Coordinator	Archie Taylor	817-944-3226	taylor2014@tx.rr.com
B-29 MX Coordinator	Rick Garvis	972-380-8800	rgarvis@cafhq.org
B-29 Flight Engineer Coordinator	Rick Garvis	972-380-8800	rgarvis@cafhq.org
Stearman Team:			
Stearman Flight Ops Coordinator	Archie Taylor	817-944-3226	taylor2014@tx.rr.com
Stearman MX Coordinator	Bill Goeken	817-308-1916	wk.goeken@verizon.net
Squadron Volunteer Leaders:			
The " Flyer " Newsletter Editor	Kon Kelley	214-995-5184	konartist@verizon.net
Appearance Captain	Henry Borderlon	972-406-0644	pixie@sbcglobal.net
PX Co-Captain	Rocky Smith	214-565-8562	diverock@hotmail.com
PX Co-Captain	Alma Smith	214-284-9128	alma@b29b24px.org
Social Chairman	Toni Rabroker	972-740-4601	rabroker@hotmail.com
Tours/Ride Desk/Marketing:			
Tour Manager & Scheduling	Jon Oliver	312-925-6184	aphtwarbirds@gmail.com
Ride Desk Captain	Mary Mount	209-605-4313	mgmount@aol.com
Tour Marketing Coordinator	Kim Pardon	913-636-6250	pardonb29@gmail.com

Its FUN to Volunteer

www.CAFB29B24.org

www.AirPowerTour.org



Photo Album

The CAF and Squadron members provide Hurricane Harvey Relief

In response to the devastating effects of Hurricane Harvey, the Highland Lakes Squadron's C-47, *Bluebonnet Belle* was loaded with supplies for multiple trips to cities in flood stricken areas. Former CAF B-29/B-24 Executive Officer, Tom Travis piloted the aircraft. Volunteers from the Highland Lakes Squadron in Burnet, TX, CAF HQ, friends and families donated their time to gather much needed supplies, load them on Belle and handle logistics.

With the road cleared, trucks have taken over supply runs to the coast but the CAF and *Bluebonnet Belle* definitely answered the call when supplies could only be delivered by air.

Here is a link to a video by *Plane Resurrection's* Nik Coleman about the efforts:

<https://www.youtube.com/watch?v=ZSUFgZfVLmg>



Squadron Report

We are in the final stretch of the 2017 tour. Other than the Spring tour, we have had a decent year. As stated in earlier Flyers, the lack of a financially successful Spring tour will impact us over the winter. We are watching our pennies carefully so we can hit the road again next year and accomplish our mission. *FIFI* is running well. This is due to the crack maintenance crews that keep her running and ready for the rides which are an important part of the revenue that sustains her. And, the tour is running smoothly because of the good planning that was done in advance, the PR that brings the crowds out and the many volunteers that are there to be sure that every aspect of our tour operation goes smoothly. The crowd reaction is very positive. We are good at what we do.



Work on *Lil* is proceeding. We have funding for two engines. This will replace the two that were lost on the last flight. However, as you all know, we really do need a third one. Thanks to the *\$24 for the 24* program, we have had a good slug of financial support come in and things are looking promising for the remainder. Keep your fingers crossed.

We still have a few more stops, so come on out and support our aircraft.

Neils Agather
Squadron Leader



Flight Operations Report

FIFI is in Branson, MO this week. Below is the remaining Summer B schedule.

Our Fall schedule includes Wings Over Dallas from Oct 6-8 at Dallas Executive Airport and our final tour stop of the season at the WWII AirPower Expo at Lakefront Airport from Oct 27-29 in New Orleans, LA.

The B-24 is in Fort Worth getting some new engines and interior paint, they can use lots of help getting *Lil* ready. Thanks for all the maintenance help this year as well as tour help. We are looking for a strong finish for 2017.



See you on tour or at the airport,

Archie Taylor
Executive Officer

B-29 APHT Summer Tour B Schedule 2017									
Month	Date	Day	City	Activity	Runway	Width	Gate Hours	B-29 Ride Flights	Host
September	11	Monday	KIXD - KBBG	Transition, Afternoon Off	7140	X 150	Afternoon Off		
September	12	Tuesday	Branson	Day Off			Day Off		
September	13	Wednesday	Branson	Tours, PX			9:00am to 5:00pm		
September	14	Thursday	Branson	Tours, PX			9:00am to 5:00pm		
September	15	Friday	Branson	Tours, PX			9:00am to 5:00pm		
September	16	Saturday	Branson	Tours, PX, Ride Flights			9:00am to 5:00pm	9:00am & 10:30am	
September	17	Sunday	Branson	Tours, PX, Ride Flights			9:00am to 5:00pm	9:00am & 10:30am	
September	18	Monday	Branson	Day Off			Day Off		
September	19	Tuesday	KBBG - KFVY	Transition, Afternoon Off	6005	X 100	Afternoon Off		
September	20	Wednesday	Fayetteville	Tours, PX			9:00am to 5:00pm		
September	21	Thursday	Fayetteville	Tours, PX			9:00am to 5:00pm		
September	22	Friday	Fayetteville	Tours, PX			9:00am to 5:00pm		
September	23	Saturday	Fayetteville	Tours, PX, Ride Flights			9:00am to 5:00pm	9:00am & 10:30am	
September	24	Sunday	Fayetteville	Tours, PX, Ride Flights			9:00am to 5:00pm	9:00am & 10:30am	
September	25	Monday	KFVY - KFTW	Transition Home					

Training & Safety Report

A couple of weeks ago I was made aware of an article written by my good friend and counterpart of the So-Cal Wing, Gene O'Neal. The subject was "Hand Tools". Not how to use or operate them, but what to do with them after you use them. It seems some people have the bad habit of leaving the tool at the place that they completed the task that they employed the tool for. If you're nailing pickets on your backyard fence, and you leave the hammer lying on the ground, that's one thing. But, if you leave a screwdriver inside the wing, or a wrench up in the gear well, that can be a **BIG PROBLEM!**



When you're dealing with aircraft, everything, not just tools, has its place. Tools obviously, should be put back in the box you got them out of. But, this also applies to many other items. I know for example that when FIFI is being loaded for tour, every essential item has its place. And like a puzzle, these items are packed in the same place every time they load up and move to the next stop. It's like a well-oiled machine. This reflects back to the experience, guidance and training of our tour leaders and crew. All of these things working together as a cohesive unit makes for a safe tour. Let's all strive to keep that machine running smooth. Hope to see you on the road soon.

P.S. – If you want to get a little experience with those tools, get in touch with me or Crew Chief Rick. There is always something to do around the hanger. It's a lot of fun and you'll be working with a great bunch of guys.

Always remember: "IF THE JOB IS DONE RIGHT, IT IS SAFE".

Steve Rabroker
Safety Officer



Photo by Rod Rally

PIO Report

This morning I am sending out the last AirPower History Tour media advisory of the touring season. We still have Wings Over Dallas and New Orleans Air, Sea and Land Festival on the calendar – but our regular tour season will come to an end after this weekend in Fayetteville. I have seen over 50 news stories – both print and television news – for Summer Tour A and B. A visit from *FIFI* still makes for a great story.

I was fortunate to be able to join the crew at both Knoxville and Indianapolis and continue to be amazed by the hard work and dedication of our volunteers.

I will leave you with this clip from our recent stop in Kansas City: [World War II veterans get special flight on the B-29 Superfortress](#). We can always count on our photojournalist friend Mark Lea from KMBC 9 in Kansas City to do a great story for our visits to that area.

Still much work to do for Wings Over Dallas and New Orleans. I hope to see many of you at one or both events!

Kim Pardon
Public Information Officer



FIFI at NOLA in 2015

Financial Report

Finance Report through August, 2017

As has been reported, our financial situation for 2017 has been very difficult. The Squadron has been recovering from a tough spring season. Weather and maintenance gremlins conspired to put us behind. By missing our spring tour, we have a \$200,000 negative variance in our budget.

The good news is that the summer tour has been very strong. The top five tour stops so far are: Reading, PA; Cincinnati, OH; Charleston, SC; Oshkosh, WI; and Hagerstown, MD. We have found some new markets that have been very receptive to the tour. Through the end of Aug, the B-29 has performed 73 ride flights. The T-6 has done 88 and the Stearman has flown 64. The Stearman has proven to be a very popular plane. The Stearman missed the first half of the year with maintenance, so we are expecting it to be prolific into the future.



Total Squadron revenue has been right at \$1,000,000 for the year through August. Our budget is \$1.6 for the year, but we're only expecting to get to \$1.4 or so. Our partners have done over \$300,000 in ride revenue in addition to the Squadron revenue.

September has been good so far for the tour. We have some good events coming up, including Branson, MO; Fayetteville, AR; Wings Over Dallas; and the Air, Sea and Land Festival in New Orleans. The Officers are working diligently to offset the reduced revenue and bring the best results possible.

Below are the cash balances through August. It shows the amount of cash we had on hand at the beginning of the year, as well as our cash on Aug 25. From that you need to deduct the known and expected expenses we will incur. It shows that our cash balance at year end will be down around \$250,000.

B-29 / B-24 Squadron & the AirPower History Tour			
Cash Balances			
Jan 1, 2017 to Aug 25, 2017			
	Cash Balance at 1/1/2017	Cash Balance at 8/25/2017	Cash Gain <Loss>
Cash Balances: Aug 25, 2017	\$ 590,843	\$ 597,438	\$ 6,595
Less Expected Expenses Sept thru Dec		\$ 340,000	
Est. Cash Balance at Year End		\$ 257,438	

Thank you for your continuing support.

Gerald Oliver
Finance Officer

DIAMOND LIL

B-24 Go Team Report

Getting/Keeping *Lil* Flying:

Lil requires a tremendous number of man-hours to be airworthy. Crew Chief Rick, Assistant Crew Chief Ben Powers and faithful volunteers work on *Lil* at VFM. THANK YOU for the hard work and your expertise

B-24 Grants:

- One or two active applications from CAF HQ's efforts remain viable.
- Foundations in DFW area support Education, History and Veterans.
 - We need to show a focus on STEM programs to be considered.
- Time and effort is required to submit applications and follow up.

B-24 STEM Program:

- A B-24 STEM Program is under development.
- Science, Technology, Engineering and Math (STEM) is a way to focus our Education Mission.
- A STEM program is required to garner support from most Foundations.
- Rosie the Riveter's "Learning Station" is a good template for our program.

Helping Hands:

We always hope for game-changing donations, but they are rare. Just as it would be helpful to have a P&W 1830 or parts donated, but the reality is that we must structure programs that focus on continuous, long-term financial support.

Toni, Steve, Konley and others have labored on the *\$24 for the 24 Campaign*. It has raised funds that are essential to *Lil* – yet, more is needed.

Volunteers of every type will be needed to support *Lil* for the long term. Thank you for your support and hard work.

Al Benzing
Assistant Flight Ops Officer
B-24 Go Team Leader
214-707-2726
albenzing@gmail.com



Photo by Kevin Hong



Member News

August-September, 2017

The CAF B-29/B-24 Squadron welcomes new members who joined us May-Aug 2017:

Mark Baker of Red Oak, Texas
Gomer Lesch of Bowling Green, Kentucky
Alyssa Kugler of Dallas, Texas
Daryl Jacobs of Manassas, Virginia
Mark Stoddard of Allen Texas
James McNeil of Burnsville, Minnesota
Jim Verstraete of Ft Worth, Texas
Randall Gradwohl of Broken Arrow, Oklahoma
Karl Hamilton of Purcellville, Virginia
John Ewing of Anchorage, Alaska
Francis Govers of North Richland Hills, Texas
Mike Hodson of Camarillo, California
Brian Wentworth of Fairborn, Ohio
Stewart Leslie of Plano, Texas
Diane Walker of Dallas, Texas
Ronnie Walston of Duncanville, Texas
Michael Heider of Edisto Island, South Carolina
Yvonne Paul of Edisto Island, South Carolina
Danny Walston of Duncanville, Texas

**Squadron September meeting 9/23 @DEA
Annual Awards/Chili Cook-off 11/11 @DEA**

Membership Info

If you have any membership questions, please feel free to contact me at squadadjutant@gmail.com
Dues and new member apps can be mailed to:
Debbie King
13562 Braemar Drive
Dallas, Texas 75234
B29/B24 Squadron Adjutant
469-688-1709



Hot temps where you live? Check this out.

Squadron member Bruce Granger rode his motorcycle with four friends from Oshkosh, WI to Fairbanks, AK. Here is a picture of him after a flight in a DeHavilland Beaver. The group rode around Denali and landed on a glacier. Can't imagine that he thinks riding in a Beaver over a big mountain is better than riding in *FIFI*?



Rosie at the DFW Wing's Warbirds on Parade

Squadron member Lisa "Rosie the Riveter" Foster found some co-workers at the annual Warbirds on Parade show in Lancaster, TX on 9/2/17.



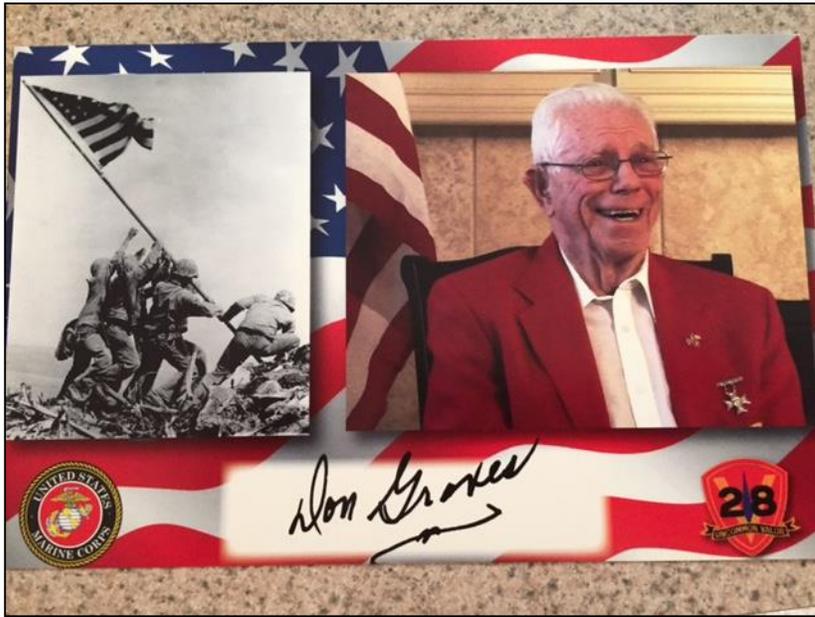
Rick Garvis
B-29 Mx
972-380-8800
rgarvis@cafhq.org



Steve Rabroker
B-24 Mx
469-387-6439
Rabroker@hotmail.com

Get your Squadron gifts and gear at the Squadron Px: <http://www.b29b24px.org/>



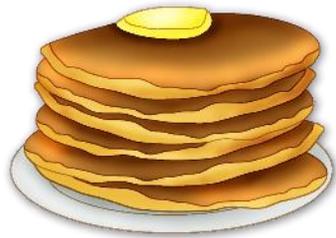


Squadron Monthly Meeting

September 23, 2017
 Featuring WWII U.S. Marine Corps veteran
DON GRAVES

Hear Graves account of the Battle of Iwo Jima and his many experiences serving with the Marines for over 50 years.

RSVP to Toni Rabroker
rabroker@hotmail.com



9:00 a.m. Pancakes
 10:00 a.m. Program
 @ CAF HQ
 5661 Mariner Drive
 Dallas Executive Airport
 Dallas, TX 75237

WINGS OVER DALLAS Squadron Volunteers needed

This year, the B-29/B-24 Squadron will be hosting the "Volunteer Hospitality Area" for Wings over Dallas, October 6-8th. This will be a fundraising event for the B-29/B-24 Squadron and we need some members to come out and help!

The hospitality area will be a separate, restricted area for the volunteers only - wristband required and will be staged at the north end of the Education Hanger they used last year. We will be cooking and providing lunch (hamburgers & hot dogs) and have snacks available throughout the day. If you are interested in helping, we still have opening for the following time slots:

- Friday, October 6th - 8:00-10:30 am
 10:30-3:00 pm
- Saturday, October 7th - 10:30-2:30 pm
 2:30-5:00 pm
- Sunday, October 8th - 8:00-10:30 am
 10:30-2:30 pm
 2:30-5:00 pm



All volunteers will get in free to the event for the day(s) you are working. If you are interested, please email Toni Rabroker at: rabroker@hotmail.com and let her know your availability.



Volunteer Spotlight Ross Martin By Konley Kelley

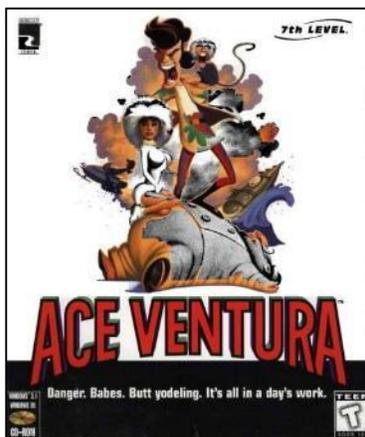
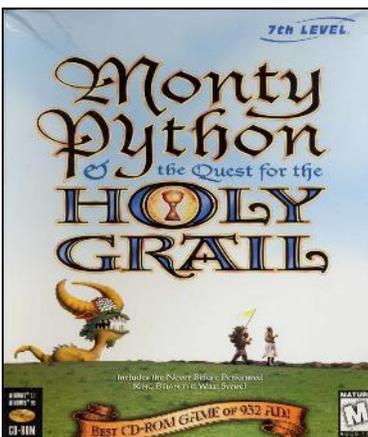
The Flyer webpage on the Squadron website owes its thanks to Ross Martin. Ross designed the masthead/artwork and did the programming for parts of our website. We are fortunate to have a computer guru and graphic artist in our Squadron and someone his age hooked on the warbird bug as much as he is. For the Squadron, he has been behind the scenes digitally promoting our mission and gets out to help with maintenance on the aircraft, too.

Ross was born in Dallas on January 7, 1979 making him one of the few Millennials in our ranks. It definitely was a Dallas delivery. Ross family was trapped in the hospital when he was being born by one of Dallas' notorious ice storms. His family – Mom Lynn, Dad Daniel and brothers Christopher and Stuart resided in Mesquite, TX, a suburb east of Dallas. Ross' Dad was a store manager with Safeway. When Safeway pulled out of Texas, he went to work for UT Southwestern as a buyer for classroom and research materials...a very interesting job. Ross' Dad said the research division ordered some bizarre stuff.

Ross attended North Mesquite High School. He is unabashed about his nerdiness. He lettered as a member of the school's Academic Decathlon team. Wearing his letterman's jacket caught the attention of some jock bullies but Ross handled it like a champ and graduated in the top of his class.

After high school he did a year at Eastfield Community College before transferring to the University of Texas at Dallas. He was there a year then officially became an Aggie. Ross was a computer science major initially then switched to Business Administration Information Systems at A&M.

Like other millennials, Ross grew up in the information age. His kindergarten year at a private school coincided with a delivery of Apple 2 computers. From elementary school to high school he used a computer and, along with the software/programming knowledge he gained, he also became proficient with Adobe graphics software like Photoshop and Illustrator common to Macs at the time.



While in high school, he found work doing graphics in the creative department at JC Pennys. His first really cool part-time job was at 7th Level, a computer game company based in Dallas. In the late 90s, 7th Level created titles for entertainment franchises such as *Monty Python*, *Ace Ventura Pet Detective* and *Lion King*. As a junior computer programmer, he had a catch-all job working on servers and cut his teeth on system administration. One of his favorite duties was working with the sound effects team and getting experience on audio equipment.

Eventually 7th Level fell on hard times and Ross was one of the last to go. Ross worked for Micrografx then fell back in advertising with Rapp Collins. He was PC tech support but quickly learned how valuable he was as one of the few IT guys with experience on Macintosh computer systems. This bumped him up to a Senior IT level position. Barely in his 20s, a company executive found Ross working in a corner office. It was Ross' assigned office but seeing this kid in a choice office rattled the exec who didn't believe Ross' story.

Regrettably, Ross had to abandon his part-time work to attend college full-time. At college, he spent time in the Mac lab and became skilled at photography and large format printing. He also picked up some silk screen talents.

Post college he did IT management at several Dallas-area companies. A medical company he worked for sent him to remote clinics to set-up computer equipment and train staff. Traveling as much as he did was stressful and he didn't care for the lunch crowd while working at a clinic on the Texas border. The luxury cars outside and smarmy characters inside make him uneasy.

Ross presently works for American Beacon, financial planning company as a Systems Administrator. When do airplanes show up in the picture? Ross' grandfather was a WW2 B-25 pilot serving in the CBI Theater. After the war, he one of the first Sikorsky helicopter pilots. His grandmother was an army nurse. His grandparents divorced and Ross' step-grandfather was an Army engineer in the European theater and on the beaches on D-Day. On the other side of the family, Ross' grandfather was in the USAF and his Uncles were B-17 airmen. Ross' Dad was also a military buff and they spent many nights in front of the TV watching classic war movies.



Grandfather Robert Martin with his B-25 Gunship, "Old Flaherty"



Martin and the Sikorsky R-4, the world's first production helicopter.



First flight on Diamond Lil

For Father's Day 2012, Ross learned of chance to fly in a B-17 from the Collins Foundation during a stop in Plano. It was a spectacular gift for his Dad and they had a great ride flight together. Ross knew Collins was just here for a stop but did some research on other warbird flying opportunities in Dallas. This led him to the CAF B-29/B-24 Squadron in Dallas and Al Benzing and Jim Neill. Ross signed up right away.

He joined *Diamond Lil* for a tour stop in Branson. Jim Neill called when they needed help at the hangar or there was a maintenance or training flight. His work gave him enough flexibility to participate without that much notice.

In early June, 2016 he joined CAF members Al Benzing and Paul Maupin for a trip to Europe and tour of historic WWII sites.

Ross has more B-24 flying time than B-29 but he is edging closer to B-29 scanner having attended Ground School and needing just one more hop to be Scanner-certified.

Ross finds three things most rewarding about his CAF experience:

- 1) You can literally touch history. The visceral experience of being around our bombers and at airshows is awesome. It gives him a sense of what it was like for his relatives who served.
- 2) The technical aspect. As a computer dude, he marvels at aviation technology of the 1940s – no microchips, processors or circuit boards. Although *FIFI* has some early computer technology in her gun systems, the CAF fleet for the most part is a leap back in time to the pioneering days of aviation and how things were figured out with the resources and knowledge of the times.
- 3) Talking to veterans. There is nothing like seeing a veteran's face light up when he shares his wartime experience with you – particularly when talking to young people. His CAF experience has made Ross something of an amateur historian and he is anxious to keep learning.

Ross has a can-do spirit and is a valuable asset to the Squadron. At the last meeting, I talked to him about the movie *DUNKIRK*. I asked him if he's right a review. Without hesitation he said yes and it appears in this issue. Ross - Thanks for your volunteerism and dedication to the Squadron.



Squadron millennials, Ross Martin and Natasha Sanders working at Wings Over Dallas.

DUNKIRK ,
Movie Review
Filed by Ross
Martin

B-29 / B-24 SQUADRON
AT THE MOVIES
A FLYER SPECIAL PRESENTATION



~ **DUNKIRK** ~
THE REVIEW

A small squad of tired and mud caked British soldiers wander the deserted streets of DUNKIRK desperately searching for any remaining traces of food or drink. The remaining drops of water from an abandoned garden hose are greedily lapped up by a thirsty soldier as the camera reveals an empty town and barren streets and alleys. The first opening moments of the 2017 film DUNKIRK portray foreboding calm and eerie silence. German machine gun bullets suddenly and savagely rake across the street shattering the tenuous peace marking the start of an action-packed film that stops only with the ending credits.

DUNKIRK does not employ long lists of celebrity actors or strong, deep character narratives to convey its story. Director Christopher Nolan instead delivers this modern telling of DUNKIRK and Operation Dynamo using sensory experience with vivid sounds, visuals, and action sequences designed to put the viewer on the cold, dreary beaches of northern France, in the air with pilots of the RAF, and with patriotic civilians on the treacherous waters of the English Channel. With little dialog, DUNKIRK's narrative heavily relies on grand visuals, the sharp, chaotic, sounds of war, and unique cinematography to convey the dire and desperate plight of the 400,000 British and French soldiers trapped on the beaches of Northern France in late May and early June of 1940.



Three airworthy Spitfires were used in the film.

History buffs may be slightly disappointed since the film relies on its visuals to tell its tale rather than accurate recounting of events. DUNKIRK is an entertaining action film that captures the experience of DUNKIRK for a modern audience without being totally beholden to rigid historical fact. Unlike movies like Apollo 13 which have a higher degree of historical accuracy; DUNKIRK still succeeds in capturing the overall essence of the events surrounding the troops trapped on French beaches and their miraculous evacuation.

DUNKIRK's scenes utilize the trifecta of land, sea, and air as its set pieces with the story unfolding upon French beaches, from the cramped cockpits of Spitfires, and onboard a small pleasure yacht and its citizen crew as they brave the menacing waters of the English Channel.

DUNKIRK is unconventional both in its lack of overall dialog, but also in its presentation. The film frequently switches between beaches, airplane cockpits, and the sea each with their own unique vantage point of the same events and each in a different period of time. Eventually DUNKIRK's three time lines and separate story lines (land, sea, air) converge as they catch up to several pivotal events shown in different ways from different perspectives.

A British ship, attacked by a German Heinkel bomber, and the events surrounding it is shown at different times from the perspective of the airman above in Spitfires, from deck of a small, private yacht, and from those aboard the stricken vessel struggling to escape as it rapidly takes on water and sinks. The unconventional transitions between scenes which then intersect at different times is jarring at first, but overall is a unique and refreshing take setting it apart from traditional war movies with a familiar build up, climax, and ending.

While dialog tends to be sparse so too are the movie's antagonists. German forces are mostly an implied threat remaining deadly while also elusive. Machine gun fire, exploding bombs, and a torpedo attack from an unseen U-boat are the only indications of the forces threatening the men on the beaches. DUNKIRK successfully delivers a consistent measure of tension and drama in this respect with the mantra of 'less is more'. With German forces, seemingly everywhere yet unseen the film's silent and invisible antagonists still manage to illicit sensations of urgency and tension. Less is more in this respect works without the need to show large Panzer tank formations, troop concentrations, or Nazi imagery which is used in other similar films to setup the dichotomy between the 'good' and 'bad' guys. The rare appearance of German forces in DUNKIRK appear only in the form of Luftwaffe aircraft and a few blurred German soldiers taking prisoners at the film's end. It's an interesting, if not risky, stylistic choice that eschews the display of an encroaching Wehrmacht upon DUNKIRK and settles primarily for the effects of their weaponry to drive the tension and narrative.

The film also briefly grapples with themes of PTSD, shell shock, the hopelessness experienced by troops uncertain of their fate, and touches on animosity between French and British troops. One criticism of the film is the portrayal of French troops which are depicted less favorably than their British counterparts along with only brief and fleeting appearances. Belgians, who were also trapped with British and French forces, are also only briefly represented. The film has a pro-British vibe, which is not unexpected given the subject, however it glosses over French and Belgian forces and their contribution to those events.

What sets the film apart from others is the brilliant use of IMAX cameras and film. 75% of DUNKIRK was shot with IMAX cameras, an industry first, which utilize 70mm film which is substantially larger and carries with it a higher resolution and picture fidelity than traditional 35mm film. IMAX cameras are also notoriously loud and bulky weighing in at over 50lbs. The DUNKIRK film crew developed new and novel ways to use IMAX cameras creating a smaller and more portable version of the cameras as well as dealing



with the difficulties of salt water, bobbing boats and ships, and tight spaces. IMAX cameras were also mounted to the wings of aircraft portrayed in the film despite their size and weight to retain the film's exceptional quality, look, and feel. The results of using difficult cameras and expensive film – stunning.

The 70mm IMAX version of DUNKIRK is where the visuals, the real star of the movie, have their greatest punch. For a film that attempts to put the viewer in the middle of an experience and relies heavily on its visuals to convey

its themes the use of 70mm film and its higher resolution images is a rare treat for film and history buffs or anyone who just wants to see a good movie that looks good. DUNKIRK is a good movie. Only a handful of theaters around the country (159 theaters worldwide) are equipped with the IMAX projection technology to show DUNKIRK as it was meant to be seen. Most theaters have traded in large film projectors for smaller, compact digital ones which no longer use film. However, if you're lucky enough to have one of the few true 70mm IMAX theaters in your vicinity – go see it there. You won't be disappointed. It's an immersive experience which is worlds better than traditional cinema fare. The 70mm version of the film is as close to a virtual reality headset as one can get without wearing a bulky set of technology packed lenses. As a viewer, one must turn their head to see incoming planes appear from the left or right or from overhead. Entire beach vistas can only be seen by looking from far left to far right. It's as close to being there on the beaches of DUNKIRK as one can get sitting in a movie theater. DUNKIRK is technically brilliant, with excellent cinematography, and is visually stunning and even more so in its 70mm glory which sadly is only available in a few, select theaters nationwide.

***Due to a delay in releasing the Flyer this month, DUNKIRK has already left most theaters. It may be available for viewing at local dollar theaters in your area (note: dollar theaters typically do not have IMAX projection equipment). DUNKIRK will be available later this year for purchase on DVD and Blu-Ray discs for home viewing and should also be available at rental stores, Redbox kiosks, and streaming services (Amazon, Netflix, your local cable company's 'on-demand' service) by the end of the year.

DUNKIRK

Rating: PG-13

Director: Christopher Nolan

Pros:

- Visually impressive film with excellent cinematography and sound
- Compelling and interesting with a unique presentation which unfolds in different time periods over the movie's events
- Impressive technical use of IMAX film that delivers an immersive experience (dial goes to 11 in the few 70mm IMAX theaters nationwide)
- Impressive aerial photography and dogfighting

Cons:

- Somewhat marginalizes French and Belgian forces and their contributions
- The presentation and its time shifting between story lines while unique can be somewhat jarring and confusing at times
- Little character development, simplistic plot, sparse dialog
- Film expects viewer to have some prior knowledge of DUNKIRK/Operation Dynamo events – little background or setup is provided for those not familiar with WW2 history

Final Verdict:

Overall, DUNKIRK comes recommended for both history enthusiasts and general movie-goers alike. If you're anywhere near a 70mm IMAX theater go see it there for the full experience.

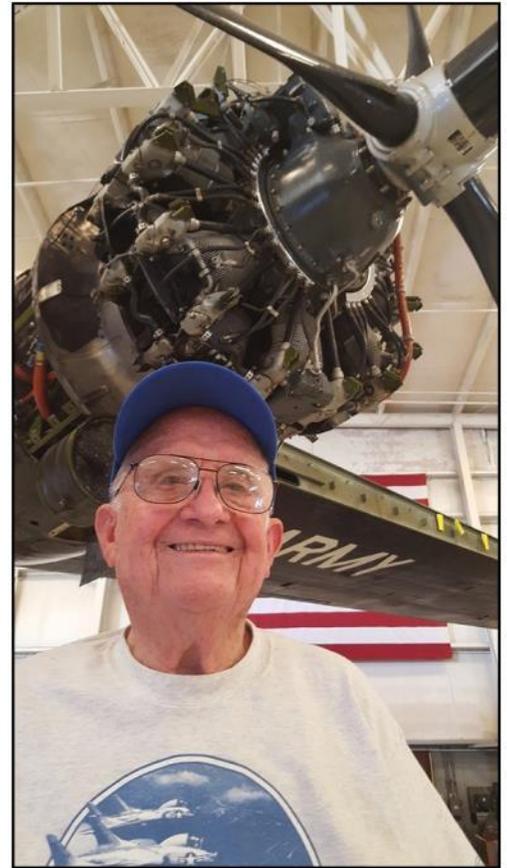




Liberator Legacy: B-24 Veteran's Story

In June, 2016, I interviewed Jim Walston at CAF HQ. The article was published in the Diamond Lil Century Club newsletter and later in The Dispatch. Sadly we lost our beloved friend and fellow Squadron member on August 13, 2017. Following is the story of Sgt. James Walston, Jr. He will be missed. Blue Skies my friend. - Konley Kelley

I met James at B-24 Ground School in April. He has been a regular assisting with *Diamond Lil* restoration efforts. You definitely could not ask for a more experienced helping hand. James was an Assistant Crew Chief for a B-24 Liberator named *Laden Maid* in WWII.



James had a photo album complete with pictures, documents and memorabilia collected over a lifetime. He is extremely proud to be given the Medal of Honor from the French Legion at their consulate in April in 2015. He is now a Knight in the French Order. The medal recognized his service maintaining combat-ready B-24s in the 466th BG / 8th AF which took the war to the enemy and helped liberate France.



Laden Maid was the nose art and name for several B-24s including a B-24J B-24L/M variant.

On April 21, 1945, *Laden Maid* and other 466th B-24s led a bombing mission to Salzburg, Austria to disrupt supply lines to Nazis making a last stand in the Alps. A B-24, *Black Cat*, was shot down by flak and became the last bomber lost to enemy action over Germany.



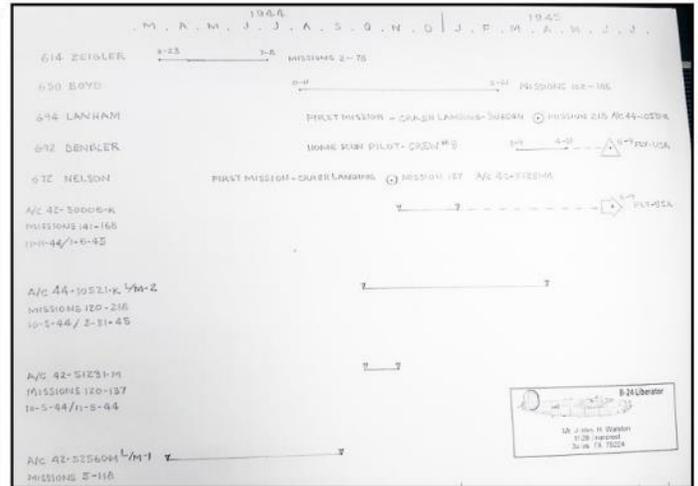
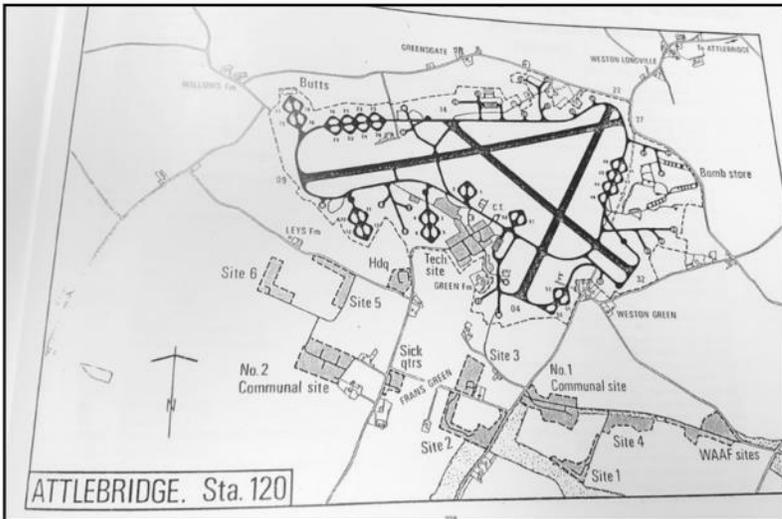
Jim was friends with the *Black Cat's* crew. The members of the 466th petitioned the USPS to release a stamp honoring the *Black Cat* crew. The stamp was released in 2005. *Diamond Lil* was at the *Black Cat* stamp ceremony at Oshkosh in 2005.



James' Crew Chief was D.P. Miller from Long Island, NY. He was a no nonsense mechanic who went wherever he was needed to fix planes – including forward combat positions.

Laden Maid was based at Attlebridge Station 120 near Norwich, England. James was based there from March, 1944 to June, 1945. He kept meticulous notes of his wartime experience and drafted a timeline of the service records for the aircraft he maintained on the base. It was hard work maintaining mission-ready Liberators. The 466th first combat mission was a daylight bombing raid of Berlin in March, 1944. He clearly recalls other notable missions including the largest 8th AF sortie (2,000+ aircraft) of the war on December 24, 1944 during the Battle of the Bulge. *Diamond Lil* crossed the Atlantic to make a fly over at the 466th BG Memorial Dedication Ceremony on June 12, 1992 at Attlebridge Station 120.

James was born in Italy, TX in 1923. His Dad was an airplane mechanic in WWI. His Mom was a homemaker. James has two sisters – one older and one young-



er. He

played football for the Italy High School team. As a youth during study hall time, he'd scour airplane magazines. He was also fascinated by his Dad's pics and mementos from WWI.

After high school, he attended a technical school in Ft. Worth, TX and learned aviation mechanics. As the war was getting underway, James went to Vernon Victory Field to work on PT-19 primary trainers. The daily routine started by going to a big room with log books for each aircraft. James would check for the needs of each plane and do the job – whether the task was routine or repair. On December 7, 1942, he enlisted in the USAAF.

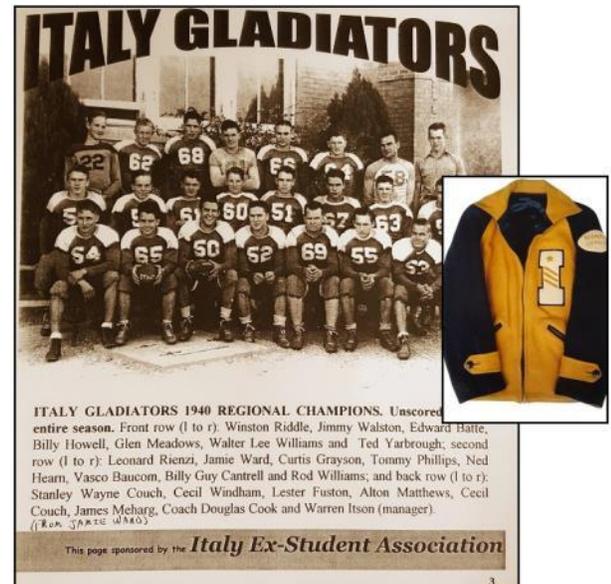
James was sent to Sheppard Field to continue his maintenance training then on to England on the troop ship RMS Queen Mary known by many in wartime as the *Grey Ghost*.

Many days on the base were the same with James and the crew preparing *Laden Maid* for missions. Some days you don't forget like the day James witnessed a B-24 crash on take-off. He was one of the first to the crash site. He recalls finding human remains and it continued to bother him long afterwards. On a brighter note, he was sometimes assigned to security duties on the base. He enjoyed this duty (much better than KP).

Most of his time was spent working on the aircraft through the night and morning until after the crew briefing. When the crew arrived to board the plane, James would make sure everything was flight-ready then get breakfast. If something happened and a B-24 did not return from a mission, the chaplain would come see the



James' boyhood home



maintenance crew. This was always on James' mind.

After the war, he returned home to marry his sweetheart, Glenna. They met at Cliff Temple Baptist Church and settled down in Oak Cliff, TX. James finished college at Texas A&M in 1951. He was hired by Vought as a test lab engineer and worked there 37 years. His team was one of the first to work on the F7U-3. When he retired at 65 years old in 1988, he was working on the F7U-3 and B-2 Stealth Bomber intermediate wing structure test program.

Just prior to starting at Vought, James worked briefly for Temco. He worked on the Temco/Globe Swift, a two-seat sport monoplane. It was interesting because well-known aces from WWII were hired to be pitchmen for the Globe Swift.

After retirement, James returned to Vought as a volunteer on restoration projects. Ironically he was back work-



ing on the restoration of a F7U-3. He also put time in on the Vought O3U-3 Seaplane.



1946 Globeswift

Diann has a son and works as a schoolteacher.

James met Keegan Chetwynd when Keegan made a presentation to the Vought retirees. This led to James visiting and joining our CAF B-29/B-24 Squadron and our dedicated volunteers working on *Diamond Lil*. He is especially fond of the "very nice" Steve and Toni Rabroker.

As long as he is able, he is going to keep volunteering to help with *Diamond Lil* and our maintenance team at DEA. He is also going to keep volunteering at Methodist Dallas Medical Center.

James also shared with me a book on the 466th, Attlebridge Arsenal. It looks like a great book chronicling the history of the BG. Definitely recommended reading and for your military book collection.

Go meet James and work alongside him on *Diamond*

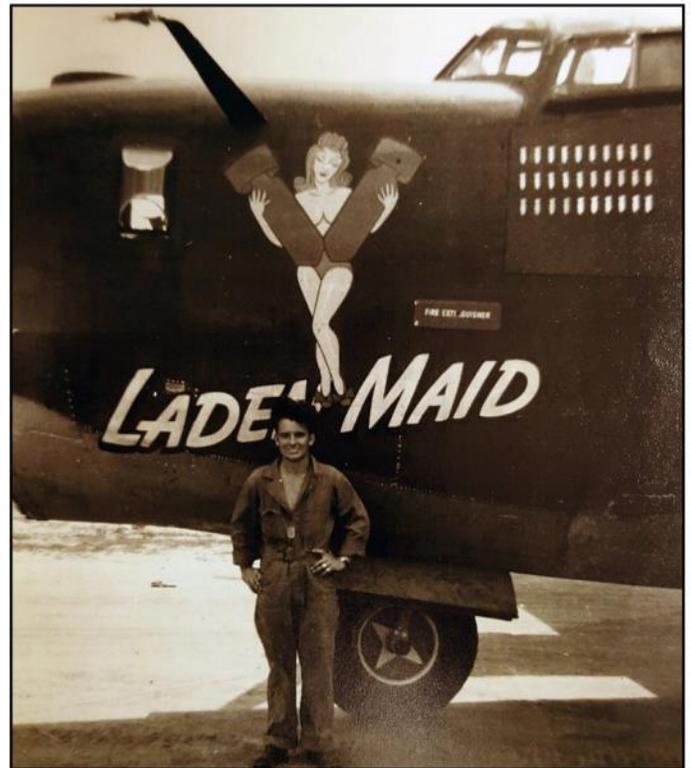
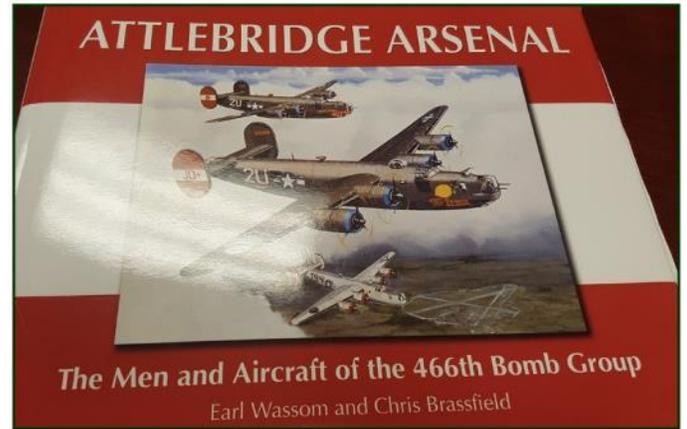
James and Glenna had two boys, Ron and Dan and a girl, Diann. They raised their family in Oak Cliff. Ron is in sales for a company in Irving. He married and gave James four grandkids. Ron also earned his pilot's license.

Dan works in insurance and has two kids and a grandchild.



F7U-3 Cutlass

Lil. Ask him what it was like working on a combat B-24 during the war and seeing hundreds of B-24s on the tarmac and taking to the air for missions over enemy territory. We'll never see that again but maybe James can give you a taste of what it was like from his memories.



James' medals and patches in his scrapbook





Feature Story

“S/Sgt. Norman Ploor, B-24 Ball Turret Gunner”

By *Konley Kelley*



Ron Koebler met CAF Squadron Assistant Ops Officer and B-29/B-24 pilot, Al Benzing at a B-29 tour stop in Janesville, WI this summer. Ron had a very special story to share with Al. His Father-in-Law, S/Sgt. Norman Ploor flew 50 missions in WWII as a B-24 ball turret gunner...yes...50 missions in a ball turret. Although Norman passed away in July 1, 2016 at 93 years old, Ron was fortunate to spend time with him over the years and hear Norman's WWII stories. Norman also kept some keepsakes from the war and, as you'll see in this feature, a number of WWII photos with several taken from the ball turret position.

Norman was born on February 15, 1923 in Two Rivers, WI. When war broke out, his brother joined the Army and, in 1942, Norman enlisted in the U.S. Army Air Corps to become an aircraft mechanic. Trained air gunners

were in demand so he was ordered to gunnery school. Norman was 5' 4" making him an excellent candidate for the cramped space of a ball turret.



455th BG patch

S/Sgt. Ploor was assigned to the 15th AF/743rd BS/455th BG, the “Vulgar Vultures.” On May 16, 1943, his crew set out in their B-24 Liberator from Kansas – Florida – Trinidad – Puerto Rico – Brazil –



Morocco – Tunisia – and their final destination and base in San Giovanni, Italy – a 10 day trip.

The base was brand new with runways carved out of the landscape and the surrounding terrain filled with olive trees. Norman and the other crews slept in tents and made their own improvements to living areas and base accommodations.



Building the chow line.



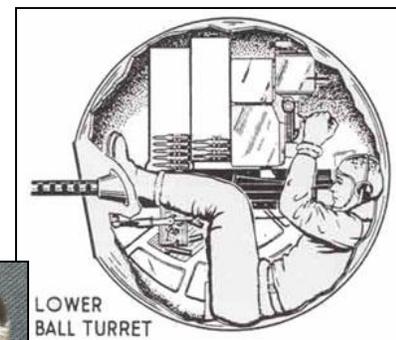
The crew in the olive grove. Norman in dark coveralls. Prather is front center.

Norman flew with the same crew throughout the war – something rarely heard of. He credits their survival with a cocky pilot, Charles Prather, who was aggressive but kept them safe. Norman flew missions in the belly turret but was crossed trained as an FE and bombardier. The belly turret in a B-24 was lowered into combat position and retracted when they were out enemy territory. The belly turret

was a tough proposition for any airmen but Norman did his duty. On missions lasting up to six hours, his legs would go to sleep and would rub them to keep the blood circulating. The view was spectacular. When possible, he was able to take along a Brownie camera to capture the bomb group in formation and on the bombing run. The pictures in this feature have only been shared with Norman's family and friends to date.

On June 26, 1944, Norman's crew aboard their B-24H Liberator, "Prather's Panthers" were ordered to bomb the Moosbierbaum oil refinery at Vienna, Austria. 36 Liberators were in the formation. Only 26 would return from the mission. The bomb group received a Distinguished Unit Citation for the action. Norman kept a copy of the citation seen on the next page.

On another mission, Norman's ball turret was hit by flak. A piece flew through the Plexiglas and landed on his pant leg burning through the fabric and burning him. He was awarded a Purple Heart for his injury. He kept some of the broken Plexiglas and later made it into a piece of jewelry for his wife.



Above: The tight quarters of a ball turret gunner.

Left: The heart pendant made from broken Plexiglas and Norman's wings.



Prather's Panthers.

Norman married Helen Bergquist Dec 25 1943, the day before he left for the war. After the war, they raised six sons and a daughter. One of their sons had a brain tumor and began to go blind. Norman moved the family close to the best school for the blind in the area.

Ron Koebler married the Ploor's only daughter, Cheryl. Ron is a veteran having served in the Navy from 1961-69. Norman opened up to Ron about missions and shared WWII memorabilia. Norman only made it to one 455th BG reunion. He said money was tight to go and he was too busy raising his family.

Norman had one confirmed kill and was never shot down. When asked how he could go up 50 times as a belly turret gunner he said, "I was just doin' my job."

Norman's family hopes you enjoy this unique collection of pictures and is grateful for the CAF and our mission to fly precious WWII warbirds and tell the story of the Greatest Generation.



Norman and Helen.

When possible, Norman took pictures. His camera captured beautiful mountain ranges, target areas such as bridges, army barracks and factories. He also captured tragedy when he snapped a picture of a burning Liberator going down.

After the war, Norman settled in Janesville, WI. He was a mechanic with Chrysler and won several awards for his workmanship.



Norman's dogtags, patches and souvenirs. 25

R E S T R I C T E D

HEADQUARTERS
FIFTEENTH AIR FORCE
APO 520

GENERAL ORDERS)
NUMBER 232)

15 January 1945.

Citation of Unit. Section I

SECTION I - CITATION OF UNIT

Under the provisions of Circular No. 333, War Department, 1943, and Circular No. 89, Headquarters NATOUA, 10 July 1944, the following unit is cited for outstanding performance of duty in armed conflict with the enemy:

455TH BOMBARDMENT GROUP. For outstanding performance of duty in armed conflict with the enemy. Notified to prepare maximum aircraft for a mission against the highly important and heavily defended Moosbierbaum Oil Refinery, Moosbierbaum, Austria, the ground crews, despite acute shortages in personnel and equipment, worked untiringly and with grim determination to have their aircraft in the peak of mechanical condition to insure the success of this vital operation. On 26 June 1944, thirty-six (36) B-24 type aircraft, heavily loaded with maximum tonnage, were airborne, and, assuming the lead of the other groups of their Wing, set course for their destination. En route to the target the formation was intercepted by approximately twenty (20) twin-engine enemy fighters which were engaged by the escorting fighters. Immediately thereafter, the bomber formation was attacked by approximately sixty (60) additional twin-engine fighters in a series of vicious head-on attacks, firing rockets, heavy machine guns and 20mm cannon in a desperate effort to destroy the bomber formation. Nearing the target sixty (60) more single engine fighters joined in the aggressive and relentless attacks against the Group's formation. Headless of this seemingly overwhelming opposition, the gallant crew members battled their way through the heavy enemy fire to the objective. One of the bombers, after colliding with an attacking fighter, remained persistently with the formation for the bombing run before dropping out in flames. Two other bombers set on fire by enemy gun fire, continued over the target, successfully dropped their bombs and then exploded in mid-air. With complete disregard for the continued heavy opposition, displaying outstanding courage, leadership and fortitude, the Group held its lead of the Wing formation, bringing it through the enemy defenses for a highly successful bombing run. The oil storage area of the refinery was heavily hit with large fires started. Eight direct hits were sustained by the power station and numerous rolling stock and vital installations were severely damaged throughout the plant area. During the fierce aerial battle to the target, the gallant gunners of the Group, through their skill and determination in the defense of their formation, accounted for thirty-four (34) enemy fighters destroyed, to hold the losses of their Group to ten (10) heavy bombers. By the conspicuous gallantry, professional skill and determination of the combat crews, together with the superior technical skill and devotion to duty of the ground personnel, the 455th Bombardment Group has upheld the highest traditions of the Military Service, thereby reflecting great credit upon itself and the Armed Forces of the United States of America.

BY COMMAND OF MAJOR GENERAL TWINING:

R. K. TAYLOR,
Colonel, GSC,
Chief of Staff.

OFFICIAL:

/s/ J. M. Ivins
/t/ J. M. IVINS,
Colonel, AGD,
Adjutant General.

R E S T R I C T E D



Bomb run.



Over the Swiss Alps.



Smoke over the oil refineries at Ploesti.

Sgt. Tom Ploor

TOPEKA TO ITALY - 11,000 MILE FLIGHT - 18 DAYS.

5-11 - Topeka, Kansas to West Palm Beach, Florida - Home in Field.
 5-17 - West Palm Beach to Trinidad - Gonzalez, Port Rico.
 5-20 - Middle Field - Trinidad to Balboa, Canal Zone - Val. Duane Field.
 5-21 - Balboa to Natal, Brazil - P. M. ...
 5-22 - Natal, Brazil to Dakar, Africa - Chase Field.
 5-24 - Dakar, Senegal to ...
 5-25 - ... to ...
 5-26 - ... to San Giovanni, Italy. Permanent Base.

PLACES BOMBED AND INDUSTRY, AND SIZE OF BOMB.

STARTING DATE of MISSION: 5-30-42

2	WELLS, AUSTRIA	- FRAGMENTATIONS	- AIR CRAFT FACTORY
2	MISCOLA, HUNGARY	- 500#	- MARSHALLING YARDS. RR.
1	GENOVA, ITALY	- 500#	- MARSHALLING YARDS.
2	...	- 500#	- R.R. ...
2	MUNICH, GERMANY	- 1000#	- AIR CRAFT FACTORY
1	FERRARA, ITALY	- FRAGMENTATIONS	- BOMBED FERRARA
3	GIUREIU, ROMANIA	- 250#	- BOMBED GIUREIU
3	MUNICH, GERMANY	- 1000#	- AIR CRAFT FACTORY
2	VIENNA - AUSTRIA	- 250#	- OIL WELLS - OIL STORAGE
1	CHIVASSO - ITALY	- 250#	- SUPPLY DEPOT
2	ORADOUR - ROMANIA	- 250#	- RUL. DEPOT & RERTIR SHOPS
1	FLERS - FRANCE	- 1000#	- R.R. BRIDGE
1	KARLOV - BULGARIA	- 100#	- AIR FIELD
2	BUDAPEST - HUNGARY	- 300#	- BOMBED BUDAPEST
2	BURSA - TURKEY	- 500#	- BOMBED R.R. BRIDGE ALONG "FEIST" ALTERNATE NO. 2
2	ODERTAL - GERMANY	- 1000#	- BOMBED ODERTAL
3	MUNICH ENDAF - GERMANY	- 1000#	- MUNICH ENDAF
1	PALESTI - ROMANIA	- 500#	- OIL FIELDS
1	VIENNA - AUSTRIA	- 250#	- VIENNA
1	BUDAPEST - HUNGARY	- 500#	- BUDAPEST
1	PALESTI - ROMANIA	- 500#	- OIL FIELDS
1	ROCH FRET - HUNGARY	- 500#	- BUDAPEST
2	FREDRICKSHOFEN - GERMANY	- 500#	- FREDRICKSHOFEN
1	LYONS - FRANCE	- 500#	- LYONS
2	BLECHHAMMER - GERMANY	- 500#	- BLECHHAMMER

S/Sgt. Ploor's personal log.



Flak.



Tragedy strikes a Liberator.



Editor's Corner

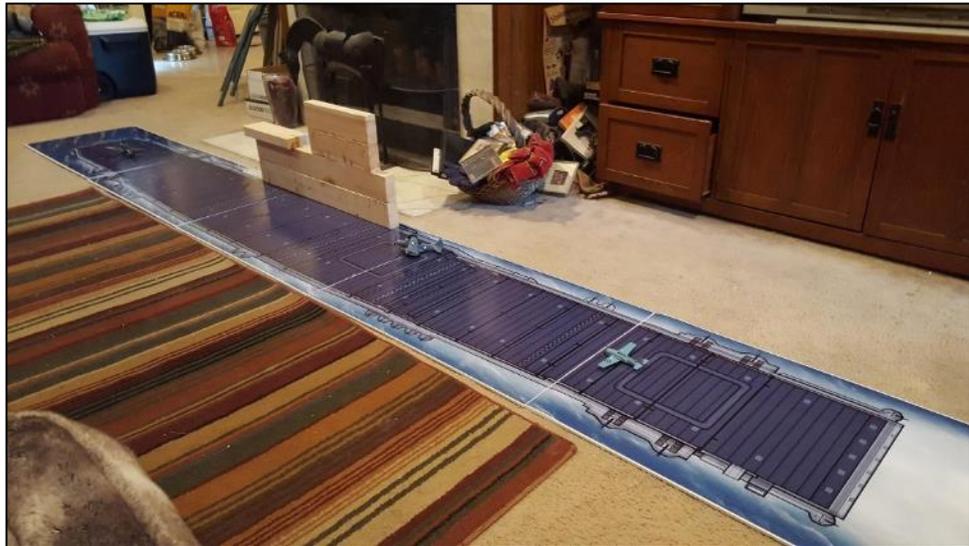
Zipline WWII Carrier Experience at WOD

I pray I can get this done in time. I have some crazy guys helping me. For Wings Over Dallas we're building a 12 ft. WWII aircraft carrier, USS Hornet (CV-8). The carrier will have a tribute 1:72 Doolittle Raider lifting off the bow. The stern will be set-up for a zipline. Kids will run a 1:72 fighter down 8-10 ft. of fishing line to the flight deck. Their landing will be graded by a LSO who will be waving ping pong paddles. On top of all this, the zipline activity might be interrupted by a surprise torpedo attack.

If you are volunteering for the show, maybe you can peel off some time to help us run the zipline. Fellow CAF Squadron member, Ken Kovar is also putting together a display of WWII Pacific theater combat aircraft models and art.

There are some good educational opportunities for this activity. Of course we can talk about the Doolittle Raid and the significance of the first two major carrier battles in WWII, the *Battles of Coral Sea* and *Midway*. We can use the Devastator model to talk about the logistics for storing aircraft. I'd like to talk about aircraft tailhooks and arresting gear. The LSO position is another teachable moment.

If you have some insight on carrier logistics in WWII, please e-mail me your info or better yet, join us in Dallas on Oct 6-8!



Five 20" x 30" sections comprise the deck. I'll add a white stripe to guide the B-25s!



1:72 B-25 and F4F Wildcat



1:72 TBD Devastator

THE FLYER WANTS YOU!

You are welcome to contribute a story, photographs and artwork for this decades-old newsletter. If you are a veteran, please tell us your story. Squadron members continually meet veterans at the hangar, on tour and in everyday life – let us know their stories. We're also looking for contributors for "This Month in History" and news spotlighting our aircraft and members.

Thank you and
"Keep 'Em Flying!"

Konley Kelley
THE FLYER editor
konartist@verizon.net





B-29 / B-24 Squadron

Mailing Address:
PO Box 763577
Dallas, TX 75376
United States of America

Street Address:
5661 Mariner Drive
Suite 2924
Dallas Executive Airport
Dallas, TX 75237

www.cafb29b24.org
www.AirPowerTour.org
972-387-2924 (Hangar)
432-413-4100 (Ride Desk)