



THE FLYER

Commemorative Air Force, Inc.
B-29 / B-24 Squadron

Go West



*FIFI over the Mojave Desert, CA
Photo by Al Benzing*

FIFI headed to CA and WA
May 2014



COMMEMORATIVE
AIR FORCE

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

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*FIFI and Man O' War share the ramp in Lancaster, CA
Photo by Al Benzing*

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**Special Feature:
“Col. Glenn Frazier”
By Konley Kelley**



CAF AirPower History Tour

National Air Tour of Historic World War II Aircraft



Summer Tour A *FIFI*

Prescott, AZ	May 14-18
Lancaster, CA	May 19-22
Bakersfield, CA	May 22-27
Santa Maria, CA	May 27-29
Salinas, CA	May 29-June 2
Modesto, CA	June 2-5
Sacramento, CA	June 5-10
Napa, CA	June 10-12
Olympia, WA	June 12-16
Boeing Field, WA	June 16-19
Paine Field, WA	June 19-22

Summer Tour *Diamond Lil*

Reading, PA	June 6-8
Buffalo, NY	June 9-11
Hamilton, Canada	June 12-15
Akron, OH	June 17-22
Findlay, OH	June 23-25
Dayton, OH	June 26-29
Dupage, IL	July 25-27
AirVenture Oshkosh, WI	July 28-Aug 3
Kalamazoo, MI	August 4-6
Willow Run, MI	August 7-10

Maintenance Break

June 23-July 6

Summer Tour B

June 23-July 6

Fall Tour

Sep 19-Oct 1

AirPower EXPO

Oct 3-5

CAF AirSho

Oct 10-12

Check www.AirPowerTour.org for tour updates and news on other aircraft joining *FIFI* and *Lil*.

*Schedule subject to change.

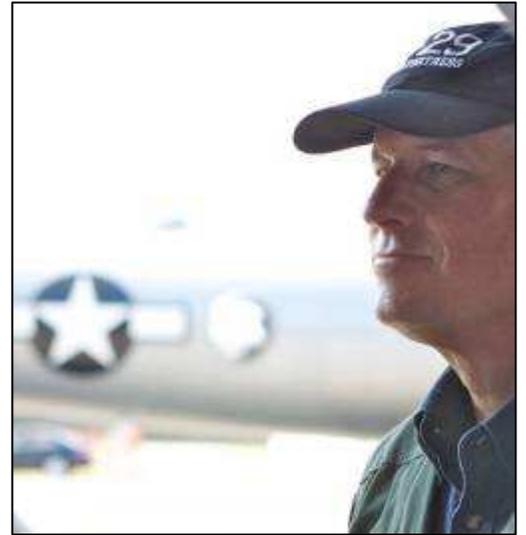


FIFI



Squadron Report

Summer tours are here. As I write this, *FIFI* has just arrived at her second stop and *Lil* is getting ready to go to her first stop. Early indications from rides sales indicates these are both going to be a great tours. My thanks to all those who have signed up to support *FIFI* and *Lil*. And, of course, Jon Oliver and the *Bucket of Bolts* are tearing it up too. Check in, there may still be room if you're thinking of going.



I sent out about 75 new tan flight suits for those who ordered them at ground school. Also, you should be receiving a pair of patches to go with that new suit. I urge everyone to start wearing them on tour as you receive them.

Starting with our next meeting in June, we will begin to have our Squadron meetings at our new home at Dallas Executive. One note, our next meeting, instead of being on the 21st, will be held the 28th. This is because many of us will be out on tour. Please change your agendas. Hopefully by that meeting we can inform in more detail about the Squadron's timeline for fully moving to Dallas Executive. A new home of our own.

Neils Agather
Squadron Leader



Two new patches for tan uniforms



B-29 pilots Steve Zimmerman and Jeff Linebaugh wiping down FIFI in Bakersfield, CA.

Jeff is wearing a new tan flight suit.

Photo by Caren Landis

Executive Officer Report

With the announcement that our new national headquarters will be relocated to Dallas Executive Airport, we can now focus on building for the future. It's been a long and rather difficult journey for the General Staff but they have done a great job and deserve our thanks.



Having flown out of Executive Airport (formally known as Redbird) for nearly 50 years, I can tell you it's one of the most user-friendly airports in the country. It is only 10 to 15 minutes from downtown Dallas and will be convenient for our members. There is plenty of room for our needs and the city of Dallas is willing to work with us. Of course, we have quite a way to go until we're moved in but we're on the road.

Tom Travis
Executive Officer



*Debbie Travis King and Tom Travis aboard Diamond Lil
Photo by Raymond Jeffcoat*



Red area notes the location of the new CAF National Airbase in proximity to downtown Dallas.

Flight Operations Report

Summer Tour A is underway. After being tugged out on the taxiway at Meacham field we started engines for the 4 ½ hour flight to Prescott Arizona. A long leg for *FIFI*, but with her 6 week tour we have much ground to cover. After circling the town a few times we made our approach to the 5,000 foot elevation airport. A careful circling pattern inside the mountains made for a good landing. We rolled to the end of the runway where our event would encompass the entire general aviation ramp. Ramp space is what we needed because later the next day a B-17, C-47, P-51 Mustang, and a T-6 Texan would all happily arrive. But let's not forget the famous *Bucket of Bolts*, which sat proudly on the ramp ready for its riders.



Prescott, AZ was a fantastic tour stop and we were very busy working side by side with the CAF Airbase Arizona crew. *FIFI* completed three full rides and the B-17 had four rides of their own but the prize goes to the C-45 *Bucket of Bolts* for flying 11 rides during the weekend. And that's probably a light weekend for the bucket.

What a winning combination to have so many CAF aircraft all on one ramp. It was a very successful tour stop for both of our units and the camaraderie amongst CAF personnel was high. We continue to utilize this business model going into the future. Spreading the message about the CAF and its mission is crucial to our future.

I'm proud to say this is only the first of 19 cities that the B-29 will visit during her summer tour to the Pacific Northwest and back. Ride sales are going well in all cities but our visit to Paine Field in Everett is through the charts. I think this tour stop will be a tremendous boost to our bottom line. It will also be a wonderful tribute to return the airplane to its home city.

From Everett, we start our trek home through Boise, Salt Lake, and Denver Colorado. All of these cities are listed on our website www.airpowertour.org

My attention is now on what our aircraft will do this fall. We are in preliminary talks about a mid-continent mini tour where the aircraft would only be away for two weeks. We also have our usual commitments in places like Midland and our new hometown of Fort Worth. Towards the end of October we will also be traveling as far as New Orleans to finish out the season. Watch the website as stops develop for September and October.

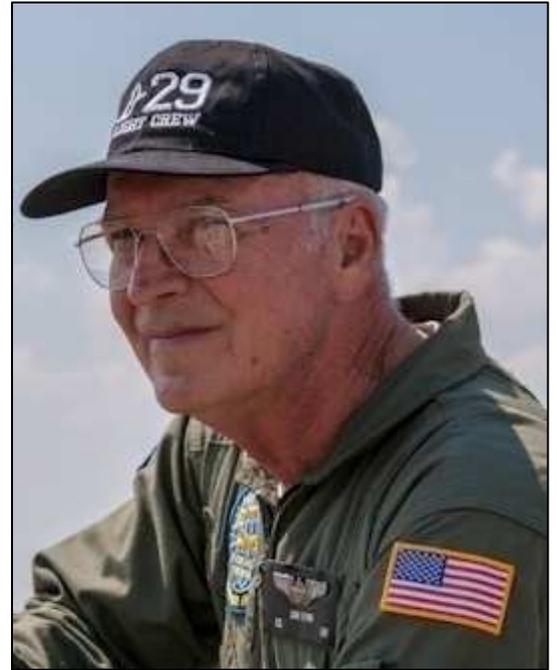
David Oliver
Flight Operations Officer
630-853-9624

Training & Safety Report

In aviation, we commonly use the term "situational awareness" during our training programs.

This "situational awareness" means we always need to be acutely aware of what is going on around us and to be constantly alert for things that may cause us problems.

This "situational awareness" is extremely important as we do our tasks during this year's tour season. As I write this we are already on the first stop of the B-29 Summer Tour in Prescott AZ. Diamond Lil will be leaving for Reading on her summer tour on June 5. Here are a few "situational awareness" tips:



SITUATIONAL AWARENESS TIPS

- Our visitors always want to be "close to the action" of our aircraft. However, we need to be alert to make certain our visitors do not place themselves in danger of propeller blasts during engine start, during taxi out and taxi in. Be courteous, but be firm to have them move out of the danger area.
- We always need to have our squadron volunteers in position to consistently remind our visitors to be alert for "head knockers" in and around our aircraft during aircraft especially during aircraft tours and also as they board our aircraft for their ride experience.
- We also need to be on alert for visitors who seem to think it's OK to smoke under and around the aircraft.
- Please don't forget your own personal "situational awareness". Wear your sunscreen and drink a lot of water to protect yourself during the hot summer days as we are out on the road with our aircraft.

REMEMBER, IF THE JOB IS DONE RIGHT, IT IS SAFE!

John Flynn
Safety Officer

PIO Report

We are in the midst of the third stop of B-29 Summer Tour A and I am happy to report I have all of the ads bought and placed up through Sacramento -- seven stops down and two to go. I will finish up Napa and Seattle the first of the week. I am also churning out the press documents and calling the contacts for all eleven of the stops well in advance because I will be out of the country for 10 days in mid June.

There has been good press interest so far and we have excellent partners in key stops who will be very helpful to us in that regard. I think Seattle will be amazing. Thanks to Brad Pilgrim for all of his help in that part of the world. By the looks of ride sales for the two Washington stops -- well, let's just say Brad has gone above and beyond. Great job!



We will also be announcing *Diamond Lil's* eastern U.S. tour the beginning of the week. Chris Trobridge has offered to help out with PR for the B-24 tour and I sure do appreciate it.

Getting everything set up to run smoothly while I'm gone has been hectic -- but also proves I do have it in me to be organized after all. Hopefully some of those more efficient work habits will stick with me.

Fingers crossed all goes well. . .

Please remember we are interested in any and all squadron news to report on Facebook and Twitter. Please send me anything you think is interesting and I will pass it along to Kevin.

Wishing all of you a safe and happy Memorial Day weekend.

Kim Pardon
PIO



Financial Report

Belt Tightening Continues

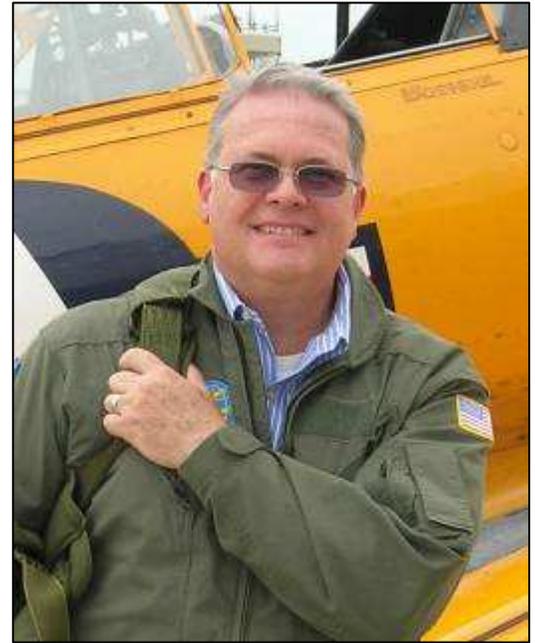
As some of you know, I have been talking lately about our financial condition and how it will affect us going into next fall and winter. In short, we are behind and need to make adjustments in order to be able to pay our bills throughout the winter months.

We have good income from March through October. In November the flow of money stops. But the spigot of money flowing out does not. We have ongoing bills, especially salaries and interest that require us to build up a reserve in order to carry us through the winter MX season. But we are not building up cash as much as in previous years. In fact, we are not building up any at all right now.

Year to Date Results Through May 15, 2014

The numbers listed below show that we have spent almost \$100,000 more than we have taken in so far this calendar year. Some of the reasons for this shortfall include:

- The Florida Tour, while successful, netted \$100,000 less than our 2013 Spring Tour.
- Increase in MX payroll to three full time mechanics and additional contract help.
- Increase in Admin costs including extra accounting help.
- Moving costs and hangar rent.
- B-29 engine repairs. We have spent \$67,000 this year on engine repairs at Anderson Airmotive. We still owe an additional \$10,000.



B-29 / B-24 Squadron & the AirPower History Tour Through May 15, 2014			
	Cash Balances		
	Balance at 1/1/2014	Balance at 4/30/2014	Gain / Loss
Addison Checking Accounts	\$ 116,838	\$ 173,657	\$ 56,819
B-29 Aircraft Account	\$ 221,005	\$ 117,308	\$ (103,697)
B-29 Engine Fund	\$ 64,345	\$ -	\$ (64,345)
B-24 Aircraft Account	\$ 20,981	\$ 42,757	\$ 21,776
Stearman Aircraft Account	\$ -	\$ 1,089	\$ 1,089
T-6 Aircraft Account	\$ 9,468	\$ 4,468	\$ (5,000)
Cash Balance Totals	\$ 432,637	\$ 339,279	\$ (93,358)

West Coast Tour Starts Strong

I believe we will have a successful West Coast Tour. Pre-sales are strong. The first stop in Prescott was very successful. A good tour can help to pull us back to even. The B-24 has several good airshows booked this summer and almost all rides at Reading are already sold out.

We Can Do This

There are many great things happening and these challenges can be met. *FIFI* is still the number one warbird in the world and will be for a long time. The AirPower History Tour is very successful. There are answers. We may need to do things differently in the future, but I'm very optimistic about the Squadron's future and our ability to tour, tell the story and complete our mission.

DIAMOND LIL

B-24 Go Team Report

There is a great deal of information on www.AirPowerTour.org but some of the most useful may not be obvious. When you 'mouse over' **B-29 Schedule** or **B-24 Schedule**, a handy list of events is displayed. Select one and it will take you directly to the page for that city. However, *if you'd rather see an overview* of all of the events, **CLICK** on **B-29 Schedule** or **B-24 Schedule**. This will display a complete list for that aircraft, and perhaps more importantly, will show a Calendar of events. The calendar can be scrolled through the months, showing both aircraft schedules and it can be printed.

B-24 is leaving a day early – Wed June 4th. In order to be sure we have the flexibility to deal with weather on this cross-country trip to our first airshow at Reading, PA, we are allowing extra time. Reading has already sold out 8 ride flights! It is likely that we will post and fill a 9th flight. A great way to begin the tour.

Bring your Passport! For crewmembers scheduled for Hamilton, ON (Canada)

Muncie, IN vs Findlay, OH. Initially, Muncie, IN was on the Calendar as a proposed Tour Stop, but the event has been change to Findlay, OH for June 23-25.

OSH AirVenture Some Squadron members are traveling to Oshkosh on their own but have volunteered to help as extra crew. Thanks for going above and beyond!

A PB4Y-2 Privateer is scheduled to fly with Lil at Thunder Over Michigan. *One of the first and one of the last* B-24 variants together during the 75th Anniversary.

Lil returns to DFW area Aug 11th for 30 days of Maintenance. *Volunteers needed!*

Potential B-24 Fall Events

Altus AFB - Sept 13th
Cavanaugh 485TH BG - Sept 20th
AirPower Expo KFTW
Airsho in Midland
New Orleans

Completing Winter Mx by Dec 2014 is a strategy being considered. That would allow *Lil* to appear in some early Airshows in 2015 - perhaps a Florida Tour.

There is a significant need to recruit current and new members who will volunteer hours and days toward many Squadron tasks. Please consider how you can further our mission with your time and talent.

Thanks to all who work to Keep' m Flying.

Al Benzing
B-24 Go Team Leader
albenzing@gmail.com

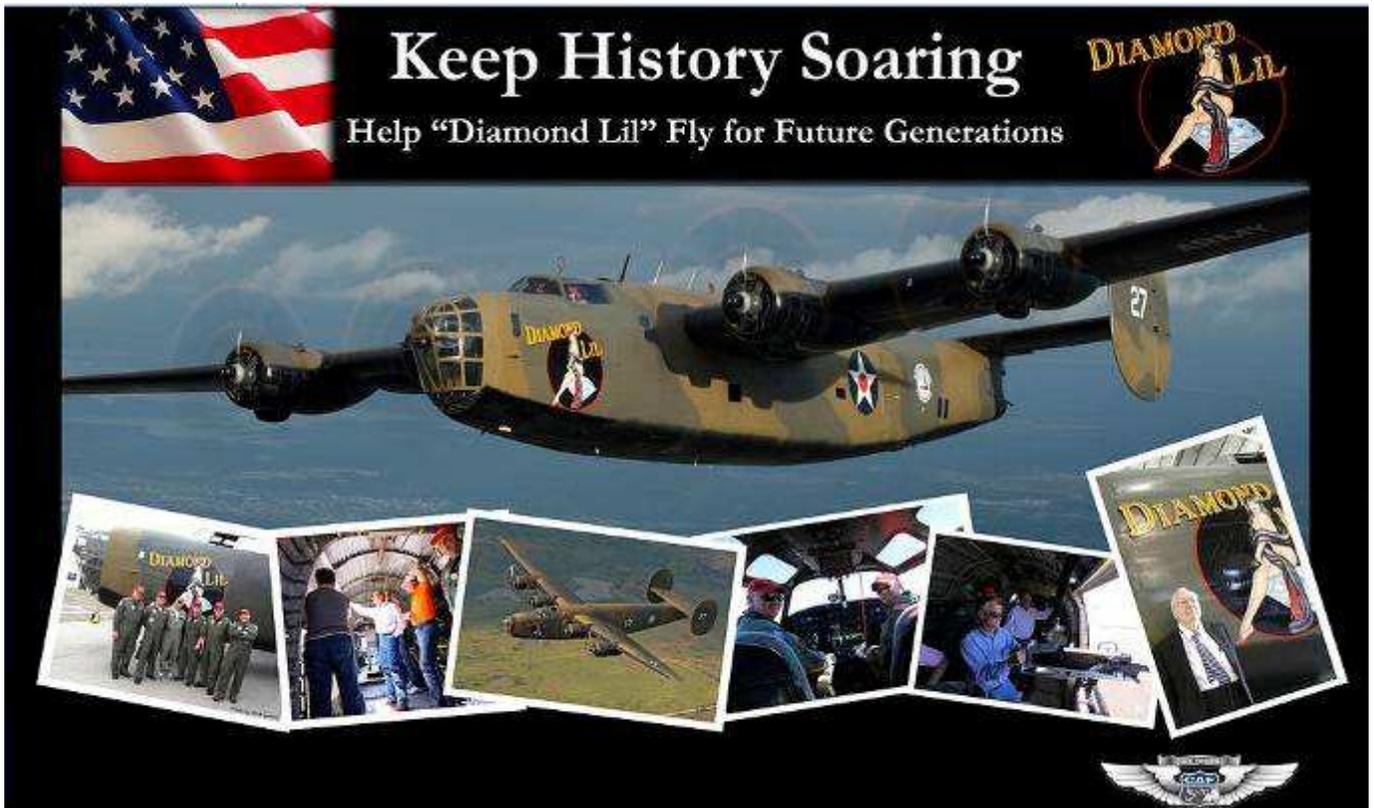


DIAMOND LIL
SUMMER SCHEDULE

JUN 06-08: READING, PA
JUN 09-11: BUFFALO, NY
JUN 12-15: HAMILTON, ON
JUN 17-22: AKRON, OH
JUN 23-25: FINDLAY, OH

JUN 26-29: DAYTON, OH
JUL 25-27: DUPAGE, IL
JUL 28-AUG 3: OSHKOSH, WI
AUG 4-6: KALAMAZOO, MI
AUG 7-10: WILLOW RUN, MI

WWW.AIRPOWERTOUR.ORG



Keep Diamond Lil Flying!

Diamond Lil is one of the first B-24's built and now one of only two still flying...

During the last airshow season, Diamond Lil experienced a total hydraulic failure, leading to a nose gear collapse during landing. The repairs have required over a year of work by staff and volunteers and many thousands of dollars. Replacement components had to be created by craftsmen, because original parts are no longer available.

Diamond Lil is a very rare B-24A. She was among the very first built, number 18 off the assembly line. She would be followed by over 18,000 B-24's or their variants. As restoration is completed, Diamond Lil will again be flying to airshows and tour stops around the country. Veterans of WWII and their families will have an opportunity to once again see a B-24 Liberator, hear the sound of her engines and even experience a ride on this historic aircraft.

To offset the significant costs of restoration and to keep Diamond Lil flying, we need the help of many. There are volunteers who donate their time and talent, but we also need those who can help with the funds to keep her flying.

Our goal is to raise \$75,000 to replenish the funds required to repair the damage from the nose gear collapse. Please help us meet our goal!

Your tax deductible donation will Keep Diamond Lil Flying!



Keep Diamond Lil Flying Video was produced by Shanty Films LLC
www.Crew713.com
 Produced by Kelly McNichol & Fiona Hall
 Roman Flute-Director of Photography
 Abel Diaz-Grip/Electric
 Daniel Montoya-Editor
 Voice Overs recorded at
 Janimation Studios
 Mike Walker-Sound Engineer
 Produced and directed by Alejandro Mena

www.KeepDiamondLILFlying.org



Member News

May, 2014



The CAF B-29/B-24 Squadron welcomes these new members in May, 2014

Tyler Rhoades of Lacey, Washington
Robert Burge Jr of Park Falls, Wisconsin
Steve Smith of Granbury, Texas
Barry Toms of Turnersville, New Jersey
Charles Conley of Senecaville, Ohio
Joe Fleming of Georgetown, Florida
Wade Hanniball of La Canada, California
Jerry Ann Anderson of Homer Glen, Illinois
Bill Brown of Naperville, Illinois
Russell Chamberlain of Crestview, Florida

Welcome back Charles Cotropia of Dallas, Texas
and James West of Magnolia, Arkansas!

June Squadron Mtg– Date/Time Change

Saturday, June 28, 1:00 pm
Dallas Executive Airport Terminal Building
5303 Challenger Drive, Dallas, TX 75237
Drive In or Fly In

The June Squadron meeting will be held on Saturday, JUNE 28. Please note this is one week later than originally published. The reason is many Squadron members will be away with *FIFI* and the AirPower History Tour in Seattle, WA on the 21st.

Come early and enjoy a burger or salad in the Terminal restaurant, Delta Charlie's.

www.deltacharlies.com

Membership Info

If you have any membership questions, please feel free to contact me at:

squadadjutant@gmail.com

Dues and new member applications can be mailed to:

Debbie King
13562 Braemar Drive
Dallas, Texas 75234
B29/B24 Squadron Adjutant
469-688-1709



Squadron adjutant, Debbie King

For Squadron gear and merchandise, don't forget to visit the Px!



<http://www.b29b24px.org/>

Find us on 



2014 Squadron Meetings & Activities

2014 Squadron Meeting Dates & Activities			
B-29 / B-24 Squadron			
Month	Day(s) of Week	Meeting Date(s)	Squadron Meetings and Activities
June	Sat	28-Jun	1:00 pm -- Dallas Exec Airport
July	Sat	19-Jul	No Meeting
August	Sat	23-Aug	Ice Cream Social / Dallas Exec Airport
Sept	Sat	20-Sep	1:00 pm -- Dallas Exec Airport
Oct	Fri / Sat / Sun	Oct 3, 4, 5	CAF AirPower Expo
Oct	Fri / Sat / Sun	Oct 10, 11, 12	CAF AirSho Midland
Nov	Sat	15-Nov	Annual Meeting and Chili Cook Off
Dec			No Meeting
B-29 Schedule Overview			
Tours	Beginning Date	Ending Date	Destination
Spring	10-Feb	31-Mar	Florida Tour
Summer Tour A	14-May	22-Jun	Summer Tour A -- CA, OR, WA
Maintenance	1-Jul	10-Jul	MX Break at Paine Field, Seattle area
Summer Tour B	6-Jul	3-Aug	Summer Tour B -- WA, ID, UT, CO, KS
Museum Display	4-Aug	25-Aug	B-29 on display in Midland
Maintenance	26-Aug	18-Sep	Ft. Worth @ Vintage Flying Museum
AirPower Expo	3-Oct	5-Oct	CAF AirPower Expo (location TBD)
CAF AirShow	10-Oct	12-Oct	Midland
Fall Tour			TBD
Season Ends		3-Nov	
B-24 Schedule Overview			
Tours	Beginning Date	Ending Date	Destination
Summer Tour A	6-Jun	29-Jun	Summer Tour A -- PA, NY, Canada, OH
Maintenance	1-Jul	10-Jul	MX Break at Marion, IL
Summer Tour B	25-Jul	10-Aug	Summer Tour B -- IL, Oshkosh, MI
AirPower Expo	3-Oct	5-Oct	CAF AirPower Expo (location TBD)
CAF AirShow	10-Oct	12-Oct	Midland
Fall Tour			TBD
Season Ends		3-Nov	

Volunteers Wanted

Vintage Flying Museum, Meacham Airport, Ft. Worth

MAINTENANCE IN PROGRESS



B-29 Superfortress



B-24A Liberator

- Mechanics
- General Maintenance
- Help around the Hangar

Contact Rick Garvis, Crew Chief
rgarvis@cafhq.org



www.cafb29b24.org

LAST OPPORTUNITY TO CONTRIBUTE

70TH D-DAY

ANNIVERSARY



May God bless our soldiers and their families for making the ultimate sacrifice.

The invasion of Normandy, France or D-Day began on June 6, 1944, during World War II. It was the largest amphibious invasion to ever take place. Thousands of lives were lost during the battle. D-Day was one of the most significant battles of World War II for not only the United States but also many Allied countries to stop the Axis power from taking control over Europe.

Mission: Sector K Media will be going to Normandy to document the events honoring the soldiers and people who were there during the invasion. The events include reenactments of the battle with numerous paratroopers jumping from C-47s with daksovernormandy.com and landing of Allied troops. This may be the last time to see the surviving veterans who fought in Normandy in 1944. The events will be documented in photo books we will design to tell the story of what some call the greatest generation that ever lived. The books will take you on a journey from the C-47s participating in the event to the people who lived in the towns and may have helped the soldiers during the war.

Goal: With your financial support we will be able to print the books, preserve the military heritage and history to pass on to younger generations. Major contributors or sponsors have an opportunity to have their logo of their company in a chapter or acknowledgement in the books.

LAST CHANCE TO CONTRIBUTE TO THIS HISTORICAL EVENT.
For more information to donate, sponsor, or contribute to the book please contact Kevin Hong at 281.682.3947 or kevin@sectorkmedia.com. Please respond by May 30, 2014.


Kevin Hong
Principal of Sector K Media, LLC



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www.sectorkmedia.com • www.facebook.com/sectorkmedia

Photos by Lyle Jansma/Jansma Design, LLC

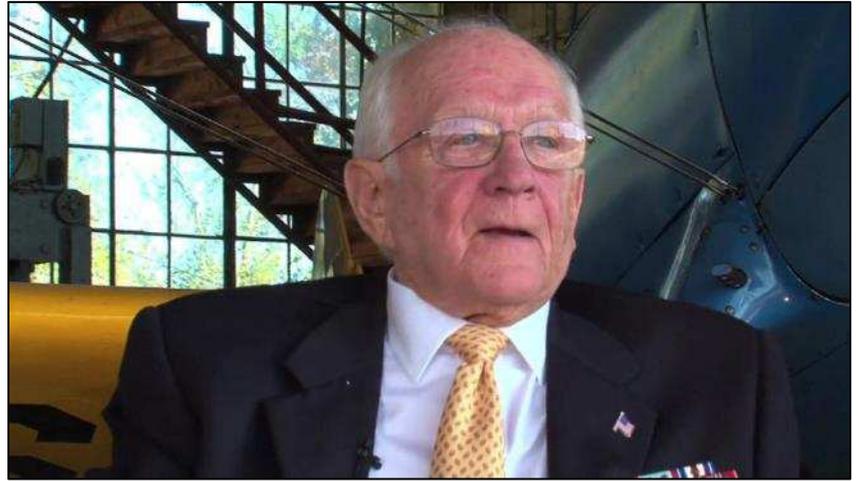


In Memoriam

Col. James Kasler, USAF (Ret.)

5/2/26 – 4/24/14

In April, the United States lost one of their most heavily decorated Air Force veterans, Col. James Kasler. Kasler began his career in the military when he enlisted in the USAAF during World War II. After undergoing aerial gunnery training, Kasler flew a number of missions over Japan assigned to the B-29 *Twentieth Century Limited*. On one of these missions the aircraft was damaged and forced to land at the not yet completed emergency field at Okinawa. After Japan surrendered, Kasler and his crew flew several missions dropping supplies to prisoner of war camps throughout Japan.



Still shot of Col. Kasler from HEROES OF THE B-29 by Hangar Workshop Productions featuring Col. James Kasler and Lt. John Neville.

See this video at: <http://vimeo.com/16748536>

In January 1950, Kasler once again entered the service of his nation, this time as a pilot cadet. After earning his wings, Kasler transitioned into the North American F-86 Sabre. It was in this aircraft that Kasler would become an ace by downing five North Koreans aircraft. After the Korean War, Kasler would be involved in the development and testing of several aircraft including the North American F-100 Supersabre and the Republic F-105 Thunderchief.

In February 1966, Kasler reported for duty in his third war, this time flying the F-105. In June of that year Kasler was awarded his first Air Force Cross for leading a formation of Thunderchiefs against a major Petroleum, Oil, and Lubricant facility on the outskirts of Hanoi, North Vietnam. In August of 1966, while attempting to lead the recovery of a downed pilot in North Vietnam, after refueling and returning to the last location of the downed pilot, Kasler was struck by enemy ground fire. After ejecting from his Thunderchief, Kasler was captured and remained a prisoner of war at the infamous Hanoi Hilton until 4 March 1973 when he was flown to the Philippines before eventually being reunited with his wife in the United States shortly afterwards.

Upon his return, Kasler served in the U.S.A.F. until May of 1975, when he retired. At the time of his retirement Kasler was (and remained) the only officer in the U.S.A.F. to earn three Air Force Crosses (the first for the mission against the POL facility, the second for the attempt to recovery a downed pilot, and the third for his time as a prisoner of war). In addition to these decorations, Kasler received a number of other awards such as the Silver Star (twice), Legion of Merit, Distinguished Flying Cross (11 times), Bronze Star (twice) and others.

Following his retirement, Kasler served as a spokesman for prisoners of war, and ran a successful golf course. At the time of his death, Kasler was living in Florida.

In 2005 Perry Luckett and Charles Byler worked closely with the Kasler family to publish *Tempered Steel: the three wars of triple Air Force Cross winner Jim Kasler*.



Special Feature

B-29 Combat Losses in the First 25 Missions of WWII

By Alex Green

When Japan attacked Pearl Harbor our Caltech research group joined their Rocket Program. My first task was on a multiple rocket launcher in final stage of construction. When we tested it at Goldstone Lake, Mohave Desert California the exhaust from first fired rocket blew back a rocket in an adjacent channel. That design was soon abandoned. Next I worked on developing the electronics to ignite in sequence flash bulbs installed in a 4 inch transparent Plexiglas rocket to be used in a rocket trajectory study. While at the Goldstone range to test it I observed the firing of a British Target rocket intended to simulate a fast moving aircraft attacking a ground gunnery position. That inspired me to write Rocket Project Report No. 1953 dated 5/1/42 describing a possible way of scoring a gunner who was shooting at a rapidly moving target. This so called Firing Error Indicator (FEI) was funded in 10/42. A year of frenetic group development followed, some technical details of which are available in patent No. 2,448,587 B1, "A Bidirectional Acoustic Firing Error Indicator" filed in 1944 in my name by Caltech.

Near the end of 1943, I joined the main gunnery R&D unit of the USAAF near Ft Myers Florida that in early 44 moved to Laredo Texas. My job, in part, was to introduce the FEI system into air to air gunnery training and in part to address the very urgent combat gunnery problems our bombers were facing against enemy fighters. Finding an optimum way to fire supersonic bullets from a rapidly moving bomber at a rapidly attacking fighter was a difficult problem. When the bomber was in a formation the complexity multiplied.

In early 1944 plans for Project Matterhorn were developed to introduce the B-29s into combat in the China- Burma-India theater. Probably thanks to my study. "Emergency Sighting Rules for Gunners on B-29 Bombers" I was inducted into USAAF at Ft. Sam Houston , San Antonio TX and assigned to the Operations Analysis (OA) unit of the 20th Bomber Command that then consisted of the 58th Bomb Wing and its 40th , 444th , 462nd and 468th Bomb Groups. My task was to assess the initial combat performance of GE's B-29 gunnery system. After 2 trips over the Hump from Kharagpur, India to Cheng'tu China in late 1944 to interview gunnery and intelligence officers, I completed 4 reports*. One was a proposal to retrofit the system with radar ranging. The other 3 were my OA reports.

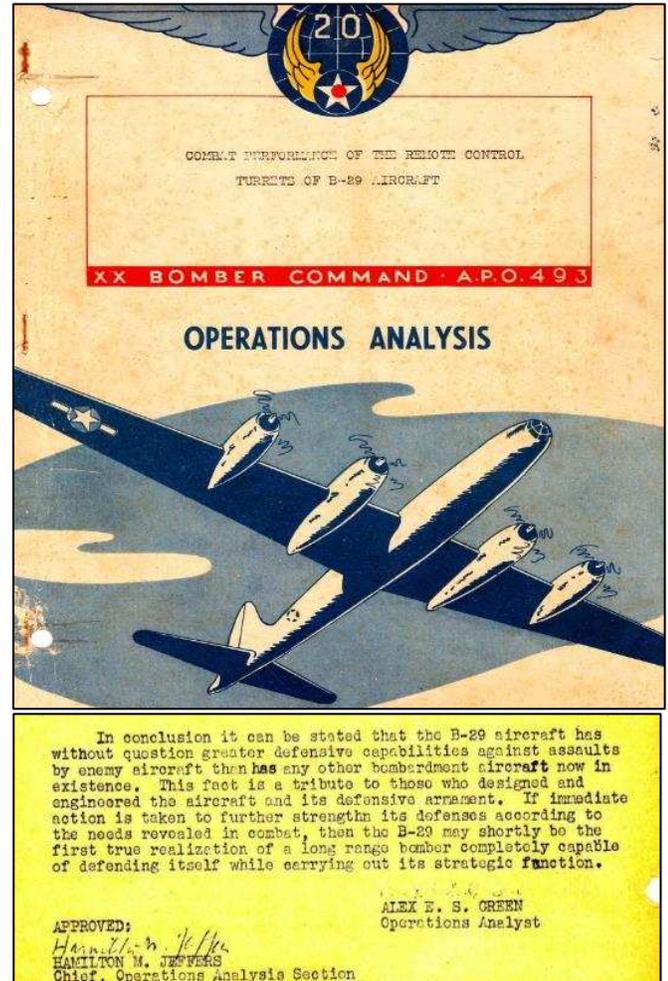
The next page has 4 tables extracted from these reports that have the greatest human interest. The page lists what was known about 37 life or death combat engagements at the very start of the 20th AF's B-29 campaign that led to our eventual victory over Japan.

*No.7 A Lightweight Radar Computer Combination for B29 RCT,10/23/44.

No.10 Analysis of Combat Losses, 1/5/45

No.11 The Serviceability of the B29 Defensive Armament, 1/16/45

No.14 Combat Performance of the R.C.T. System of B29 Aircraft, 2/10/45



B-29 Combat Losses in the First 25 Missions of WWII

APPENDIX I		CHART I				Remarks		
Mission No.	Group	Aircraft Number	Category of Loss	Source of Information	No. A/C In Formation	Position in Formation	Direction of Attack	Remarks
2	468	6230	Ap	cmr				One plane seen go down over target.
2	444	6293	G	bg st				Bombed on ground at Advanced Base.
4	468	6274	B	ag Wor an	1			3 engines out due to E/A and AA above last resort target.
7	40	6308	B	aa Wor ag	3		2L	Hit by flak, then by 2 engine E/A. Control cable & instruments out.
7	462	24474	A	ag omr ab	4		12H	E/A attacked from below with guns, then hit 474 with aerial bombs.
7	468	6334	A	r omr	4			12-0 Rammmed
7	468	6368	A	r omr	4			12-0 Hit by parts of 334
7	468	6408	A	as wor	4			Flak strike over target.
8	462	6360	B	ag omr	4		11	SEF 11 oclock hit #3 engine - later lost engine at #4 engine. Cracked up at Lachokow.
13	40	6281	C	ag pi	21		1H	Damage from 1:00 oclock high and high. Engineer killed. Loss due to lack of gas.
16	40	6237	B	omr				No. 4 engine on fire over target. Crew members safe. Walking out.
17	444	65204	B	ag pi	9		12?	1 Tojo plane made frontal attack causing considerable damage.
17	444	6321	B	ag st	9		2H	Controls damaged by E/A - crashed into 290 at Ankang. Aerial bomb and gunfire.
17	444	29510	B	ag omr	10		11H	Straggling, attacked and damaged 11 oclock high to belly, then other attacks. #4 engine shot out. Control cables broken.
17	462	6278	A	ag omr	9		12H	2 Jack II from 12 oclock high. Lost two engines.
17	40	6275	C	ag pi	10		11L	Miscalculations caused by injuries led to loss for lack of gas.
17	468	6359	H	ag st	8		11H	Attacked E/A over target - engine out and feathered, crew safe.
17	40	6290		pi				Landed at Ankang to refuel - hit by 510 on runway.
17	462	93848	B	ag wor	1		12H	Nose attack by E/A killed No. 2 engine. Engine fire
18	40	24452	B	ag omr	14		11H	Single fighter plane shot up 3 aircraft in 12 plane formation. 452 refused escort - lost 1 hr. out of Chittagong. Wounded men aboard.
19	40	63363	B	ag omr	11			Men safe - walking out. E/A shot engine out - unable to feather prop.
19	462	6299	A	r omr	18		11-0	Rammmed by Tojo damaged on way in from 11 oclock. Apparently Tojo couldn't avoid collision.

APPENDIX I

CHART I

(Cont'd.)

Mission No.	Group	Aircraft No.	Category of Loss	Source of Information	No. A/C In Formation	Position in Formation	Direction of Attack	Remarks
19	468	6390	A r	cmr	10		6H	Rammmed by Nick from rear shearing stabilizer. Apparently intentional after aircraft was damaged and pilot wounded.
19	444	6262	B	ag omr	13		1H	Straggling - hit by E/A from High right, raked nose and 1 & 2 engines. Went into flat spin. Then subjected to further attacks.
23	468	715	A r	cmr	10		12H	Rammmed by Val or Tojo - 3 bombers had fired at Val but no indication of their disabling it.
23	462	4505	A ab ag	omr	9		12H	2 Tojo head on coordinated attacks with aerial bombs. Followed by 2 more head on attacks by E/A with guns after it had left formation.
25	462	254	Ag agr	omr	5		12H 12-0	Jack and Tojo head on coordinated attack - #3 and 4 engines out. Ditched 1/2 hour later.
2	468	93826						Unknown - operational prob.
4	462	6256	H					Probably E/A
7	468	6264	Dpe	wor				Slight damage by E/A - hole in tail - later operational difficulty.
7	40	6301						Unknown - navigational prob.
7	40	93829	H					Unknown - low on gas
8	444	6234	D	pi				Prop governor trouble before attacks by 2 E/A - later engine ran away and fire.
10	444	6280						Received YY probable operational.
16	468	6365	H	omr				Possible E/A
19	462	6359						Unknown - had hit target
19	468	6389						Unknown

Category of Loss

Cause of Loss

- (A) lost over target due to enemy action.
- (B) lost later due to troubles caused by enemy action
- (C) lost later due to operational difficulties which would not have caused the loss of the plane were it not damaged by enemy action.
- (D) lost later due to operational difficulties which had no relation to the enemy action and in which E/A had no influence.
- (G) Bombed on ground at advance base.
- (Ap) Lost over target - enemy action prob.
- (H) Headed to Russia

- aa anti aircraft
 - ag enemy aircraft guns
 - ab enemy aircraft bombs
 - bg bombed on ground
 - r rammmed
- Source of Information
- cmr consolidated mission report.
 - pi personal interview.
 - wor walkout report
 - st statistical summary

H - high 0 - level L - Low.

Three B-29's: "Ramp Tramp", "Ding Hao" and the "Hap Arnold Special" with emergencies (H) landed in Vladivostok. The Soviets seized the planes but later the crews "escaped" to Tehran via the Siberian railroad and truck. The Hap Arnold was reverse engineered into the Tu-4 or Bull and the Soviets built some 800 copies. This was probably the start of the Cold War.



This Month in History “B-24 Missions before D-Day”

By *Robert Culmer*

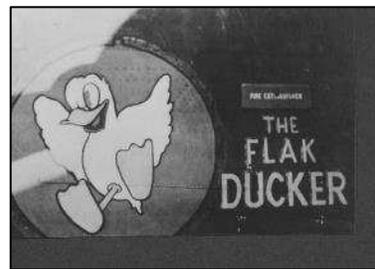
Photos courtesy of *B24.net*

The B-24 Liberators of the 392nd Bomb Group flew 23 missions in the month leading up to D-Day. Many of these missions were concentrated in the portions of Germany and the Low Countries closest to the Pas de Calais, where the Germans expected the Allied invasion to take place. Some of these missions ran into very strong resistance.

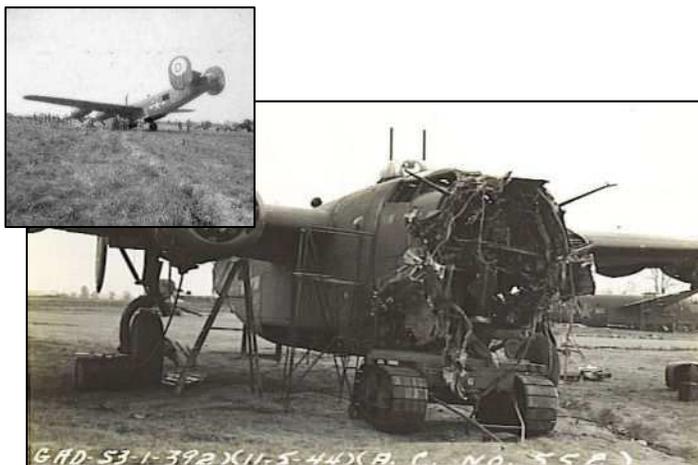
Many of the crews had familiar pin-up themes for their ship’s nose art, but some went for humor (*The Flak Ducker*, with what else, a duck), and one went for a classical theme with the Greek warrior goddess *Pallas Athene* as their mascot. Looking at the crews by their planes you might almost think they were on some great vacation, having the time of their lives. Indeed, they were immersed in an enormous undertaking that would change everything in the world; though it was clearly not all fun.



Felsenthal crew



Fifteen missions account for more than half of the group's losses for the whole war, two of them, the 7th and 12th worst losses, occur with 10 days of each other on the 19th and 29th of May. And yet each mission was a mystery. Some were recalled for weather before they were even over the target, in others all planes came back undamaged and with no casualties having encountered no enemy aircraft or flak.



Bronko Nagurski

Sometimes aircraft didn’t even have to be over the target to suffer damage. On 11 May the lead ship, #41-29552, *Bronko Nagurski* had a near fatal mishap at take-off for Mission 83 to Belfort France; her nose gear collapsed. Fortunately only one man was slightly injured. Pilot Lieutenant Lotterhos managed to avert disaster and the ship nosed off the runway.

Ground security was increased in advance of the Allied invasion. During this period there was concern about the possibility of paratrooper attack. During alerts gun crews manned the top turrets, and everyone was rechecked for proper use of gas masks, weapons and other survival gear in case of a ground attack.

On the 19th, the assigned target was the Waggum airfield just outside Brunswick. At 0600, 28 aircrews were briefed with the 577th and 578th Squadrons selected as lead. Lieutenants Connors and Joachim were the respective Lead Bombardiers. At 0905 hours, the planes began take-offs with one squadron assigned to fly high right off of the 492nd and the other the same formation position off of the 44th Bomb Group.

An estimated 150 enemy fighters were waiting for the entire 14th Combat Wing. The enemy fighters hit the Groups around 1233 hours, just as the IP was reached, and continued for about forty-five minutes before breaking off around 1320 hours. They conducted relentless nose on, level attacks through the formations, six and seven fighters abreast, then reversed and attacked from astern. During this period, flak over the target was severe between fighter attacks with the 392nd losing three bombers and crews from the combination of enemy action.

The Group finally had 23 ships over the target area, and released 312 500 pound general purpose bombs in the railroad marshalling yards on the southwest side of the city. From the 578th in aircraft #060, Lieutenant R. J. Lang's crew was last seen at 1324 hours, position 5204N-1046E, after a fighter attack from astern, in a spin from which the ship recovered with no chutes spotted. In #129 from the 576th, Lieutenant D. D. Prell was last seen under fighter attack and damaged at 1328 hours, position 5217N-1032E. Five chutes were seen just before the ship went into a steep dive. In the 579th, Lieutenant C. L. Felsenthal's crew in #474 was last spotted at 1324 after a fighter attack, damaged, with 6 chutes being observed. In addition to the loss of these 3 ships, 7 others were badly battle damaged. The survivors returned to base around 1700 hours. Eleven fighters were claimed.

Ten days later on 29 May was another mission with significant losses against a heavily defended target. While not as well known as the Ploesti raid of Operation Tidal Wave, the oil refineries at Politz took a toll on the 392nd. The 578th and 577th squadrons were assigned lead with Bombardiers, Lieutenant Joachim and Captain Colburn, respectively. At 0430 and 0500 hours, 27 crews were briefed and take-offs began at 0749. A total of 26 ships bombed the target area, releasing 260 500 pound General Purpose weapons. Good bombing was hampered by an effective smoke screen over the target and the ensuing fighter encounters.

An estimated 75-100 enemy fighters attacked the Group. They were comprised of about 75 single-engine ME-109s and FW-190s and 25 JU-88s and at least one twin-engine ME-410. The severe fighter attacks were encountered for about thirty-five minutes near the target between 1150 and 1225 hours. The Group lost six aircraft on this mission with many casualties. Two of the ships crash landed back over England with crews safe. These were Lieutenant W. A. Schafer's crew - all of whom bailed out safely before the ship crashed near Norwich, and the other crew that of A. W. Evans which crash landed near Swaffham, just west of the base, with all crew members being safe. These crews were from the 579th and 576th Squadrons, respectively.

Four other crews suffered a worse fate, however, being lost as MIA. From the 576th in ship #045, Lieutenant C. W. Stoltz and crew were last seen at 1212 hours during a fighter attack as his ship slipped out of formation, seemingly under control, with no chutes being seen. In aircraft #243 of the 577th Squadron, Lieutenant L. E. Larson's crew was seen at 1154 hours, position 5315N-1310E, under pressing fighter attacks, making a slow turn under control from the formation with 7 chutes being sighted. Lieutenant Eiserman's crew from the 578th in ship #604 was sighted after the bomb release 1209 hours headed out over the bay, apparently under control. From his ship, eight chutes were observed after a life raft was thrown out. From the 576th, Lieutenant Ace W. Tyler's crew in aircraft #136 was last seen at 1212 hours under fighter attack with two engines feathered. The aircraft rolled over on its back and went into a steep dive with no chutes being seen.

Between fighter attacks, the flak was intense and accurate. The survivors returned home with 8 other ships battle damaged, some severely such as Lieutenant G. E. Leghorn's ship, #037 from the 579th, in which he went over the target and flew home with two engines shot out and the nose turret blasted apart. Returning ships landed at base around 1600 claiming 7 enemy aircraft kills, all battle weary from one of the roughest missions flown by the Group.

2/Lt Schafer later wrote, "After a severe bout with German fighters and much damage, we fell behind the group and headed for England alone. Our Engineer Henry R. Reid saved us from the North Sea by draining fuel from outboard to inboard tanks (by tilting the plane). COLGATE gave us the heading home. As we passed over the coast, all engines failed. We all jumped and returned to base the next day."

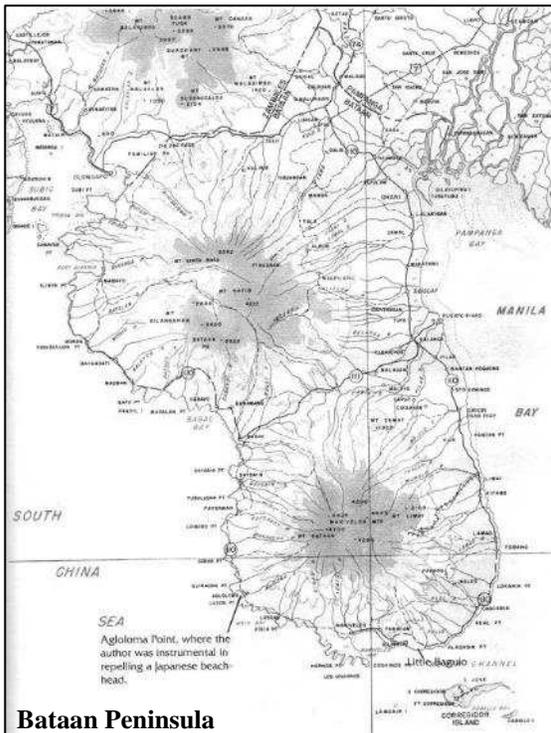
I know from conversations with my father, a B-17 pilot, most of the young men on these aircraft just saw themselves as doing a job that needed to be done. They were not inclined to see themselves as heroes or in any way "larger than life." And yet, in a very real sense they were and are. We are who we are today because of the job they did.



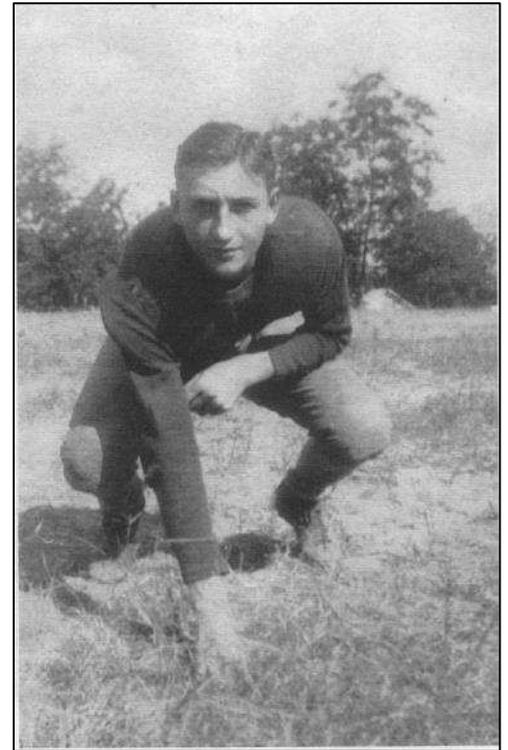
Special Feature “Col. Glenn Frazier”

By Konley Kelley

They called him “Ammo Man.” In early 1942, 17-year old Private Glenn Frazier was part of a convoy making trips at night with arms and ammunition to defensive positions across Bataan. Frazier was from the small town of Fort Deposit, Alabama where he had impulsively gone to an Army recruiting station and lied about his age to join up. It wasn’t until several months later in late 1941, when he wrote his parents to tell them where he was...the Philippines.



Frazier and the detachment of American and Filipino troops in the Philippines were besieged by Japanese naval, air and armed forces. Their ammunition convoy was in constant danger of attack from enemy aircraft and snipers, so Frazier and fellow soldiers devised offensive and defensive strategies to reduce the threat.

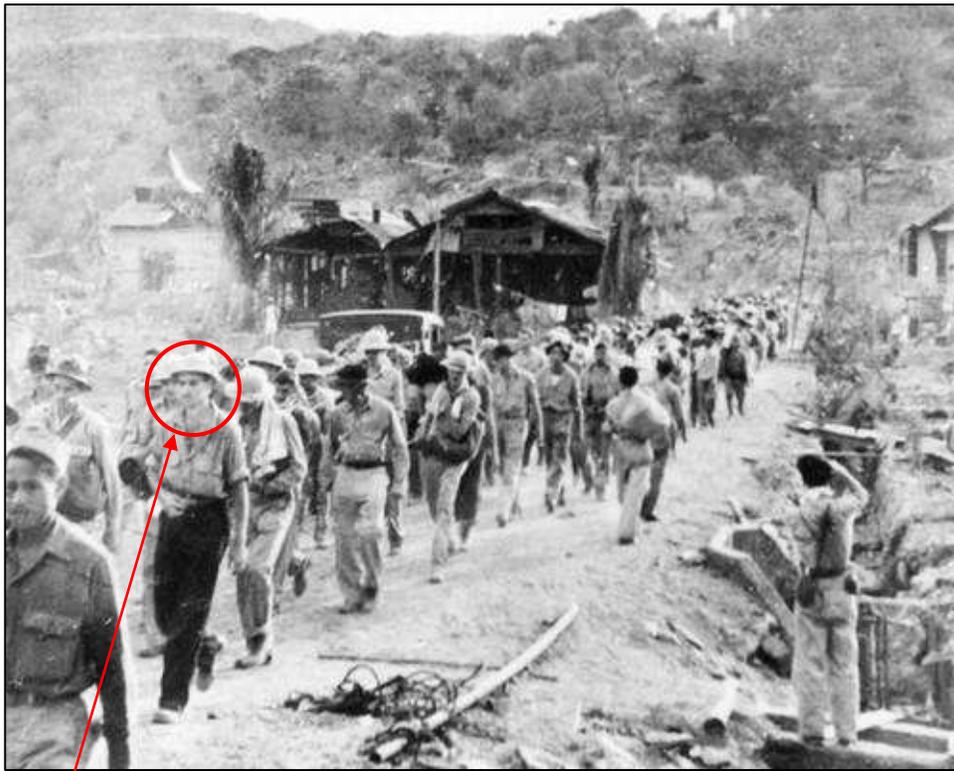


Frazier played tackle on his HS football team. His size and physical strength probably saved his life many times during his years as a POW.

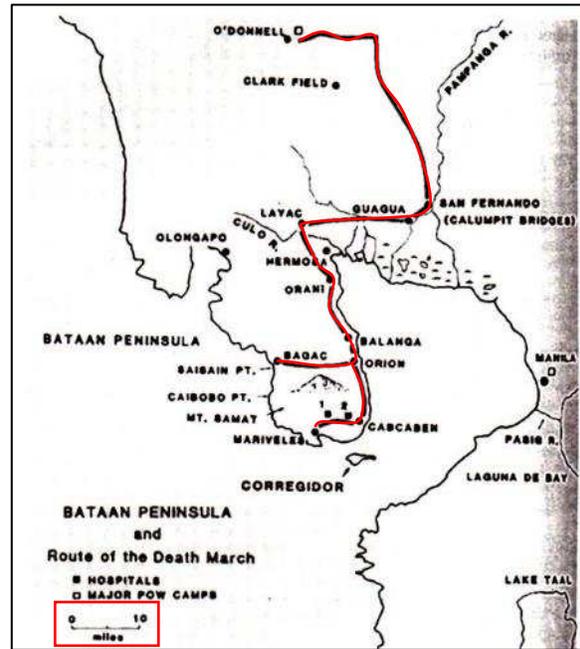
At the Battle of the Points, Frazier engineered a plan to drop fragmentation bombs from a bluff onto the Japanese beachhead. Frazier’s team used “chutes” to slide the bombs downward. Truckloads of bombs devastated the unknowing Japanese forces. Some Japanese scaled the bluff and Frazier

and others engaged in close-range and hand-to-hand combat. For his actions, Frazier was awarded the Medal of Freedom. The battle also helped thwart Japanese military plans to invade Australia.

As the situation became desperate for the Allied forces, Frazier and his friend, Gerald Block, came upon an abandoned boat which they prepped and hid in a remote area. When General King surrendered the troops in Bataan on April 9, 1942, they put their escape plan into action. Trying to reach the boat, they were captured. Thanks to quick thinking by Frazier, Block narrowly escaped standing orders by the Japanese to execute any prisoners found with firearms. Frazier and Block were soon to become part of the infamous Bataan Death March.



Frazier photographed during the Bataan Death March. Behind him draped in a towel is his friend, Gerald Block.



The route of the Death March. It started at Mariveles on the southern tip of Bataan and went north and east to San Fernando. At San Fernando, the POWs were loaded into boxcars and taken to Camp O' Donnell.

Col. Frazier told me he witnessed countless atrocities and horrors during the march. Men who fell were bayoneted or beheaded. Any act of defiance resulted in swift death. Each Japanese soldier had the authority to kill an American at will. Filipino villagers who tried to give food or water to the marchers were mercilessly killed. Col. Frazier said you had to “accept the situation regardless of how you felt about it. The only way to survive was to control your temper and take it.” Approximately 650 American soldiers and an estimated 10,000 Filipino soldiers did not survive the 90 mile march.

Frazier and Block made it to Camp O’Donnell. There Frazier was separated from Block. He saw his friend one more time across the prison yard. Frazier’s friend Gerald Block was one of the strongest and bravest men he knew. Block would later die a hero on the Hell Ship Arizan Maru. Frazier said he owes his life to him.

By August, 1942, six-foot tall Frazier was 135 lbs. The suffering at prison camps in Manila was soon to end. The next destination was Osaka #1 POW Camp in Japan. The guards were no less brutal. Beatings continued. Starvation and disease were rampant. The POWs came up with nicknames for the guards including “Mr. Ugly,” “Sir Baloney Bird” and “The Emperor.” They did what they could to sabotage the construction projects they were assigned – often in ingenious ways. The men also would practice faking seizures. Japanese guards, fearing something contagious, would keep their distance and pull POWs off work detail.

Hopelessness was perhaps the greatest enemy. Soldiers dreamed up futile escape plans or talked of grabbing a guard’s gun in a desperate act of rebellion. Frazier’s will to live sustained him and he helped other prisoners fight these urges. Many families of POWs he has reunited with after the war credit him for saving their husband, father or grandfather’s life.

In 1945, Frazier and roughly 300 POWs were in a prison camp near Kobe. For many months, the steady drum of B-29 engines and bombings had given the men hope. They were certain America was winning the war despite the fate that could befall them at anytime. Frazier recalls thinking, "Come on B-29s! Drop one of those big bombs on these Japs and kill them all! I would be proud to die by our bombs instead of their bullets."



One day word came of a bomb dropped by a B-29 that had "tore up a whole Japanese city." The guards at the camp responded by ordering the POWs to a rice field to dig their graves. They were given two days to complete the task. Frustrated with their progress, on the third day the Japanese brought in a bulldozer to finish the job. On that same day, the men spotted a lone B-29 flying up the valley. The Japanese guards scattered fearing another big bomb like the one that destroyed Hiroshima. The B-29 unloaded on a textile mill filled with Japanese workers. In the chaos, the men were ordered to clear debris for Japanese emergency vehicles. The ordeal lasted well into the night. Another atomic bomb was dropped on Nagasaki and the Emperor surrendered. The guards abandoned the camp and the POWs were grateful for their freedom but too weak to leave the compound. Soon came more B-29s dropping strange looking objects by parachute. Japanese civilians ran for cover. Frazier and the men went to the objects to find them filled with food and medicine. Twice the B-29 had saved Frazier's life. With newfound strength, the men made their way to Tokyo and rejoined the American forces.

Frazier returned home a changed man. His family was overjoyed to see him. For many years they believed he was missing and feared dead. Frazier had a welcome homecoming but he was plagued with nightmares, some so severe he left his home to stay in hotel rooms so his family would not see him in this state.

In the years to follow, Frazier found success in business but struggled with personal relationships and a bout with cancer. He continued to have seething anger for the Japanese.

At 65 years old, he joined a church and he began to live again through a renewed faith in God. He was healing slowly but the nightmares continued. One day a Japanese family visiting a neighboring college for missionaries asked to meet with Col. Frazier. Frazier was seated in a room and a young Japanese girl with a pail of water came to kneel before him. She removed his shoes and began washing his



Sgt. Frazier after his homecoming. By this time, he had regained the weight he lost as a POW.

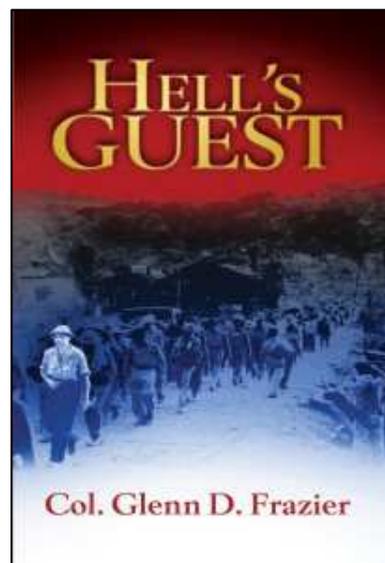
feet. She asked him to forgive the Japanese people. They prayed together. He was able to forgive. His hatred for the Japanese people and his nightmares ended that day.

At 89 years old, Col. Frazier finished a book about his WWII experience titled Hell's Guest. It has since sold 65,000 copies. Col. Frazier travels to colleges, churches, civic/business associations and military bases to tell his story. He is married to Terri, his constant companion. Col. Frazier is also a docent on the USS Alabama where he recently celebrated his 90th birthday.

Thanks to CAF member and fellow Alabama resident, Ray Nygard, Col Frazier has joined the B-29/B-24 Squadron. He and Terri saw *FIFI* at a tour stop in Pensacola. When he first saw her, tears came to his eyes. The B-29 played a pivotal role in his life and holds a special place in his memory. He and Terri thoroughly enjoyed meeting Rocky, Alma, Toni, Steve, Mark and the rest of our B-29 crew.

Col. Frazier and Terri have plans to continue touring the country and speaking out for veteran's causes and charities. There will be more book signings and travel including a much anticipated return to the Philippines. Col. Frazier wants to personally thank the Philippine people for their many sacrifices and courage during WWII.

Col. Frazier's website is www.colonelfrazier.com You can also see Col. Frazier's story in Ken Burns' PBS documentary THE WAR. A movie adaptation of Hell's Guest is now in development.



Col. Glenn Frazier and his wife Terri



Toni Rabroker and Col. Frazier

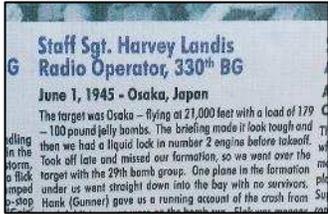


Editor's Corner



B-29 Banner on tour

The B-29 Banner was delivered in the nick-of-time and is on tour with FIFI. Caren Landis is seen here pointing at her father, Harvey Landis' crew story.



Squadron/Signal Open House and IPMS-NCT "Scalefest"



Our partner on the B-24 and B-29 Banner project, Squadron/Signal is hosting its annual Open House on May 30-31 in Carrollton, Texas. As an avid scale modeler, I haven't missed an Open House in 10+ years. If you are looking for that hard to find military book or model kit, this is one time of year where you can browse the shelves in their warehouse and find what you are looking for (I can almost assure that). The famous "bargain table" is piled high with books and models on deep discount. You can find more information on the Squadron Open House at www.squadron.com



The IPMS (International Plastic Modelers Society) of North Central Texas is hosting their annual model contest and sales expo "Scalefest" on May 30 at the Grapevine Convention Center, Grapevine, TX. The theme this year is Normandy, 1944 which will mean many fantastic plastic creations inspired by D-Day. The IPMS-NCT sponsored a "make-n-take" table at the CAF AirPower Expo in McKinney last October. They made over 350 donated models with families who attended our event. You can find info on Scalefest at www.ipmsnct.net including a coupon for the event.

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





Photo by Rocky Smith

B-29 / B-24 Squadron

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