



THE FLYER

Commemorative Air Force
B-29 / B-24 Squadron

See ya soon!



Photo by Archie Taylor

FIFI 2016 tour info inside.

February 2016



COMMEMORATIVE
AIR FORCE

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

B-29 / B-24 Squadron Directory			
Position	Name	Phone	Email
If you would like to get scheduled on a Tour Stop as a Crew Member... Contact the following:			
B-29 Personnel Scheduling Officer	John Flynn	717-632-4497	jnaflynn@embargmail.com
B-24 Personnel Scheduling Officer	Jim Neill	214-762-5891	jakat2@verizon.net
If you are a New Member Looking to Get Plugged In or Want to Volunteer... Contact the following:			
Volunteer & New Member Coordinator	Tim Colman	214-708-2279	tpcolman@gmail.com
Squadron Officers:			
Squadron Commander	Neils Agather	817-946-9950	vnagather@agathertx.com
Executive Officer	Tom Travis	214-763-0147	tomtravis@aol.com
Adjutant & Personnel Officer	Debbie King	469-688-1709	squadadjutant@gmail.com
Maintenance Officer	Don Obreiter	580-471-3048	obreiter@cableone.net
Safety Officer	John Flynn	717-632-4497	jnaflynn@embargmail.com
Operations Officer	Archie Taylor	817-944-3226	taylor2014@tx.rr.com
Assistant Ops Officer	Al Benzing	214-707-2726	albenzing@gmail.com
Public Information Officer	Kim Pardon	913-636-6250	pardonb29@gmail.com
Deputy Public Information Officer	Chris Madrid	770-655-3315	cjmadrid@yahoo.com
Finance Officer	Gerald Oliver	312-953-0357	gerald.oliver@yahoo.com
Squadron Staff:			
Squadron General Manager	Brad Pilgrim	843-991-3814	bpilgrim@cafhq.org
Administrative Manager	Liz Vue	972-387-2924	evue@cafhq.org
Sr. Crew Chief	Rick Garvis	972-380-8800	rgarvis@cafhq.org
Crew Chief	Don Thurston	903-714-8037	don@donseye.info
Crew Chief	Ben Powers	214-277-3150	f14_ad@yahoo.com
Facility Manager	Jim Neill	214-762-5891	jakat2@verizon.net
B-24 Team:			
B-24 Go Team Leader	Al Benzing	214-707-2726	albenzing@gmail.com
<i>Diamond Lil</i> Century Club Chairman	Toni Rabroker	972-740-4601	rabroker@hotmail.com
B-24 Volunteer MX Coordinator	Steve Rabroker	469-387-6439	rabroker@hotmail.com
B-24 Flight Ops Coordinator	Al Benzing	214-707-2726	albenzing@gmail.com
B-24 Aircraft Tours Coordinator	Jim Neill	214-762-5891	jakat2@verizon.net
Deputy Public Information Officer	Chris Madrid	770-655-3315	cjmadrid@yahoo.com
B-29 Team:			
B-29 Flight Ops Coordinator	Archie Taylor	817-944-3226	taylor2014@tx.rr.com
B-29 MX Coordinator	Rick Garvis	972-380-8800	rgarvis@cafhq.org
B-29 Flight Engineer Coordinator	Rick Garvis	972-380-8800	rgarvis@cafhq.org
Stearman Team:			
Stearman Flight Ops Coordinator	Archie Taylor	817-944-3226	taylor2014@tx.rr.com
Stearman MX Coordinator	Bill Goeken	817-308-1916	wk.goeken@verizon.net
Squadron Volunteer Leaders:			
Docent Emeritus	Jack Bradshaw	214-987-1963	jackbshaw@sbcglobal.net
The "Flyer" Newsletter Editor	Kon 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	Open		
Tours/Ride Desk/Marketing:			
Tour Manager & Scheduling	Jon Oliver	312-925-6184	aphtwarbirds@gmail.com
Ride Desk Captain	Mary Mount	209-605-4313	mgmount@aol.com
Tour Marketing Coordinator	Kim Pardon	913-636-6250	pardonb29@gmail.com



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"Lieutenant Dan, Part I"
By *Dan Owens*

The CAF AirPower History Tour crew headed out to their first stop of 2016, Mobile, AL. (February 25, 2016)



2016 B-29 Ground School pics



Volunteer Spotlight: John Flynn **3**

CAF AirPower History Tour

National Air Tour of Historic World War II Aircraft



COMMEMORATIVE
AIR FORCE

TOUR DATES 2016

Mobile, Alabama ————— February 24-28

Sarasota, Florida ————— March 2-6

Leesburg, Florida ————— March 7-9

TICO Airshow (B-29 only) ————— March 11-13
Titusville, Florida

Punta Gorda, Florida (no B-29) ————— March 11-13
AirPower Tour Barnstorming)

Naples, Florida ————— March 16-20

Lakeland, Florida ————— March 23-27

Daytona Beach, Florida ————— March 30-April 3

Birmingham, Alabama ————— May 18-22

Hagerstown, Maryland ————— May 30-June 1

Reading, Pennsylvania ————— June 2-5

Nashua, New Hampshire ————— June 8-12

Albany, New York ————— June 15-19

Pittsburgh, Pennsylvania ————— June 22-26

Southbend, Indiana ————— June 29-July 4

Aurora, Illinois ————— July 14-17

Janesville, Wisconsin ————— July 22-24

Peoria, Illinois ————— August 3-7

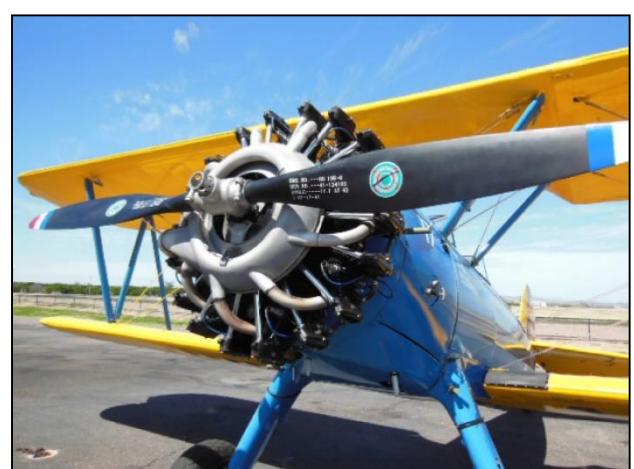
Springfield, Illinois ————— August 10-14

Grand Junction, Colorado ————— August 31-September 4

Las Vegas, Nevada ————— September 7-11

Sacramento, California ————— September 29-October 2

Modesto, California ————— September 21-25



*Schedule subject to change
Check www.airpowertour.org

Squadron Report

I had hoped that today I would be writing to tell how the first tours stop was going. However that is not to be...yet. Showing an abundance of caution, the trip from Fort Worth to Mobile has been delayed from last Monday until Thursday due to seriously bad weather. That said, we will capture the weekend in Mobile and salvage the stop. For those who have been suffering through a cold winter, touring Florida with *FIFI* should be a lot of fun; sunshine and no snow.



We had a very well-attended ground school. *FIFI* has now come out of maintenance and had a successful maintenance and back-to-service flight. Subsequently there have been a number of training and currency flights. As a result our crews are ready to travel with *FIFI*, sell rides and give cockpit tours. The 2016 season is underway. So far our new Operations Officer is doing OK.

As you will see in other reports in the Flyer, restoration work on *Lil* is going well. Her scheduled tour is set and she is on track to make it. This is quite a feat because so much serious and necessary work is being done. Like with *FIFI*, a B-24 Ground School is being planned. This will give us all a good opportunity to get involved with her. So if you haven't been able to find the right slot to head out on tour, here is your chance.

The summer tour schedule is out, it has great stops on it, like Reading and Oshkosh. Look at your calendars and sign up. I hope to see you on the road.

Neils Agather
Squadron Leader

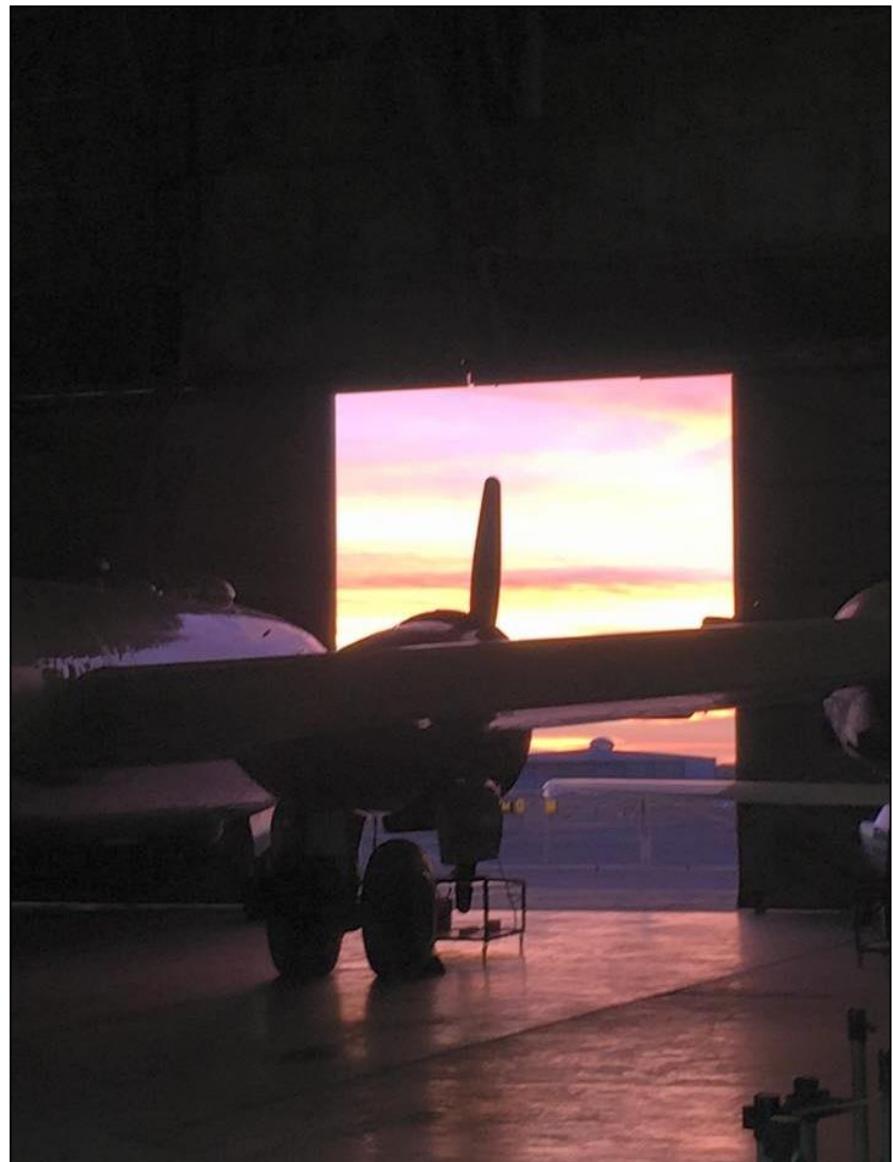


Photo taken by Rick Garvis

Executive Officer Report

Rick, Don, Ben and lots of volunteers spent many long hours this winter working on the B-29. It all paid off last Wednesday when we did the maintenance test flight. *FIFI* behaved beautifully and flew better than ever. There were only a couple of very minor squawks and those were resolved quickly. Thanks for all the hard work!

On Thursday and Friday we did quite a bit of crew training in preparation for the spring tour. As of this writing, the outbound crew is just waiting on Mother Nature to cooperate.

As you probably know, all the CAF ride programs in standard category aircraft are on hold until we get FAA approval for our new drug testing program. For that reason only *FIFI* is headed to Florida this week. *FIFI*, of course is in the experimental category and is, therefore, exempt. Of course you're probably wondering why drug testing is required in normal category aircraft and not in experimental aircraft. That's one of the mysteries of the universe. When I sit down to tea with Alice, the White Rabbit and the Mad Hatter perhaps they will explain it to me. I'll be sure to pass the answer along

Tom Travis
Executive Officer



Photo by Rod Reilly

Flight Operations Report

Spring Tour gets under way this week. B-29 maintenance is complete and the airplane is performing great. Lots of hard work and coordination make that happen. Thanks to all that worked to get *FIFI* ready for the road. The maintenance staff has done a fabulous job of getting us an airplane on time to start flight training. Several new scanners have been training this week and before too long many will be qualified for the tour.

B-24 ground school is Saturday, April 23.



The T-6 ailerons and rudder have been recovered and will be reinstalled this week and it will be available for tour. As for the Stearman the new radios have been installed and it is ready for tour. Now all that has to happen is for the weather to clear off and it's off to Mobile.

In the next couple of weeks I will post the summer schedule so we can get a plan of who will be available for those trips and how to get the training finished before we head out on the road again. David Oliver has been helping come up to speed on scheduling, training, notifications to the FSDOs, and adjusting the plan. In case you haven't seen me give him any accolades for the job he has done in the past it is because I am still using him and don't want to give him any ideas that he is free to go yet.

My thanks to Al Benzing who has really been keeping a close eye on me to make sure I get all of the FSDO notifications in on time.

Archie Taylor
Flight Operations Officer
817-944-3226



Photo by Chris Williams

Training & Safety Report

Thanks to all who worked so very hard to help make our 2016 B-29 Ground School at Meacham a safe and successful weekend. A total of 136 names were on the ground school sign in roster; including several new squadron members plus at least 4 from the DOC crew.

Once more, our scanner instructors did a great job with the "hands on" portion of the training on *FIFI*. Our scanner instructors were: Steve Rabroker, Cheryl Hilvert, Caren Landis, Dan Owens, Jim Neill, Curtis Wester, Phil Pardon, Stuart Watkins and Larry Popp.



Mary Mount, who has taken over the responsibility for operating the Ride Desk, also did a great job conducting a training class for our volunteers who will be handling the Ride Desk this tour season.

I was especially pleased with the positive feedback from the trainees as the training was being wrapped up on Sunday afternoon. Later in the week, after I returned home to snowy Pennsylvania, I received a letter from one of our new Squadron members, an airline pilot who is in training to be a scanner. The letter stated:

"Thank you for a great and complete ground school; by far the best on-hands training I've had on an airplane. Thank you for your time, expertise, and energy and I look forward to volunteering this year and years to come with the Squadron."

As I write this, our Squadron members are busy wrapping up *FIFI*'s winter maintenance and preparing for the air crew flight training. *FIFI* will be heading out on the road again with her first stop of our 2016 AirPower History Tour in Mobile AL. As always; Safety must continue to be first and foremost in all that we do.

Remember; IF THE JOB IS DONE RIGHT, IT IS SAFE!

John Flynn
Safety Officer

For an explanation, see John Flynn's Volunteer Spotlight in this issue ©

Subject: Volunteers Needed - WWII BOEING B-29 IN NEED OF HELP

Date: Wed, 05 Jan 2000 15:19:49 -0600

From: "Info Broadcast" <Info_Broadcast@amrcorp.com>

THE AMERICAN AIRPOWER HERITAGE MUSEUM IN MIDLAND, TEXAS IS IN NEED OF ASSISTANCE REASSEMBLING THE ONLY FLYING B-29 IN THE WORLD.

"FIFI" AS SHE IS KNOWN, HAS BEEN FLYING TOURS AND THRILLING CROWDS AROUND THE COUNTRY FOR THE PAST 20+ YEARS. THIS FOUR ENGINE BOMBER (WHICH IS ABOUT THE SIZE OF A 727 OR MD-80) HAS BEEN DELIGHTING AIRCRAFT BUFFS, WWII AND KOREAN VETS, FAMILY MEMBERS WHO LOST LOVED ONES IN THE AIRPLANE DURING THE TWO WARS AND CERTAINLY KIDS WITH IT'S 8,000 HORSEPOWER!

THE AIRPLANE HAS BEEN IN THE PROCESS OF A HEAVY MAINTENANCE PROGRAM FOR THE PAST 15+ MONTHS SIMILAR TO WHAT AA DOES TO ITS OWN AIRPLANES. THE REPAIRS ARE JUST ABOUT COMPLETED SO IT IS TIME TO START PLACING THE PIECES BACK TOGETHER. THIS IS A ONCE IN A LIFETIME OPPORTUNITY TO WORK ON A WWII BOMBER AND A PIECE OF TREASURED AMERICAN HISTORY! ALL KINDS OF VOLUNTEER ASSISTANCE IS NEEDED FROM MECHANICS TO PEOPLE THAT JUST WANT TO HELP DO SOMETHING. THE MUSEUM HAS VERY QUALIFIED INDIVIDUALS TO GUIDE ANYONE THAT IS WILLING. IT WILL BE FUN, INTERESTING, AND A GREAT EXPERIENCE.

ANY INTERESTED MEN AND WOMEN PLEASE CONTACT RODNEY JACKSON AT CAF OPERATIONS DURING THE DAY AT 915-567-3059 (THE PHONE IS IN A BIG HANGAR SO LET IT RING) OR JIM GENTRY VIA GROUPWISE.

PIO Report

Wow. We certainly have a lot going on. . .

I am excited to begin a new tour season and look forward to a great Florida tour in spite of the late start due to weather. *FIFI* better be headed to Mobile in the morning! We had some nice media opportunities in Mobile and I am hoping our delay getting there hasn't diminished the interest. Working now on Sarasota opportunities. We will have the Red Tail Squadron's *Rise Above Educational Exhibit* with us on the ramp for that stop.

We have had some other nice PR the past few weeks. An article about *FIFI* on the Tested website got a lot of interest with social media. The writer, Terry Dunn, was kind enough to let us include the article in this issue of the Flyer. We will also have a 6 page story in the March/April edition of World Airshow News. The writer, Ryan Grantonic, visited with our crew at Thunder Over Michigan this summer and has written a nice article about crewing the airplane.

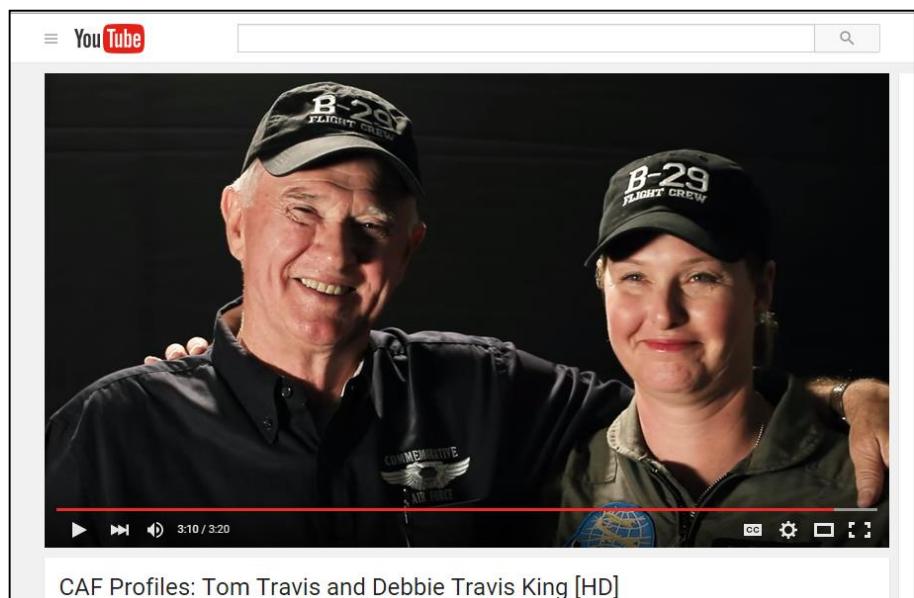
Sky Gate Studios, the producer of our video *If These Planes Could Talk*, surprised us with a very nice video about Cols Tom Travis and his daughter Debbie King. It also received a lot of social media attention. You'll find a link to the video under the picture of Tom and Debbie. The video was produced from footage shot a few years ago at the McKinney Air Expo. Scott Edge and his crew interviewed many members and veterans throughout that weekend. I am hopeful they will continue to surprise us with more of these. They do outstanding work.

I am particularly pleased these stories are not just airplane-centric. The airplanes are special, but the people who make this all happen really do MAKE IT HAPPEN. Thanks to everyone who supports both *FIFI* and *Diamond Lil.*

Kim Pardon
PIO



**See CAF Profiles “Tom Travis and Debbie Travis King”
(link below)**



<https://youtu.be/eDimgpSyJKA>

Deputy PIO Report

By the time you receive The Flyer, *FIFI* will be in Florida, kicking-off the 2016 AirPower History Tour (APHT). Back in Texas, *Diamond Lil*'s restoration will be reaching a blistering pace.

The AirPower History Tour creates energy and excitement wherever it goes. For communities that do not host an airshow, the APHT may be the only opportunity for the public to see operational World War II aircraft. For veterans and family members, the APHT could be the last chance to connect with a life changing event. In many ways, the APHT represents the best of the CAF; patriotism, conscientious airmanship, operational excellence and teamwork. The APHT also allows the squadron to show the flag, promote the CAF mission and recruit new members.

There is still much work to be done to complete *Diamond Lil*'s restoration, but plans are already underway to promote *Diamond Lil*'s Airpower History Tour anticipated for 3Q2016. *Diamond Lil* Century Club Chair Toni Rabroker continues to perform miracles small and large in soliciting donations, while Rick Garvis, Steve Rabroker and the maintenance team are solving many challenges in returning *Diamond Lil* to the air. Once *Diamond Lil* is operational, the world's oldest flying four engine bomber will benefit from the expertise and experience gained in marketing *FIFI* and the APHT over the last several years. As Deputy PIO, I will work to deliver the same level of media relations support PIO Kim Pardon provides *FIFI*.

There are many people who have made the B-29/B-24 Squadron APHT a success, but be sure to thank Kim Pardon, Jon Oliver, Al Benzing, Gerald Oliver and Konley Kelley for their efforts in creating and promoting what is arguably the premier warbird tour program in America.

Looking down the road, the B-24 Ground School planned for April promises to be an exciting and informative event for the Squadron and there are rumors about a 75th anniversary birthday celebration for our favorite Liberator later this year.

Finally, be sure to read the February 2016 Dispatch article about *Diamond Lil*'s restoration progress. With over 160 worthy aircraft in the CAF fleet, headquarters has handpicked *Diamond Lil* for star treatment, beginning with [The 12 Planes of Christmas](#), steadily raising the profile of the aircraft in the aviation and warbird communities.

Blue Skies,
Chris Madrid
Deputy PIO



Photo by David O'Connor

DIAMOND LIL

B-24 Go Team Report

Diamond Lil is highlighted in the upcoming issue of CAF HQ's Dispatch magazine. The focus is on the efforts to restore a WWII Radio Compartment in *Lil*, as well as showing the more up to date avionics that has been installed for a safer current day operation. They did a nice job in depicting this project, as you can see in the snippet below.



B-24 page from February's issue of the *Dispatch*.

We are looking to ramp up maintenance activity on *Lil*, now that *FIFI* and other aircraft are heading out on Tour, freeing up some manpower. If you are a volunteer who has been working diligently on *FIFI* – with great result – please consider coming to Dallas Executive Airport to work on *Diamond Lil*. Steve Rabroker would love to add you to the B-24 Restoration team.

Toni Rabroker has put in action a very forward-thinking plan to expand the scope of the *Diamond Lil Century Club* during the APHT. I reviewed some of this with her yesterday and was very impressed! Look for details in her article below.

Deputy PIO Chris Madrid is pulling the Marketing team together March 1st to focus efforts for a very successful Fall Tour for *Diamond Lil*.

Thank you!

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

Volunteers please contact:
Steve Rabroker
469-387-6439
rabroker@hotmail.com

DIAMOND LIL



Photo by Scott Slocum

The Oldest Flying B-24 Liberator

The 25th Liberator built, the 18th production B-24, *Diamond Lil* rolled off the assembly line in May, 1941, leading the way for over 18,000 made during WWII. Acquired by the CAF in 1967, she remains the oldest American WWII heavy bomber still in flying condition. Today, *Diamond Lil* is a tribute to those that served or paid the ultimate price for our freedom.

DIAMOND LIL

B-24A Liberator

Serial#40-2366

STATISTICS

• Wing Span	110 ft.
• Fuselage Length	66 ft. 4 in.
• Height	17 ft. 11 in.
• Engine	4 Pratt & Whitney R-1830
• Max Speed	1,200 T/O HP
• Max Gross Weight	275 mph.
*during wartime	56,000 lbs.
	65,000 lbs.
• Fuel Capacity	3,000 gal.
• Max Range	2,100 mi.
• Bomb Load	8,000 lbs.
• Fuel Burn	200 gal/hr.



Photo by Chet Manly



Photo by John Lott



Photo by Steve Rabrook



Photo by Scott Slocum



Photo by Eileen Owsiany



Photo by Rick Garis

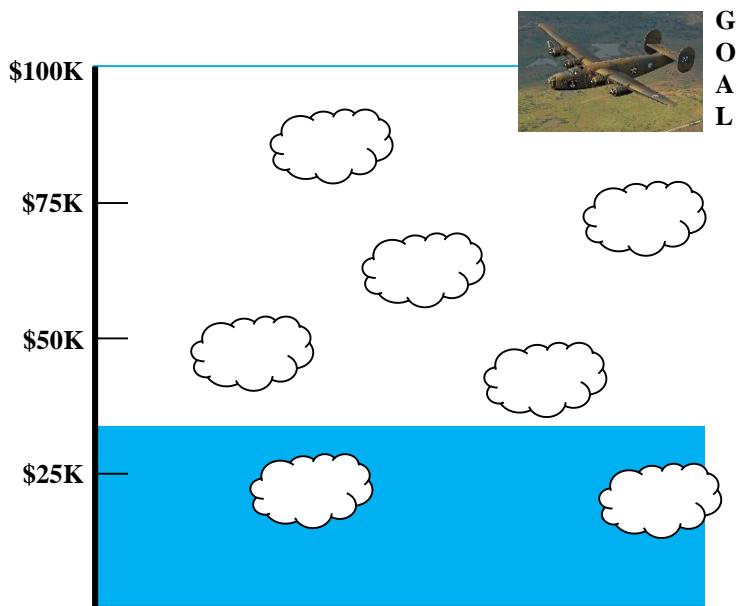
Follow *Diamond Lil* at www.AirPowerTour.org
or Twitter @B29B24squadron



An update from Toni Rabroker

Diamond Lil Century Club Chairperson

2016 is going to be a big year for *Diamond Lil!*
We're already rock'in and roll'in and just two months into the year. As stated at B-29 Ground School, this year's goal for the *Diamond Lil* Century Club is to raise \$100,000. With grateful support from CAF Headquarters 12 Planes of Christmas Campaign, and thanks to several Century Club members who have already renewed, we have reached over 30% of our goal to-date! For those members who have not renewed, be watching your mailbox for your 2016 renewal opportunity, or go on line now at www.diamondlil.org. We are hoping for 100% participation from our charter members.

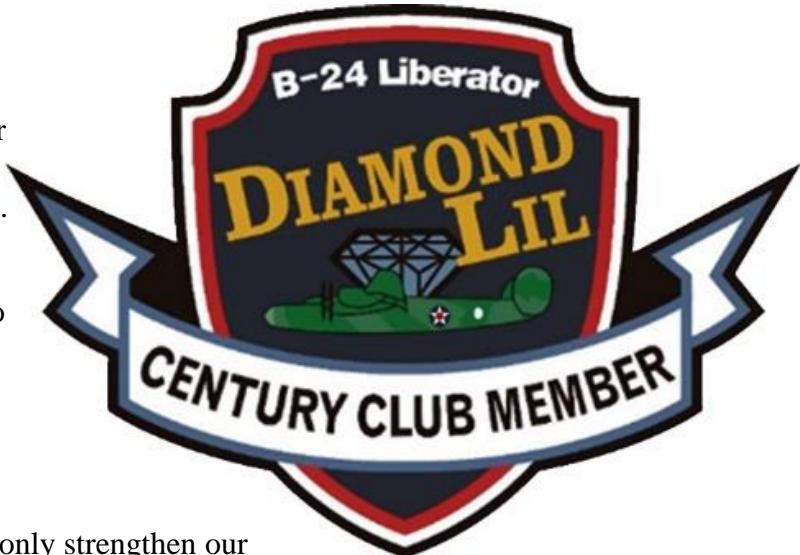


This year, as a token of our appreciation for your continued support, you will receive a limited edition *Diamond Lil* Challenge Coin, specially designed by Kon Kelley. Challenge coins were a tradition used during the war by all branches of the armed forces and promoted solidarity to hold unit members to a certain standard.

When we initially started the *Diamond Lil* Century Club, we set out in search of at least 500 member throughout the world who love history, aviation and the B-24 Liberator. So far, we have reached 204 members, so we are still in search of more.

With over 18,000 Liberators built during the war, we know there were the most lives and families touched by this particular aircraft. Those who served and paid the price for our freedom should not be left to fade from our memory. *Diamond Lil* continues today to be the reminder and connection to these great men and women.

This year, when the Air Power History Tour takes to the road, we will be putting forth some new opportunities to help people get connected with us. Upon entering the gate, the aviation enthusiast will see our signs to "Sign Up" for our free eNewsletter. In exchange for their contact information, they will receive a "Free B-24 Poster" of *Diamond Lil*. By gathering this information, we will broaden our base of support, which in turn, can only strengthen our efforts to support our aircraft. There will also be some videos running at the PX and Ride Desk that help explain our mission. Be sure to visit our tour website www.airpowersquadron.org and come out and help us if you can.





Member News

February, 2016

Happy
Valentines
Day!



Squadron members Rosie (Lisa Foster) and Rocky Smith pause for a pic during Black History Month events at DEA.

Membership Info

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

Dues and new member apps can be mailed to:

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



Featured Squadron couple Stu and Katy Watkins

2016 Squadron meetings and DEA events

B-24 Ground School 4/23

Squadron meetings 5/21, 8/20, 9/17

CAF Air Show and Annual Meeting 10/8-9

Annual Chili Cook-off 11/19

For a Squadron uniform shirt or 1/4 zip sweatshirt, contact alma@B29B24px.org with the subject "B-29 Ground School. Go check out the Px!"

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



Find us on facebook

B-29 Ground School



January 23-24, 2016

1. Squadron Leader, Neils Agather, at the podium during the morning session.
2. Cheryl Hilvert covers tour stop set-up
3. Dan Owens covers pre-flight/post-flight duties
4. Curtis Wester demonstrates APU operation
5. Caren Landis covers generator operation and plug-in
6. Stu Watkins teaches Scanner duties
7. Phil Pardon reviews the long-line
8. Steve Rabroker covers fire extinguisher operation
9. John Flynn reviews the B-29 Scanner manual
10. Not pictured. Larry Popp teaching emergency flap and landing gear extension



B-29 Ground School



January 23-24, 2016

*Photos by Mark Russell, Dan King,
Lisa Foster, Konley Kelley*





Volunteer Spotlight

John Flynn

By Konley Kelley

Following another successful B-29 Ground School, I was fortunate to spend time with our Squadron's Safety Officer, John Flynn. Most of the content and training that makes up B-29 Ground School and the Squadron safety protocols we follow are John's design. We are lucky to have him.

But, it was time to find out more about John's past and a Volunteer Spotlight in The Flyer was the perfect opportunity.



A current photo of what was the combination country store/post office/gas station where John was born.



John was born in Purgitsville, West Virginia on July 15, 1939. He was actually born in a post office. John's town was so small the general store (described by John as much like the store on the "Waltons") also served as the post office. John's mom, Mildred, worked at the store and pumped gas for passersby. John's dad, Carl, worked in an apple orchard. John's siblings are his older brother, Melvin and younger brother, Jim. He has three younger sisters, Wanda, Kathryn and Alice. On the day he was born, his grandmother handled the delivery. No birth certificate was issued - which complicated things later when John needed a passport.



John's High School yearbook photo (1957)

When he was two, the family moved to Gettysburg, PA. His dad found factory work and the Flynn's settled in southeast Gettysburg near the land famously known for Pickett's Charge. During the WWII, a German POW camp was constructed nearby. John was able to see German soldiers behind the compound's fence. He remembers finding the hat of a POW who must have lost it when leaving by truck to a work detail.

John's dad worked at the Glenn L. Martin plant near Baltimore, MD and his income helped buy a home. Their house was between Gettysburg and Littlestown. John started attending a country school right after VJ Day. At

Littlestown High School, he was in the color guard and after school worked part time at a grocery store. In the neighboring town of Hanover, John first met Audrey at a local YWCA. They dated and John declared to her he was going to join the USAF and have a career in aviation.

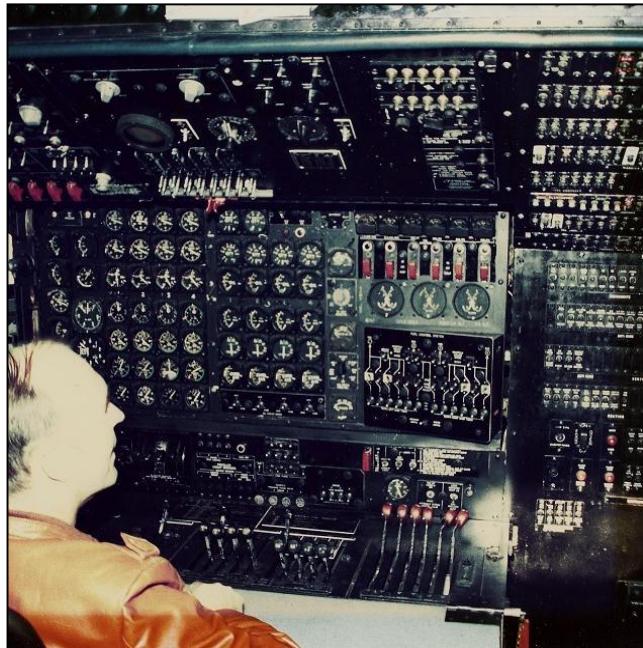


John and Audrey. Typical teens in the snow with the top down on his 1951 Ford.

John enlisted in the USAF on May 31, 1957. He did his basic at Lackland AFB. While he was on leave, he and Audrey married.

John wanted to be selected for the jet aircraft maintenance program. The competition for a slot in the program was tight. Waiting for an opening, he and fellow recruits often worked KP and would peel two tons of potatoes each night.

All the potato peeling was for not. John was assigned to powerplant maintenance for reciprocating engines. He was basically sent to "R-3350 school" at Chanute AFB in Illinois to study B-29 engines. Audrey joined him at Chanute AFB and the following year, 1958, their daughter, Julie was born.



Concentrating on the FE panel of a C-124

At this time, most of the B-29s were headed to the boneyards, so John was sent to Dover, AFB, working on a C-124 cargo aircraft the crews nicknamed "Old Shakey." It was a plum assignment. He worked as mechanic and FE and traveled throughout Europe, the Middle East and Africa resupplying military bases. While at Dover, their son, John, Jr., was born in 1961.



John and Audrey's first home in 1957 while he was at B-29 R-3350 engine school.

John began his safety career In 1965, when the Air Force was looking for a maintenance safety technician to help with the mission of the cargo aircraft at the time of the military build-up in Southeast Asia. The USAF sent John to several safety schools and afterwards he worked non-stop to ensure needed supplies made it safely to the troops. In 1967, he was assigned as the NCO in charge of the 8th Tactical Fighter Wing Safety Office at Ubon, Thailand. This was a fighter wing tasked with combat missions over North Vietnam. Legendary ace Robin Olds served as Wing Commander and "Chappie" James was Deputy Wing Commander (later the first 4-star African-American General in the USAF). It was an exciting time to be a part of the service. Successful missions and growing scorecards were celebrated with champagne and cigars for all.



John at the 8th TAC Wing HDQ entrance at Ubon in 1967. Note the red stars over the entrance indicating the number of Mig kills at the time.



Col. Robin Olds and Col. Chappie James celebrating after a mission in 1967.

In 1968, John returned stateside to Andrews AFB as part of the 89th Military Airlift Wing. His job – Safety Officer for the Air Force One unit for which he would serve during the Johnson, Nixon and Ford administrations. There are stories – many. John remembers LBJ wanting to be “in control of everything” including the temperature of the aircraft. LBJ liked it cool. There was no means to adjust the temperature from anywhere but the FE’s station. A thermostat-device was installed in the President’s cabin. Johnson could adjust the temp which signaled the FE to adjust the temp.



On duty at Andrews AFB.



John (2nd from left) at Andrews AFB – ready to fly.

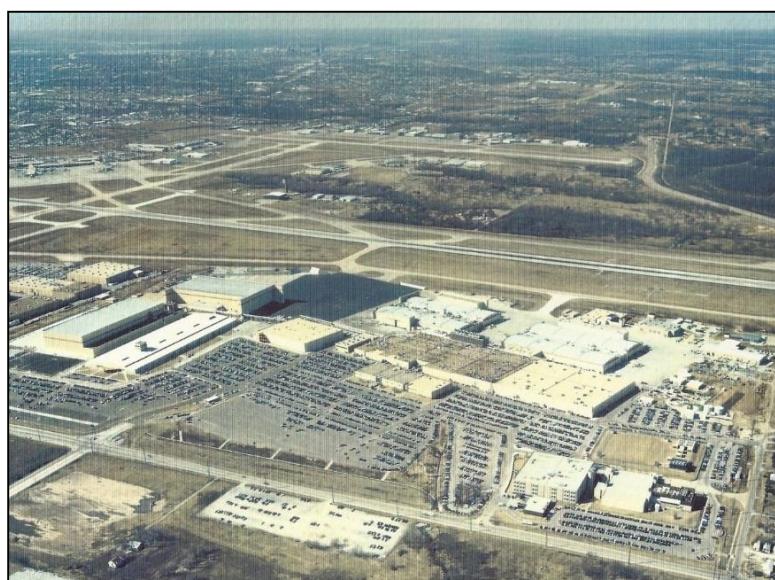


Audrey and John in their home at Travis AFB when he was the Chief of the 22nd Air Force.

In July, 1975 John left the 89th and went to Travis AFB, CA. He was assigned to two-star general Tom Aldrich, overseeing Pacific operations. John’s office was next to the general’s office and was pretty plush. His rank was Command Chief Master Sergeant/Senior Enlisted Advisor of the 22nd Air Force. His duties required travel with the general’s staff in a C-141 cargo aircraft. A “comfort pallet” with an interior that was nicely appointed with a conference room and a sleeping area would be rolled inside the aircraft and a chef cooked gourmet meals on lengthy trips across the Pacific. Arrival at each base meant plenty of pomp and circumstance and first-rate hospitality for the General and his staff. While at Travis he and Audrey saw their daughter off to college and their son join the Army and become a military policeman.

In 1980, John retired from the military. Next stop was the American Airlines maintenance facility in Tulsa, OK. He was hired to review and develop numerous aviation maintenance safety requirements. The company wanted John to sort things out after an aircraft accident. While still at Tulsa, he had the opportunity to work with Ross Perot Jr.’s people to incorporate many of these safety requirements into the AA maintenance base and gigantic hangar at Alliance. It was a challenging work and he enjoyed it.

He later moved to AA’s HQ in Dallas as a Safety Director for AA. There, he had his hand in safety operations from small to large in detail thorough out AA’s entire world wide system.



The AA maintenance base in Tulsa where John headed the safety dept.

In 1999, John retired at 59 years old. He and Audrey returned to the Hanover/Gettysburg area to be near family.

Before leaving AA, he saw an e-mail from Jim Gentry, a Commemorative Air Force B-29/B-24 Squadron member, requesting help with maintenance for its fleet of warbirds in Midland. Jim's invitation to work on a B-29 intrigued him harking back to his early days as a B-29 mechanic in the 1950s. John & Audrey had a Chevy Suburban with travel trailer in tow and they made the trek to Midland, TX. He did several long volunteer stints giving much of his time to *FIFI*. In addition, he worked on other CAF aircraft including *Diamond Lil* and he qualified to be a B-24 FE.

FIFI was grounded in 2006 due to the well-known engine problems. Neils Agather refused to let *FIFI* become a static aircraft. John, Gary Austin and a host of other CAF volunteers sought a solution which resulted in the development of a hybrid engine. A videographer named David Oliver captured the progression of the engine rebuild and John was a favorite for interviews. John saw *FIFI*'s first engine run-up since the rebuild but unfortunately missed the first flight.



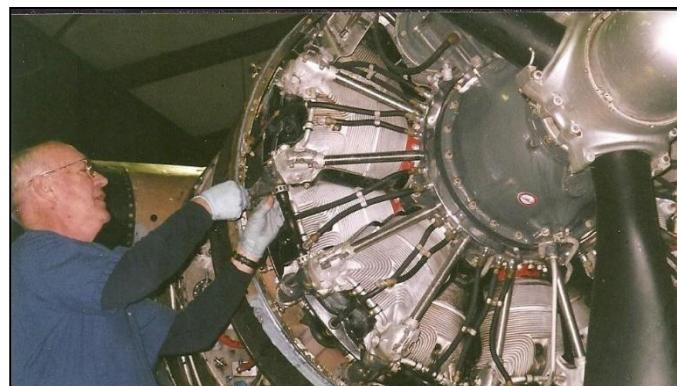
Right after replacing the fittings on a braided steel line for the engine torque pressure transmitter during the new engine installation.

While supporting B-29 needs, he continued to work with *Lil* and wrote both the FE and maintenance manuals used by our crew members today. He continues to work with fellow Squadron member, Al Benzing to update both B-29 and B-24 manuals. He serves as Safety Officer for the Squadron, air crew scheduling officer, tour leader and lead scanner.

John has many hours on tour with *FIFI*. Countless stories have resulted from his days on the road. He recalls meeting and getting to know the radar navigator on *Kee*



Replacing a supercharger on *FIFI* (Feb 2000)



Working on *Lil*

The WW2 bomber maintenance action then moved to the Cavanaugh Flight Museum in Addison, Texas where *FIFI* joined *Lil* at the new home base of the CAF B-29/B-24 Squadron. A new business model to tour *FIFI* and sell rides was put in motion. This required pilot/FE training, qualification and a fully realized ground school to train B-29 back-end crew and manage the rider experience.



Working the long line for an early morning departure.

Bird, the ill-fated B-29 abandoned on a glacier in 1947. As you know, *Kee Bird* was tragically lost during recovery efforts in 1995. John used some of the original Kee Bird's engine parts to help keep *FIFI* flying before the new hybrid engines were installed.

John turns 77 this year. He will be touring this year with *FIFI* on the Summer Tour. John and Audrey now have three very tall grandkids – all boys. Two are in the armed forces and the other is a world-traveling web designer. He became a proud great-grandfather with the arrival of a great-granddaughter born on D-Day last year.

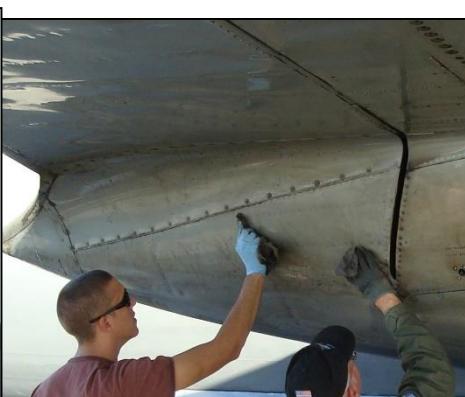
When he is back home with Audrey in Hanover, he serves his church and is involved in several organizations including the Air Force Sergeants Association, Veterans of Foreign Wars, American Legion Benevolent and Protective Order of the Elks and The Fraternal Order of the Eagles. One of his joys is being invited to speak for these organizations and others about his aviation past and particularly work with *FIFI*, *Diamond Lil* and the CAF.

If you ever tour with John, note he is known for his love of ice cream. He takes time to research the next stop so he knows the proximity of the nearest Dairy Queen or Sonic. If you want to show your appreciation, keep in mind his fondness for the Reese's Peanut Butter Blizzard.

So now you know the story of our Safety Officer, John Flynn. You surely know his motto, "If the job is done right, it is safe." Next time you see John thank him for keeping us safe and his continued unwavering volunteerism in our Squadron. He is a model for us to follow.



John and Audrey's three grandkids (2007)
L-R: Carl, Patrick, Joseph



John and his 6' 5" grandson,
Patrick, wiping oil off *FIFI* in
Long Beach, CA (2010)



John speaking about the B-29/B-24 Squadron at an EAA Chapter meeting (Jan 2016) Note the Diamond Lil Century Club logo on the display board.



John's grandson, Patrick, an Army Chinook FE, and his wife, Kayla with John and Audrey's first great-grandchild, Avery, born June 6, 2015.



John and Audrey



Audrey and John with daughter,
Julie, at Christmas.



Special Feature

What it takes to keep a B-29 flying

*Reprinted with the permission of
Tested (www.tested.com)*

BY TERRY DUNN ON JAN. 27, 2016

When it comes to WWII airplanes, few are bigger and none are more complex than the Boeing B-29 Superfortress.

Last month, we looked at the dedication and financial resources that are required to keep a WWII-era P-51 Mustang in flyable condition. It is definitely not for the meek or frugal. As civilian-owned warbirds go, the P-51 probably represents the middle of the road in terms of overhead. Many aspiring warbird owners seek former trainer and liaison aircraft because they are generally much easier and less costly to maintain and operate than fighters. At the opposite end of the scale are large, multi-engine transports and bombers. While there are a few of these pricier treasures in private hangars, they often demand resources that only a diverse and well-funded organization can provide.

When it comes to WWII airplanes, few are bigger and none are more complex than the Boeing B-29 Superfortress. I recently had an opportunity to get an up-close look at *FIFI*, the only airworthy B-29 in the world. The airplane was at the [Vintage Flying Museum in Fort Worth, Texas](#) undergoing off-season maintenance. Just by seeing the huge airplane in the hangar with its massive engines uncowed, it was immediately obvious that it takes a tremendous operation to keep her flying. I later spoke with **Kim Pardon** and **Brad Pilgrim** from the [Commemorative Air Force](#) (CAF), the nonprofit organization that has owned and operated *FIFI* for more than 40 years. They were able to provide an insider's perspective of what's involved to keep *FIFI* in the air year after year.



Photo courtesy of Tyson Rininger, CAF

Learning About *FIFI*

The CAF has numerous WWII-era aircraft operating from various airports around the country...including other 4-engined bombers. Yet, *FIFI* is the only airplane in your fleet that has a full-time crew.

What is it about this airplane that demands the extra resources?

Pilgrim - *FIFI* is probably the most maintenance intensive airplane in the CAF's fleet. In order to keep up with the required maintenance and the flying schedule, we have to keep three full-time mechanics on staff.

Pardon - *FIFI* is also the only CAF aircraft that generates the kind of revenue it takes to sustain this level of maintenance. Most other CAF aircraft rely primarily on volunteer maintenance. The organization has a lot of dedicated and talented volunteers. Because we (*the B-29 crew*) travel almost 24 weeks a year we rely heavily on our paid maintenance staff to travel with us and help us fulfill all of our tour obligations.

What kind of money are we talking about to keep *FIFI* in the air?

Pilgrim - Fuel, staff, insurance, wear and tear on tires, and other direct operating costs come out to around \$10,000 an hour.

Pardon - Last year we had a record gross income of \$2.2 million. Every bit of the net income goes back into the airplane either in maintenance or operating expense.

You mentioned fuel. How much AvGas does *FIFI* burn on a typical flight?

Pilgrim - We generally burn around 400 gallons an hour.

And how much maintenance does a 70+-year-old B-29 require? Can you give an approximate ratio of maintenance hours to flight hours?

Pilgrim - It works out to about 300 hours of maintenance for every 1 hour of flying time.

Pardon - Many of those hours are volunteer maintenance closely directed and overseen by our paid maintenance staff. We rely heavily on volunteer labor and are grateful for it.



Photo by Scott Slocum

What are some of the typical maintenance tasks that have to be done to keep *FIFI* airworthy?

Pilgrim- There is a periodic inspection program that is followed for heavy maintenance. The airframe itself is inspected along with the engines. How long this takes is often a matter of what you find wrong. Some of the normal things that get done during the inspections and normal maintenance on the road are: Spark plug changes, magneto timing, tire changes, brake maintenance, control cable rigging, landing gear swings, lubrication of moving parts, oil changes, window replacement, fabric repairs on control surfaces, corrosion repair, along with the normal servicing of the airplane.

What is your biggest challenge, maintenance-wise?

Pilgrim - If you had to nail down one particular challenge, it would be money. I say that because there is very little,

maintenance wise, that can't be fixed with large applications of cash. With a lot of money you have the ability to buy parts when you need them, pay more specialty mechanics when you need them and just generally buy what you need when you need it. There is nothing particularly hard about maintaining *FIFI*. She has the same problems every other airplane has, they are just bigger in scale.

If you had the ability to download knowledge from a human brain and keep it for reference, life would be simpler for us. People talk about radial engine maintenance being a lost art. And it is, to a certain extent. But there are so many people who have lifetimes of knowledge about it. It is just a matter of getting it passed on to future generations.

Is it problematic to find spare parts?

Pilgrim - It all depends on the part! Finding serviceable electrical items like the landing gear motors is getting harder to do but not impossible. It usually comes back to money as I mentioned before. The part you need will nearly always exist somewhere. It is just a matter of getting a hold of it. Being the only operator of a B-29 for all these years has allowed us to build up decent spare parts supply. The problem is that most of what we have in any kind of quantity is something that never needs to be replaced. If we don't have a part in hand then it is probably because it is starting to get a little rare. In a lot of instances we have the ability to build parts we need or adapt something from a different airplane.

I heard that it is possible to interchange B-29 parts with those from the Tupolev Tu-4 Bull, the Russian knock-off of the Superfortress. Can you comment on that?

Pilgrim - As far as TU-4 part go: We don't own any Tu-4 parts at all and there are none on *FIFI*. In theory there would be a couple of parts that might fit between the two airplanes, but in practicality it wouldn't work. The Russians had three B-29s that they reversed engineered to build the Tu-4. Contrary to what is usually found in books and online, the Tu-4 was far from a direct copy of the B-29. They looked alike but that is pretty much where the similarity ended. Everything was converted to metric dimensions and Russian material was used. The aluminum is a different thickness and alloy. The weapons systems were converted to use Russian guns and ammunition of a different caliber. The tires were very close to the same and could be interchanged but that is truly about it. The is an old story going around that they airplanes were so closely copied that the Russians even copied bullet holes and patches. That isn't true. The Russian designers were not stupid and really just took our design, copied it with their own needs in mind and built their version. The story is also told that the Russians copied it right down to the Boeing logo on the rudder pedals and "horn button" on the yoke. That isn't true either. The horn button had the Tupolev logo on it and Cyrillic words. No B-29, from the first prototype to the last one off the assembly line had any type of logo on the rudder pedal. The later they got in production on TU-4s, the less like B-29s they were. Like a lot of the tales behind the Tu-4, it is just propaganda to make it sound like the Russians weren't smart enough to build an airplane on their own. In reality, they have always been smart enough to let somebody else do the hard design work and just copy their efforts and adapt them to their own needs



Photo courtesy CAF

What aspects of the airplane have been modernized?

Pilgrim - A lot of the instruments are modern. The radios, intercom and navigation system is all modern as well. We try to keep things as original as possible but there is a balance between originality and practicality. The engines we have now are a combination of later model R-3350 engines versus the original but externally most people can't tell a difference. The twin turbo chargers on each engine are removed.

What other things have been changed to demilitarize FIFI?

Pilgrim - All the armor plating has been removed and the electronics for the gun sighting system is gone. The turrets are all hollow with fake machine gun barrels on them. Extra seats have been added for passengers.



The B-29 was notable for being the first bomber with a pressurized fuselage. Do you ever fly FIFI pressurized?

Pilgrim - No, we have never pressurized *FIFI*. It was decided when the CAF acquired *FIFI* that she wouldn't be pressurized. Too much wear and tear on the airplane, added maintenance and we don't fly high enough to need it anyhow.

***FIFI* came to the CAF following a pretty miraculous rescue effort in 1971. Do you know how many man-hours and/or dollars it took to pull that off?**

Pilgrim - It is very hard to say how many man-hours went into the initial recovery of *FIFI* from China Lake. I'd say safely that it was many thousands. The airplane had been abandoned to the elements for over 15 years and they had her ready for the ferry flight to Texas in 9-1/2 weeks. The contractor that did a lot of the work on the airplane in the desert was paid \$26,000 for his part. That was in addition to the hundreds of hours that CAF volunteers and employees put in before the recovery flight. During the 3 year restoration after *FIFI* arrived in Texas, the hours were in the thousands and the expenditures were in multi thousands. I've got most of the records from that time period but I just haven't had a chance to go through it all and figure exactly what was spent.

Pardon - What we think is remarkable is that on top of all of the money and those passionate hours that saved the airplane, we have continued to generate millions of dollars and inspire volunteers to spend thousands and thousands of hours to keep this airplane flying for over 40 years. We're very proud of that.



Photo courtesy of Tyson Rininger, CAF

FIFI is a well-known travelling ambassador for the CAF. What does the tour look like for 2016?

Pardon - The AirPower History Tour had 30 tour stops last year including air show events. We generally do four 6-week tours per year. Last year we flew around 100 ride flights in the B-29. Our 2016 schedule is starting to take shape. We will travel in Florida starting late February through early April. Our second tour will start in Birmingham in late May and continue over to the Mid-Atlantic states then up through New York before heading back to the Midwest. Our late summer tour takes us from the Midwest all the way to the California coast then back to Lubbock before heading home for the winter. Tour stop information can be found at www.AirPowerTour.org. We are still fine tuning the schedule so fans should check back every couple of weeks for more information.

Can you describe a typical "ride" flight in FIFI?

Pilgrim - When the passengers are all accounted for, we gather them at the nose of the airplane for a safety briefing. We tell them a little about the airplane and introduce the crew. We make a point to ask the passengers if any of them are veterans or if anybody has a personal connection to the B-29. If we know somebody is a B-29 veteran we ask them to tell us all a little about what they did in the military. We tell everybody the planned route of flight, give them a safety briefing and then load up. As soon as we get in the air, we let everybody know they are free to get up and move around. We fly around for about 30 minutes and then get everyone back in their seats just before landing.



Photo courtesy CAF

See for Yourself

Although I've now been around *FIFI* up close, I've still never heard the growl of her engines or seen her take to the sky. I plan to remedy that shortcoming this fall when *FIFI* visits Lubbock. If seeing (or flying in) a functioning B-29 is on your bucket list as well, check the tour schedule and see if *FIFI* will be in your area.

My thanks to Kim Pardon, Brad Pilgrim and all of the other people in the CAF who work hard to keep this historic aircraft flying and take her around the country for all to see.

Terry spent 15 years as an engineer at the Johnson Space Center. He is now a freelance writer living in Lubbock, Texas. Visit his website at TerryDunn.org and follow Terry on Twitter: [@weirdflight](https://twitter.com/weirdflight)



Special Feature

Lieutenant Dan, Part I

By Dan Owens



Dan Godsy

My father, Ray Owens began working for the Reed Roller Bit Company in Oklahoma City, then later transferred to Houston, TX. Dan worked in a machine shop around the OKC area, dreaming of becoming a pilot. My father got drafted and used some of his past experience to work as a hydraulic mechanic on a B-26. Dan got his wish and enlisted in the Army Air Corps and started his career at Shepherd Field in Wichita, TX February 27, 1943. Dan's stay at Shepherd was a short 4 weeks as he was sent to Union University in Jackson, Tennessee to learn the basics of math, history, aircraft identification, weather, and of course plenty of calisthenics and drill--knowledge he would need to begin pilot training.

Dan's next stop was Santa Ana Army Air Base, Santa Ana, California. The trip from Jackson, Tennessee was 5 days by train. The first 2 weeks there was spent mostly personal testing. He took physicals, got shots, was given psychological evaluations, and motor skills testing. One major issue for Dan was the eye exam. Seems as though the day of the exam his left eye had a "cold" as Dan put it. Although his right eye was 20/20 his left tested 20/30. This was enough to wash him out of pilot training. When he was told he had "washed", Dan went off into a corner and sat down and cried. After a bit he went to a Captain and was arguing that he knew his eyesight was better than that and wanted to retest. The Captain explained that the requirements had changed the next day, and had he taken his test 1 day later he would have passed. But luck was on Dan's side and he was later given the Pilot classification and was able to continue on with his training. He wrote his parents that he wanted to fly the biggest airplane there was the B-17. At this time he had been in the Air Corps 6 months and had not been in an airplane yet.

Finally after a 20 hour train ride in a Pullman train car Dan arrived in Glendale, Arizona and made the short trip to Thunderbird Field #1 near Phoenix to begin flying the Pt-17 Stearman. It was November 3, 1943. He was issued fleece lined flight suit and fleece lined helmet and goggles. The hair cut regulations were hair no more than 3/8". First order of business was more ground school. Finally on Nov. 5th, Dan got his first ride in an airplane. Dan wrote in a letter to his parents, "Don't worry about me, folks, because these planes are as safe as my car. They can fly by themselves."

At Thunderbird the training was pretty intense. He flew almost every day. When he wasn't flying, he was walking wings on the flight line to keep the Stearmans from running into one another. As often as possible there was some type of entertainment for the cadets to relieve the pressures of training and war.

There was always some time off at Thunderbird. Usually only a day or two over a weekend. One weekend open post was threatened when a couple of the "Boys" whistled at some girls that were swimming in their pool. "They sure don't tolerate any ungentlemanly acts around here. They threatened to confine the whole bunch of us."

At Thunderbird there was a tradition that you had to keep the bottom of your fatigues buttoned and you couldn't lean on the iron rail in the chow hall until you soloed. Finally on November 21, 1943 Dan soloed and was no longer a "Dodo". A few days earlier the Captain had told them they couldn't throw newly soloed pilots in the swimming pool anymore, so Dan didn't get to experience that. He did however have to buy 15 Cokes for his roommates

By December 7, 1943 Dan had 27.5 hours flying logged and was flying around on his own. Most of his class was flying solo and he complained at how there "were a lot of crazy pilots flying around Thunderbird". Dan wrote, "There have been a lot of clouds around the past few days. Some of the boys have been called on the carpet for flying thru and over them. So far I haven't been caught. It is a lot of fun, I guess. (Of course I really wouldn't know.) Some of them have also been caught dog fighting, but, of course I wouldn't know about that either."

At Thunderbird there were always aircraft stopping for fuel. On December 20th, a B-24 stopped in. Dan wrote, "We had a big B-24 land & take off here today. Boy! What a big ship. It was "The Skeezix". Has been overseas and has 4 subs to her credit. These Stearmans sure look small beside that thing." He was asked to express his choice as to which airplane he would like to fly in combat. His first choice was heavy bombardment, then medium bombardment (B-17's & B-24's) and lastly twin engine fighters. Heavy bombardment was the B-29 which he describes as having more guns than you can imagine and will fly up to 55,000 ft. with 4 motors that produce 2400 horse power each.

Dan was off on December 25 and had an excellent dinner, but it wasn't the same as being home with his family. He had 44 hours of flying time and was 12 days from moving from Thunderbird and into the BT-13. As the time got closer to making the move, Dan had to fly a lot more often to get his time. He wrote that he got in 3 hours and 20 minutes on January 1 doing aerobatics in the Stearman. He now had 52.5 hours flying of the 65 required and was taking his final tests for ground school. Although he was comfortable with most of the subjects, he was worried about navigation as it was the hardest. It seems some of the cadets were trying to out spin one another. One cadet went to 10,000 ft. and did a 16-turn spin, then the next day another went to 11,000 ft. and did a 23-turn spin.

Next stop for Dan was War Eagle Field, Lancaster, California for Basic Flight Training. He described it as "swell place" . . . four in a room, venetian blinds, inlaid linoleum floors . . . the only all-civilian base in the U.S. Once again though, Dan was at the bottom as a lower classman. He got caught not having his feet flat on the floor in the chow hall and had to stand on a chair and make a little speech. "Hear ye, hear ye, I have been a bad boy." "I did not have my feet flat on the floor". He was now anxious to be an upperclassman again. It was January 8, 1944.

On January 9th Dan was issued a winter flying suit, just like the one he had at Thunderbird. He also received a very neat looking pair of gabardine flying coveralls, a slick summer weight leather jacket, a sweater, and flying gloves. The men all put on their gabardines and leather flight jackets and talked about going home in them. "Sure would be swell," said Dan. The main difference between Thunderbird and War Eagle Field is they put the military first and the flying second. "First they wanted to make us men and officer material. The flying was secondary." Dan was anxious to get in to flying the BT 13. The safety record at War Eagle Field was second to none. 5 Gigs are assessed for overlapping a wing with another airplane while taxiing. The mornings were cold with a heavy frost every morning. The men wore overcoats all day and there was snow on the mountains. They had to clean the frost off the wings before going up."(So the upper class tell us)". The upper class were flying nights.

Dan's instructor said he was either going to solo everyone in the class or wash them out by the 19th of January. He was determined to get rid of them one way or the other. Dan now had 8 hours in the BT, had more time than anyone in his class, and was the first to check out a solo ship. One of the students had to bail out. He forgot to fasten the safety belt in the rear seat, and it got tangled and locked the controls. He set the trim and bailed out at 7000'. The airplane landed itself in a field without a scratch.

At 10 ½ hours in the BT Dan began instrument training. The instructor sat in the front while the back seat pilot wears a hood. Dan had to learn to control the airplane entirely by instruments. He said this is one time that all your senses will lie. "It was really a queer feeling." Dan's instructor had told him that his flying was coming along pretty nice and that if he kept up the good work he would recommend him for whatever type ship he wanted. (For Combat). "I told him I wanted heavy bombardment. The heavy bombardment school is at Marfa Texas. Marfa is near Del Rio. Hope I can keep up the good work." *1

By March 6, 1944 Dan had 73 hours and 40 minutes in the BT putting his total time right at 140 hours and his training at War Eagle was complete. He had now finished ground school and only had interviews to complete his training. 60 more hours he would have his commercial and his instrument rating after graduation. He had hopes of landing a flying job with Phillips 66 or Cities Service when the war is over. *2

- 1) My father, Ray Owens was stationed at Del Rio, TX at this time
- 2) Dan's father, Dave Godsby worked for Cities Service Oil Co.

Next stop for Dan is Marfa Army Air Field Marfa, TX.

(Part two of "Lieutenant Dan" will appear in the March 2016 issue of The Flyer)



Editor's Corner

Big Planes. Small World.

At our Richland College workforce training center, I sit on the same floor as the Garland Chamber of Commerce.

I have *Diamond Lil* wallpaper on my office computer (don't we all?) and have opportunities to talk about the CAF from time to time. Over hearing someone else talk about a B-29 in the hallway the other day was a little bizarre. It turns out the Chairman of the Garland Chamber of Commerce, Barry Young, is in our Squadron.

Barry is an Oncor Electric Area Manager and has an impressive resume of service to our North Texas communities of Garland, Richardson, Sachse, Rowlett, and Wylie serving on boards and numerous charitable organizations. He also loves warbirds and tries to make it to CAF events as much as humanly possible. I caught up with him at the Red Tails event at DEA in February. You never know who you'll meet at work and play. ☺



FIFI Whirligig

Squadron member, Greg Pitoniak, received a unique Christmas gift from his wife. It is a custom-made *FIFI* "Whirligig." It was made by Pappy's WWII Whirligigs. You can find them

on Facebook and buy a whirligig or download for free the plans to make one yourself. Greg enjoys watching *FIFI* turn with the breeze and said she definitely catches the eye of golfers passing by his backyard on the 7th fairway.

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
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