



THE FLYER

Commemorative Air Force
B-29 / B-24 Squadron

2!



Scott Hlocum

FIFI meets ***Doc*** at Oshkosh
June/July 2017



COMMEMORATIVE AIR FORCE

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

| B-29 / B-24 Squadron Directory | | | |
|---|--|------------------------|--|
| Position | Name | Phone | Email |
| If you would like to get scheduled on a Tour Stop as a Crew Member... Contact the following: | | | |
| B-29 Personnel Scheduling Officers | Archie (Pilots) Brad/Rick (FEs) Brad/Steve (Scanners) | See below for phone#'s | See below for e-mail addresses |
| B-24 Personnel Scheduling Officers | Archie (Pilots) Brad/Rick (FEs) Brad/Steve (Scanners) | See below for phone#'s | See below for e-mail addresses |
| If you are a New Member Looking to Get Plugged In or Want to Volunteer... Contact the following: | | | |
| Volunteer & New Member Coordinator | Tim Colman | 214-708-2279 | tpcolman@gmail.com |
| Squadron Officers: | | | |
| Squadron Commander | Neils Agather | 817-946-9950 | vnagather@agathertx.com |
| Executive Officer | Tom Travis | 214-763-0147 | tomtravis@aol.com |
| Adjutant & Personnel Officer | Debbie King | 469-688-1709 | squadadjutant@gmail.com |
| Maintenance Officer | Don Obreiter | 580-471-3048 | obreiter@cablone.net |
| Safety Officer | Steve Rabroker | 469-387-6439 | rabroker@hotmail.com |
| Operations Officer | Archie Taylor | 817-944-3226 | taylor2014@tx.rr.com |
| Assistant Ops Officer | Al Benzing | 214-707-2726 | albenzing@gmail.com |
| Public Information Officer | Kim Pardon | 913-636-6250 | pardonb29@gmail.com |
| Finance Officer | Gerald Oliver | 312-953-0357 | gerald.oliver@yahoo.com |
| Squadron Staff: | | | |
| Squadron General Manager | Brad Pilgrim | 843-991-3814 | bpilgrim@cafhq.org |
| Administrative Manager | Liz Vue | 972-387-2924 | evue@cafhq.org |
| Sr. Crew Chief | Rick Garvis | 972-380-8800 | rgarvis@cafhq.org |
| Crew Chief | Don Thurston | 903-714-8037 | don@donseye.info |
| Crew Chief | Ben Powers | 214-277-3150 | f14_ad@yahoo.com |
| Facility Manager | TBD | TBD | |
| B-24 Team: | | | |
| B-24 Go Team Leader | Al Benzing | 214-707-2726 | albenzing@gmail.com |
| Diamond Lil Century Club Chairman | Toni Rabroker | 972-740-4601 | rabroker@hotmail.com |
| B-24 Volunteer MX Coordinator | Steve Rabroker | 469-387-6439 | rabroker@hotmail.com |
| B-24 Flight Ops Coordinator | Al Benzing | 214-707-2726 | albenzing@gmail.com |
| B-29 Team: | | | |
| B-29 Flight Ops Coordinator | Archie Taylor | 817-944-3226 | taylor2014@tx.rr.com |
| B-29 MX Coordinator | Rick Garvis | 972-380-8800 | rgarvis@cafhq.org |
| B-29 Flight Engineer Coordinator | Rick Garvis | 972-380-8800 | rgarvis@cafhq.org |
| Stearman Team: | | | |
| Stearman Flight Ops Coordinator | Archie Taylor | 817-944-3226 | taylor2014@tx.rr.com |
| Stearman MX Coordinator | Bill Goeken | 817-308-1916 | wk.goeken@verizon.net |
| Squadron Volunteer Leaders: | | | |
| The " Flyer " Newsletter Editor | Kon Kelley | 214-995-5184 | konartist@verizon.net |
| Appearance Captain | Henry Borderlon | 972-406-0644 | pixie@sbcglobal.net |
| PX Co-Captain | Rocky Smith | 214-565-8562 | diverock@hotmail.com |
| PX Co-Captain | Alma Smith | 214-284-9128 | alma@b29b24px.org |
| Social Chairman | Toni Rabroker | 972-740-4601 | rabroker@hotmail.com |
| Tours/Ride Desk/Marketing: | | | |
| Tour Manager & Scheduling | Jon Oliver | 312-925-6184 | aphtwarbirds@gmail.com |
| Ride Desk Captain | Mary Mount | 209-605-4313 | mgmount@aol.com |
| Tour Marketing Coordinator | Kim Pardon | 913-636-6250 | pardonb29@gmail.com |
| <div> <div>www.CAFB29B24.org</div> <div>Its FUN to Volunteer</div> <div>www.AirPowerTour.org</div> </div> | | | |

CAF AirPower History Tour

National Air Tour of Historic World War II Aircraft



Summer Tour B

Janesville, Wisconsin
Indianapolis, Indiana
Marion, Illinois
Jefferson City, Missouri
Kansas City, Kansas
Branson, Missouri
Fayetteville, Arkansas
Wings Over Dallas
Dallas, Texas
WWII AirPower Expo
New Orleans, Louisiana

August 16-20
August 23-27
August 30-Sept 3
September 4-6
September 7-10
September 13-17
September 20-24
October 6-8

October 27-29



FIFI and Yellow Rose CAF crews at dinner after a day on tour.

Volunteers Needed

New Scanners wanted! If you attended B-29 Ground School, you may be able qualify as a Scanner while on tour. Please let us know your availability. Contact Steve Rabroker rabroker@hotmail.com.



*Schedule subject to change
Check www.airpowertour.org

"FIFI"



Photo by Kevin Luke



*FIFI and Doc on Boeing Plaza
Photo by Crew Chief Rick*

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"The Old Lady in the Desert" by Lyn Fite



*An Interview with Dick
Delaney, B-29 FE*



\$24 for the 24  24 Day Campaign



Details Inside

Squadron Report

It was historic and a thrill to see two B-29s together side by side in the air for the first time in 50 years and likely 60 or 70 years. Some months ago, I wrote Tony Mazzolini to congratulate him on *Doc's* first flight. I recall when he and I met some 30 years ago trying to see how our Squadron could help. He has been spearheading this *Doc* effort all these years and has had help from others along the way, including some of our members. My hat is off to all of them for making this happen. Few people out there fully understand what a task it is to get a B-29 airworthy.



After a rough start in the Spring, *FIFI* has been running well (knock on wood) thanks to the good work of our crack maintenance crews. We attract big crowds at our stops, showing again and again that people like our presentation of *FIFI* and the other aircraft that travel on the Airpower History Tour. The crowds turn out because our crack PR team does a fabulous job of getting the word out. It is a team effort to get the planes to a stop, get the crowd there too and then handle the crowd so that the ride buying, the ride flight, cockpit tour and PX purchase are all positive experiences. And collectively, we excel at all of these tasks.

The work on *Diamond Lil* is proceeding. Pretty shortly now, *Lil* will have two new engines hung on her. One has already been delivered to us and on the other one is in the process of overhaul. Toni Rabroker, Al Benzing and others are feverishly raising funds for our third engine.

As was pointed out in earlier Flyers, our Squadron is experiencing a tough year financially. The spring tour was difficult. The summer, thankfully, is going much better. We still have a ways to go, so I am hoping for more good tour stops. Even under the best of circumstances, financially this will not finish out as our best year. Your elected officers have taken steps to reduce our operating costs. Please be thinking about coming out for the remaining tour stops. **There is still a lot of America to see and a lot of America that will get to see *FIFI*.** See you on the road.

Neils Agather
Squadron Leader



Photo by Kevin Hong

Flight Operations Report

Summer A schedule has finished up in Duluth, MN with a transition to Janesville, WI. Ride flights over the last month for *FIFI*, the T-6, the *Bucket* and Stearman were sold out. Bomber week at Oshkosh was a big success with B-1, B-2, B-17, B-25, B-29, and B-52s participating in the show. Thank you all who participated in making this an outstanding event.

Meanwhile back at the ranch the B-24 *Diamond Lil* undergoes primer spray on the inside cabin of the aircraft. Engine number 3 is hung and number 4 is in work. Volunteers are still needed to help with ongoing maintenance.

Summer B schedule was just published and starts up in Janesville on August 16th. There are still some open dates for Stearman pilots during Schedule B. The T-34 will joint the tour in Marion, IL and continue until our return from Fayetteville, AR. It will be a good time out on the road with the aircraft. Come on out and enjoy the fun.

Archie Taylor
B-24/B-29 Operations Officer



A masked man primers the inside of *Diamond Lil*.



Training & Safety Report

As I write this article, *FIFI* and The Air Power History Tour are in the middle of their final stop of the Summer A Tour. It's been a long time, a lot of miles, and a lot of cities since the kick off in Dallas back in May.

We are proud to say that it has been a safe tour. Besides a few of the normal bumps and bruises, we have been accident free. Now some people may say "Oh, you're just lucky". But I like to think, that for the most part, you can make your own luck. I know sometimes things happen that you have absolutely no control over, but with the work ethic and dedication of our crew members, we can minimize the "unlucky".

In keeping with this thought, I would like to give a big THANK YOU to our Tour Manager and Tour Leaders. These folks volunteer an enormous amount of their time and take their jobs very seriously. They are the ones that direct and manage our team of skilled crew members so that together we can safely present our aircraft to the public. So let's continue to strive for a safe (and sometimes lucky) tour.

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

Steve Rabroker
Safety Officer



Photo by Kevin Hong

DIAMOND LIL

B-24 Go Team Report

B-24 Work:

Rick, Ben and volunteers continue work on engine replacement, fuel tanks, painting and more. The goal is to complete *Lil* for some Fall events and before *FIFI* returns for winter maintenance. The purchase of the third engine and a spare are dependent on our fundraising efforts. We are making some progress with donations, but the hurdle is \$150,000 high!

\$24 for the 24:

Toni and others have worked to rollout an exciting campaign to boost our fundraising efforts for the last engine needed to fly. Squadron members and friends have contributed significantly to the ***Diamond Lil Century Club***. Another way to really help (in addition to sending \$24!) is to *SHARE the Post* \$24 for the 24 campaign that is on the Commemorative Air Force B29 B24 Squadron Facebook page. This will greatly increase the visibility of our campaign.

B-24 Grants:

The team is in the process of identifying foundations in Texas, targeting those in the DFW area that support education, history and veterans. We're dividing the workload among our Go Team to make contacts. This is a lengthy process, with long lead times, but certainly worth pursuing for our continued financial viability. The \$24/24 campaign has had the effect of garnering support from additional sources, some of which may result in larger donations.

B-24 STEM Program:

Working on grants has highlighted the need for us to enhance and focus our mission of education. Science, Technology, Engineering and Math (STEM) are areas targeted for support by many foundations. We are working to develop a STEM program that will leverage the B-24 to create learning events. Lisa Foster, as "Rosie the Riveter," has created a learning station that is of great interest to students and adults. Our program will build on her example, while adding *Diamond Lil* as a very useful physical presence for students to observe first-hand how she was designed and built. Look for more details on this exciting program as we progress.

We're looking forward to *Diamond Lil* taking to the sky!

Al Benzing

Assistant Flight Ops Officer

B-24 Go Team Leader

214-707-2726

albenzing@gmail.com



Member News

June-July, 2017



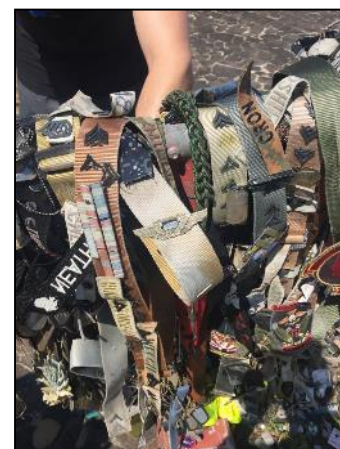
CAF VP Ops David Oliver welcomes new baby boy



Josiah Oliver



Former Squadron intern Michael Szemplinski (seen working on the Bucket in 2013) wrote Gerald Oliver recently. Lt. JG Szemplinski has been serving in the Far East. His travels took him to Iwo To (formerly Iwo Jima) where he left his CAF wings at a monument on Mt. Suribachi. Good luck Michael and thank you for your service.



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



Maintenance Help and Questions

Rick Garvis

B-29 Mx

972-380-8800

rgarvis@cafhq.org



Steve Rabroker

B-24 Mx

469-387-6439

Rabroker@hotmail.com

Get your Squadron gifts and gear at the

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



Find us on [facebook](https://www.facebook.com/b29b24px)



COMMEMORATIVE
AIR FORCE

B-29/B-24 Squadron Meeting

SAVE THE DATE

Pancakes

Planes

&

Pundits

Saturday, August 26

CAF Hangar at Dallas Executive Airport

Breakfast 9:00 a.m.

Meeting 10:00 a.m.

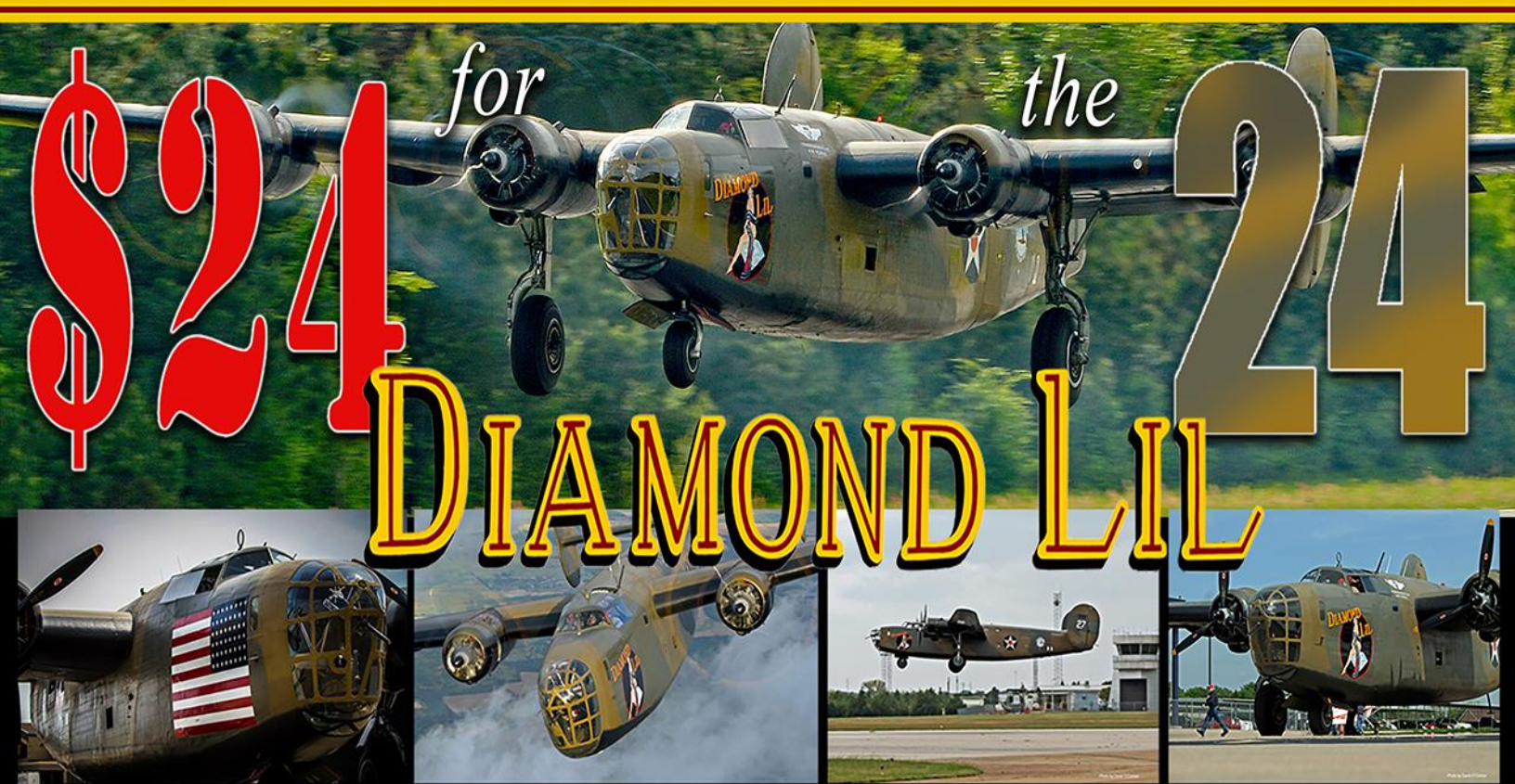
Plan on joining the Squadron to catch up on things over breakfast. We'll bring everyone up to speed on Squadron activities and provide a full report on Oshkosh including *FIFT's* first meeting with *Doc*.

Following the general meeting, we'll get sporty with a trivia game and find out who in the Squadron is the smartest in the hangar about WWII facts and stats. The greatest military historian will win a prize.

More details to follow.

RSVP to Toni Rabroker

at rabroker@hotmail.com



*Diamond Lil needs your help! Please donate NOW!
Your donation will help us get the last engine so she can fly again!*

*\$24 for the 24 - in 24 Days!
We need to raise \$75K
so Diamond Lil can fly again!*

\$24 FOR THE 24  **24 DAY CAMPAIGN**



*Your donation of \$24 or more to our engine fund is tax-deductible.
Together we can do it for Lil!*



Search "commemorative air force B-29 B-24 Squadron"



@B29B24Squadron



www.cafb29b24.org

www.diamondlil.org

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**We're having many interesting Warbirds, including Planes and Helicopters
from the Cold War Museum and Cavanaugh Flight Museum**

Aircraft rides will be available, or can be scheduled for a later date

Also many Beautiful Classic Cars, Displays, Foods and Drinks

A restored Air Force Fire Truck that give kids rides during the show

WWII Women Trio Singers, National Anthem, other songs during the Event

The Ferret Group, "King's Own Texas Dragoons," British Armored Vehicles

CONTACTS

Keith Barrett 972-974-0142

Steve Bennett 817-269-4081

Jim Breitenstine 817-294-2936



Feature Story

“The Old Lady in the Desert”

By Lyn Fite

**See Editor's note on Lyn Fite next page*

Renton, Washington, 1945. A young lady was born. She was rather large for her age, but grew into herself very nicely and matured very quickly. Tall and beautiful, she was envied by the ladies and evoked pure passion in the men.

This young lady's career with the U.S. Defense Department meant that for several years she traveled extensively and lived in several states. As many times happens, the lady's career was cut short because of downsizing. She could not find other employment and ultimately found herself in the Mojave Desert of California where, by some miracle, she barely managed to survive for 17 years.

By now she was old, tired, and very sick. One day a man by chance came by and met the old lady. Their visit lasted several hours. She told the man of her glory days, how she had come to this end, and how she dreamed of reliving those days again, if only for a few moments before she passed away. The man left and once more the old lady was alone.

Time passed and the man returned with several others to meet once again with the old lady, now at death's door.

The man reintroduced himself and told the old lady that he was a doctor and that his accompanying hand-picked medical team would help her recover. The old lady was speechless. She couldn't say a word.

The team worked day and night for over 9 weeks to get the old lady well enough to transport her from her old desert home to her new home several states away.

Once she was in her new home, despite the medical team's feverish efforts, her recovery still took several years. But today the old lady is once again stunningly beautiful and active. She has starred in several movies and every year personally appears nationwide before hundreds of thousands of people telling her story, especially to the younger generation.

After her total recovery the lady took a new name honoring the man who saved her, by officially taking the name of his wife. Today FIFI still is the envy of all the ladies, still causes passionate responses in the young men, and still brings tears to the eyes of the old men. FIFI indeed has seen her dreams come true, reliving her past glories and achieving fame and fortune beyond her wildest imaginations.

FIFI is a Queen
Queen of the Fleet—of the Commemorative Air Force.

“FIFI”

Editor's Note:

What a pleasure it was hearing from Lyn Fite and receiving his beautiful piece for The Flyer.

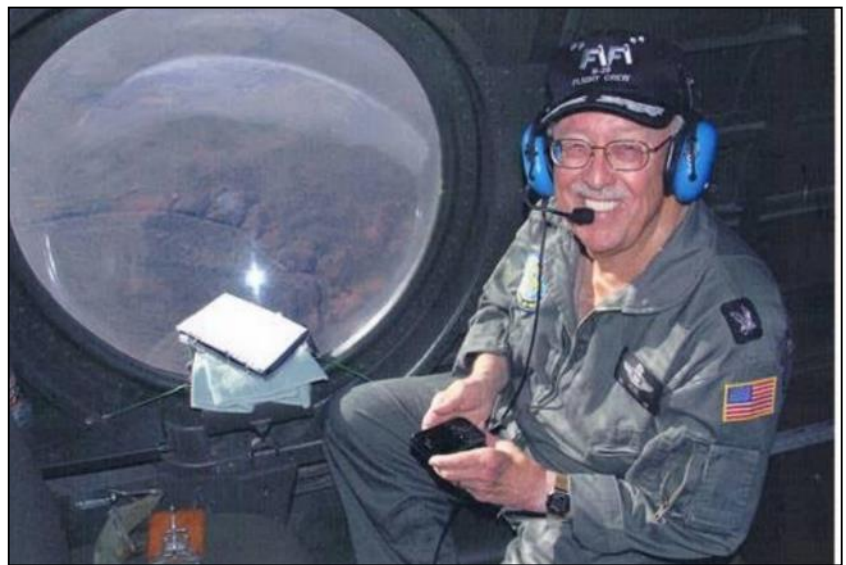
For those of you who do not know Lyn, he was the Squadron Leader just prior to Neils. Lyn is a Vietnam veteran and hails from a long family history of military service. He joined the CAF in 1991 and resides in Midland. He has been a key player in AirSho for the last 23 years. From 2006-2009 he was the B-29/B-24 Squadron Leader and has been a Squadron member since 1993. He is also an aircraft sponsor for both the B-29 and B-24. Lyn is an experienced FE, Loadmaster and Instructor for the B-24. He is a Lead Instructor and Scanner for the B-29.

One of Lyn's key contributions to the Squadron was the decision to convert the B-24 to her current B-24A configuration. The conversion was handled by Squadron Crew Chief Gary Austin and current Squadron Maintenance Officer, Don Obreiter. He was also our leader when *FIFI* moved from Midland to Addison in 2008 and underwent her complete engine overhaul. Lyn has been there for *FIFI* and *Lil* for many years and it is good to hear from him and connect with Squadron history.

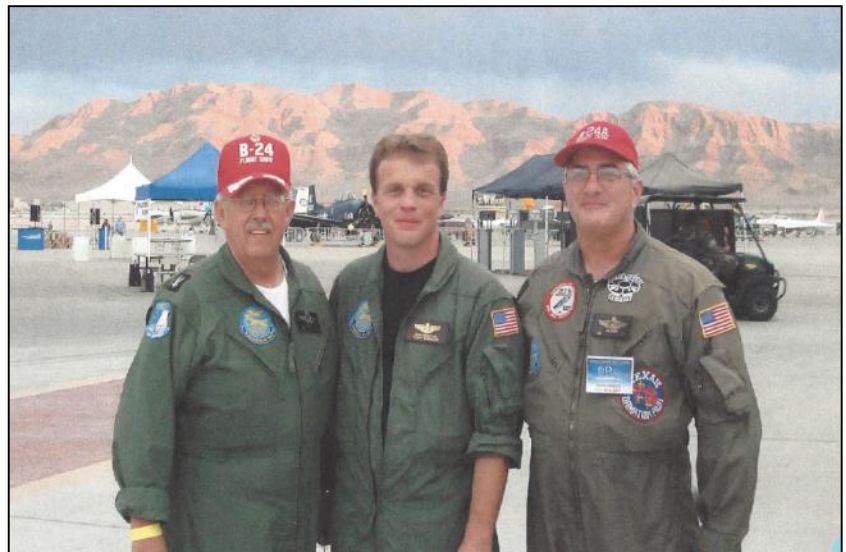
Thank you Lyn!



L to R - Crew Chief Gary Austin, Actor Michael Dorn (played Worf the Klingon in the Star Trek Series, The Next Generation), Squadron Leader Lyn Fite. A pilot film was being produced for a possible TV Series on the CAF and its aircraft. Michael was the spokesperson and Lyn Fite was on the long communication line giving Michael his lines.



Lyn Fite flying Lead Scanner on *FIFI* from Midland to the Alliance Airshow in Ft Worth, then on to the Cavanaugh Flight Museum in Addison, TX in 2010



B24A, Ol' 927 at Nellis AFB, Las Vegas, Nevada for the Air Force's 60th Anniversary in 2007 L to R – Lyn Fite, Don Obreiter and Joe Broker.



Feature Story “Interview with S/Sgt. Dick Delaney B-29 Flight Engineer”

By Tom Gertscher

July 26, 2017

My name is Dick Delaney from St. Clairsville Ohio and I am a WWII veteran from the Army Air Corp. I was a flight engineer on a B-29 Superfortress bomber *Shady Lady* serving on Saipan with the 73rd BW/497th BG/870th BS.

I was drafted in 1942 and, because of my interest in airplanes, I was selected into the Air Corp and started my basic training in Clear Water, Florida. Next it was on to Seymour Johnson Air Force Base in North Carolina for about 11 months where I learned B-29 basics and mechanic training. I started out in pilot training on a PT-17 but after 10 hours of flight time my instructor said my eyes were not quite good enough to continue.



Squadron member, Tom Gertscher with Dick Delaney



My training continued at Pratt Army Airfield in Kansas for electrical school. I was able to fix an electrical problem on a B-17 and the pilot let me fly it after we got airborne. Then it was on to Boeing in Seattle for flight engineer training on the B-29. I was now qualified to work on any system and the engines on the plane except the radar, radios and the guns. When we left Seattle on our B-29 *Shady Lady*, we went to Honolulu for a few days then on to Eniwetok where we stayed for about a month until Saipan was taken from the Japanese in July, 1944. Actually some fighting was still going on in parts of the island but we had the airfield which we needed so our B-29s could start bombing Japan.

The Japanese based on Iwo Jima would sometimes bomb our airfield on Saipan and destroy some of our B-29s. On our 1st through 3rd missions, we had to fly about 50 miles from Iwo Jima, which was still under Japanese control, and then fly about 50-100 ft. above the water so their radar could not pick us up and warn the homeland a bomber raid was coming.



Shady Lady crew. S/Sgt. Delaney is second row, far left.

On these missions, we attacked the Nakajima aircraft engine plant at Musashino in Tokyo. It took us three missions because a lot of our bombs were off target due to weather conditions, inexperienced bombardiers and our bombing altitude. On our third mission to Nakajima the bombardier had problems aligning his bomb sight because he was sitting on his parachute. After he removed it, our plane was shot up by a Jap plane coming head-on. Bullets flew a few inches over his head and hit the co-pilot. The bombardier reasoned by removing his parachute and thus sitting a few inches lower it saved his life. We lost one engine and I was wounded by a bullet hitting the armor plate around the flight engineers console which

shattered the bullet and sent shrapnel into my legs. As you can imagine, there was a certain amount of chaos in the plane until we got things under control. The bombardier, besides being responsible for the bomb sight, was also responsible for the gun sight for the front upper and lower gun turrets. Maybe because he was looking into the bomb sight during our bomb run he was not able to hand off the gun sight in time and we were hit. The CFC (Central Fire Control) computers would then assign which turrets on the B-29 would fire. The gun sights from the other turrets took over and fired their guns and the commander of the CFC said they were able to shoot down the Jap plane as it went by.

On other missions when the upper front turret would fire its guns, the whole plane would vibrate and the sounds were awesome. The turret contained four, .50 caliber guns. There were a total of 12, .50 caliber guns on the B-29. The crew administered first aid on me and the co-pilot and stopped the bleeding. We still had about seven hours flying time to get back to Saipan. We could not stay up with the formations going home because we were running on three engines, but luckily no Jap fighters spotted us. There was no US fighter protection that far from Saipan.

We lost another engine going back to Saipan with 800 miles to go over water and our pucker factor greatly increased. The tail gunner was able to take over for me as flight engineer going home. On landing, we discovered one of our tires was flat and the plane began to spin and our wing hit a anti-aircraft site and we skidded through a drainage ditch destroying the plane. Everybody got out OK and I woke up in the hospital. Another B-29 was then named the *Shady Lady*. It was later shot down on its 35th mission. All the crew was lost.

I spent a month and a half in the hospital with my wounds and was only able to fly five more missions as a substitute. I then worked as a mechanic on the planes and did check rides. Once I was selected as a substitute because the scheduled flight engineer was late taking his flight physical, and the commander started yelling, "Delaney get your ass down here and start these engines! You're flying today!"

On one of my missions as a substitute in the spring of 1945 and only a few months before we dropped the atomic bomb on August 1945, we bombed downtown Tokyo with incendiary bombs and it was reported our bomb group destroyed 15 square miles. About 300 B-29's took part in this raid. On most of my five other missions, there were fewer Japanese planes because of our bombing of their aircraft factories. Flak was less because on our four low altitude bombing missions but small anti-aircraft guns and machine guns were still a problem.

Working on the infamous R-3350 engines kept us busy. On one engine we replaced 12 of the 18 cylinders to get it running. Overheated engines was also a big problem. Some of the turbo charges were also giving us headaches and they were needed especially on high altitude flights. Once, after Tinian was secured, we flew in from Saipan on a check ride and got to meet Col. Paul Tibbets. He did a check ride with us.

Right after the war ended, I was pulled off a food flight to our POW's. The plane crashed into Mount Fuji and all the crew was killed. One time when a typhoon was approaching with 125 per mile and hour winds, I had to sit in a B-29 with two engines running and the brakes on trying to keep the plane into the wind so it wasn't damaged because

| MISSION SUMMARY 497th Bombardment Group | | | |
|---|--------|---------|--|
| Mission No. & Date | Target | No. A/C | Results |
| 1. 28 Oct. Dublin Is., Truk | | 9 A/C. | Excellent results. |
| 2. 30 Oct. Dublin Is., Truk | | 9 A/C. | Poor C.E. Miles. |
| 3. 2 Nov. Dublin Is., Truk | | 11 A/C. | Poor. |
| 4. 5 Nov. Iwo Jima A/F #1 | | 18 A/C. | Excellent to Good. Meager Flak |
| 5. 8 Nov. Iwo Jima A/F #1 | | 7 A/C. | Excellent Results Observed. No Photos. Meager Flak. |
| 6. 10 Nov. Tokyo (Recon) | | 1 A/C. | (A-1) Weather prevented execution of mission. |
| 7. 24 Nov. Tokyo 90.17-357 Nakajima A/C 2nd Docking Facilities | | 18 A/C. | Primary Fair. 59 Fighter attacks Meager-Moderate Flak. 1 A/C Lost 2 E/A Destroyed. |
| 8. 27 Nov. Tokyo 90.17-357 Nakajima A/C 2nd Docking Facilities | | 26 A/C. | (9 Aborts) Overcast. Bombed Secondary. |
| 9. 29 Nov. Tokyo Light Ind. Sec. | | 9 A/C. | Excellent Results. Radar Bombing |
| 10. 3 Dec. Tokyo 90.17-357 <i>AD</i> Nakajima A/C <i>KNEE INJURY</i> 2nd Docking Facilities | | 24 A/C. | Poor results. A 200MPH wind adversely affected bombing. 1 A/C Ditched. 3 E/A Destroyed. Moderate Flak. |
| 11. 8 Dec. Iwo Jima A/F #1 | | 16 A/C. | Unobserved. Radar Bombing. |
| 12. 13 Dec. Nagoya 90.20-193 Mitsubishi A/C Eng. | | 18 A/C. | Excellent results. Intense Flak. 3 E/A Destroyed. |
| 13. 18 Dec. Nagoya 90.20-194 Mitsubishi A/C | | 18 A/C. | Fair to Good. Moderate Flak. 1 A/C Missing. |
| 14. 22 Dec. Nagoya 90.20-193 | | 21 A/C. | Good results. Intense Flak. 1 A/C Lost 2 E/A Destroyed. |

S/Sgt. Dick Delaney mission summary

06/11

there were no tie downs for our planes. It survived OK. I spent a total of three years on Saipan and, after the war ended, I was sent to Iwo Jima for a couple of months working on P-47s until I had enough points to go home.

The aircraft carrier *Independence* took me back to the states. After my discharge I worked as a operating engineer for 50 years and bought a number of planes to repair and sell. Once I flew my Aeronic Chief into a air show in Carrollton Ohio, and this guy spotted my B-29 hat and came up to me and said "I know you". It was Col Tibbets. He recognize me from Tinian. I took him for a ride in my plane and let him fly it. It took him a couple of attempts to land the plane. If it was a 50 ton B-29 he would have made it the first time. Carrollton, Ohio is about 100 miles from Columbus, Tibbets home town. One funny thing after I was drafted, I was offered a job in the Air Force band. Of course I turned it down. I wanted to fly.

Staff Sergeant Dick Delaney
B-29 Flight Engineer
Saint Clairsville, Ohio
American Legion Post 159

FYI: For those not associated with WWII B-29 bombers or not up on their history, Col. Paul Tibbets was the pilot who first dropped the atomic bomb on Japan. His B-29, named the *Enola Gay*, dropped the bomb on Hiroshima on August 6 1945. His plane is in the Smithsonian in Washington DC.

Interview by
Col. Tom Gertscher #39216
CAF B-29/B-24 Member



S/Sgt. Delaney's medals. He lost his purple heart during a move.



S/Sgt. Dick Delaney and Col. Paul Tibbets



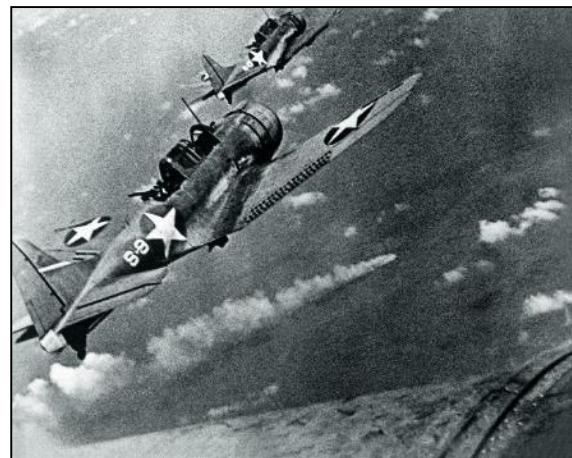


Special Feature

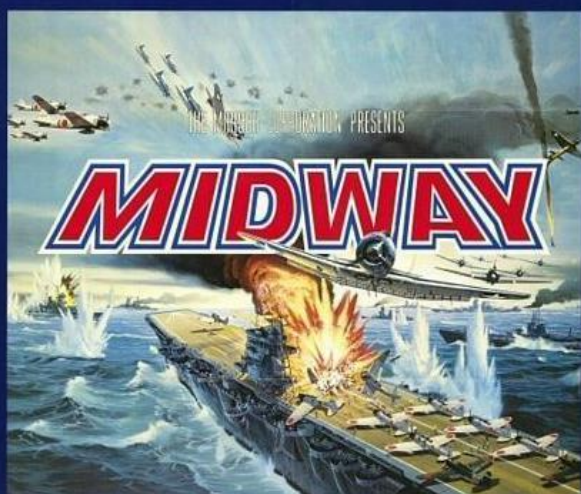
Remembering Midway

By Konley Kelley

June, 2017 marks the 75th anniversary of the pivotal Battle of Midway, called the “turning point in the Pacific.” The battle transpired from June 4-7, 1942 on and near Midway atoll in the Central Pacific. Writers and historians have studied and written about this decisive battle for years. American author Walter Lord wrote, Incredible Victory (1967) about the Battle of Midway. He also wrote the bestseller, A Night to Remember (1955) about the sinking of the Titanic and Day of Infamy (1957) about the Japanese sneak attack at Pearl Harbor. I highly recommend his work.



In Academy Award Winning **SENSURROUND**



A WALTER MIRISCH PRODUCTION

CHARLTON HESTON
HENRY FONDA

JAMES COBURN · GLENN FORD · HAL HOLBROOK · TOSHIRO MIFUNE
ROBERT MITCHUM · CLIFF ROBERTSON · ROBERT WAGNER

WRITTEN BY ROBERT WEBBER · ED NELSON · JAMES SHODA · CHRISTINA KIKUOKI AND EDWARD ALBERT

PRODUCED BY DONALD S. SANFORD · JOHN WILLIAMS · JACK SWIGHT · WALTER MIRISCH

PG

PARENTAL STRONG SUGGESTION

SOME MATERIAL MAY BE INAPPROPRIATE FOR CHILDREN

I cannot summarize the Battle of Midway with the writing abilities of Walter Lord or his contemporaries. With the internet, documentaries on the History Channel and Wikipedia, you can study the Battle of Midway to your heart's content. So let's look at Midway from my perspective by fast-forwarding from 1942 to 1976.

I was almost 10 years old in June, 1976. WWII fascinated me and I devoured books, watched TV shows and movies and went to annual airshows in my little town of Madera, CA. I read Walter Lord's books about Pearl Harbor and Midway. In my free time, I made scale models of WWII ships, aircraft and armor. I was constantly drawing battle scenes and playing war games with friends. On June 18, 1976, MIDWAY hit the movie screens. I couldn't wait to see this film. To add to the excitement, the movie was shown in “sensurround,” a new sound-effects technology using speakers “woofers” to emit low frequency sounds to shake the seats. This promised to enhance the filmgoer's experience particularly for a war movie like MIDWAY filled with dogfights, bombs, torpedoes and explosions.

I know I saw MIDWAY a few times. It has a stellar cast led by the great Charlton Heston. As the movie poster shows, Heston was joined by other mega stars. But the real stars were the planes and ships used in the film. Many were vintage warbirds including CAF Tora planes and a PBY Catalina.

The USS Lexington, now a museum in Corpus Christi, TX was, at the time of the film, a carrier-trainer based in Pensacola. She is frequently used for interior and exterior shots. Many scenes included actual combat footage from WWII weaved into the action. Historians will pick apart the accuracy of the WWII scenes in line with the Midway timeline but wouldn't you rather just sit back and enjoy it? – especially with it being based on fact i.e., the Battle of Midway is not fiction. American naval forces pulled off a miracle and changed the course of the war. In the end, this is what the movie depicts.



The MIDWAY cast aboard the USS Lexington and in front of an F4F Wildcat.

Thanks to repeated airings on TV in the 80s and 90s and later VHS/DVD/BluRay, MIDWAY is a movie I can gladly watch over and over again. Seeing it with me, you'd be annoyed when I repeat lines from the movie as when Heston (Capt. Garth) chewed out his son, played by Edward Albert, Jr. Garth says, "You're paid to fly fighter planes, not to sit in your cabin and cry over your girl's picture. You better shape up, Tiger, before a hot-shot Jap pilot flames you're a#%!" I could go on and on. ☺

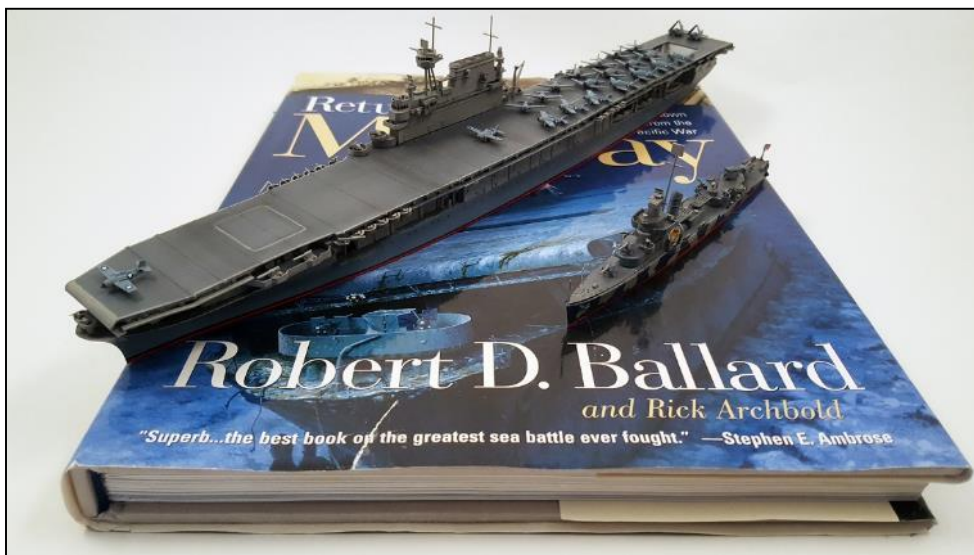
Nowadays, I continue to scale model as a hobby and Midway and WWII in the Pacific are always a draw for my projects. When I picked up 3D modeling about 10 years ago, some of my first models were Midway-inspired. I've created artwork depicting Battle of Midway scenes using scale models and Photoshop and made and composed images with 3D models.

This Summer, I picked up a 1:700 scale model kit of the USS Yorktown and USS Hammann. These two ships will be linked together forever due to one of the last actions of the Battle of Midway. The USS Yorktown was the only carrier attacked by Japanese forces but her fate in the film is not revealed. She was badly damaged by torpedoes and bombs but remained afloat. The hope was to tow her to Pearl for repairs. The destroyer, USS Hammann was at Yorktown's side helping with salvage operations when Japanese submarine I-168 fired a spread of four torpedoes. One missed, two struck the Yorktown and one the Hammann. The Hammann sank in five minutes. A number of her crew survived the sinking but were injured and killed by the underwater detonations of Hammann's depth charges.. The Yorktown capsized and sank early the morning of June 7, 1942.

Scale models + Photoshop



3D models



In 1996, underwater explorer, Robert Ballard, who achieved fame for discovering the RMS Titanic, found the wreckage of the Yorktown three miles down. She was upright and in remarkable condition. Ballard could not find the Hammann or the Japanese carriers sunk in the battle. I've placed my models atop Ballard's excellent book, Return to Midway.

For Wings Over Dallas, I am working on a Midway-inspired display and activity for the Education Hangar. If I can pull it together, come check it out.

With the critical and popular success of DUNKIRK on the big screen, we are surely going to keep seeing quality movies on WWII subject matter at the Cineplex. THE MIGHTY 8th is in production for HBO by Tom Hanks and Steven Spielberg. Anyone excited about that? We will undoubtedly see more WWII stories told by moviemakers and maybe the Battle of Midway will be tackled again on film. I'd be first in line to see that.



Photo Album

EAA AIRVENTURE

OSHKOSH

2017



Photo by Kevin Hong



Photo by Don Obreiter



Photo by Robert Edwards



Photo by Brad Pilgrim



Photo by Scott Slocum

For a great video of "Bomber Day at Oshkosh" see
<https://www.youtube.com/watch?v=PgdEI3-GaAg>



Photo by Robert Edwards



Photo by Marcie Coleman (daughter of Nik Coleman of Plane Resurrection)



Photo courtesy of Natasha Sanders

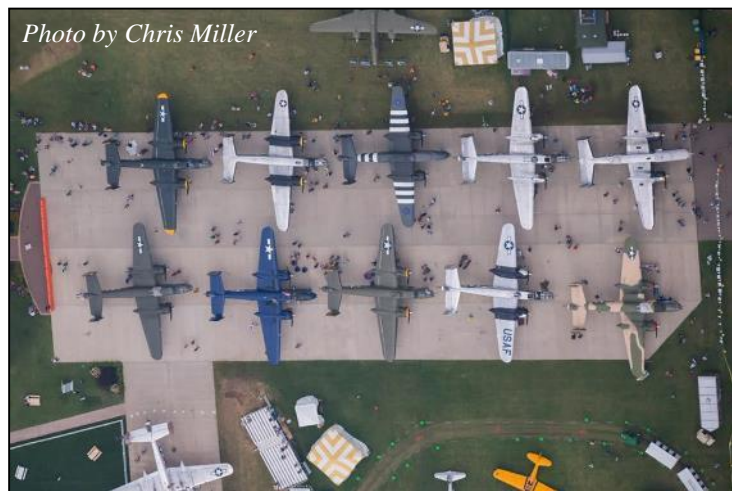


Photo by Chris Miller



Photo by Robert Edwards



Photo by Robert Edwards



Photo by Gerald Oliver

EAA AIRVENTURE
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2017



WASP T-6

Photo by Gerald Oliver



Jeff Skiles, Gerald and grandson, Ethan



Photo by Gerald Oliver



Photo by Gerald Oliver





Photo by Crew Chief Ken with Doc's crew



JEFF SCHROEDER
CHARLIE OSCAR PHOTOGRAPHY



Editor's Corner

Vacation

I hope everyone had a chance to get away this summer or plan to do so in the few weeks we have left. Maybe Oshkosh was your big trip.

Watching Facebook, it looked like a killer time was had by all.

The Kelley family did a road trip from TX to CO and CA driving a round trip total of 4,880 mi. From my folks' home in Cambria, CA on the central coast, we launched out to Yosemite National Park. I thought it'd be interesting to measure B-29s wingtip to wingtip to see how many it'd take to reach the height of Yosemite Falls. Answer: 17. Enjoy the rest of your summer and keep safe.

Grumpy back home with me

In the May issue, you found out Squadron member and B-24 air gunner/WWII veteran, Robert Phillips passed away. Thanks to Squadron member, Angie Whitney, we learned of an online auction of Robert's belongings. I was able to reacquire the model I gifted to Robert in 2012 of his B-24 *Grumpy* along with Robert's CAF hat and uniform. I have made some repairs to *Grumpy* and he is looking good again. I also have a nice way to remember my friend who kept this model right by his TV so he could see it all the time (unfortunately, so could his cat).



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



CAF DFW Wing's R4D in 3D. I'm looking forward to seeing the real thing at Warbirds on Parade on 9/2



B-29 / B-24 Squadron

Mailing Address:

PO Box 763577
Dallas, TX 75376
United States of America

Street Address:

5661 Mariner Drive
Suite 2924
Dallas Executive Airport
Dallas, TX 75237

www.cafb29b24.org

www.AirPowerTour.org

972-387-2924 (Hangar)
432-413-4100 (Ride Desk)