



COMMEMORATIVE
AIR FORCE

THE FLYER

Commemorative Air Force
B-29 / B-24 Squadron

Honored Guests



at the CAF WWII Air EXPO

October 2014

Photo by Raymond Jeffcoat



COMMEMORATIVE
AIR FORCE

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

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Reinactors portraying Able Company, 1st Battalion, 502nd Parachute Infantry Regiment, 101st Airborne Division salute FIFI on take-off

Photo by Konley Kelley

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Photo Album:
CAF WWII Air EXPO

CAF AirPower History Tour

National Air Tour of Historic World War II Aircraft



"FIFI"



DIAMOND LIL



Fall Tour		Fall Tour	
Midland CAF AirSho	Oct 10-12	Vicksburg, MS	Oct 16-19
Baton Rouge, LA	Oct 20-22	Baton Rouge, LA	Oct 20-22
New Orleans, LA	Oct 23-26	New Orleans, LA	Oct 23-26

For more tour stop details, go to www.AirPowerTour.org

Annual Squadron Luncheon & Awards + Chili Cook-Off* Saturday, November 15

Location: Neils Agather Hangar

(directly across the runway from the VFM Hangar where *FIFI* and *Diamond Lil* are kept)
1500 Lincoln Avenue
Meacham Airport, Ft. Worth

Directions: Drive East or West on West Long Avenue, turn north on Lincoln. It is the first hangar you see. Gate will be open.

**Chili Cook-off Rules on page 11*

Schedule:

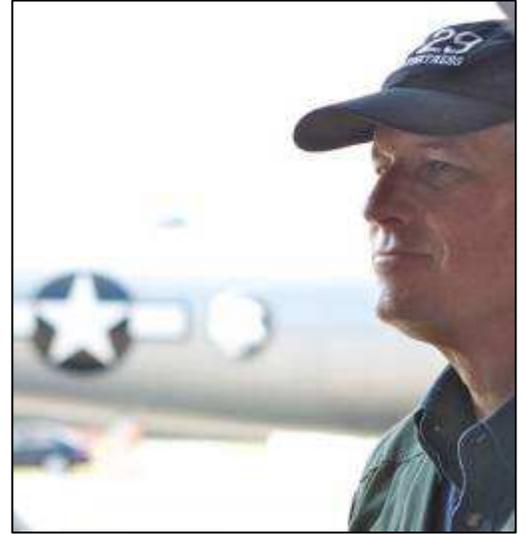
11:30	Chili Cook-off contestants arrive and set up
Noon	Chili Cook-off judging
12:15	Let's eat chili
1:30	Annual meeting & Awards Ceremony begins
3:00	Chili King and Queen crowned
3:00 to 4:00	Stearman rides

Sign-up to be a new member and get a Stearman ride!



Squadron Report

We are in the final stretch of our tour year. The event with the National World War II Museum in New Orleans is the last weekend of October. Both *FIFI* and *Diamond Lil* have each made several stops on their separate tours before connecting in New Orleans. I am sure it will be a good stop not only for our Squadron, but also for the World War II Museum. It is a great partnership between two organizations, each of whom is the best in their field.



When that stop is over, we head into winter maintenance. Rick and his crew have big plans and will be very busy. As in the past, the time frame is short to accomplish a lot of work so that our two aircraft are ready to hit the road next year. Tour planning has begun, which will be ambitious and fun.

Please plan on attending our annual and final meeting of the year on Saturday 15 November. This is our chili cook-off. Last year we had a large number of contestants, each with a great recipe. I hope we have even more contestants this year. It was a lot of fun. If you are not a cook, please come to eat. There will be lots of good food to enjoy. Last year, besides chili, we had all sorts of desserts and varieties side dishes as well as beverages. After lunch we will have a Squadron meeting, including election of officers. Please plan to arrive around 11:30 for social hour. Chili-eating begins at 12:15. It will be held at my hangar at Meacham Airport. The address is 3500 Lincoln Avenue. From North Main street, take West Long Avenue headed west and turn north on Lincoln Avenue. Mine is the first hangar you come to. For those of you thinking of flying in, it is hangar 39 South off taxiway Whiskey, which is the very last taxiway at the south end of runway 16-34. There is plenty of ramp space.

Neils Agather
Squadron Leader



Photo by Mark Russell

Executive Officer Report

It was nice to see so many CAF airplanes together at Air Expo the first weekend in October. The weather cooperated and there were lots of ride flights. This was our first big event at Dallas Executive Airport and it appears that we were well received by our new neighbors. As in any new relationship, it will take a little time for folks to understand that we are trying to be sensitive to the noise and safety concerns that are part of airport operations. I believe by continuing to be good neighbors we can gain the trust of the people who live in the area.



The Fall tour is in progress and both our planes are running just fine. That doesn't just happen. We have a great team of mechanics so next time you see Rick, Don or Ben say thanks. Those guys work hard and deserve to be recognized.

Tom Travis
Executive Officer



Tom leads a passenger briefing before a ride flight on Diamond Lil at the CAF WWII Air EXPO.

Training & Safety Report

I'd like to give kudos to Rick Garvis for his decision to move Diamond Lil and FIFI from Dallas Executive Airport home to the Meacham hangar after a storm warning was issued on Wednesday afternoon, as we were preparing to get things set up for the Dallas AirPower Expo at Dallas Executive Airport.

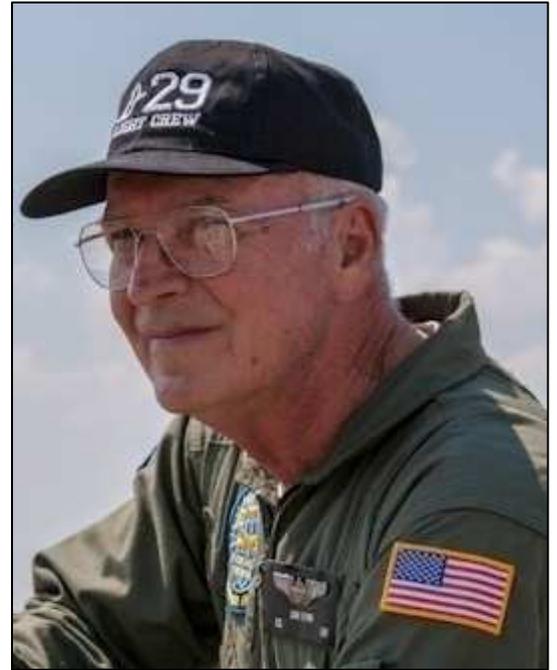
Rick coordinated with those preparing for a hangar dance at Meacham. He explained the situation and had them clear the hangar so our aircraft could be stored inside the hangar until after the storm.

It was a great call. Soon after we landed at Meacham, parked the aircraft inside and closed the doors, the thunderstorm hit with high winds, rain and hail. There was a great amount of damage from the storm throughout the Dallas area. However, our aircraft were safely tucked away in the Meacham hangar; while very strong winds blew away anything that was not secured back at Dallas Executive Airport. Dallas area streets and highways were flooded. Thousands were without electrical power. Trees were blocking the roads. We safely returned the aircraft to Dallas Executive Airport the next morning and began again the set-up for the very successful Dallas Airpower Expo.

Thanks Rick for your work, planning and coordination to protect our aircraft!

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

John Flynn
Safety Officer



*FIFI and Lil riding out the storm at VFM.
Photo by Rick Garvis*

PIO Report

Here we are at the end of another tour season. I have to say our event at Dallas Executive Airport was my favorite. We may not have made a lot of money on the event, but we proved a few things. First of all, we proved that people will come to a warbird event in south Dallas. Visitors from both the neighborhood and the Dallas metro made a lot of favorable comments. Equally important, we proved eleven CAF units can gather together on the same ramp and all work toward a common goal plus make money and go home happy. The collaborative spirit was the key to our success. I also thought there was a great vibe at the airport during the after hours activities. It proved to me we can build this bigger thing at that airport, but still retain a lot of the CAF social culture. Thanks to everyone who helped make the event what it was, especially David Oliver. He did a fabulous job with planning and execution.



I am headed to Baton Rouge next week to help direct our media/transition flight into New Orleans. We will have three World War II Veterans on the flight as well as an NBC news crew and an Associated Press crew. One of the passengers will be Karnig Thomasian, a former B-29 gunner/electrical specialist who hasn't flown in a B-29 since he bailed out of one in a flat spin and on fire over Rangoon. My phone conversations with him this week have been delightful and I am looking forward to meeting him and hearing more of that story. The event in New Orleans, where we are collaborating with the WWII Museum, should be a great one – a fabulous way to end our tour season.

We have already started planning ground school and our 2015 schedule. Looking forward to another great year in 2015. . .

Kim Pardon
PIO

Kim Pardon
CAF B29/B24 Squadron
p / (913) 636-6250
e / pardonB29@gmail.com
www.AirPowerTour.org



David Oliver leads a morning briefing at Dallas Executive Airport for the volunteers working the CAF WWII Air EXPO

DIAMOND LIL

B-24 Go Team Report – Al Benzing

The WWII Air Expo at Dallas Executive Airport is well represented in this issue because it was a great event. I would like to Thank the many volunteers who worked long hours hosting the public. Attitude is everything and great attitudes were evident during aircraft tours and many other ways over that weekend.

Lil made two quick trips back to Ft Worth Meacham - the first for a quick over-night in the VFM hangar as a Squall line made a mess of things in the DFW area, on Thursday evening. And, again for the scheduled Saturday evening Hangar Dance at VFM. That was a fun event, with *Lil* as headliner. Konley Kelley, Lisa Foster (Rosie the Riveter), Angie Whitney, “Wylie” Coyote and Ken Kovar were there doing aircraft tours and judging 40's attire.

Jim Neill has been busy organizing bins and weighing each item. We'll be putting focus on proper placement of items in the bins for Wt & Bal - and so we know where everything is. At completion, there will be a list of items for each location. Please take time to review this info and help keep storage tidy. Thanks!

Rick has been working hard on some items to have *Lil* ready to go on the final Tour of the season and Lisa Foster has been working on Marketing for Vicksburg.

Here's the final tour of the season:

<i>Fri,</i>	<i>Oct 17</i>	<i>Fly FTW to TVR (Vicksburg-Tallulah)</i>
<i>Fri,</i>	<i>Oct 17</i>	<i>Fly in Twilight Airshow (unconfirmed)</i>
<i>Sat,</i>	<i>Oct 18</i>	<i>Fly in Southern Heritage Airshow</i>
<i>Sat,</i>	<i>Oct 18</i>	<i>Fly Ride Flight at 4pm</i>
<i>Sun,</i>	<i>Oct 19</i>	<i>Day Off</i>
<i>Mon,</i>	<i>Oct 20</i>	<i>Fly TVR to BTR (Baton Rouge, LA)</i>
<i>Wed,</i>	<i>Oct 22</i>	<i>Fly Ride Flight at 4pm</i>
<i>Thur,</i>	<i>Oct 23</i>	<i>Fly BTR to NEW (New Orleans Lakefront)</i>
<i>Sat,</i>	<i>Oct 25</i>	<i>Fly Ride Flight at 4pm</i>
<i>Sun,</i>	<i>Oct 26</i>	<i>Fly Ride Flight at 4pm</i>
<i>Mon,</i>	<i>Oct 27</i>	<i>Fly NEW to FTW - return to VFM</i>

Lil will remain available for events which may come available during the winter months. In 2015, we intend to fly an early season - stay tuned!

Thanks for all you do to Keep'm Flying!

Al Benzing

214-707-2726

albenzing@gmail.com



Member News

October, 2014



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

David Berrio of San Antonio, Texas

David Perkins of Keller, Texas

Cliff Baker of Kenedy, Texas

Lynn Dehart of Cedar Hill, Texas

Larry Hardin of Oklahoma City, OK

Glenn Mount of Modesto, CA

Mark Clark

Robert Stannkeiwicz

Elections:

Squadron staff elections will be held at the general membership meeting on November 15. Nominees are:

Squadron Leader / Neils Agather (incumbent)

Finance Officer / Gerald Oliver (incumbent)

Executive Officer / Tom Travis (incumbent)

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

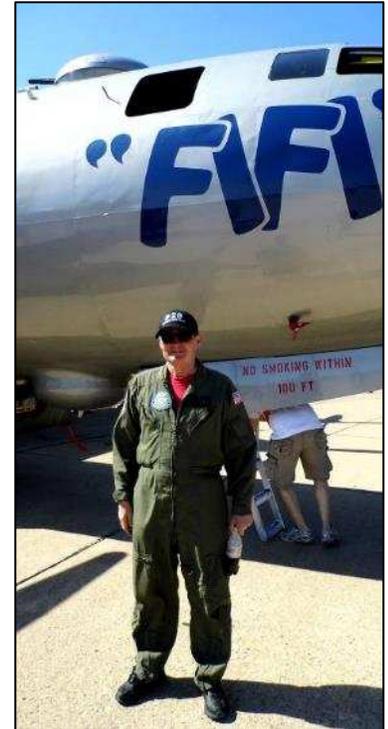
B29/B24 Squadron Adjutant

469-688-1709



Squadron adjutant, Debbie King

Meet the Squadron's new **Volunteer and New Member Coordinator**, Tim Colman. Tim is from Plano, Texas and joined the Squadron a few months ago. He is going to be at the Squadron Chili Cook-off on November 15. Please shake his hand and let him know how you can volunteer. His contact info can be found on the Squadron directory page in *The Flyer*.



For Squadron gear and merchandise, don't forget to visit the Px. The holidays will be here in no time!



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

Find us on **facebook**



SQUADRON CHILI COOK-OFF! DON'T MISS IT!



November General Membership Meeting
November 15, 2014
Noon

We know everyone in Texas has a winning chili recipe so we're inviting each of our members to participate in our Chili Cook-Off at the November general membership meeting.

We realize one man's chili is another man's poison – but here are the rules:

- **Participants will remain anonymous until after the judging.**
- **Some chili contests prohibit chili with beans and other non-traditional ingredients. We're not that particular here. By all means be creative and include some beans.**

To limit subjectivity, the following criteria will be used:

- **Color – Is the chili bright? Colorful? Does it look appetizing?**
- **Aroma – Does it smell good? Does one sniff water your eyes?**
- **Consistency – Is the meat-to-sauce ratio okay? Too runny? Too thick?**
- **Taste – How is the flavor? Do the flavors blend well? Does the first bite make you want another bite or does it make you want to dash to the fire bottle?**
- **Lingering Aftertaste – Does the chili leave a pleasant spicy bite that stays on your tongue after you swallow it? (Now, imagine that aftertaste 12 hours from now.)**

We will also have a few “not so official” categories:

- **Most creative ingredients.**
- **Spiciest.**
- **Best looking. (Best looking chili – not best looking contestant.)**

Prizes will be awarded to winning contestants.

I know we will have at least a couple of entries from our non-Texan members. *Come on you Texan chefs – step up to the chili bowl.* You must notify the contest chairman you will be participating in advance. Deadline for entries is one week prior (Saturday, November 8, 2014). Note to contestants: We will provide a condiment bar that will include tortilla chips, crackers, shredded cheese, sour cream, jalapenos, chopped onions, etc. All you need to bring is one crock pot full of chili.

Don't want to be judged? Bring a dessert and feel the love from all the Squadron members. Kim is keeping track of who is bringing what. Let her know your plans.

Please contact Kim Pardon (913) 636-6250 or pardonB29@gmail.com to get your chili in the contest.

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



Special Feature

Major Horace S. Carswell, Jr., USAAF

Medal of Honor Recipient



Horace Carswell, Jr., was born to Horace S. and Bertha Rea Carswell of Fort Worth on 18 July 1916. Carswell grew up in Fort Worth, Texas until he entered Texas A&M University in the Fall of 1934. After one year in College Station, Carswell returned home and transferred to Texas Christian University in Fort Worth. It was there that he played both football and baseball. Carswell graduated from TCU in August of 1939 with a degree in physical education.



Less than a year after graduating from college, Horace Carswell, Jr., enlisted in the Army Air Corps through the Civilian Pilot Training Program (CPTP). Carswell received his first training in Tulsa, Oklahoma at the Spartan School of Aeronautics. From there, Carswell moved to San Antonio where he completed his training at Randolph and Kelly Fields.

On 16 November 1940, Carswell received his wings as a Second Lieutenant in the Air Corps Reserve. Carswell was quickly called to active duty and assigned as an instructor at Goodfellow Field in San Angelo, Texas. While in San Angelo, Carswell married his college girlfriend Virginia Ede and the couple celebrated the birth of their son, Robert Ede.

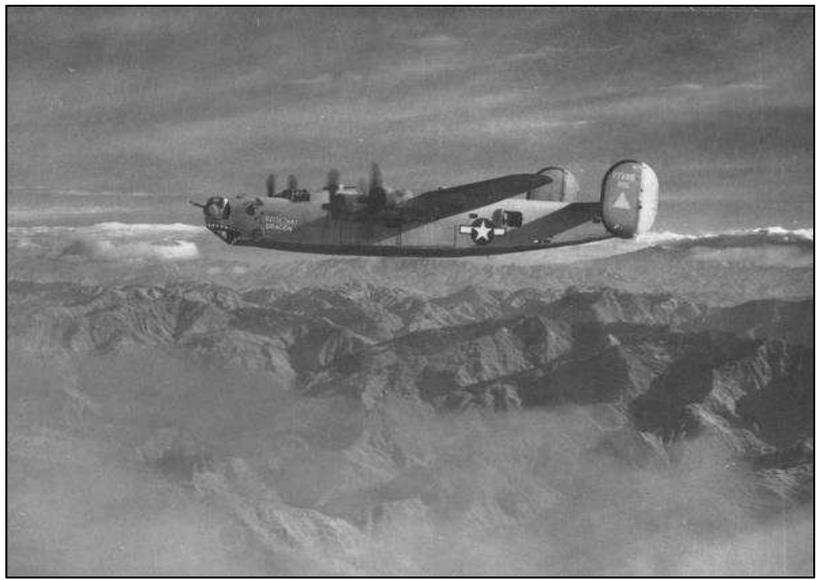
Officers with pilot's wings were in high demand following the Japanese attack on Pearl Harbor in December 1941. Over the next two years Carswell was assigned to the 39th Bombardment Group and the 302nd Bombardment group where, as a Captain, he served as squadron commander, deputy group commander, and group commander. These assignments were in the United States and in 1944, following his promotion to Major, Carswell was assigned to the 374th Bomb Squadron (of the 308th BG, 14th Air Force). By this time the unit was flying combat missions from Chengkung, China.

Arriving in May of 1944, Carswell was appointed part of Headquarters Staff and with experience was named Operations Officer. Carswell was assigned commander of a small detachment of the 308th Bomb Group that flew low altitude radar missions from Liuchow against maritime trade. The H2X Radar was installed where the Sperry Ball Turret was normally located in the B-24Js. These missions were flown at low altitude (600 feet) and frequently at night. On one such mission on the night of 16 October 1944, Carswell flew against a six-ship convoy enroute to Takao. The crew was dependent upon the radar locating the target as there was little moonlight; and despite heavy anti-aircraft fire Carswell scored hits on all three bomb runs and returned without damage.



B-24J Liberator equipped with H2X radar system.

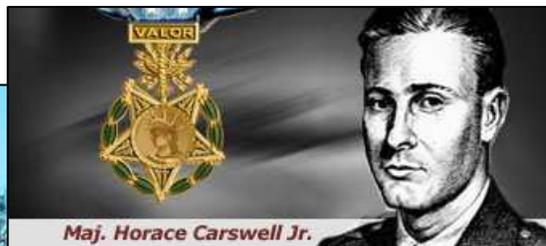
Carswell flew a mission on 26 October 1944 against a Japanese convoy of twelve ships; the first run produced no results, but met with no resistance. Major Carswell knew that the entire convoy would be on alert if he returned; disregarding this danger, Carswell pressed on. The second attack was successful resulting in two direct hits to a large tanker. Unfortunately, during this second attack, Carswell's aircraft was hit with anti-aircraft fire. The Japanese ship's fire resulted in the shutting down of two engines (and damage to a third) and the loss of hydraulic pressure, as well as other damage including injuries to the co-pilot. Realizing the critical condition of his ship, Carswell turned for base.



A B-24 Liberator from the 374th BS / 308th BG

Carswell was able to maintain control of the aircraft, and nursed it back toward the Chinese mainland, where the possibility of survival increased if the crew was forced to bail out of the aircraft or in the event of a forced landing. After some six hours of trying to control the aircraft, and throwing everything possible from the aircraft, the crew reached the Chinese coast. Unfortunately the coast was under control of the Japanese so the crew continued on until the third engine failed. At this point Carswell ordered his crew to bail out. The bombardier refused to jump because his parachute had been shredded by Japanese anti-aircraft fire; the injured co-pilot stayed with Carswell as well to help Carswell fly the aircraft as long as possible. Unfortunately, Carswell and his copilot were not able to fly much further and crashed into a mountainside. However, due to the work of Carswell and others, six members of the crew survived the jump and after nearly a month, the surviving crew arrived at Kunming China. Their survival greatly aided by the Chinese civilians.

For his actions in trying to save his crew, Carswell was recognized on 27 November 1946 when his wife, son, and parents were presented the Medal of Honor. In 1948, Fort Worth Army Air Field (now Naval Air Station, Joint Reserve Base Fort Worth) was renamed Carswell Air Force Base. Today a portrait of Major Carswell and a replica Medal of Honor hang in the Student Center of Texas A&M University.



Maj. Horace Carswell Jr.



Arrival of the first B-36A Peacemaker at Carswell AFB in June 1948.



Special Feature

Polka Dot Warriors

Adapted by Squadron member, Bob Culmer

Originally published in Vintage Wings of Canada

With the permission of Dave O'Malley, Manager, Marketing and Communications, Vintage Wings of Canada, I asked Squadron member, Bob Culmer, to adapt a fascinating article that appeared on the Vintage Wings of Canada website about B-24 Assembly Ships. It seemed like a good fit for an October newsletter ☺ *The Editor*

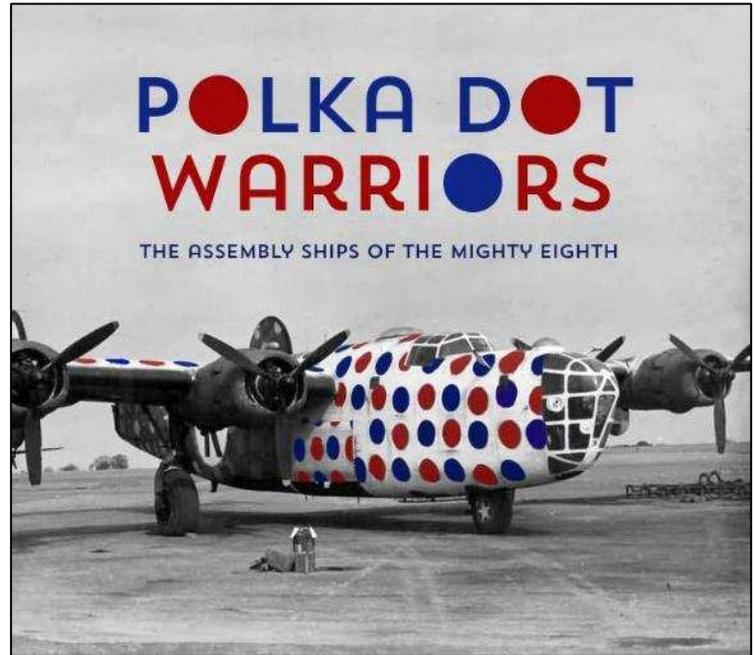
Somewhere over southern England, the crew of a fully bombed-up, four-engine Consolidated B-24J Liberator by the name of *You Can't Take it With You* beats its way through low clouds on a hot hazy day. They are bound for the railroad marshaling yards outside Munich. The day is steamy, the visibility is low and grey. The wings flex. The pilots repeatedly lift from their seats, to the limits of their seat belts. The noise in the cockpit is thunderous, the heat is almost liquid. It smells of gas and sweat and bakelite. Fear rises from their guts, dries their mouths, increases their heart rates. It's mid-summer of 1944, July 20 to be exact.

The pilots lean forward, toward the windscreen, craning in the haze, looking for aircraft of their unit, looking to coalesce into a solid box formation which will enable them to cover each other in the coming battle. Soon, they will be raked by German fighters enroute. Many will fall. Many will die. There will be a trail of smoking pyres the length of their route to Germany.

To the left and right now, rising up from behind, they see other Liberators working their way up to join them. Many are worn and tired looking, though most rolled out of the factories in Texas and California just the previous year. Paint is stained with oil and exhaust soot, flaking from every edge that is exposed to the slipstream. On their sides, they carry outrageous and sometimes puerile artwork and names like *Arise My Love and Come With Me*, *Squat 'n Drop it*, *S.O.L*, *Time's a Wastin'* and *Big Chief Little Beaver*. They are drawn up closer, closer, like moths to a flame. Below them, between the layers of heavy cloud, they glimpse the green farmlands of the English countryside and many more Liberators, sliding across their track, moving together toward their destiny.



You Can't Take It With You was lost on a bombing mission to Munich's marshaling yards on the 20th of July, 1944. Image via Mark Neilans



The first Lead Assembly Ship of the 458th Bombardment Group, a B-24D Liberator (USAAC Serial No. 42-40127) by the name of First Sergeant. She was once known as Bucket of Bolts.

In front now, they see the one Liberator they have been looking for. Actually they can't miss her. She slides and bucks on invisible currents, lit by the late afternoon sun which flashes on her white wings. She climbs, beckoning to them to join her. She fires flares from her flanks, flashes lights on her side - everything to make herself visible to the other aircraft of her Group - the 458th. She maintains a steady climb, a steady rate of knots, a steady predictable course. She is a beacon to all her mates, calling out for them to join her. Once *You Can't Take it With You* and the others are with her, she turns toward the English Channel, dragging her Group behind her like a mother duck with her ducklings.

As the pilot brings *You Can't Take it With You* close to the lead ship, he and his copilot smile and even make a few tasteless jokes. The aircraft they are following, the one they have been looking for, is not like the others in the group. She wears a paint scheme any other Liberator would think humiliating – white from chin turret to trailing edge, covered in a pox of bright red and blue polka dots about 18 inches in diameter. Aft of the trailing wing edge, she is army green, but the pox extends down her flanks in garish red and yellow dots. And she has a face... perhaps it was meant to be that of a shark, but it grins like a dim-witted dachshund. It seems to pant in the heat of the turbulent air. The spotted markings make her look like a massive flying bag of Wonderbread. The only marking she shares with the other aircraft of the group is the red paint and white slash of her barn door-sized tails.

She is also in terrible shape. Dirt streams over her wings from the exhaust stacks. Her sides are dented and scraped. She does not carry her old name on her sides any more. Her guns have been removed, she carries a light load of fuel for she is not going on to the target with her charges. Once, she was *Dixie Bell II*, a combat veteran. But she was deemed “troublesome”, perhaps beset by gremlins. The pilots who are following her now call her *Spotted Ass Ape*, *Spotted Ape* or even *Wonderbread*.

Spotted Ass Ape, in all her spotted and clown-like glory, was an “assembly ship”, an aircraft whose job it was to assemble and lead other aircraft of her Group on the proper track for the target. These aircraft were usually war weary and veteran airframes no longer suited to the rigors of combat flying. Most were stripped of their guns, for when their job was done and the aircraft had been assembled and pointed in the right direction, they turned for home. They were also known as *Judas Goat* aircraft – a term based on the goatherd's lead goat, trained to lead his flock to the slaughter.



Spotted Ass Ape leads Liberators of the 458th BG. Photo: USAAF



B-24H-10-NT, 41-28697, 'Spotted Ape' of the 458th BG. Replaced 41-41027.

A profile of Spotted Ass Ape shows the formation lights in the letter “I” on her flanks and the red circle rimmed with lights – used for formation assembly when the weather or lighting conditions were poor. Profile by M.David Howley via Scale Aircraft Modelling Magazine and wingspallette. The term “spotted ass ape” was a colloquialism of the time, referring to a fictitious animal used to compare the speed of another object – as in “That Liberator was faster than a spotted ass ape.”

unmistakable group-specific paint scheme. Signal lighting systems varied from group to group, but generally consisted of white flashing navigation lamps on both sides of the fuselage in the form of the identification letter of the group. All armament and armor was removed.

These ships would not go all the way to the target, so they carried minimal fuel and a skeleton crew of two pilots, navigator, radio operator and one or two flare discharge men. A few groups required an observer to fly in the tail position to monitor the formation. They were the first from each group to take off and they

Forming up a massive bomber stream of hundreds of heavy bombed-up aircraft in a small geographical area was a recipe for disaster. The weather was often very poor, the crews fresh from training stateside. Hundreds of aircraft in numerous groups rose from dozens of airfields in several counties. Ships joined with the wrong groups, aircraft collided in broad daylight. Confusion reigned. In 1943, someone came up with the idea of selecting a war weary bomber from each group and providing it with the means of clear identification – additional navigation lights, pyrotechnics, and a wild



A nice color shot (possibly tinted in Photoshop) of a worn B-24D (USAAC Serial No. 41-24109) by the name of Silver Streak, the assembly ship for the 466th Bombardment Group, based at RAF Attlebridge. Photo via aviacaoemfloripa.blogspot.ca

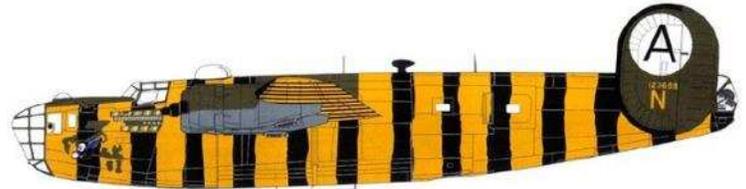
orbited the assembly point, flashing their lights and firing off coded flares until all their charges could find them and form up on them. Then they would turn towards the target and join the other groups on the mass raid. Usually, at this point, the assembly ships would then return to their home airfield, but *Spotted Ass Ape* was known to have joined its fellow crews all the way to the target in Germany on at least one occasion.



Lemon Drop was a veteran of Operation Tidalwave, the August 1943 mission to bomb the oil refineries at Ploesti, Romania. She was converted for use as the Group's formation assembly ship until scrapped in June 1945. Image via ww2db.com

in the stirrup of an angry bucking bronc. The rodeo clown may look ridiculous, but there is a reason, even a tradition. And they have the complete respect and love of the men they work with, for they have paid the price too.

Somewhere past the English Coast, the clouds began to thin. The air still churns. The fear intensifies. The pilots of *You Can't Take it With You* can see on both sides an armada of liberators, level after level, stretching away behind them. Hundreds of Liberators rise and fall like fish in a fast moving stream. They were now well formed up and on their way. Soon it was time for the *Judas Goat* to leave the formation. She flashed her lights and began a long a climbing turn that would take her home. The other crews look longingly at her as she carves a course for home and for safety. *You Can't take it With You* thunders towards her destiny, surrounded by her group. She would never return.



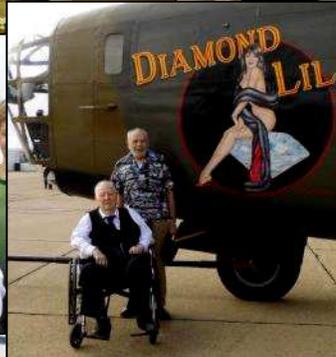
Lemon Drop Illustration: © M.David Howley, Source: SAM - Scale Aircraft Modelling Magazine, Vol.21, No.6, August 1999; Published by Guideline Publications and printed by Regal Litho Ltd. ISSN 0956-1420, Via Wings Palette

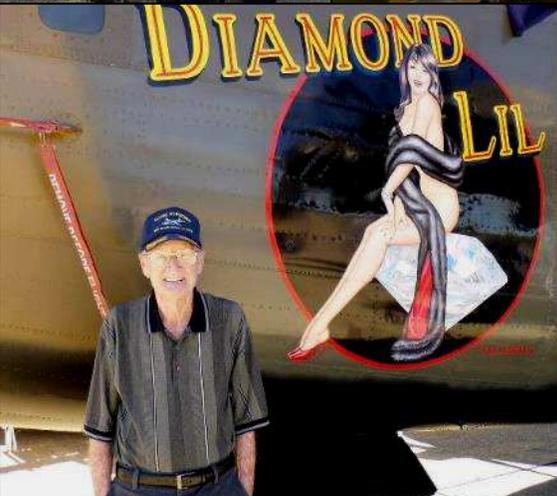
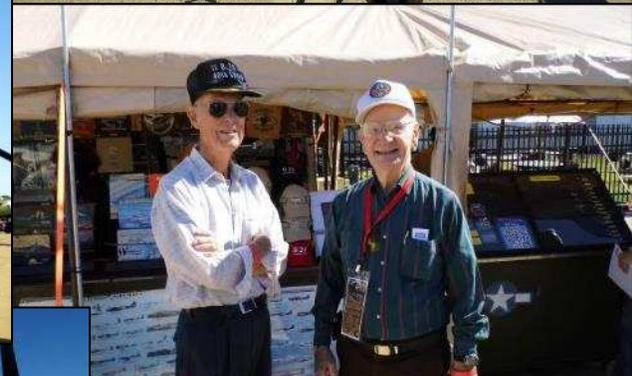
The original article in its entirety can be found at the following link:

<http://www.vintagewings.ca/VintageNews/Stories/tabid/116/articleType/ArticleView/articleId/477/language/en-CA/Polka-Dot-Warriors.aspx>



Working with Monogram's 1:48 B-24J Liberator kit, legendary scale modeler, Sheperd Paine, created this amazing diorama of *Spotted Ass Ape* getting its distinctive polka dot paint job.







WORLD WAR II AIR EXPO



Diamond Lil takes center stage

24th Annual Big Band Hangar Dance, Vintage Flying Museum

October 4, 2014 Photos by Konley Kelley and Mark Lenz

Diamond Lil took a break from the CAF WWII Air EXPO to be the backdrop for the 24th Annual Big Band Hangar Dance at the Vintage Flying Museum.

Tom Travis, Debbie King and Steve Rabroker flew her back to VFM late in the day. Squadron members, Angie Whitney, Konley Kelley, Wylie Coyote, Ken

Kovar and Lisa "Rosie the Riveter" Foster gave tours of *Lil* all night. Lisa and Kon also judged a very competitive costume contest. The event wrapped at midnight and *Lil* flew back to DEA the next morning.

The VFM staff reported 800 people in attendance with the event and silent auction raising \$16K for the museum.



The costume contest winners reenact the famous kiss in Times Square on VJ Day.

Reinactors at the CAF WWII Air EXPO



The CAF WWII Air EXPO was joined by several area reinactor groups and performers. The *Ladies for Liberty* treated the crowds to music from the 1940s. Uniformed reinactors posed with armored vehicles and air show visitors.



Timothy Claus is Commander of Able Company, 502 Parachute Infantry Regiment (1941-45). Able Company was formed in 2008 and has built a reputation of accurately portraying the WWII Paratrooper. Depending on the event site, Able Co. can erect a command post, billeting, and a fully functional kitchen and company mess. Able troopers use a variety of weapons, vehicles and equipment to tell the story of the WWII paratrooper.



Able Company is comprised of volunteers with a passion for history. All aspects of Able are privately funded by its members and by donations. If you would like to support Able Company or see if you have what it takes to be an Able trooper use the points of contact below.

For more information about Able Company:
Web - <http://ablecompany502pir.org/>
Facebook - <http://facebook.com/ablecompany502pir>
email - info@ablecompany502pir.org





Calling on Members
Veterans Day
November issue - Photo Collage
*****submit a picture*****

Veterans Day is November 11, 2014

Many of our Squadron members have family members and friends who served in WWII.

Please e-mail a picture of your veteran to Konley Kelley, The Flyer Editor at konartist@verizon.net

Send your picture no later than November 10th.

I will create a photo collage of your pictures in the November issue of The Flyer. Please keep your captions to name, rank, unit and include your name as seen in the sample below. Send only one picture per veteran and try to find a single-person image so he or she is more recognizable (knowing I'll be working with smaller picture sizes when I create the final collage). Thank you.



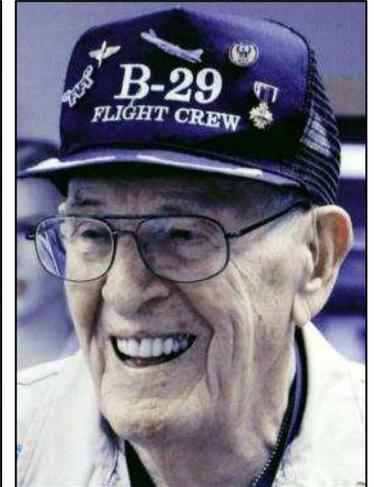
NOTE: Robert Phillips is on the cover of this issue of The Flyer.



Editor's Corner

**Charles Chauncey
receives the
Wilbur & Orville
Wright Master
Pilot Award**

On October 14, 2014, 1st. Lt. Charles Chauncey, USAAF (retired) and CAF Colonel received the Orville & Wilbur Wright Master Pilot Award for 50 years as a safe pilot. The award was presented at the local Wichita CAF Jayhawk Wing Hangar by the Wichita Division of the FAA. Chauncey expressed his thanks for this thoughtful honor.



*For more on the history of Chauncey and GOIN' JESSIE, see this link.
http://duncanwebsiteservices.com/Goin_Jessie/index.htm*

GOIN' JESSIE model finished

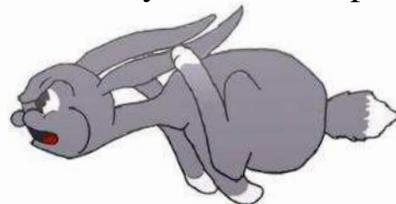
Chauncey consulted with Konley Kelley on the construction of a 1:48 scale model of the B-29 Superfortress *GOIN' JESSIE*. Chauncey was the AC/Pilot on the majority of the record 52 missions this aircraft flew without an abort from Tinian to targets on the Japanese home islands.



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

GOIN' JESSIE

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Photo by Rocky Smith

B-29 / B-24 Squadron

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