



THE FLYER

Commemorative Air Force
B-29 / B-24 Squadron

Hello Tour Season



AirPower History Tour starts a swing
through the eastern US and Canada

Photo by Tom Griffith

May 2018



Crew Chief Rick presents the B-29 2018 touring crew

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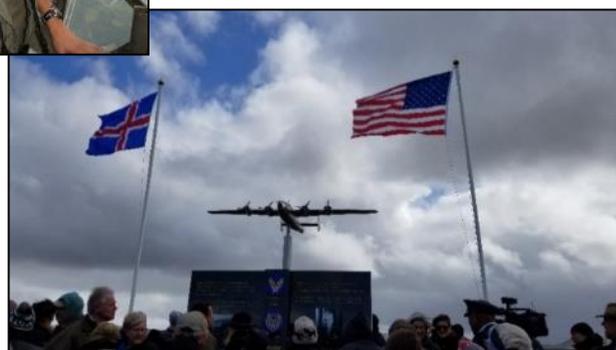
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Memorial Dedication**





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) Rick (FEs) Steve (Scanners)	See below for phone#'s	See below for e-mail addresses
B-24 Personnel Scheduling Officers	Archie (Pilots) Rick (FEs) Steve (Scanners)	See below for phone#'s	See below for e-mail addresses
Squadron Officers:			
Squadron Commander	Neils Agather	817-946-9950	vnagather@agathertx.com
Executive Officer	Tom Travis	214-763-0147	tomtravis@aol.com
Adjutant/Membership Coordinator	Toni Rabroker	972-740-4601	rabroker@hotmail.com
Maintenance Officer	Phil Pedron	940-453-5324	pedacft@centurylink.net
Safety Officer	Steve Rabroker	469-387-6439	rabroker@hotmail.com
Operations Officer	Archie Taylor	817-944-3226	taylor2014@tx.rr.com
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Sr. Crew Chief	Rick Garvis	972-380-8800	rgarvis@cafhq.org
Crew Chief	Ben Powers	214-277-3150	f14_ad@yahoo.com
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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:			
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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
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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:			
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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
Tour Marketing Coordinator	Kim Pardon	913-636-6250	pardonb29@gmail.com
Its FUN to Volunteer			
www.CAFB29B24.org		www.AirPowerTour.org	

CAF AirPower History Tour

National Air Tour of Historic World War II Aircraft



2018 Tour Schedule

Reading, Pennsylvania	June 1 - 3
Johnstown, Pennsylvania	June 4 - 10
Scranton, Pennsylvania	June 13-17
Westover, Massachusetts	June 20-24
Farmingdale, New York	June 27 - July 1
White Plains, New York	July 4-8
Nashua, New Hampshire	July 11-15
Janesville Warbird Weekend 2018 Janesville, Wisconsin (B-24)	July 21-22
Airventure 2018 (B-24)	July 23-29
Montréal, Québec	July 18-22
Ottawa, Ontario (Gatineau, Quebec)	July 25-29
Iowa City, IA (B-24)	July 30 - August 1
Oklahoma City, OK (B-24)	August 3-5
Peterborough, Ontario	August 3-5
North Bay, Ontario	August 8-12
Kitchener, Ontario	August 13-15
London, Ontario	August 17-19
Windsor, Ontario	August 22-26
Hamilton, Ontario	August 30 - September 2
Danville, IL	September 5-9
Tulsa, Oklahoma	September 12-16
Branson, Missouri	September 19-23
Joplin, Missouri	September 24-26
Great Bend, Kansas	September 28-30
New Orleans WWII Airpower Expo	October 12-14
Wings Over Dallas	October 26-28



*Schedule subject to change
Check www.airpowertour.org

Squadron Report

The B-29/B-24 Squadron sets a high bar for itself in everything it does. This year's Ground School is a perfect example. We had about 135 attendees. Thanks to the communication efforts of Toni, Kim and others, very few members arrived without having first signed up online. This made planning much easier and more effective.

The Saturday morning general session went very well. It was well organized, flowed smoothly and was highly informative. Best of all it informed everyone of the collective activities of the Squadron and got everyone on the same page. The afternoon breakout sessions were the best we have ever had. Toni and Steve Rabroker were masterful. They recruited and screened in advance so the crew that were there for Ground School were the people we are likely to see and want with us on the road. Furthermore, the Ground School was extremely well organized, so it made good use of our time and everyone learned their job.

The Ground School for flight crews was also well organized. Archie Taylor, with the help of Jon Oliver, Al Benzing and many others threw in a special twist this year by presenting situations drawn from actual experiences to see how crews would and should react. It provided for lively discussions and was very well received.

In addition to the education piece, there was good amount of fellowship too. I think I can say everyone enjoyed being together and walked away looking forward to the summer ahead.

Speaking of the summer ahead. *FIFI* is now on the road. She spent a weekend in Millington, TN and flew on to Jackson. We are on summer tour and its going to be a good one. There has been a lot of advance interest including many pre-sold rides. Great stops, like Reading, and a bunch in Canada are coming up. If you haven't signed up to go on tour, please do before space runs out

Today I received word that *Diamond Lil's* third engine is complete, has run successfully and is being shipped shortly. With that, *Lil* is on track to make the scheduled Janesville stop and then on to Oshkosh. It will be a wonderful day to have *Lil* back in flying status. *Lil's* tour presents other opportunities for people to get involved. Please sign up and be a part of *Lil's* comeback.

Neils Agather
Squadron Leader

The emergency vehicles and fire crews of the Millington Airport Fire Department and Shelby County Fire Department pictured with FIFI.

*Photo by Brent W. Perkins
Shelby County Fire Department*



Executive Officer Report

FIFI's test flight after winter maintenance went very well and we were able to accomplish quite a bit of crew training before the tour season started. It was nice to see so many new scanners this time.

Diamond Lil is coming along nicely and we expect her to be on the road this summer for the first time in a while.

Thanks to Rick, Ben and all the volunteers for all the hard work this winter.

Tom Travis
Executive Officer



Tom Travis and Debbie Travis King

Photo by Raymond Jeffcoat

Flight Operations Report

We are out on tour now with the B-29, Stearman, T-6, T-34, C-45, and others like *Gunfighter* the P-51. It was great to see everyone at ground school and we even got some new people transition letters to train this year. This is a good sign since we haven't had many transition letters in the last few years. The way it seems to work is you never know when opportunity presents itself. So if you were at ground school and haven't figured out that showing up either on tour or maintenance hangar activities gets you name recognition with the Flight Evaluation Board (FEB) that seems to go a long way with the Board knowing who you are when names are brought up for potential transitions.



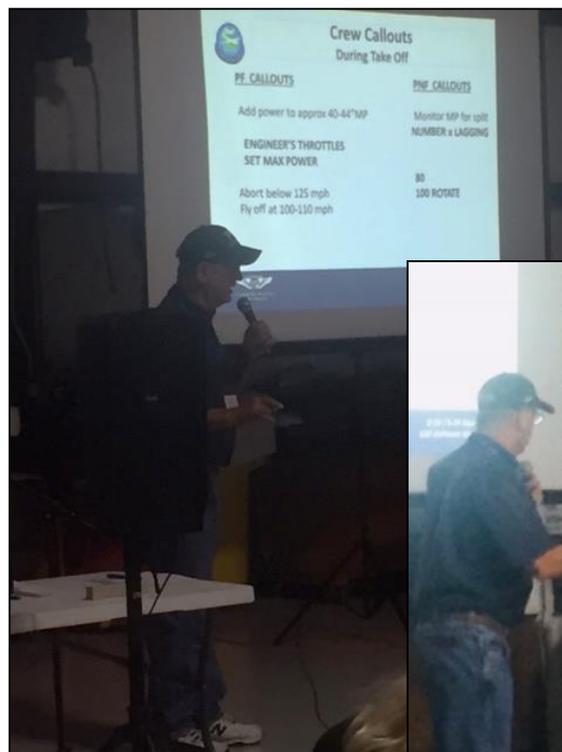
Diamond Lil's schedule should be coming out shortly as it looks like the third engine is on its way to Meacham to be hung on the B-24. There is a lot to do to get *Lil* ready for the tour and volunteers are needed. So make sure you check in to see what work has to be done and if you can help out.

Scenario-based Training:

If we had a total electrical failure and no intercom in the B-29 and you were a scanner in the back or up front in the FE or pilot positions how would you communicate from the front to the back? Something to think about...would a scanner crawl through the tunnel and use hand signals from the front to the back? What hand signals would you use for Flaps and Gear? How would you communicate smoke or fire from front to back? These types of scenarios are part of our ongoing training and will be part of each preflight briefing. Practice makes sure if we ever really have an issue we can calmly step through scenarios that we have trained for.

Hope to see you out on tour or around the hangar.

Archie Taylor
B-29/B-24 Operations Officer



Archie conducting Scenario-based Training at B-29 Ground School



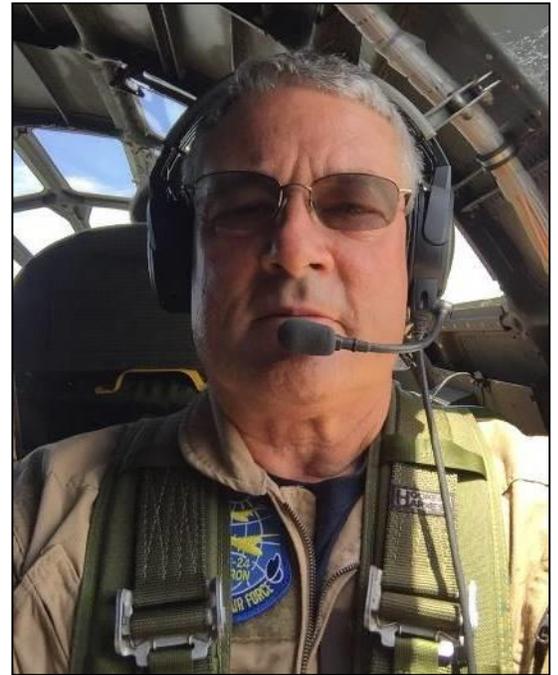
Maintenance Report

They say a picture is worth a thousand words. Crew Chief Rick and our dedicated volunteers have very nearly completed installation of *Diamond LIL's* number two engine. This is great news! I am also pleased to report our 3rd engine and last required overhaul is completed and on its way. However, what this picture truly depicts on this Memorial day Holiday is the amazing might and determination of the United States of America, the men, women, parents, relatives, and loved ones who have paid the ultimate sacrifice for the freedom we enjoy today. I am very proud to be a part of our organization that has dedicated its existence to maintaining and sharing their heroic legacy.

FIFI is on the road and performing well, again a tribute to our maintenance program, the dedication of Rick, Ben and especially all the volunteers! The top overhaul and complete inspection of her spare engine is also completed. The results of the inspection are very positive adding additional validation to the value of our maintenance program.

LIL is well on the road to recovery, but all the effort previously aimed at launching *FIFI* into another successful tour season is now needed for *LIL*. We have set an aggressive goal of being in Janesville on July 21 then on to Oshkosh. Everybody's help is needed to get there. All help is needed and appreciated, both physical and financial. I am probably going to get in trouble for this but our WWII ladies said it best "We Can Do It"

Phil Pedron
B-29/B-24 Squadron Maintenance
Officer



*#2 mounted –
a beautiful
tribute for 2018
Memorial Day*



CREW CHIEF'S CORNER

**Photo Collage by
Crew Chief Rick**



Training & Safety Report

For all who had the opportunity to attend the 2018 B-29 Ground School in April, I would like to thank everyone who helped plan and orchestrate this successful event. A lot goes into putting this type of an affair together and without everyone's contribution, it couldn't be done. I would like to give a special thank you to our Squadron Commander, Neils Agather, for making his hanger available, and for his generosity of hosting and providing all the food and refreshments for the entire event. Our Squadron is very fortunate to have Neils as our leader.

With *FIFI's* Summer A Tour well on its way, now is a good time to take a few minutes to refresh ourselves on the Safety items discussed at Ground School. Along with the added emphasis on Emergency Procedures/Evacuation, let's try to keep operational safety at the forefront of our everyday routine. Be prepared, stay alert and be ready to act when necessary.

While most of us think of Memorial Day as being the unofficial opening of summer, let's stop and think of the real meaning of the holiday. Previously known as Decoration Day, it was not until 1971 that, by an act of Congress, Memorial Day was declared a national holiday. We should all be thankful to the men and women who sacrificed their lives so that we might have the freedom that we enjoy today.

PS: As stated last month, if you are wanting to go out on tour this year, please email me at rabroker@hotmail.com in the following format:

Name:
Cell Phone #:
Position: (ie. Ride Desk, PX Helper, Scanner, Trainee)
Arrival Date:
Departure Date:

Your name and information will be put on the Crew Availability List and the tour leaders will choose the crew members from that list.

Always remember: "IF THE JOB IS DONE RIGHT, IT IS SAFE".
Steve Rabroker
Safety Officer



Steve kicking off the B-29 Ground School hands-on training program for Scanners at VFM.

PIO Report

I am writing this from Reading, Pennsylvania. Chief has been heavy on our minds this weekend. Reading was always one of his favorite tour stops. He so enjoyed showing the crew his part of the world. We may just have to fly over to Hanover on our way to Johnstown tomorrow and circle the town a couple of times in his honor.

We've had a busy weekend here – lots of B-29 and *Bucket* rides. I am always amazed at how professional and efficient our crew is. We have flown 7 ride flights so far and have 2 more this morning. All absolutely seamless. *FIFI* flew in the airshow yesterday and was the star of the show.

Summer Tour A is doing well – we had several good news stories in Jackson, Tennessee and Huntsville, Alabama. Here are links to a few:

- [WBBJ Commemorative Air Force puts WWII aircraft on display in Madison County.](#)
- [Historic B-29 landing in Meridianville today.](#)
- [WWII vet gets tour of B-29 bomber at Huntsville.](#)

Looking to the immediate future, we have had great advance media in both Johnstown and Scranton and have a reporter from Johnstown flying with us on the transition in the morning. The coverage and interest in the tour in Canada continues.

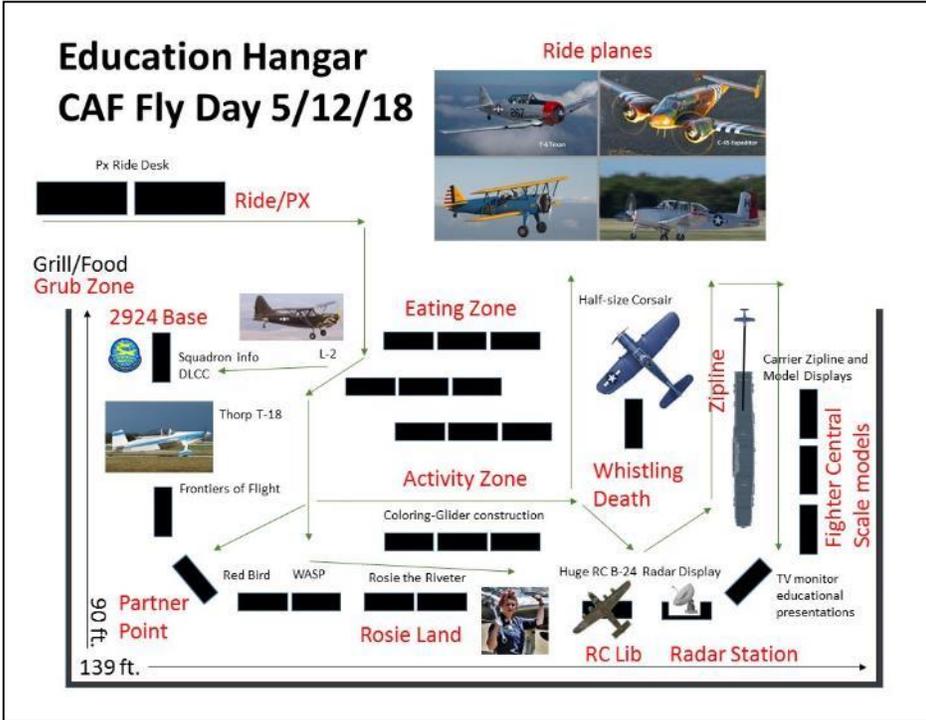
Busy times – but also much fun. Closing with my favorite picture of Steve Schapiro taken in Las Vegas several years ago. Doing laundry with crew members is always an interesting experience – this one maybe more so than others.

Kim Pardon
Public Information Officer



Education Report

I am a very visual guy. I need graphics, labels, flowcharts, etc. when planning something. For CAF Fly Day I drew up a diagram for the education exhibits in the hangar. It really helped position the exhibitors and expedite set-up. I recommend this approach if you are tasked like this. I might have gone overboard with the theme park inspired references.



When the call for volunteers went out for Fly Day, several Squadron members signed up for education. I knew we'd need help checking-in with exhibitors, doing the carrier zipline and providing scale model security 😊 but I had a desire to challenge these guys a bit more. I invited them to prepare short presentations on aviation, WWII aces and aircraft. Everyone stepped up and their presentations were AMAZING.



Brad Marzari

First, a special thank you to Red Bird Squadron Leader, Alan Taylor. He was a great help prepping the hangar and secured C.B. Rice for a presentation about Tuskegee flyers and the L-5. Other presenters included: "Why airplanes look the way they do" (Brad Marzari) the Doolittle Raid (Joe Reavis), aces Pappy Boyington (Bob Culmer), Dick Bong (Brian Wendland) and David McCampbell (Mark Baland), American Women in WW2 (Lisa Foster), the P-51 Mustang (Jonathan Goodale) and the History of Radar (Ross Martin).



Joe Reavis

Along with doing a preso, Ross Martin had a working radar system mock-up. I am urging Toni to have Ross showcase this again at a Squadron meeting. I also hope everyone would consider repeating their presentations at Wings Over Dallas. Think about your own presentation subject and come aboard. I'd say the Education Team was definitely doing some educating at Fly Day!

Konley Kelley
Education Officer

Ross' working radar mock-up



Member News May 2018



Lest we forget
American Cemetery, Normandy
Memorial Day 2018

The Squadron welcomes new members added in May 2018:

- Michelle Murphy, Anchorage, Alaska*
- Adam Glowaski, Ventura, Iowa*
- John Gustafson, Aledo, Texas*
- Gage Calderone, Tulsa, Oklahoma*

2018 Squadron monthly meetings (mm) and local activities:

Squadron member Bud Calley, did an awesome job cleaning and polishing up the Bucket for the tour season.



- August 18 mm Pancake Breakfast*
- September 15 mm*
- October 26-28 Wings Over Dallas*
- November 17*



Squadron Annual Meeting and Chili Cook-off



Squadron member Lisa "Rosie" Foster attended the WASP reunion in Sweetwater, TX



Membership Info

If you have any membership questions, please feel free to contact me at rabroker@hotmail.com
 Dues and new member apps can be mailed to:
 CAF B-29/B-24 Squadron
 PO Box 763577
 Dallas, TX 75376



Get your CAF gear at Squadron Px

From our Px Captains, Alma and Rocky Smith

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

Find us on



VOLUNTEERS WANTED

Vintage Flying Museum, Meacham Airport, Fort Worth

"FIF"



B-29 Mx
Rick Garvis
972-380-8800
rgarvis@cafhq.org



B-24 Mx
Steve Rabroker
972-740-460
rabroker@hotmail.com

**Mechanics
General maintenance
Help around the hangar**

www.cafb29b24.org



MAINTENANCE IN PROGRESS



CAF National Airbase Update

CAF National Aviation Education Center

By David Oliver

CAF National Airbase Update: CAF National Aviation Education Center Using the Past to Educate the Future

By David Oliver

I have always been proud of all the wonderful things we have accomplished together with the Commemorative Air Force. In watching the organization grow through the years, I am eager to see the CAF make an even greater impact in the area of education. I believe the CAF's future lies in the ability to impact the next generation. We should always ask ourselves: *As caretakers of these incredible artifacts, how can we best use them as tools to educate and inspire?*

When the CAF discussed moving the Headquarters' offices to a city with a larger population, part of that logic was a strategic vision to elevate the prominence of the organization by creating a flagship campus with goals to: raise national awareness of the organization, serve as a space to display artifacts and operate aircraft, and to build an aviation attraction that would excite and engage a new generation. If accomplished, these goals would ignite a passion for aviation and history in others and help to insure the organization's future.

The guidelines for the CAF National Airbase Campus and a new location were created. Several cities were considered; and Dallas Executive Airport was ultimately selected as it fit nearly all of the criteria. Additionally, the city of Dallas made a compelling case for the CAF to select Dallas. In 2015, the organization, now headquartered out of Dallas, set to work creating a plan to construct the CAF National Airbase Campus. Since then, the plans have evolved as the team listened to the feedback from the members, as well as the Dallas community. What developed was an incredible vision for the museum/attraction focused on World War II aviation, but the undertaking was also intimidating in size and scope.

When I was brought onto the team to work on the CAF National Airbase Campus project in January 2018, my immediate charge was to move beyond the vision. We needed to work towards tangible progress. Although the project has taken a few twists and turns, and has taken some time, the process has allowed us to get a better understanding of what will create success for the CAF future.

The master plan for the CAF National Airbase Campus project includes several separate phases, including an education center with indoor/outdoor event space, a hangar, a museum, and an aviation high school. Dividing up the project into phases allows us to fundraise in smaller increments and build sooner. Keeping in line with our desire to promote education, it was clear to me that our first priority should be to focus on direct educational impact. As a result, I'm happy to introduce you to the first phase of the CAF National Airbase campaign: the CAF National Aviation Education Center. The budget for this first phase is \$8.0 million.





About the CAF National Aviation Education Center

The best news about this project is that it will further our mission of inspiring the next generation while also providing a solid first step in building a national campus at Dallas Executive Airport. Let's take a moment and walk through the facility, and learn how each element benefits our organization, individual CAF units, and the community. The most imminent and obvious need to address is the CAF's operational aircraft (aircraft that are both based locally and those that may be visiting).

Operational aircraft, especially our warbirds, require lots of love. This means that we need a hangar to house our aircraft and we need workshops with the proper tools for maintenance and restoration. You'll notice that the plans include a 30,000 square foot STEM Innovation Hangar. (Note: STEM = Science, Technology, Engineering and Math) as well as renovation of our existing hangar. This hangar is a great way for us to display and maintain our aircraft, while also providing space for conducting educational activities and hosting large events.

We also know that building space for our volunteers is important. Our volunteers are all the tip of the spear when it comes to deploying the CAF mission. We recognize that providing a place for you, our volunteers, to congregate and socialize is very important. The Arsenal of Democracy Atrium will be 7,000 square feet of space for squadron meetings, social gatherings, and a display space to tell the story of World War II through some of the unique artifacts that are a part of the CAF museum collection. Although we are not trying to make this facility into a traditional museum, the inclusion of artifacts is important for the educational mission. We've even included a catering kitchen with direct access to the hangar to make the space convenient for a variety of events.

I often ask our members, aside from our aircraft, what is one of the CAF's greatest assets? Most mention the CAF Nose Art collection. The world's largest collection of aviation Nose Art, 34 hand painted panels owned by the CAF, is now on temporary exhibit at EAA Aviation Museum in Oshkosh, Wisconsin. We would love to have a CAF space to be able to display the renowned collection. Future phases will include more space to display artifacts, but we felt it was important to be able to have a space for the Nose Art collection as early as possible.

Moving over to the east wing of the building, you'll see more traditional education space. With about 10,000 square feet of workshops and classrooms, the east wing provides a space for students to participate in hands-on learning activities. Of course, these are not conventional "classrooms" with chalkboards and desks; these rooms are more reminiscent of science labs with drop cords, tables on wheels, and slop sinks. The workshops will be stocked with science and mechanical equipment. These spaces will also be outfitted with distance learning capabilities and a flight simulator lab.

One may ask how does the CAF National Aviation Education Center in Dallas benefit the CAF nationally? As we all know, the core of the CAF is our nationwide network of wings and squadrons. The goal of the CAF National Airbase campus is to provide not only a place to operate our CAF aircraft locally, but also a space for the organization to gather, and a flagship space that will showcase who we are as an organization and what all we are able to offer through first-class experiences and events. The CAF National Aviation Education Center will be able to provide practical educational programming and resources for the entire organization. In the coming year, Vice President of Education Bill Shepard, will provide more details about how the CAF unit locations will benefit from the education programs developed and tested at our education center.

Science, technology, engineering, and math (STEM) and vocational training have been gaining a lot of attention within educational circles, and we have a unique opportunity to highlight World War II history through these subjects. By teaching World War II history through our collection of artifacts, showing students how aircraft fly, and creating STEM guided experiences, we will create an education center that provides a one-of-a-kind experience for all who walk through its doors.

While the leadership team is immensely excited about this first phase of the project, we have not lost sight of the rest of the visionary CAF National Airbase Campus project. This is only the first phase..

Moving Forward and Thinking Big

Long-time CAF supporters may remember that when the CAF National Airbase Campus project was just getting started, there was an initial fund-raising campaign called “Colonels All In.” That campaign was the catalyst in getting this project off the ground and we’re immensely appreciative of each Colonel that participated. Those initial gifts were the foundation of all what has grown significantly, and lets us stand on the precipice today and say, we are almost there.

Culminating in a two-day meeting recently, our leadership team has been in discussions over the last several years with a foundation who is very supportive of aviation education. The Ray Foundation, based in Naples, Florida, was founded by James C. and Joan L. Ray. The Ray Foundation responded favorably to the CAF National Aviation Education Center and– responded with a challenge grant. The Ray Foundation will donate \$2M to the project if the CAF raises \$2 million by September 15th (all cash and pledge commitments must be received by this date, and all pledge payments are due by December 31, 2018).

We need your help to meet this challenge. Each dollar you give between now and September 15th is worth twice as much. As of the print date of this article \$X has already been raised towards the challenge grant. We hope you will be able to join in our enthusiasm and show your support and contribute too. You can learn more and make a donation at www.CommemorativeAirForce.org/airbase.

Total Funds Raised to Date:

Donations for the CAF National Aviation Education Center -	\$1.8 Million
Challenge Grant from the Ray Foundation -	\$2.0 Million
City of Dallas – Incentive tied to CAF HQ relocation (the National Aviation Education Center satisfies the requirements tied to this money)	\$2.0 Million –
Raised to date in response to the challenge grant	\$ XXX
TOTAL RAISED	\$XXXXXX





Volunteer Spotlight Steve Schapiro

By Konley Kelley



When you ask Steve Schapiro about his most memorable story while touring with the B-29, he struggles to pick just one. It could be the woman who flew in memory of her father aboard *FIFI* because she was born three months after her father, a B-29 pilot, was killed in India OR the Japanese woman who said *FIFI* was beautiful even though as a young woman she returned to a devastated neighborhood and destroyed home after the Great Tokyo Raid, the most destructive bomb attack of WWII, which was carried out by 279 B-29s OR the B-29 navigator in the Cold War who shared more of his military experience with Steve in 30 minutes than he did his entire life with his family.



Mike Juichi Emizawa

Steve's love for covering stories like this comes from his Dad, Jack Elliott, an award-winning aviation writer, author, and member of the New Jersey Aviation Hall of Fame. For nearly 40 years his Dad covered aviation for the Newark Star-Ledger with a feature in the Sunday paper called "Wings Over Jersey." Steve went with his Dad on interviews. His favorite stories were about ordinary people who learned to fly, like a firefighter, priest, and even an 80 year-old Grandma who earned her private pilot's license.

Along with the newspaper, Steve's Dad provided aviation public relations for various clients. Of course his Dad was an accomplished pilot getting his license in the 1950s. In 1963 he bought a Stinson 108, which he sold in 1968 to buy a brand new Piper Cherokee Arrow that he picked up at the factory in Vero Beach, Florida. Steve now owns the Arrow.

Steve's Mom, Esta-Ann, was a middle school librarian and helped edit his dad's stories. She wasn't enamored with flying like his Dad but Steve remembers them taking trips in the 70s to Mexico and other vacation destinations. Steve's sister Amy soloed before going to college, but never finished getting her license.

Before we cover Steve's journey to the cockpit, we need to share more about his Dad's WWII history. Like many vets, he didn't talk about the war, but as part of the Library of Congress's Veteran's History Project he agreed to allow

Or perhaps his favorite story, about Mike Juichi Emizawa who came to see *FIFI* and the SoCal Wing's Mitsubishi Zero in Las Vegas. The retired food and beverage director for the Bellagio had volunteered to be a kamikaze pilot as a 14-year-old boy in Japan, but was turned down because he was colorblind. His visit to the Airpower History Tour was the first time he had been up close to a Zero and he fought back tears as he stood next to the type of plane that could have been his coffin. This is what Steve Schapiro found and remembers from touring with the most famous warbird flying today.

Section One: Page 16 SUNDAY STAR-LEDGER, January 1, 1967 (Newark, N.J.)

A pilot's dream that's just plane down to earth

By JACK ELLIOTT

A few weeks ago we were rather surprised to receive a letter from Sky Manor, George Knute who runs Sky Manor Airport, is an old friend, but we are not accustomed to receiving mail from him.

On the second look, the envelope didn't bear a Princeton, N.J., postmark, but rather one from Park Rapids, Minn. And a further look revealed that this letter came from Park Rapids, Minn., and was addressed to "Bill Blissett, a former 19th Army resident, and had quarters from people interested in starting such communities close to him from one end of the country to the other.

"I believe mine is Aunt's first such development," he writes, having started in 1958. "He has sold home sites to people from all parts of the country including Silver Springs, Md. and Long Island. He received one inquiry last June from an Air Force officer in Vietnam."

Most of Bill's sales are to people who want a retreat from the pressures of business, where the fishing, or golf, there are 600 lakes within 25 miles of where they can enjoy boating, water skiing, riding, golf, or duck, grouse or deer hunting.

Eventually, most of the purchasers hope to retire to their Sky Manor Estates. But there are general pilots who build their homes as some "rural residences" to start with.

This Sky Manor is in the heart of what is known as Paul Bunyan country, a heavily wooded area of Northern Minnesota rich with evergreens, birch, oak and pine. It's 165 miles from Chicago, 165 from St. Paul-Minneapolis.

There's more. But that might give you enough to dream about for awhile.

Princeton Aviation will get the first Aero Commander off the line at the new plant in Albany, Ga. It should arrive next week. We'll do a report on it just as soon as it arrives.

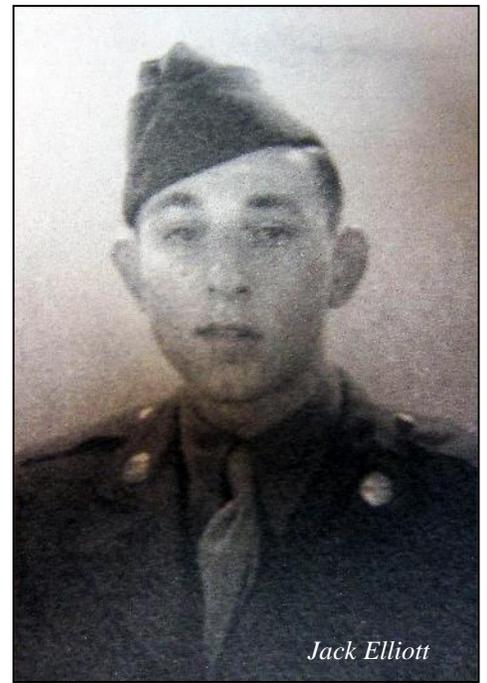
ter skiing, riding, golf, or duck, grouse or deer hunting. Eventually, most of the purchasers hope to retire to their Sky Manor Estates. But there are general pilots who build their homes as some "rural residences" to start with. This Sky Manor is in the heart of what is known as Paul Bunyan country, a heavily wooded area of Northern Minnesota rich with evergreens, birch, oak and pine. It's 165 miles from Chicago, 165 from St. Paul-Minneapolis. There's more. But that might give you enough to dream about for awhile. Princeton Aviation will get the first Aero Commander off the line at the new plant in Albany, Ga. It should arrive next week. We'll do a report on it just as soon as it arrives.

Wings Over Jersey (1967)

Steve to interview him and share his experience. During his Basic, he was held back for special training and eventually was thrown into a chemical mortar battalion. After arriving in Casablanca, they crossed Africa by train and then hit the beaches at Anzio as a replacement unit after the initial invasion – which was a precursor to the Normandy invasion. Their forces dug in after the initial landing because of the hesitation of their commanding officer allowing the Germans to reinforce and shell the beachhead. After breaking out and liberating Rome, his battalion was deployed by gliders to southern France.

Steve’s Dad is 94 years old and his parents still live in Warren Township in the home Steve grew up in, about 30 minutes west of Newark Airport.

Tagging along with Dad, Steve grew up going to the airport every Saturday. Getting a pilot’s license was treated like getting a driver’s license. When you are old enough, that is what you do. Steve soloed at 16 and earned his license at 17, at Somerset Airport. Coincidentally, Somerset Airport is about a mile from



Jack Elliott

President Trump’s Golf Course in Bedminster where he spends many weekends in the summer resulting in Temporary Flight Restrictions that shutdown Somerset and Solberg Airports completely.



Steve and his Piper Cherokee Arrow

Interested in politics, he attended American University in Washington, DC. Politics and journalism are definitely bedfellows and his career following college bounced back and forth between the two. His first job was working as a policy advisor for New Jersey Governor Christine Todd Whitman, before moving to journalism. One of his more memorable jobs was with a non-profit, the National AIDS Marathon Training Program, which trained regular people to run marathons and raise money for AIDS Foundations.

This work took him to Chicago and when the economy took a downturn and the office closed he landed his dream job. He wanted to become an aviation writer like his Dad and was hired as the senior editor of EAA Sport Aviation magazine. He was fortunate to be there just after the magazine was overhauled and relaunched. His most memorable story was about the legendary Burt Rutan. Rutan is the aerospace engineer who designed *SpaceShipOne*, the first privately built and launched manned spacecraft, and the *Voyager*, which in 1986 was the first plane to fly non-stop around the world without refueling. Rutan designed 46 aircraft over his career, earning six honorary doctorates and over 100 awards for aerospace design and development. Five of his aircraft are on display at the National Air and Space Museum in Washington, DC (*SpaceShipOne*, *Virgin Atlantic GlobalFlyer*, *Voyager*, *Quickie* and *VariEze*).



Burt Rutan with *Voyager* and *SpaceShip One* (right)



When arrangements were being made for Steve to interview Rutan, two of his favorite designs – the *Boomerang* and the *Catbird* – were scheduled to appear at Oshkosh for a tribute to honor Rutan’s retirement. EAA’s long-time editor of Sport Aviation magazine, Jack Cox, wrote an article about his good friend’s early career designing iconic homebuilts like the *VariEze* and *Long-EZ*. Steve had the next article about Rutan’s Scaled Composites years, an R&D company that designed *SpaceShipOne* and the *Beech Starship*. Steve’s boss at EAA was former CAF Vice President Adam Smith. His advice to Steve was “do your homework. If you don’t know what you are talking about, Rutan won’t talk to you.” The interview with Rutan was to last 45 minutes. They spoke for 1 hour and 20 minutes. The two spoke many times while Steve was with EAA.

Another highlight for Steve centered on Rutan's *Boomerang*, his asymmetric twin-engine, which was restored and flown to Oshkosh as part of the retirement tribute. Another of Rutan's designs, the record-setting *Catbird*, also was restored to flying condition for the trip. Both flew to Oshkosh and did an air-to-air photo shoot with Steve aboard the *Boomerang*. Later he flew the *Boomerang* from California to Oregon for a once in a lifetime story.



Burt Rutan's Favorite Ride by Steve Schapiro

<https://www.airspacemag.com/flight-today/burt-rutans-favorite-ride-18521055/>

Sadly, EAA came to an early end when the organization laid off staff including Steve. But had it not been for losing his job, he would never have become a crew member on *FIFI*.

While at EAA, he wrote about David Oliver, a former Young Eagle who piloted the only flying B-29 Superfortress to Oshkosh in 2011 for the iconic bomber's first visit in 16 years. David invited Steve to come fly with the Squadron at some point and he took him up on the offer at Sun 'n Fun in 2012. He found himself on board with some interesting dignitaries, George Hardy, Tuskegee airman who flew P-51s in WWII and B-29s in the Korean War, and Dora Dougherty, one of two



WASPs Colonel Paul Tibbets selected and checked out to fly the B-29 in WWII. Steve wrote about Dora for [Air & Space Magazine](#).

When he learned about Steve's skills as a journalist and photographer, Gerald Oliver invited Steve to join the crew and write about his experience on tour. At this time, Steve was a freelance writer and had moved back to New Jersey to take care of his aging parents. How do you say no to an offer to fly on *FIFI* all summer? Starting on the Summer Tour, he joined *FIFI* for every tour stop the rest of the year. He wrote a daily blog, took photos, and captured stories about veterans, interesting passengers and tour stop visitors.



WASP Dora Dougherty



Steve giving some TLC to the Bucket

He also learned nearly every task the crew performs on the B-29 –wiping oil, loading luggage (back in the day when it was like a game of Tetris getting it all stored under the gunner's compartment floor, which he actually enjoyed!), and setting up and giving cockpit tours right alongside the Squadron members scheduled to support the plane. He was trained by the best, John "Chief" Flynn.

He also got to know another pilot and plane. When Jonathan Oliver began flying rides on the Bucket of Bolts, Steve made sure to give the Bucket some TLC and became the first unofficial Bucket crew member.

Despite four months of touring and learning how to install downlocks, doing the longline and learning what scanner's do, Steve wasn't a Flight Crew member. So he came to B-29 Ground School in 2013. He went on tour for three weeks through California, Nevada, and New Mexico to get in his five training flights where he and Sarah Zimmerman both checked out as a fully-qualified back-end crew members on *FIFI*.



Steve and Jonathan Oliver

He fondly recalls touring for the friendships he made with so many Squadron members and the flight crews that rotated in and out to fly *FIFI*. The AirPower History Tour was a new concept in 2012-2013. The vision of Gerald Oliver and the CAF leadership at the time was working. Steve saw it firsthand

The crowds showed up and other CAF units learned, when *FIFI* was in town, they could join the tour stop and sell rides and everyone benefits. Steve learned to run the Squadron ride desk and has become a very dependable volunteer for this duty.

Steve also continued to meet interesting people on tour and write about them. Several of his articles have appeared in aviation magazines, the CAF Dispatch and The Flyer.



Scanner



Ride Desk crew

Back in New Jersey, Steve learned about a local unit – the CAF Delaware Valley Wing. The current unit leader sized up Steve’s experiences in aviation and touring with *FIFI*. Steve was asked to serve as the Executive Officer and later became the Wing leader.

The Wing has a Stinson L-9 and had an Interstate L-6, which was totaled in a crash. The unit replaced it with an Interstate Cadet project, the civilian predecessor to the military L-6. A cadet was the aircraft famously flown by future WASP Cornelia Fort who was giving a flight lesson over Honolulu on the morning of December 7, 1941 and was attacked by Japanese aircraft. Ms. Fort was the first of 38 WASPs to die in the line of duty. The Wing plans to use the aircraft to tell her story and educate the public once the plane is restored and flying.



Steve and Paul Tibbets IV

The Wing also flies several member-owned aircraft to local airshows, such as an L-4, and L-16, which Steve flies, and a T-51, which is a Cessna 150, that the Air Force Academy flight team still uses today. The Delaware Valley Wing began as the Avenger Squadron because the GM plant in Trenton produced most of the later model TBM Avengers.



Cornelia Fort and Steve with the Wing's L-16

While at EAA, Steve listened to Adam Smith who said when writing about aviation, the airplanes are only “the hook.” It is the people that make the story and capture the reader’s attention. For Steve this extends to the people he keeps meeting through his association with the CAF and growing number of friends.

At B-29 Ground School this year, Steve, Erin Hardesty and Paul Maupin led B-29 Scanner classroom training. His advice to new members is to learn everything you can. Make yourself useful in all respects. It makes you more valuable to the Squadron. It can help you lobby for tour stops that you desire. Never forget we are part of the show for the public. Our goal is to entertain and educate. Smile, practice great customer service, and enjoy the hard but extremely gratifying work.

Steve is the Communications Director for the New Jersey Department of Transportation. Of his personal accomplishments, he is proud to have run seven marathons. His fundraising work in his early career afforded him the opportunity to run a marathon in Dublin, Ireland – a cherished experience. And at some point he plans to get married and start a family in the future.

Steve tries to fly at least once a week. He flew the Piper Cherokee Arrow this week after its annual and took friends flying over Memorial Day. He will connect with *FIFI* at the Reading WWII weekend in Pennsylvania and other east coast stops, as well as with *Diamond Lil* and the *Bucket* in Janesville, WI and Oshkosh this summer.

“I have had the good fortune to have met Doolittle Raiders Dick Cole and Tom Griffin, fly with Dutch Van Kirk the last time he flew in a B-29, talk to vets like Karnig Tomasian who was a gunner and bailed out of a B-29 and was a POW, Chauncey of course, Chief, Stu, Bob Vaucher - a good friend of mine who is 99 years old, took delivery of the first B-29 the Air Corps got from Boeing and was Mission Commander leading the Show of Force mission of 500 B-29s over the surrender ceremony over the USS Missouri.

It’s such an honor to see how these veterans look at FIFI in such a different way you or I would, to hear their stories, and to think how young these crews were as they took off to fly 12 hours or 18 hours on missions over open ocean, navigating by the stars and taking wind corrections by looking at the white caps on the ocean below (a navigator told me that’s how he determined wind direction and speed from 500 feet above the water). Can you imagine most 20 year olds doing what these members of the greatest generation did? That’s truly the best part, getting to honor these veterans and teach people about what they did.” - Steve Schapiro



Steve running the Boston Marathon



The Arrow with FIFI



Steve and his Dad
aboard FIFI

B-29 Ground School



April 27-29, 2018

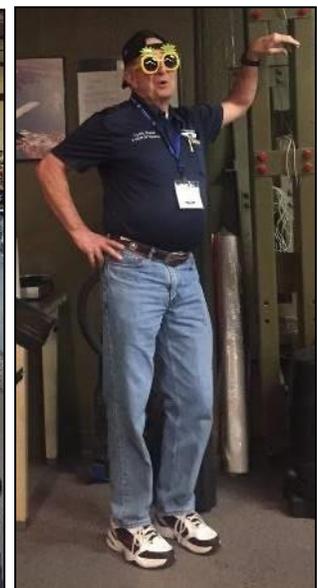
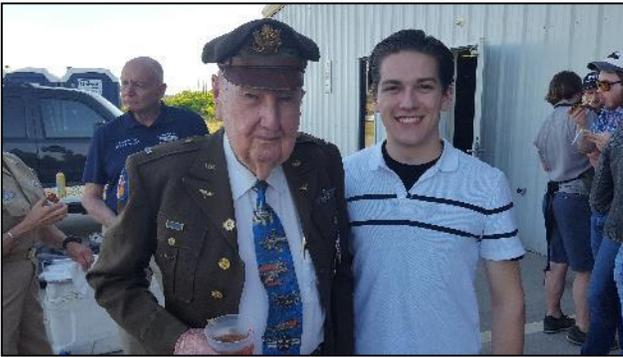
1. Squadron Leader, Neils Agather kicks off GS.
2. Dan Boccaccio covers pre-flight/post-flight duties
3. Dan Owens covers downlocks and chocks
4. Curtis Wester demonstrates APU operation
5. Stu Watkins teaches Scanner duties
6. Glenn Mount teaches emergency main gear and flap extension
7. Edgar Jones covers emergency nose wheel extension
8. Jerry Palmer reviews the long-line
9. Toni Rabroker checks off all successful trainees
10. Paul Maupin, Steve Schapiro and Erin Hardesty do a refresher course for qualified Scanners



B-29 Ground School

April 27-29, 2018

Special thanks to Ross Martin, Lisa Foster and Steve Schapiro for Ground School photos





Special Feature In Iceland for the *Hot Stuff* Memorial Dedication By Al Benzing

On May 3, 2018, over 100 people from the US and as many from the local area gathered about 25 miles from Keflavik, Iceland on a cold blustery day to officially commemorate a Memorial to Lt General Frank Andrews, and the crew and passengers aboard the B-24 *Hot Stuff* that crashed on a nearby mountainside on this date 75 years ago.

It was a distinct honor to represent the CAF and B-29/B-24 Squadron among the many military and local dignitaries. There were many facets to bringing together this memorial commemoration. Jim Lux of Austin, Texas was the driving force with seven years dedicated to creating this very fitting memorial. Jim made many trips to Iceland and the crash site, held many meetings and organizing efforts and raised \$100,000 for the memorial. He also traveled to the major aviation museums around the US, educating them on the career of Lt General Andrews and encouraging the preservation of his legacy.

The B-24D *Hot Stuff* and her outstanding crew were in the 93rd BG, 330th Bomb Squadron and the first heavy bomber to complete 25 missions, with a total of 31 missions, before the *Memphis Belle* completed her well-publicized 25 missions. This B-24, many of her crew, Lt General Frank Andrews with Staff and VIPs were lost in this crash while on their return to the US. The aircraft and crew would have been on a much celebrated bond tour. Lt General Andrews was likely to have been promoted to Supreme Commander of Allied Forces in Europe – a position which was subsequently awarded to General Dwight D. Eisenhower. Clearly, this tragic crash impacted the conduct of the war in Europe with the loss of such an important general.

The beautiful black granite Memorial is highlighted by an 8 ft wingspan stainless steel model of the B-24 *Hot Stuff*. It's a spectacular detailed work by Terry Linde, who was present with his family at the dedication. American and Icelandic flags stand sentry, with the crash site behind on the distant mountain ridge. It was a very fitting tribute to have a B-52 flyover of the event. Our B-24 *Diamond Lil* was invited, but it was not practical at this time. Perhaps a flyover will be possible at a later date.

Others who made major contributions to this effort include Cassius Mullen and Betty Byron who wrote the book [Before The Belle](#), which was inspired by Jim Lux's presentation and wonderfully captured the story of this aircraft and crew. In Iceland, Doddi and Oli Marteinsson took Jim to the crash site and in so many ways helped to make this memorial a reality. Doddi arranged meetings and followed up on-site preparation and monument construction. He also updated the plaque and installed a second plaque at the base of the crash site. Oli is a retired Icelandair engineer and convinced Icelandair to ship pieces of *Hot Stuff* wreckage to Jim's home and the *Hot Stuff* model to Iceland. I invite you to review Doddi's excellent website: stridsminjar.is

Scott Stewart supported the effort in many ways and sent out copies of his father Carroll Stewart's book [Ted's Travelling Circus](#) about the 393BG & Col. Ted Timberlake, to those who made large donations.

Jim's wife, Nancy, in addition to many other tasks, handled the many details of the Banquet. It was great to see happy smiles on Jim and Nancy during this entire event, seeing the fruits of their many labors.

Military representatives included Lt. General Richard M. Clark, Commander of the 3rd Air Force and Col E. John "Dragon" Teichert, Commander Joint Base Andrews.

The memorial was long overdue, but will now remain as a tribute to these men and their sacrifices.



Memorial to Lt Gen Andrews and Hot Stuff Crew



Jim Lux with Military representatives



Jim & Nancy, Oli & Doddi, Col Teichert & Lt Gen Clark



Terry Linde – Sculptor/Artist



Terry Linde with a view of the memorial



Lt. General Richard M. Clark



Col E. John "Dragon" Teichert



Iceland waterfall



Photo Album
CAF Fly Day
May 12, 2018
Photos by Steve Heath





Photo Album
CAF Fly Day
May 12, 2018
Photos by Steve Heath





Special Feature

Robin Ferebee, son of *Enola Gay* bombardier

By Dan Owens

Traveling on tour with *FIFI* is always a fun experience especially when you are visited by veterans or special guests. The event in Huntsville, Alabama had a little of all of that. Booking the bombardier seat on the second flight of the day was Robin Ferebee. Robin just happens to be the youngest of four sons of Tom Ferebee the bombardier on the *Enola Gay*. He was kind enough to take a little time to talk about himself and his famous father.

Robin has had an interesting life of his own. He was born in France and lived in many places before graduating high school in Orlando, FL. He attended Georgia Tech and Florida University earning a degree in engineering. His father wanted Robin to attend the Air Force Academy but his eyesight was not up to pilot standards so his father suggested Robin pursue a different vocation.

During his college years he worked as an intern with NASA which led him to landing a job there when he finished college. One of the highlights of his career was getting to go on a mission recovering a solid rocket booster off the space shuttle. Robin was involved with reassembling the solid rocket boosters. Robin retired after 40 years with NASA, and now works for Jacobs Engineering as a contractor for NASA. He has no plans to retire as long as his health holds out. He gets a lot of satisfaction with working with the young engineers.

Tom Ferebee had a Norden bombsight and spent time with Robin explaining how the bombsight worked. This helped pique Robin's interest in engineering.

His father attended Lees-McRae college where he was a 4 sport letterman. He was drafted by the St. Louis Cardinals to play baseball but turned it down to join the Army Air Force. He knew if he didn't join he would be drafted and would wind up in the army. He entered the AAF as a aviation cadet flying the PT-19 but Robin said he washed out because he wasn't disciplined enough. Knowing his father Robin said he could see that happening. So his military path sent him to bombardier training. He advanced to being a crew member on a B-17 and flying missions with Paul Tibbets and Dutch Van Kirk. They flew over 60 missions together flying from England and North Africa bombing Italy and Yugoslavia. One of his father's highlights was meeting General Eisenhower when he selected his crew to fly him in a B-17 to Gibraltar for a conference with France, England, and America. This was the conference where the allies planned the invasion of North Africa.



Dutch Van Kirk, Paul Tibbets, Tom Ferebee



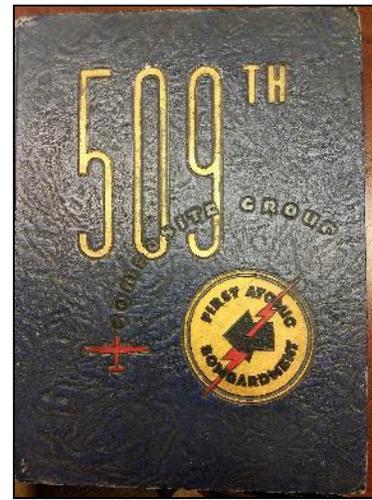
Tom Ferebee with a Norden bombsight

After Tom Ferebee returned to the States he got a call from Paul Tibbets who said he was putting a crew together and needed him to join them in Westover, UT for a special mission. I ask Robin how many missions his dad flew in the B-29, his answer was "just one". That, of course, was the most important one.

Robin said his father's crew never had much of a connection to the B-29, they considered the B-17 to be their airplane. Tom Ferebee went on to a long career as a bombardier in the USAF with the B-47 and B-52 to his credit. He retired from the Air Force in the early '70's. At a reunion of the two crews that dropped the atomic bombs, he and Kermit Beahan thought they should write a book.

They had read Tibbets book and thought they didn't tell the story like it "really was". They would call their book "Booze, Brawds, Bombs."

Robin said he enjoyed flying on *FIFI*, and experiencing the sights, sounds, and smells of flying.



Tom Ferebee's yearbook from the 509th



Tom Ferebee with a B-47 Stratojet in the background



Robin Ferebee talking with Squadron summer interns



Robin Ferebee and FIFI's touring crew



Robin Ferebee aboard FIFI in the bombardier's seat **30**



Editor's Corner

"Duck at Breckenridge"

Over Memorial Day weekend, I attended the Breckenridge Airshow with my friends Charlie Wood and Ken Kovar. It was a brutally hot day and seemed weird to be just attending the show (vs. having a job to do). The line-up of planes was impressive. Charlie caught us up on the unique history of the airport and airshow.

This was the first time I've really seen *Tora, Tora, Tora* from a good vantage point from start to finish. Their were seven Mustangs, over a dozen T-6s, two Avengers, two C-47s, two B-25s, a B-17 and lots of "cats," two Wildcats, a Bearcat and a Tigercat. There was also a Duck – my favorite of the day.



This Duck is flying history. Built in 1939, it was at Pearl Harbor on December 7. During the war it saw service in the Solomon Islands. After the war it was flown around the Caribbean and hauled loads of fish. It later crashed in a lake but was fully-restored to airworthy (and sea worthy?) status and is owned by the Mid America Flight Museum.

My model kit arrived today and I am making the historic Navy version that looks almost exactly like this one 😊 I am thinking about a creating decal using the mascot from the college I work at in Dallas.



Inflight pic by Zane Adams

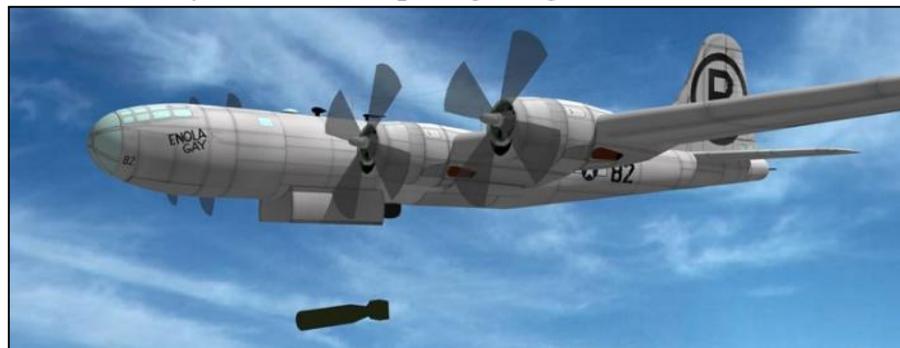


THE FLYER WANTS YOU!

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



"FIFI"



Featuring the World's Most Famous B-29 Superfortress



C-45 Expeditor



B-24 Liberator



WASP T-6 Texan



PT-13 Stearman



B-29 / B-24 Squadron

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