



THE FLYER

Commemorative Air Force
B-29 / B-24 Squadron

2019 is a wrap!

**A very successful tour
season is in the books**

September-December 2019



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Brad Marzari's
"Wulf"



STAR WARS

and the B-29



A Tribute to Artist,
Roy Grinnell
By Konley Kelley



2019 in Pictures



COMMEMORATIVE AIR FORCE

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

B-29 / B-24 Squadron Directory			
Position	Name	Phone	Email
<u>Squadron Officers:</u>			
Squadron Leader	Jonathan Oliver	312-925-6184	aphtwarbirds@gmail.com
Executive Officer	Al Herum	305-923-3810	aldh1000@gmail.com
Adjutant/Membership Coordinator	Toni Rabroker	972-740-4601	rabroker@hotmail.com
Maintenance Officer	Phil Pedron	940-453-5324	pedacft@centurylink.net
Safety Officer	Steve Rabroker	469-387-6439	rabroker@hotmail.com
Operations Officer	Archie Taylor	817-944-3226	taylor2014@tx.rr.com
Finance Officer	Glenn Mount	209-652-6551	imapilot2@cox.net
Development Officer	Don Boccaccio		gmount0985@aol.com
Education Officer	Konley Kelley	214-995-5184	konartist@verizon.net
<u>Squadron Volunteer Leaders:</u>			
The " <i>Flyer</i> " Newsletter Editor	Konley Kelley	214-995-5184	konartist@verizon.net
Appearance Captain	Henry Borderlon	972-406-0644	pixiee@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
<i>Diamond Lil</i> Century Club Chairman	Toni Rabroker	972-740-4601	rabroker@hotmail.com
<u>Tours/Ride Desk/Marketing:</u>			
Tour Manager & Scheduling	Jonathan Oliver	312-925-6184	aphtwarbirds@gmail.com
Public Information Officer/Media Team Leader	Jacques Robitaille	972-977-4245	jrobi1116@outlook.com
Ride Desk Captain	Mary Mount	209-605-4313	mary.mount13@gmail.com
<u>Squadron Staff:</u>			
Administrative and Marketing Assistant	Andrea Hanson	214-330-1700 ext: 119	ahanson@cafhq.org
Sr. Crew Chief	Rick Garvis	972-380-8800	rgarvis@cafhq.org
Crew Chief	Ben Powers	214-277-3150	f14_ad@yahoo.com
Its FUN to Volunteer			



Photo by Scott Slocum



COMMEMORATIVE AIR FORCE

CAF AirPower History Tour

2020 APHT

Schedule to date



Kerrville, Texas
March 7-8, 2020



New Braunfels, Texas
March 14-15, 2020



Fort Worth, Texas
March 21, 2020



College Station, Texas
March 28-29, 2020



Tyler, Texas
April 3-5, 2020



Newport News, VA
May 20-24, 2020

"FIFI"



Hagerstown, MD
May 27-31, 2020

"FIFI"



Morristown, NJ
June 1-3, 2020

"FIFI"



Reading, PA
June 5-7, 2020

"FIFI"



Nashua, NH
June 10-14, 2020

"FIFI"



Terre Haute, IN
July 22-26, 2020

"FIFI"



St. Joseph, MO
August 26-30, 2020

"FIFI"

COMMEMORATIVE AIR FORCE

CAF AirPower History Tour

"FIFI"

B-29 Superfortress

B-24 Liberator

www.AirPowerTour.org

*Schedule subject to change
Check www.airpowertour.org

2020

www.AirPowerTour.org

2020

Squadron Report

What a terrific year! The Air Power History Tour airplanes flew over 2,100 people in 2019. Calculating the positive impact the squadron made on these individuals is impossible. From time to time, we do however receive feedback from our riders. Judy Lambert mailed a card after her B-24 ride in Lexington Kentucky. "My dad flew 50 missions on the B-24 *The Naughty Angel* when he was stationed in Italy." "The flight was beyond my wildest dreams and I just knew that my dad was looking down from heaven and smiling at me." "It was one of the most memorable experience of my life."

I'm sure Judy's expression of appreciation is repeated over and over during the year. We are truly presented with an awesome opportunity to impact the lives of so many. The only way we can make this kind of an impact is with your participation as a volunteer. Our tour operations requires a crew of 12 to 18 people at all times while on the road. To complete the entire season requires 80 to 100 trained crew members.

There is no way for the officers or anyone from the CAF to thank all of our volunteers. Perhaps hearing first hand and seeing the response from some of the people we impact like Judy throughout the year will provide thanks enough. If you haven't had an opportunity to tour with our squadron...make 2020 the year you get started.

There are a handful of people who work tirelessly to make sure we accomplish our squadron objectives. Some behind the scenes and some you see on tour. Jacques Robitaille serves as the Squadron Public Information Officer. You don't see the work he does. Press releases, advertising is purchased, flyers are sent to all locations, all of this happens well before we fly into town...you don't see Jacques work but it happens. If he didn't do this work, nobody would know we were coming to town. Thank you Jacques. Archie Taylor as our Operations Officer has numerous responsibilities he performs you never see. He has to notify the FAA before we fly into every town and he is scheduling 6 or 7 pilots for every tour stop. You just can't imagine how challenging this can be. Thank you Archie. Steve & Toni Rabroker coordinate the training of our crew members and keeping records up to date with who is in training and who is qualified. If you decide to join our tour operations, you will see the work they put into our training process. And finally, our Tour leaders, Glenn & Mary Mount, Don Boccaccio, Curtis Wester and Jacques Robitaille. Thank you to all of you for helping make this a fantastic year!

Let's see if we can't reach even more people next year with the experience of seeing and riding on these iconic airplanes.

Jonathan Oliver
Squadron Leader



Executive Officer Report

First quarter 2020 – **What is in store for the B-29/B-24 Squadron:**

- The Sign-Up announcement for B-24 Ground School should be sent out very soon
- Your Operations Officer and others are completing updates to the ground school curriculum
- Ground School hours per aircraft (6) will remain the same as last year
- CAF HQ is updating the portion of our ground school they mandated last year, format will remain the same, video followed by discussion
- Our unit is seeking to obtain our own T-6 Texan, one is now available for assignment from HQ
- Members of our unit are in the beginning stages of putting together a sponsor group to purchase a big engine T-28 Trojan to tour on the APHT
- Our B-24 *Diamond Lil* should be available for flight training in early February.
- Our B-24 *Diamond Lil* is scheduled to do 5 tour stops in and around TX in March/April
- Our Stearman is available for flight training interested pilots now
- Our Stearman will accompany the B-24 on tour in March/April, weather permitting
- You can expect our bomber ground schools to cover other aircraft, Stearman, T-6, T-34, Ike's Bird
- Expect to see some new faces in ground school, recruiting is in full swing



Al Herum
Executive Officer



Steve Heath

Flight Operations Report

The B-24 & B-29 Ground School 2020 anticipated to be the best Ground School ever. About six years ago we decided to split the B-29 & B-24 Ground Schools. It was one of the best decisions the Squadron has made, but more strategic than the decision to spend more time focusing on each aircraft individually, was the value of studying just what makes this unit successful. We operate the most unique aircraft in the world and we are unlike any other organization today. Our Squadron has become one of the most rapidly growing CAF units in the country. We have also quickly soared to the top of the warbird industry as a leader. So please make sure you RSVP online and plan your involvement. I encourage anyone with a desire to participate to attend. I promise you will enjoy it.



B-24/ Stearman/ T-6 / and IKE Commander ground school will be February 22-23 and the B-29 Ground school will be April 17 -19. The Flight Evaluation Board will look at last years activities, ground school attendees and reevaluate the pilot core needs for these aircraft. Based on your Form 601 and the Squadron needs the board will select the 2020 pilots and copilots. The flight engineer and scanners follow a similar process. The cost and exact times of this event will be forth coming in this newsletter and other upcoming reminders. Last year was an excellent year and 2020 looks to be even more fun. Be safe and we look forward to seeing you in ground school.

Archie Taylor
Flight Operations Officer



Maintenance Report

Once again, our Squadrons maintenance team has proven the excellence of both themselves and our maintenance program. *FIFI* and *LIL* both flew over 100 hours each this season with no major maintenance issues and no missed missions due to maintenance.

Rick, Ben and volunteers are within weeks of completing *LIL*'s Annual Condition inspection. About the only finding is a cracked spark plug boss on number two engine's number six cylinder, requiring a cylinder change. *LIL*'s spare engine should be completed in about two months. *FIFI*'s number four engine has been removed and routed to Anderson Airmotive for inspection and top overhaul. Anderson has completed teardown and inspection finding the engine in excellent condition. This is the highest time engine at approximately 1200 hours and has performed flawlessly.

The only unexpected maintenance requirement is changing one cylinder on number two engine that has been notorious for leaking oil past the exhaust valve guide when the aircraft is parked. Needless to say, many who have been responsible for keeping *FIFI* clean have brought this to our attention.

***FIFI* Avionics upgrade update:**

As most of you know, the big project for *FIFI* this winter is new Garmin avionics donated by *Gulf Coast Avionics* and custom intercom designed and built specifically for *FIFI* by *PS Engineering*.

In Addition to the Garmin components *Gulf Coast Avionics* donated and has nearly completed the wiring harnesses for both the avionics and the intercom system. Once they receive all components, they will complete testing and configuration. This includes the wiring to each individual intercom station.

Again, many thanks to both *Gulf Coast Avionics* and *PS Engineering*.

Stearman:

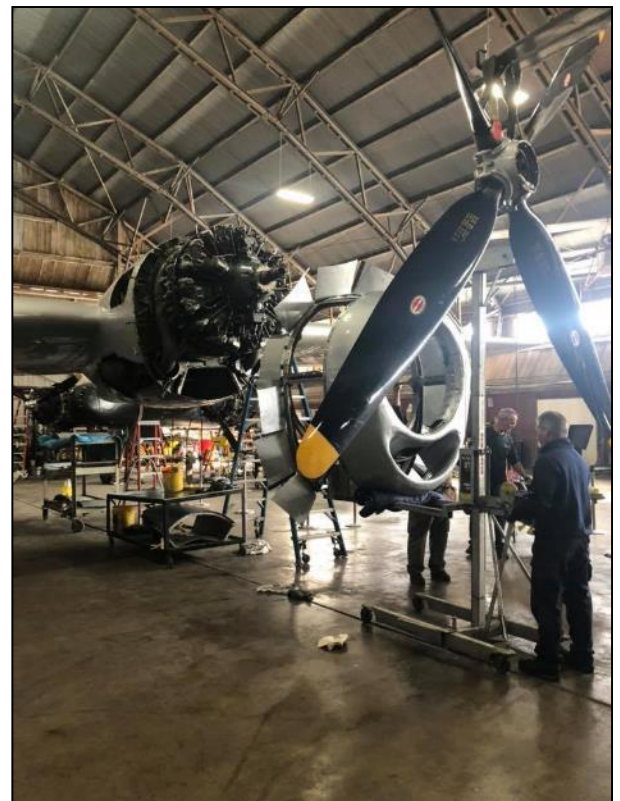
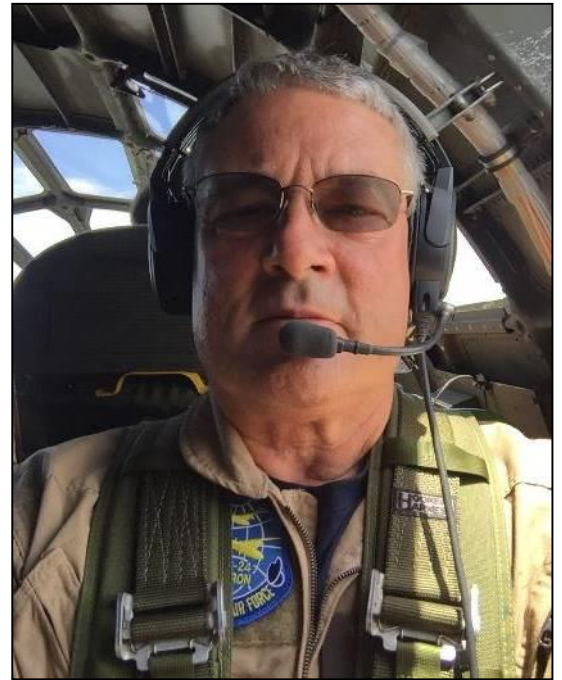
We don't talk about the Stearman much because she doesn't give us much to talk about other than stellar service and complaints to our Op's officer from pilots stating the cabin heating stinks!

Early in the tour season Squadron officers voted to purchase a spare engine. Oil consumption has increased to the point we feel it prudent to install the new engine when completed this winter.

Thanks to all who have contributed to keeping us flying

Remember; Good enough is NOT Good Enough! Safety First.

Phil Pedron
Maintenance Officer



Training & Safety Report

LOOKING BACKGOING FORWARD

Looking back at the 2019 tour season, with the exception of a couple of incidents, the Squadron can proudly say that we had a very safe year. With *Diamond Lil* back touring along with *FIFI*, we did more ride flights than we have done in several years. When you think about all of the physical, hands-on involvement that it takes to keep the tour moving on schedule (not just with the planes themselves, but with the set-up, tear down, and everything behind the scenes), and doing it in a safe manner, this is quite a feat. So a BIG THANK YOU to everyone who participated and helped make 2019 a SUCCESSFUL YEAR!

Now, going forward the plans for 2020 are underway. Be sure and mark your calendar for our ground schools. B-24 Ground School is February 21st – 23rd, and B-29 Ground School is April 17th – 19th. Watch your email for registration.

Also, if you have any desire to participate in maintenance, please let me know by email or call me – see contact information below. We will be working on the planes over the next few months, so come out and help if you can. Hope everyone has a safe and joyous Holiday Season!

If you have any questions about touring or anything else I can help you with, please email me at: rabroker@hotmail.com

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

Steve Rabroker
Safety Officer
469/387-6439



Safety drills at 2019
B-29 Ground School.

New poster made for passenger briefings before B-24 rides.



PIO Report

The 2019 season has finally wrapped up, and what a wild ride it has been! This was my first year in this job, and needless to say it was a challenge totally outside of my experience and comfort zone. There were lots of learnings along the way, lots of trial and error, but at the end of it all lots of success. Now's the time to take a look back and figure out what we did right, what we did wrong and what we can do better for next year. I would not have believed the amount of time and effort it takes to publicize and promote these events. Thank goodness for all of the great help I got from the team. For the most part we had great crowds and hosted lots of rides. We had great enthusiasm and help from the local folks across the board.



A few interesting statistics:

- We sent out over 7,300 press release and media advisories using the Meltwater application from CAF HQ. But only 483, or 6.5% got read. Needs improvement!
- We posted over 64 FaceBook ads. From those we reached over 4.7 million people and generated over 350 thousand hits to our website.
- We added 6,556 FaceBook followers, an increase of over 16%.

It has been particularly gratifying to see all of the veterans and their families that have come out to see us and share their stories. Here are just a few of the links to some of the stories that went out on local media.

WWII veterans see B-29 bomber they flew in 70 plus years ago in Trenton

<https://youtu.be/48YNvWkJM4s>



WWII veterans fly again at Southern Wisconsin Regional Airport in Janesville

<https://www.youtube.com/watch?v=ilZE41EgMFs>



La Crosse celebrates 100 years of aviation

https://www.weau.com/content/news/La-Crosse-celebrates-100-years-of-aviation-513264091.html?fbclid=IwAR0sEG_lcPzeqCSRjY0Vk65Yq9qwxTVWdDSmtWx-RITSgdp7_m8x5IZ8cVg



In addition we were honored to attend the Rosie the Riveter Memorial Garden ground breaking ceremony at our own home base Vintage Flying Museum in Fort Worth.

<https://www.star-telegram.com/news/local/community/fort-worth/article232603887.html>



Finally, take a few minutes to watch this video produced by Joe Hartigan who came out to see us in Trenton. He made an incredible video of the experience.

<https://youtu.be/DZoKoqmTyMA>



This is why we keep these old warbirds flying and why we do what we do. We're looking forward to an equally successful 2020.

Jacques Robitaille
Public Information Officer

Education Report

In my presentation at the Annual Meeting/Chili Cook-off, I reported on several education efforts from our Squadron and the CAF this year.

Easily the biggest news in Education important for all of the CAF units and our national airbase in Dallas is the hiring of Nancy McGee as VP of Education and Dulari Mehte as the Director of Education. Both of them came on board in roughly the Spring/early Summer of 2019. We did lunch in June along with my friend, Frank Landrus, who is a leader in the IPMS-North Central Texas, the oldest scale modeling club in the country. Although Nancy and Dulari are seasoned educators, plunging them into the planning for an education experience at Wings Over Dallas was a daunting task and they did a great job.

Having been to many Wings Over Dallas events as an exhibitor in the education area, I am here to say this one was the best organized to date. Retitled the Aviation Discovery Zone, the “education hangar” was filled with clearly labeled, hands-on activities designed by groups from local museums, clubs (such as the IPMS-NCT) and CAF units. Yours truly returned with the zipline Hornet (more on that in a bit). The first day of Wings Over Dallas was a cold rainout, but the ADZ was open and the schools began showing up with over 1,400 kids expected. Kids were motivated to hit all the stations by getting signatures in a guidebook. In total, 1,128 students came Friday despite the rain and 1,600 kids and families on Sat-Sun. I don’t know how many landed on the carrier but I witnessed many awesome landings and some spectacular crashes ☺



ADZ Workstations:

Open Workstations:

1. Naval Aircraft Landing
2. Air Traffic Control
3. Weight and Balance
4. Pre-Flight Inspection
5. Helicopter Build
6. Sectional Mapping
7. Wind Tunnel
8. Thank a Vet Notecards
9. Perot Museum Tech Truck

Earned Workstations:

1. Paper Box Planes
2. Riveting a nameplate
3. Redbird Flight Simulator
4. Build a Model Airplane

Displays:

1. Remote Control Aircraft
2. Corsair Scale Model (in hangar)

Community Partners for the ADZ: (hosted a workstation and/or provided volunteers)

Civil Air Patrol
Fort Worth Aviation Museum
Women in Aviation International
WASP Museum
EAA Chapter 34
Squadron Signal
Frontiers of Flight Museum
WASP Squadron
Perot Museum

Red Bird Simulators
Grand Prairie Colligate Institute
Vought Heritage Foundation
Enterprise Backup and Recovery –
Platform Engineering



See stories and photos by Kevin Hong

International Society of Aviation Photography (ISAP) December 2019 issue at this link:

<http://bit.ly/ISnAPDec2019>

RE: Zipline Hornet back in action

The 12' zipline carrier USS Hornet CV-8 was in drydock for most of 2019. She made port at the Frontiers of Flight and Warbirds on Parade in August. With three years of sailing to shows to her credit, she needed some paint touch-up and reprinted decking for the zipline target pattern. After a good dozen or more shows, I've surmised more planes have landed on the zipline Hornet than the real CV-8 which was lost in action after barely a year in service.

What was new at WOD besides the paint? Thanks to Steve Heath's gift, two sturdy Hellcat diecast models did the zipline and performed great. I added an amazing picture taken of the wreckage of the USS Hornet CV-8 discovered 17,500 feet below the ocean surface by the research vessel *Petrel* in Spring 2019. We also were just a week away from the hotly anticipated movie *MIDWAY*. With this in mind, I made a model of the SBD flown by Lt. Dick Best, one of the heroes of the battle and included an info piece on Best.

Two specific things really made the carrier activity at WOD/ADZ 2019 the best we've put up to date.

1) Ross Martin made a full-size stand-up videogame!!!

It was AMAZING and a huge hit. Ross built the stand, casing and tech logistics to work with a classic aircraft sim game in which the pilot lands on the USS Enterprise CV-6. Remarkable work by the uber-creative and computer-savvy Ross!

2) We improved the Landing Signal Officer (LSO) activity by adding signage with LSO commands. I also added a little LSO figure to the Hornet to show where he was stationed on the flight deck. Our intent was to teach attendees how important the LSO position was to safe carrier flight operations in WWII and the teamwork essential between the LSO and incoming aircraft. We noted some planes came in with combat damage making the coordination between the LSO and pilot even more critical.

The flow of our activity required participants to check out in Ross' videogame before they came to the zipline carrier and took command of a \$20.00 die cast plane ☺



Midway and Lt. Dick Best

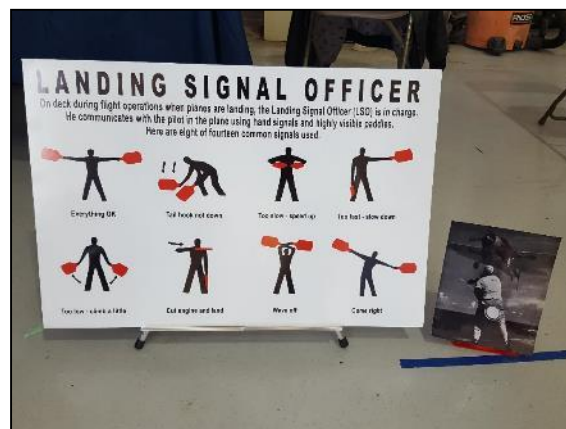
On November 8, 2019, the blockbuster movie *MIDWAY* hits theaters. From the trailers, it appears real life *Battle of Midway* hero, Lt. Dick Best is a featured character. Best is played by actor Ed Skrein.

On June 4, 1942, Best was leading VB-6, a squadron of Douglas SBD Dauntless dive bombers from the Hornet's sister ship, USS *Enterprise*, CV-6. Sighting the Japanese carriers, a miscommunication led to all the SBDs attacking the carrier *Kaga*. Best made the split second decision to divert him and his two wingmen to attack the Japanese flagship, the carrier *Akagi*. Both wingmen's bombs were near misses. Best scored a direct hit that penetrated to the hangar deck and exploded among fueled and armed aircraft. The massive carrier was doomed. USS *Yorktown*, CV-5 SBDs also sunk the carrier *Soryu*. Later that day, Best did a second bombing mission and likely hit the carrier *Hiryu*.

In a day, four of the six carriers that attacked Pearl Harbor six months earlier were sunk. Hawaii and the U.S. west coast were safe. The "Miracle at Midway" has been called the turning point in the War in the Pacific.



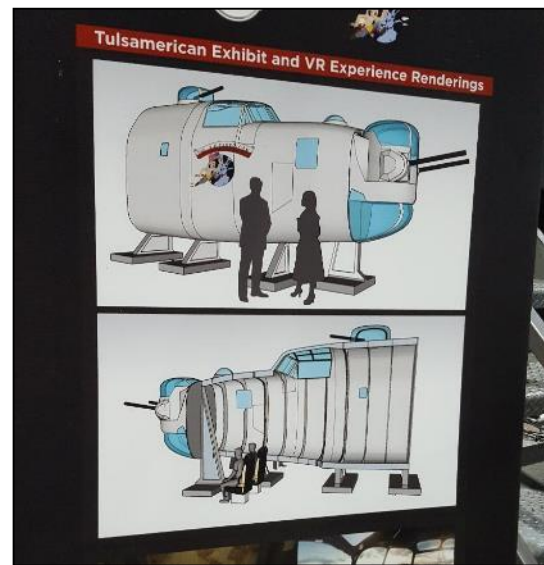
Ross' Carrier Landing Challenge game



RE: TULSAMERICAN experience

I visited the Tulsa Air and Space Museum with *Lil* and our crew in October. The TULSAMERICAN exhibit is a showpiece at the museum and we saw it undergoing its final touches. One of the breakthrough activities is a VR experience using goggles to immerse you in this story. I've tried VR goggles before and was not that impressed. Back then I felt the tech was not there yet and probably faddish. In my old age (you might relate) first person videogames give me motion sickness so having the game attached to my face is not good. The VR piece designed for the TULSAMERICAN experience is the best I've seen to date. The ribbon cutting was December 17 and I have asked for a report from our friends we met in Tulsa. In the meantime, this may ring a bell because the B-24 TULSAMERICAN was the subject of a 2018 NOVA special. See this link for a related article:

<https://www.nationalww2museum.org/about-us/notes-museum/nova-dives-story-tulsamerican>



Here is a 20 sec taste of the VR experience with the headset.

<https://www.youtube.com/watch?v=8iQJ3rPRNAc&feature=youtu.be>

RE: 3D-printed Bell X-1

Per my story in the Summer issue of The Flyer, this was one of my personal highlights in 2019 and an exciting way to introduce others to 3D printing. Plastic and metal 3D printing tech is making huge technical leaps and bounds and broadly impacting sectors throughout our economy, particularly in aircraft design and manufacturing. I'm going to definitely be playing more with this tech in 2020. Want to join me?

RE: How can you be more involved in Education?

As I mentioned at the Annual Meeting, there is always an audience for the stories we want to tell about WWII, our aircraft and the men and women who flew them. I've personally done several presentations at my college, for special groups and schoolkids. Think about how you can put yourself out there and share your passion and knowledge with others. I have resources for you as do others in the Squadron and CAF. It is fun, enriching and a great way to engage with others. Put your feelers out there and let us know if you want to build and deliver a presentation. We will support you any way we can.



It is obvious I have slowed down as editor of The Flyer with fewer issues going out. If you compare this issue to the summer issue, note the number of contributors – just a few (very appreciated) contributors. In the picture department, we are fortunate to have Steve Heath and other photographers in the CAF ranks. For the content-driven stuff the Flyer needs, we could use a lot more help. If you have an interest in a topic you think would be good Flyer material, let me know. I am asking you to tackle researching the topic, collecting pictures and writing something up. I promise I will lay it out for you in the pages of The Flyer and make it look fantastic. The more contributors the Flyer has, the more interesting it is for everyone in addition to it being a great report on Squadron activities. In 2020 jump on board. Let's have some fun!

Merry Christmas and Happy New Year to everyone in the Squadron.

Konley Kelley
Education Officer



Member News

September-December 2019



The Squadron welcomes new members added in the last half of 2019:

David Thompsen, Clifton, IL
Lanita Ellison, Lincoln, NE
Greg Pogany, Rapid City, SD
Daniel Salyers, Bismark, ND
Matt Fagan, Neptune, NJ
Denise Werner, Salina, KS
James Wallace, Baltimore, MD
Christopher Wilson, Fort Worth, TX
David McCullough, Lexington, KY
Stephen Ezell, Muskogee, OK
Patrick Clayton, Hazen, AR
Dean Taylor, Nebo, NC
Stephen Coder, Godley, TX
Christopher Branham, Georgetown, TX
James Stratton, Kennedale, TX

Membership is the life blood of our Squadron. When members come together and share their passion, great things can happen! Please invite your friends to come to the next Squadron meeting – January 18th – at VFM in Fort Worth. Watch your email for more details.

JANUARY IS MEMBERSHIP MONTH!

Squadron Dues renew annually each January – only \$75. You can renew now online at:

www.cafb29b24.org

– Click on the “Join or Renew” at the top right.

REMEMBER: If you renew by January 18th at the annual meeting, your name will be entered into the drawing for a New Squadron Shirt. Also, if you recruit anyone, you will get an additional chance entered in the drawing.

Membership Info

If you have any membership questions, please feel free to contact me at rabroker@hotmail.com

Dues and new member apps can be mailed to:
CAF B-29/B-24 Squadron
PO Box 763577
Dallas, TX 75376



Todd Erskine receives his B-29 crew cap after qualifying on the APHT 2019 tour



John Beckwith receives his official B-24 crew cap from Toni Rabroker

Calendar Reminders:

Next Squadron Meeting – **January 18th**; details to follow
Membership Meeting - Renew and have a chance to win a

New Squadron Shirt

February 22nd & 23th – B-24 Ground School

March 21st – Ride Day at VFM

April 17-19th – B-29 Ground School

Visit the Squadron website for future Meetings and Events



Make sure you visit the Squadron Px for all your 2020 Squadron clothing and bling
Px Captains, Alma and Rocky Smith will take care of you.

Whether we are on tour or home, we can fill your order. Short or long sleeve uniform shirts, performance polos, quarter zip fleece, as well as hats and tshirts (as found on www.B29B24PX.org). We will even do name drops on the shirts. Email alma@b29b24px.org with size, quantity, your phone and email information.

Find us on 



2020 B-24 Ground School

...all you need to know



2020 B-24 GROUND SCHOOL

(Will cover B-24, Ike's Bird, T-6, Stearman and T-34 ground schools)

Dates:

Friday, Saturday, & Sunday
February 21 - 23, 2020

Locations:

Hampton Inns & Suites Fort Worth Fossil Creek
3850 Sandshell Drive
Fort Worth, Texas 76137
(817) 439-8300

Vintage Flying Museum (VFM)
505 NW 38th St # 33S
Fort Worth, TX 76106

Overview of Schedule:

Friday, February 21, 2020

12:00 pm - 5:00 pm Ike's Bird and the T-34 ground school will take place at the VFM Ready Room

6:00 pm - 8:00 pm Pizza will be provided at VFM. All Squadron members are welcome even if you will not be attending ground school.

Saturday, February 22, 2020

7:15 am Onsite ground school sign-in begins at Hampton Inn & Suites Fort Worth Fossil Creek.

8:00 am Training begins for all participants at the Hampton Inn & Suites

After a catered lunch, Scanner training will continue at the B-24 located in the VFM hangar while pilots and FEs remain at the Hampton Inn & Suites until 6:00 PM.

Sunday, February 23, 2020

B-24 Scanner training continues Sunday morning at the VFM hangar

8:00 am - 2:00 pm Ground school continues for B-24, T-34, Ike's Bird, T-6 & Stearman at the Hampton Inn & Suites. 2:00 PM - 4:00 Continued training for T-6

4:00 pm - 6:00 pm Ground school continues for the Stearman

Cost:

\$79.00

Please complete your online ground school registration prior to February 15 at

<http://warbirdflightschool.org/>

Training Manuals:

Training manuals are currently available for download within the Members-Only portion of our Squadron website. (Password: superfortress)

All crewmembers, including Pilots, Flight Engineers, and Scanners should have read their respective manuals including the Squadron Operations manual prior to attending ground school. Pilots and Flight Engineers should be intimately familiar with all normal and emergency procedures on all aircraft they fly.

IMPORTANT

All attendees must be current CAF Colonels and B-29/B-24 squadron members. This means you must be current with your national dues (\$200) and Squadron dues (\$75). You can sign up and renew your memberships online via the Squadron homepage. All questions regarding membership should be directed to Toni Rabroker (rabroker@hotmail.com).

HOTEL INFORMATION

Hampton Inn & Suites Fort Worth Fossil Creek
\$99.00 room rate includes breakfast.

To book a room call (817) 439-8300 before February 1, 2020 and identify yourself as a B-29/B-24 Squadron member.

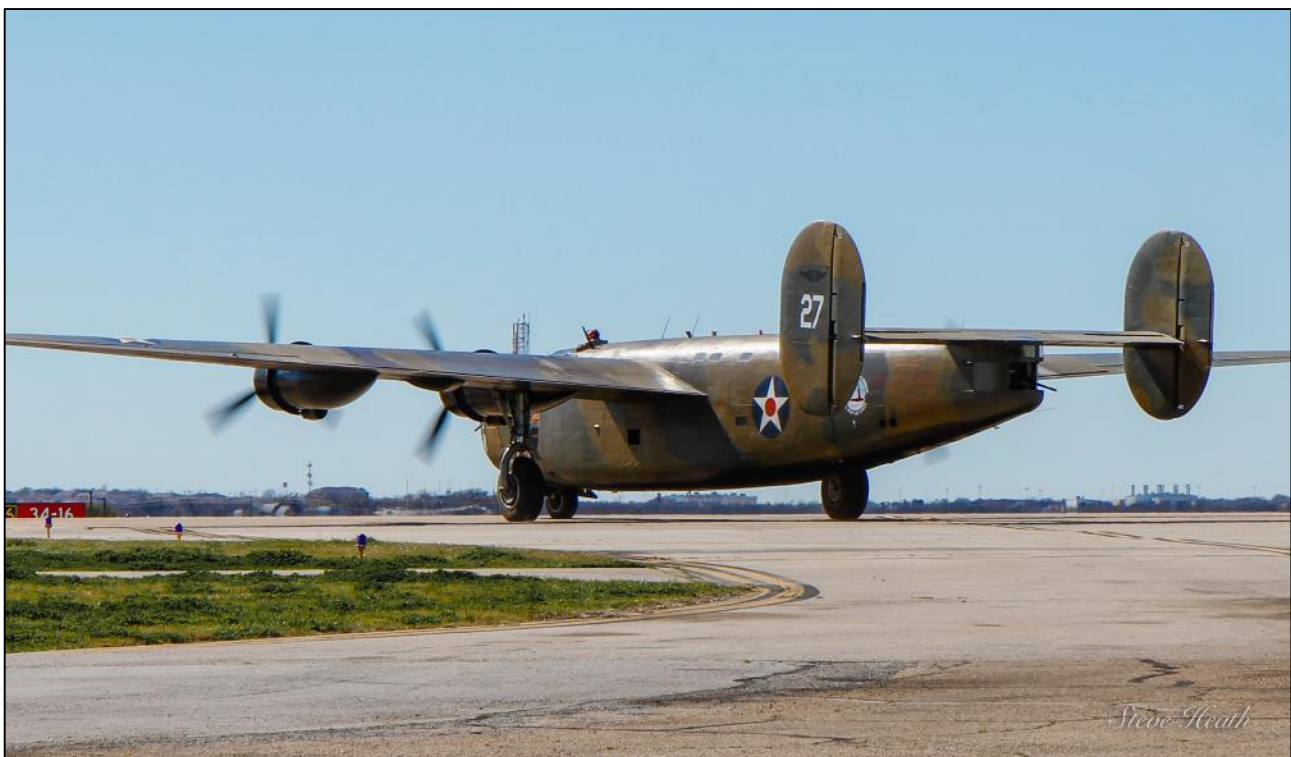
Extended Stay America
3261 NE Loop 820
Fort Worth, TX 76137
(817) 232-1622

WoodSpring Suites
3501 NE Loop 820
Fort Worth, TX 76137
(817) 847-4999

Fairfield Inn
3701 NE Loop 820
Fort Worth, TX 76137
(817) 232-5700

Marriott Courtyard
3751 NE loop 820
Fort Worth, TX 76137
(817) 847-0044

Springhill Suites
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2019 Annual Meeting Chili Cook-off Squadron Awards

Photos by Steve Heath





2019 Annual Meeting Chili Cook-off Squadron Awards *Photos by Steve Heath*



Chili Queen _____





2019 Annual Meeting Chili Cook-off Squadron Awards



Bob and Mildred Freeman Touring Award

*Al Benzing
Pam Pedron
Scott Gupton
Al Herum*

Dedication Award

*Konley Kelley
Mat Pedron
Steve Schapiro
Scott Wilson
Jeremy Ott
Alyssa Kugler*

Leadership Award

*Rudy Vander Upwich
Todd Erskine
Bud "Doc" Calley
Jerry Palmer
Scott Gupton*

Above and Beyond

*Al Benzing
Alma Smith
Rudy Vander Upwich
Dan Owens*

Up and Coming

*Rick Stransky
Don Jones
Curtis Limerick
T. Marbach
Patrick Glynn
Jim Dawson
John Beckwith*

Professional Aircrew Member Award

*Curt Lewis
Steve Zimmerman*

John Flynn Lifetime Achievement Award

Phil Pardon

Professional Maintenance Award

*Steve Rabroker
Tom Bailey
Rick Stransky
John Schauer
Joe Smigielski
Mike Schmitt
Rudy Vander Upwich
Jerry Morelock
Reilly Tucker
T. Marbach
Mike Caraway
Parker Davis
Jacques Robitaille
Jeff Tramontano
Tom Ferraro
Chris Homes*

Golden Wrench Award

Phil Pedron

Sam Mangram B-24 Restoration Award

Mike Laney

Vic Agather B-29 Restoration Award

Mat Pedron

Certificates of Recognition

*Andrea Hanson
Brad Marzari
Burney Baskett
Michelle Baskett
Ross Martin
Ed Reinholtz
Gary Creasy
John Beckwith
Lanita Ellison
Lloyd Hedges
Mike Schmidt
Paul Maupin
Ron Thorson
Ron Walston
Steve Schapiro
Truitt Harper
Vicky Daleccio*

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Special Feature

Brad Marzari's Focke-Wulf 149D

By Brad Marzari



The Focke-Wulf 149D

First the company:

The company was founded in Bremen on 24 October 1923 by Prof. Henrich Focke and Georg Wulf. Focke-Wulf merged, under government pressure, with Albatros-Flugzeugwerke of Berlin in 1931. In October 1933, Focke-Wulf Flugzeugbau A.G. Albatros Berlin was officially registered with the Department of Trade and under the control of Reichs government...yeah, those bad guys.

In 1938 Focke-Wulf designed what would become their most famous aircraft, the FW-190, and demonstrated the Focke-Wulf Fw 61, the first fully controllable helicopter (as opposed to autogyro). After the war Focke-Wulf began to make gliders in 1951, and in 1955, motorized planes.

Okay, timeout. Quick history review. After WWII, the western sectors, controlled by France, the United Kingdom, and the United States, were merged on 23 May 1949 to form the Federal Republic of Germany (*Bundesrepublik Deutschland* or *West Germany*) on 7 October 1949, the Soviet Zone became the *Deutsche Demokratische Republik* (DDR) East Germany.

West Germany joined NATO in 1955 to help defend Europe from the Soviet threat. Well, if it is part of NATO, it needs an army and the Bundeswehr (Federal Defense force) was founded in 1956. This title was different from all the other titles the German army had ever had.

The *Luftwaffe* is the German-language generic term for the German Air Force. All the other names for the air force just sounded forced and silly in German, so the generic term *Luftwaffe* stayed. The *Luftwaffe* as part of the Bundeswehr was founded in 1956 as the aerial warfare branch of newly constituted armed forces of West Germany.

Soon after, the *Luftwaffe* published a request for proposal for a training aircraft. The two main competitors were the Beechcraft T-34A Mentor and Focke-Wulf bidding a Piaggio P-149.

The Piaggio P-149 was developed as a four-seat touring variant of the earlier all-metal low-wing monoplane tail dragger Piaggio 148. The P-149 was a retractable tricycle aircraft that had side by side seating plus two additional seats.

While the performance of the T-34 was similar, the *Luftwaffe* selected the 149 as they intended to use the aircraft as a Squadron 'hack' and liaison work as well as a primary trainer and lead-in trainer. So having the additional seats and space was a factor.

The P-149 was to be made in Germany under licenses by Focke-Wulf with a BMW motor. The first 72 were assembled from kits shipped up from Italy and the next 190 were built in Bremen by Focke-Wulf.

Only 16 would be made by Piaggio not going to Luftwaffe - two going to the Italian air force and eight going to Switzerland. Four were bought by the Israeli IAF and used for training cadets in the Ugandan Air Force's Flight School as part of the Israeli-Ugandan security cooperation. In 1968, when the cooperation with Uganda was terminated in the aftermath of the Six Day War, these four planes were transferred back to Israel. They were taken out of service in 1971 and are lost to antiquity.

Oh yeah. What happened to the company? Focke-Wulf would formally merged with Weserflug in 1964, which after several further mergers, became the European Aeronautic Defence and Space Company (EADS). EADS was later reorganized as Airbus.

A total of 278 were built from 1959 to 1963. The 262 FW-149 in the Luftwaffe would be flown from 1959 to 1990. The FW-149 has empty weight of ,630 and max gross TW of 4,000 lbs leaving 1,370 of useful load which is enough to haul four full-sized airplane geeks and their recording gear to an airshow.

The cockpit is wide and tall. I actually added a two inch seat cushion to the pilot seat to give me more leg room and the canopy is still three inches above my head. The FW-149 cruises at 120 knts behind the 275 Horse BMW GO-480 which is a Lycoming GO-480 built under licenses. This is the same engines as in 'Ikes's Bird'. Not the coolness of a round engine but also not the care and feeding of a round engine. Ok, it is not the speedster of a Cirrus or a Mooney as its VNE is only 180 but it looks cool doing it.

My aircraft was built in 1960 by Focke-Wulf, flown by the Luftwaffe up through the 70s, sold to a civil in 1980 where it flew in southern Germany around Baden-Baden. In 1994 it was sold and brought to Florida. There it would sit for the next seven years as a neglected hanger queen rotting in the Florida heat. In 2000 it was purchased by a Canadian and moved to Montréal where it would undergo a two year complete restoration and rebuild. The panel was completely redone replacing a sea of 1950s steam gauges with modern gauges and the Garmin 430 Radio stack leaving 25% of the panel blank. In September of 2019, I would bring back to the US.

So what I have is what I think is the best of both worlds, a warbird with enough usable lift of a Beach Bonanza to take friends and family places. An aircraft that cost per hour is like a GA aircraft but with all the history, coolness and fun of a warbird. I have chronicled the purchase, import and certification on the 'The Airplane Geek Podcast'

<http://www.airplanegeeks.com/>
episode 566 to 571.

I will see you on the tarmac.
Brad Marzari
President EAA Chapter #542
marzari@mac.com
FLYING IS FREEDOM





Special Tribute

Aviation Artist Roy Grinnell

1933-2019

I wrote this tribute the day I heard of Roy's passing on September 15. The newsletter gives me an opportunity to share these memories with you as well. Roy was the most gifted artist I have ever known. His sweet wife Irene was his best friend. The art and aviation communities have lost a great one. Blue Skies and tailwinds Roy. Please keep Irene in your prayers. - Konley Kelley

I have had the joy of knowing Roy and his wife Irene Grinnell for many years. Our friendship started in the Spring of 2008, I was at Asel Art in Dallas. On the community bulletin board I caught sight of a really cool painting of the Flying Tiger/AVG commander Claire Chennault on a business card. I e-mailed the contact on the card and ended up communicating with the artist, Roy Grinnell and his wife, Irene. I was an active scale and 3D modeler and in a few years would be a member of the CAF B-29/B-24 Squadron. Aviation art and military history fascinated me, therefore I was especially fascinated by the incredible work of Roy Grinnell. And, guess what, they lived the next town over!

The timeline from then to the present is full of wonderful and memorable interactions with Roy and Irene. We met at CAF events, CAE art exhibits, Tuskegee pilot, Calvin Spann's birthday celebration, Squadron/Signal, Cracker Barrel with my kids, Barnes & Noble, Squadron/Signal Open House, EagleQuest, trips to the hobby store, etc. As my wife and I drove back home from seeing my son in San Marcos this weekend, all of the memories of Roy and Irene came flooding back. They are such good people. I relish the time I had with them. I spoke to Irene today and am grateful for our continued friendship and will do whatever I can to help her continue to share Roy's legacy with others. I am forever grateful to be a member of the B-17 *Silky Kitten's* crew 😊



Irene and Roy Grinnell

It was my honor to be of some help to Roy with a few projects. He used my scale model of *FIFI* as a reference when painting the piece which became the book cover art "Spearhead to Victory" which (I get tears thinking of it) includes the B-29 *Goin' Jessie* flown by my late friend, WWII B-29 Pilot/AC, Charles Chauncey. I made him a model of a Naboo fighter for reference when he was enlisted by George Lucas for original art for the book "Star Wars Visions"...wow! He created an amazing piece and then another even more amazing piece that was selected for the book. The Force was with Roy on that one for sure! More recently, I made a model of the German aircraft carrier *Graf Spee* as a reference for Roy's project painting a "what if?" piece for author Barrett Tillman's article on the "almost" German super carrier. To say that I was honored to be a small part of these pieces is an understatement.

Roy painted a concept of *FIFI* in combat...wow! What a neat print and I am so lucky to have it. Not only did Roy have a gallery of his work at CAF Midland in the Lloyd Nolen Library, he was the official artist of the American Fighter Aces Association, the AVG/Flying Tigers and enjoyed a special relationship with groups and art enthusiasts overseas (including a French version of the CAF, I believe). I will provide you a link to Roy's website at the end of this article. Please go see the full body of his work, the accolades he so richly deserved and his affiliations with museums and organizations around the world.

I could always get advice from Roy on a project because he nearly always personally knew the person who was the subject. For example, I recently worked on an article about WWII Marine Ace, Joe Foss. Roy told me not to include the gunsight in my scale model. When he painted "Joe Foss – A Proud American," Foss told him he removed the gunsight because he got so close to the enemy, they filled up his forward canopy...he couldn't miss.

I have several of the Combat Mission series books with Roy's artwork on the cover. My most treasured book is "Roy Grinnell, Artist of the Aces" (in French and English). I will be keeping it close this week and thumbing through it. It sets the bar – is the bar – for any coffee table aviation book.

I was thinking about Roy in the car today. There are fan pages about Roy's work on Facebook and Irene is wonderful about frequently posting images and stories. I've especially loved seeing his early industrial and sci-fi artistry for Popular Mechanics...very retro-cool stuff. Roy meticulously researched a project. If he was painting a scene depicting a moment in combat, he talked to the pilot and gleaned as much information as he could. He also dived into every resource he could about that pilot, the time it happened, aircraft involved, landscape and environment. What resulted was the most accurate and timeless image of what really happened – endorsed by the person who was there when it happened. If you think about it, there is no actual photograph of this. Everything Roy did leading up to his painting is a recreation of the vision of that moment. It is the closest we will ever come to seeing that moment of heroism, tragedy, glory or heartache. Many of the pilots Roy has painted have gone West. It makes me smile to think Roy is reuniting with them today. The paintings he did of their acts of bravery and sacrifice will forever be told through the work Roy honored with his gifts.

My friend Gene Dickinson and I visited Roy and Irene several times over the last year and helped Irene hang an exhibit of Roy's art at Frontiers of Flight last Fall. I recall visiting Roy and Irene a few months ago. Roy was ailing but always in good spirits. He was delightfully funny and always telling stories. Irene made dinner and watching them interact and seeing the love they have for each other was the best. We settled down and watched FANTASTIC VOYAGE and Roy got such a kick out of that movie. The two of them have met so many amazing people in their adventures. Their house is a testament to lives well lived and the diversity of Roy's art extends well beyond aviation. The Roy Grinnell website has many examples of that.

Gene and I visited the Grinnell's a few months ago while I was working on a Chuck Yeager project. Roy's artwork graces the cover of the book I am reading, "Chasing the Demon." He shared some great backstory on painting both this artwork and an earlier piece of Yeager's shootdown of a German jet fighter in WWII. Roy had plenty of knowledge of this event. I went to the right source!

As Roy's health declined, Irene cared for him every step of the way. As an art gallery owner, dealer and curator, she was the partner and ally perfectly matched for her husband's talent. As a wife and caregiver, she made the last few years the best they could be. Despite Roy's health concerns, he had many happy and good days thanks to Irene's love and care.

One can only imagine Roy's canvas now. God take care of this fine artist. Back home his lifetime of work will be admired for years to come and will inspire artists like me and so many others now and in the future.

Blue Skies and Tailwinds Roy. My condolences to his family and my thoughts are with Irene today. Keep her in your prayers.

On the following pages are some of my favorite pieces painted by Roy and below is a link to the Roy Grinnell website. I encourage you to check out the website to see the full body of Roy's work and learn more about his life.

<https://roygrinnellart.com/>



"Wait n for Tex"



"Lloyd's Dream"



"Uncommon Valor"



"Joe Foss – A Proud American"



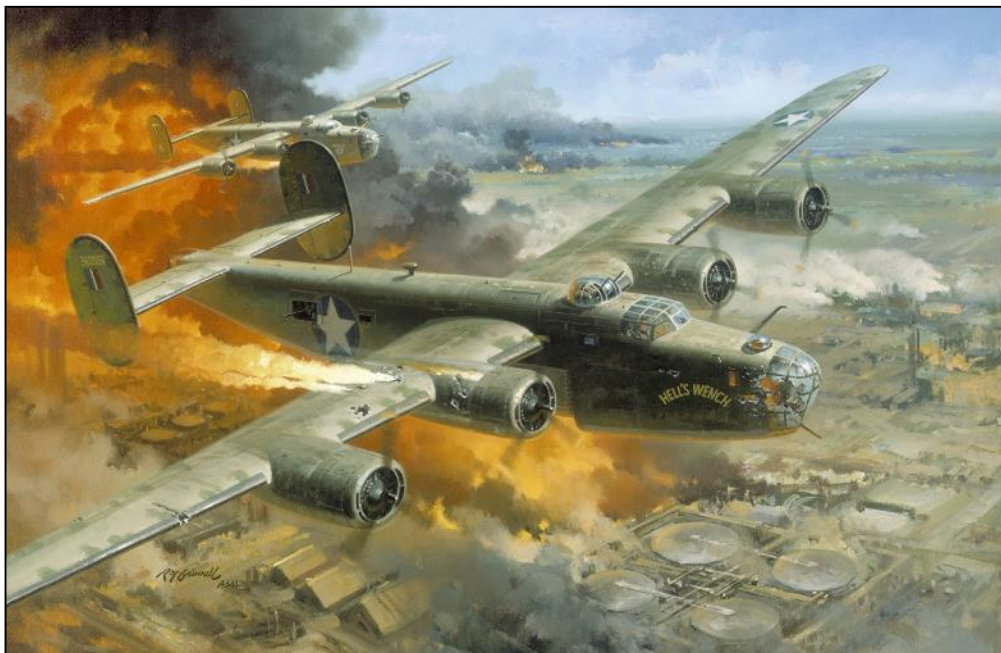
"Showdown over Berriere"



"A Twisted Tale"



"Achtung Spitfire"



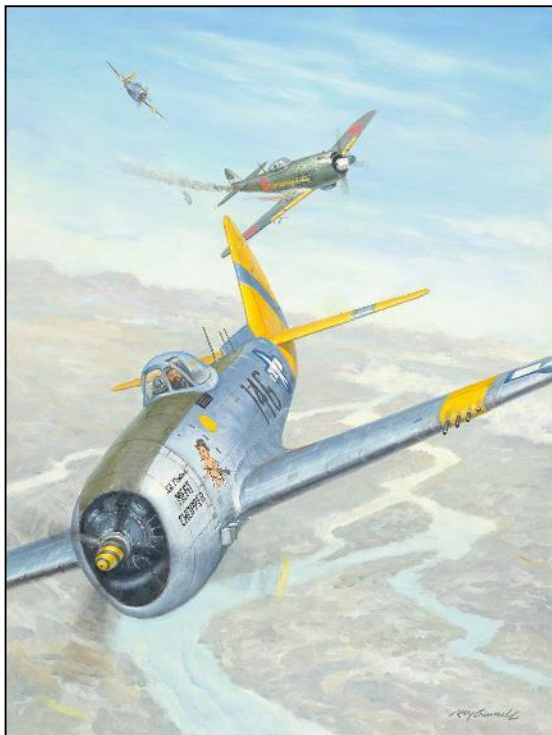
"Returning is Secondary"



"Spearhead to Victory"



"Mission Accomplished"



"Harry, Frank and Oscar"



"Yeager's Conquest – Mach 1"



"Under Attack – Tall, Torrid and Texas"



"Raid on the China Coast"



"Mooney's Sacrifice"



"A Bit O' Lace"



"Christmas Over Rangoon"



"Noble Wingman"



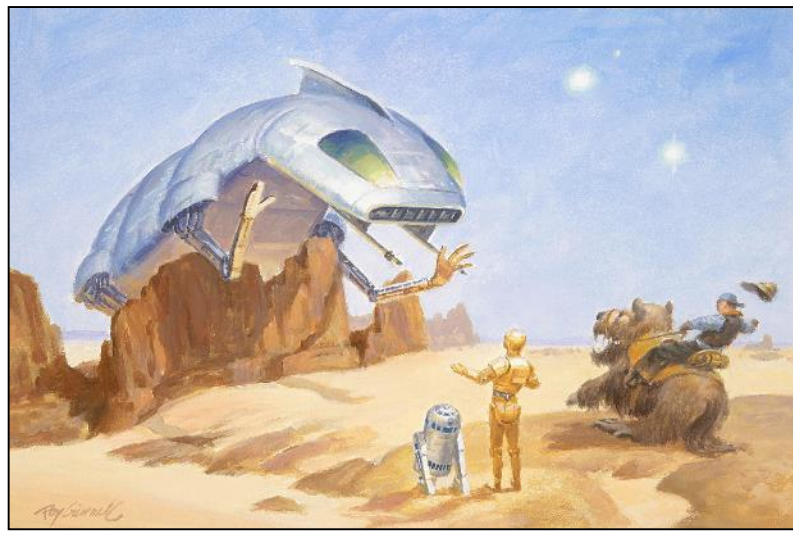
"Dragon on the Deck"



"Stuka's Hard Landing – Alternative History"



"Anakin in the Battle of Naboo"



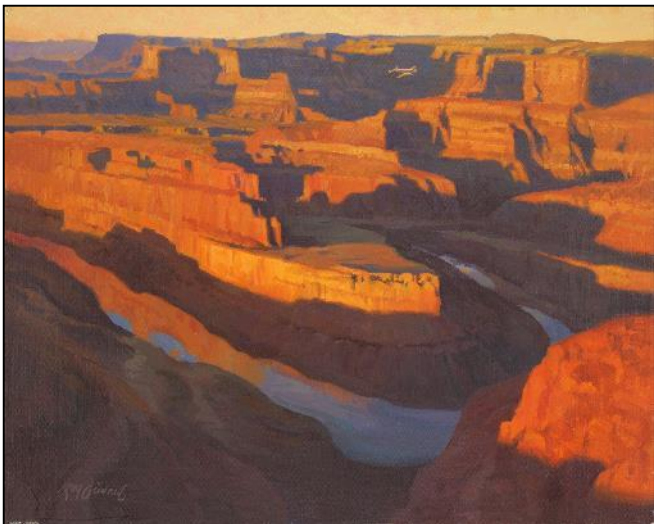
"Wait, the Droid just wants to say hello"



"Portrait of Spring"



"The Morning Hunt"



"Passing Dead Horse Point"



"Howdy Rose, remember me?"



"FIFI's Fantasy – concept"



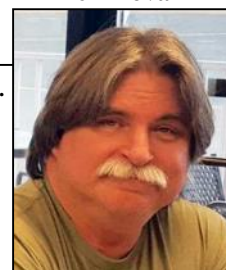
"Silky Kitten"



Special feature

A Duck for Ken

Ken Kovar



September, 2018 our Squadron lost a member and my friend, Ken Kovar. I miss our endless talks about scale modeling and airplanes. This year his absence was definitely felt at Warbirds on Parade and Wings Over Dallas. Ken had an eye for setting up displays and brought out much of his own collection. He loved working the 12' carrier and meeting folks.



Duck at Breckenridge. Pic by Konley Kelley

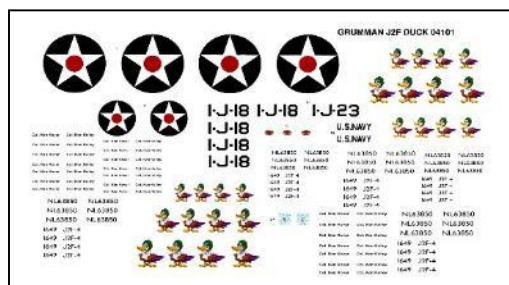
Ken would often ask me if I had started it. Personally, there were other projects in line for me and, frankly, a biplane with rigging and yellow wings is not an easy build.

After Ken died, I kept seeing this kit in my stash. I decided to make it for him and completed it this September just before the anniversary of his passing.

Here are some pics of the finished model. I customized the decals to match the Duck we saw and added our names below the cockpit. Ken was also a student at my college so I put a decal of our mascot, the "Thunderduck" on the fuselage. RIP Ken.

Ken, Charlie Wood and I went to the Breckenridge Air Show in May, 2018. It was quite a show with a wide range of warbirds and many I've never seen before. One unique plane was the Grumman J2F Duck operated by the Mid America Flight Museum. This beauty is a Pearl Harbor veteran and was used for air and sea rescue after the battle and throughout its storied career. A really good write-up on this Duck can be found here:

<http://warbirdsnews.com/warbirds-news/mid-america-flight-museum-acquires-grumman-duck.html>. Ken was really impressed with the Duck. We agreed it would be a neat scale model to build so I went out and found a kit.



Homemade decals. Make lots of duplicates.



Dodge Ambulance in Tulsa

Don't worry. No one is hurt. Beautiful Dodge WC-54 Ambulance built in January, 1944 on station with *Diamond Lil* in Tulsa (owners, Dean and Cindy Williams). We couldn't find Hawkeye or BJ so our Squadron's own Bud "Doc" Calley came by for a picture.





Special Feature

AirPower History Tour stirs emotions

By Jennifer Shafer

A few months ago, I received an e-mail from Jennifer Shafer. She passed on the story below and told me how she was reminded of her Dad while visiting our B-24. Veterans Day was coming up and I asked her to tell me more about her Dad. She sent the story below and pictures of her father. Thank you for your many years of service to our country S/Sgt. Smith.

I was in Janesville, WI on July 19, 2019 during the airshow. One of the gentlemen that was there started talking about one of the warbirds that was landing. He told me a story that I could not ignore. So after going inside, I had to go back out, track him down, and write his story down.

The man I was talking to was Sgt. Roy H. Swenson. His uncle, S/Sgt Harold J Stenerson, 6th Army Air Corp, was stationed in North Africa/Sicily/Italy and shot down over the Ploesti oil fields in 1944.

He showed me a picture from his phone of his uncle and his flight crew. I wanted to get a shot of it because it was interesting to me. I had my 50 mm lens on my camera went ahead and shot his phone screen. His uncle is the man on the far right front of the crew. I have attached it to the email. The reflection you see in the photo is that of Sgt. Roy H. Swenson.

Another time when I was at Oshkosh and had my hand over my heart during the National Anthem, I couldn't help but get a photo of my dad saluting. He is a 76 yr old Vietnam Vet. He was in the Air Force for a few years and then the Army. He started working in Civil Service in 1980 when he retired from the Army. He went to Afghanistan after 9/11 and has been to Iraq and several other deployments since 2001. He is my hero and he is what a soldier should be. You would agree, if you knew his whole story. He worked at Ft. Sill as a C-COM LAR for several years. He finally retired from service in 2017.

I hope you will consider using these stories or at least one of them. My dad would not ask for any recognition for his service. He would tell you he was only doing what he thought was right-to fight for his country. I know there are other veterans out there that have done more or better. But to me, my dad is the best soldier and most humble patriotic man I have ever met.

I have several other photos from Janesville and Oshkosh if you are interested. I look forward to your hearing from you.

Thank you for your time.

Jennifer Shafer





Veterans Day Spotlight

S/Sgt. Glenn A. Smith

By Jennifer Shafer

Glenn A Smith spent 56 years with the United States Government.

After graduating from Comanche HS in 1960, Smith enlisted as an Airman Basic in the United States Air Force, against his mother's wishes. Basic training began at Lackland Air Force Base. After training he was sent to Vietnam where he served from 1966-67,

Mr. Smith left the USAF in 1968 as a S/Sgt E5 then joined the US Army in the same year. Basic training for the Army was at Ft. Polk, LA. He returned to Vietnam in 1970 and spent two years fighting until 1972 when he was reassigned to maintain and repair communications equipment for the White House, Pentagon and the Presidential helicopters from 1972-73. From 1973-75, S/Sgt. Smith served in Germany repairing radars. In 1975, he returned home to Ft. Sill to teach radar operation. He met Tracy McDowell and married her in May of 1980, adopted her daughter and had their only child. S/Sgt. Smith retired from United States Army in October of 1980.

From 1980-85, Glenn Smith worked for the Department of Agriculture as a surveyor in Duncan, OK. Smith then returned to Ft. Sill, as a civilian, to teach radar operation from 1985-2005.

After 9/11, Mr. Smith was determined to fight for the safety of his country one more time. In 2005, he deployed to Iraq and Afghanistan. I remember one night while talking to my Dad on the phone, hearing bombs going off behind him. I asked him how far away those sounds were and he said they were about a click away (one mile is what he said). I'll never forget that sound and how much I prayed for my Dad's safety. I knew if it was any closer my Dad might not make it home.

He chose to stay and continue doing what he loved the most - fighting for our country. From 2005 until March 2017, he worked as a C-Com Lar at Ft. Sill before officially retiring again from the US Government. Throughout his 56 year career with the military and US Government he spent time in Germany, Australia, Hawaii, Korea, Alaska, Japan, Thailand, Africa and Libya.

Submitted by Jennifer (Smith) Shafer (daughter)





2019 in Pictures

Thank you to our photographers

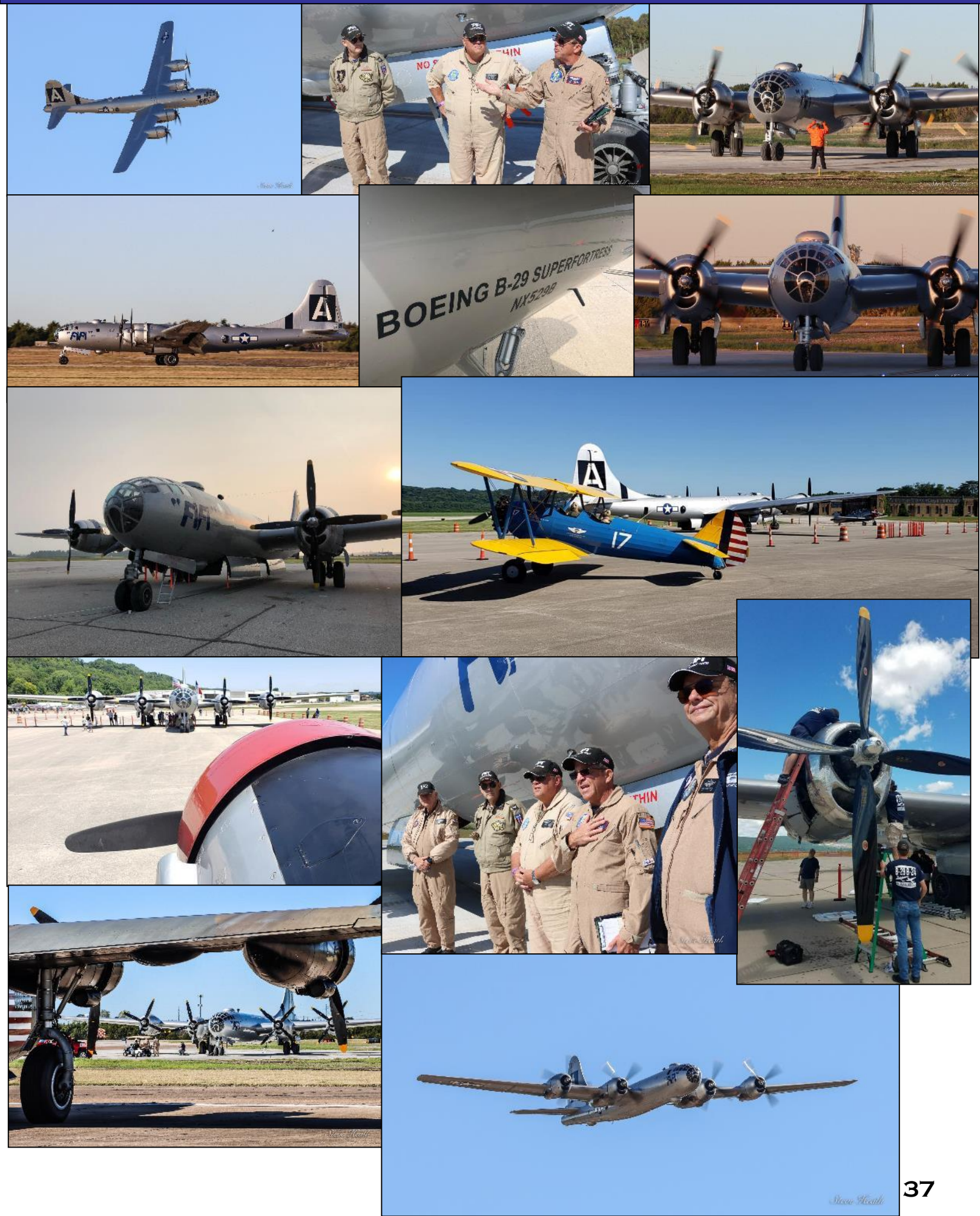
Al Benzing, Alyssa Kugler, Archie Taylor, Cheryl Hilvert, Curt Lewis, Gerald Oliver, Jeremy Ott, Natasha Sanders, Ross Martin, Matthew J. McReynolds, Ron Thorson, Rudy Vander Upwich, Konley Kelley, Scott Gupton, Todd Erskine, Toni Rabroker, Kevin Hong, Steve Heath

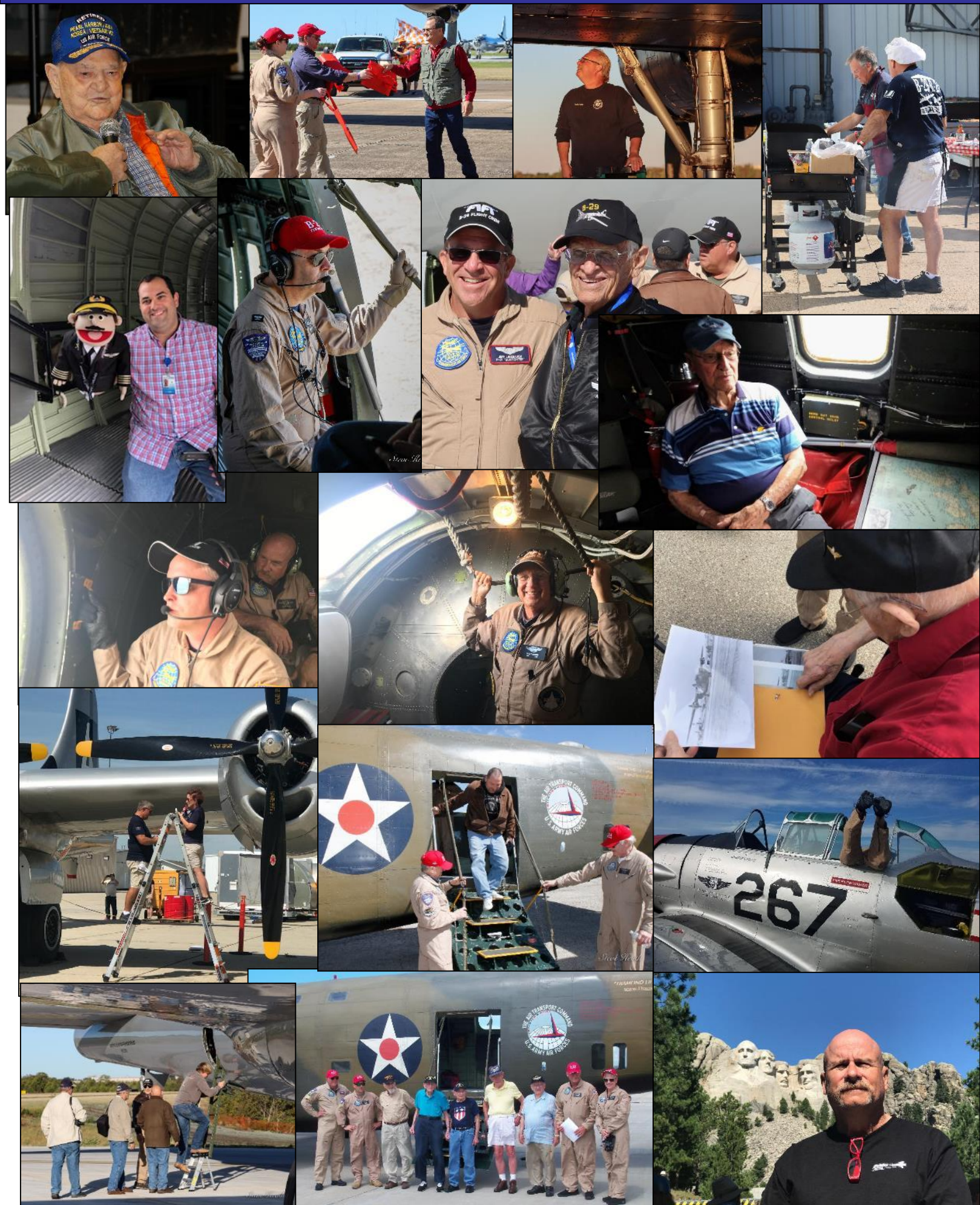














Steve Heath



Steve Heath



Curt Lewis



Natasha Sanders



Editor's Corner



STAR WARS and WWII



It is well known George Lucas' vision for STAR WARS was heavily influenced by WWII. With the release of the final film STAR WARS: RISE OF SKYWALKER, it behooves us to visit the backstory of the making of the epic 1977 film that got it all started. Lucas scoured hours of WWII documentary footage of dogfights and bombing missions. Clips from old WWII films were used as fillers in the storyboarding process and pre-production. Per the article at the link below, friends of Lucas who saw rough cuts of the film were surprised to see footage with Wookies and droids suddenly followed by scenes of Japanese Zeros attacking American warships.

<http://www.businessinsider.com/star-wars-world-war-ii-dogfights-ww2-2015-12?r=UK&IR=T>

Easily the most obvious influence from WWII on the film design is the iconic cockpit of the *Millennium Falcon* and its resemblance to a B-29 cockpit. There is no doubt the blueprints of a B-29 factored heavily into the cockpit design of Han Solo's legendary starship.

The true story of a WWII mission also inspired a key plot point in STAR WARS. In May, 1943, 19 RAF Lancaster heavy bombers made a daring attack deep into enemy territory to destroy three German-held dams. The film **THE DAM BUSTERS** was released in 1955. Need further proof?



<https://www.youtube.com/watch?v=INdb03Hw18M>

May the Force be with the Squadron and all of you ☺

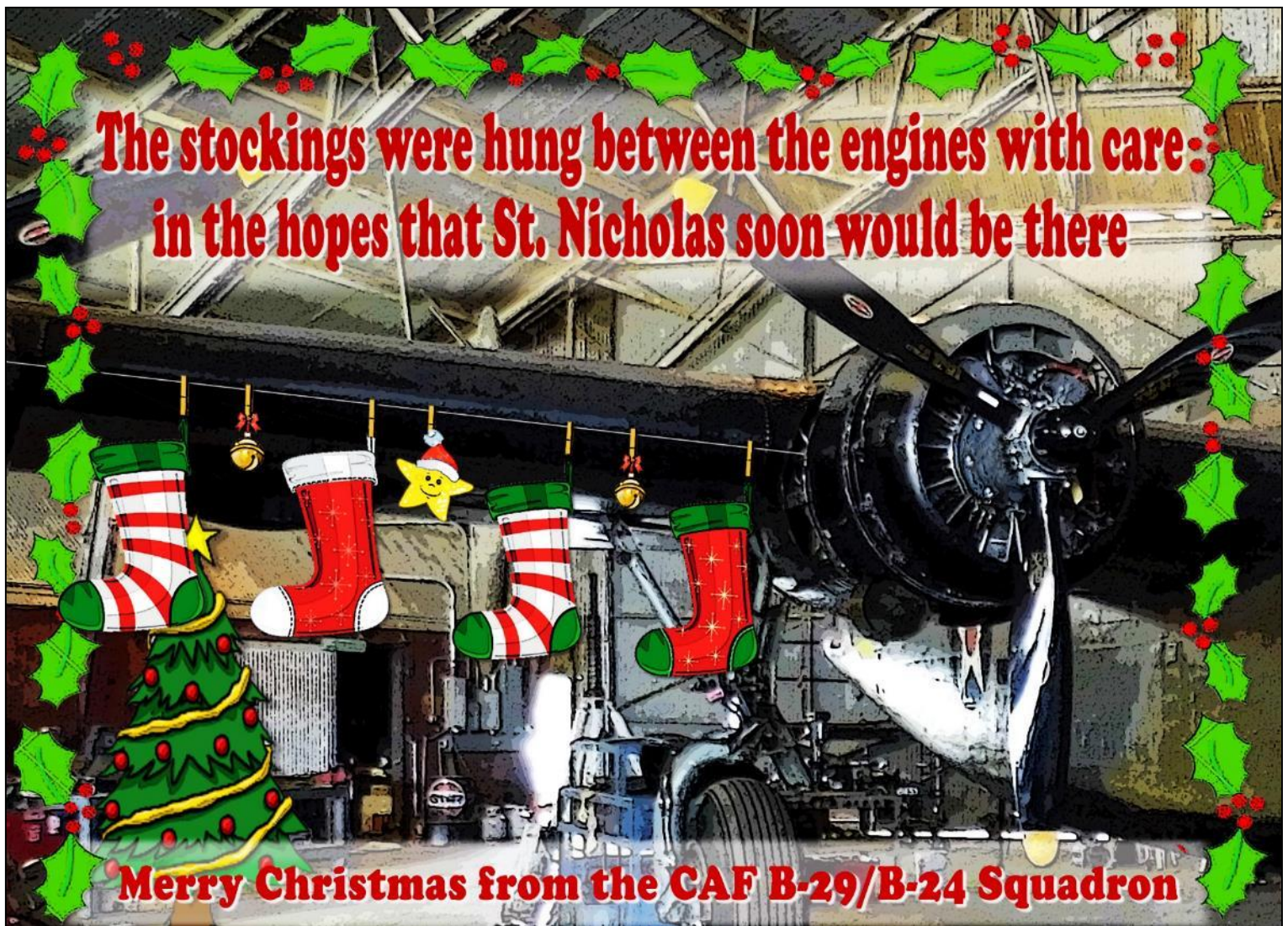
THE FLYER WANTS YOU!

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

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