



THE FLYER

Commemorative Air Force
B-29 / B-24 Squadron

FIFI rules the Summer



© Ken Kula/Photorecon.net

Big crowds for Summer Tour A

July 2016



COMMEMORATIVE
AIR FORCE

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

B-29 / B-24 Squadron Directory			
Position	Name	Phone	Email
If you would like to get scheduled on a Tour Stop as a Crew Member... Contact the following:			
B-29 Personnel Scheduling Officer	John Flynn	717-632-4497	jnaflynn@embarqmail.com
B-24 Personnel Scheduling Officer	Jim Neill	214-762-5891	jakat2@verizon.net
If you are a New Member Looking to Get Plugged In or Want to Volunteer... Contact the following:			
Volunteer & New Member Coordinator	Tim Colman	214-708-2279	tpcolman@gmail.com
Squadron Officers:			
Squadron Commander	Neils Agather	817-946-9950	vnagather@agathertx.com
Executive Officer	Tom Travis	214-763-0147	tomtravis@aol.com
Adjutant & Personnel Officer	Debbie King	469-688-1709	squadadjutant@gmail.com
Maintenance Officer	Don Obreiter	580-471-3048	obreiter@cablone.net
Safety Officer	John Flynn	717-632-4497	jnaflynn@embarqmail.com
Operations Officer	Archie Taylor	817-944-3226	taylor2014@tx.rr.com
Assistant Ops Officer	Al Benzing	214-707-2726	albenzing@gmail.com
Public Information Officer	Kim Pardon	913-636-6250	pardonb29@gmail.com
Deputy Public Information Officer	Chris Madrid	770-655-3315	cjmadrid@yahoo.com
Finance Officer	Gerald Oliver	312-953-0357	gerald.oliver@yahoo.com
Squadron Staff:			
Squadron General Manager	Brad Pilgrim	843-991-3814	bpilgrim@cafhq.org
Administrative Manager	Liz Vue	972-387-2924	evue@cafhq.org
Sr. Crew Chief	Rick Garvis	972-380-8800	rgarvis@cafhq.org
Crew Chief	Don Thurston	903-714-8037	don@donseye.info
Crew Chief	Ben Powers	214-277-3150	f14_ad@yahoo.com
Facility Manager	Jim Neill	214-762-5891	jakat2@verizon.net
B-24 Team:			
B-24 Go Team Leader	Al Benzing	214-707-2726	albenzing@gmail.com
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-24 Aircraft Tours Coordinator	Jim Neill	214-762-5891	jakat2@verizon.net
Deputy Public Information Officer	Chris Madrid	770-655-3315	cjmadrid@yahoo.com
B-29 Team:			
B-29 Flight Ops Coordinator	Archie Taylor	817-944-3226	taylor2014@tx.rr.com
B-29 MX Coordinator	Rick Garvis	972-380-8800	rgarvis@cafhq.org
B-29 Flight Engineer Coordinator	Rick Garvis	972-380-8800	rgarvis@cafhq.org
Stearman Team:			
Stearman Flight Ops Coordinator	Archie Taylor	817-944-3226	taylor2014@tx.rr.com
Stearman MX Coordinator	Bill Goeken	817-308-1916	wk.goeken@verizon.net
Squadron Volunteer Leaders:			
Docent Emeritus	Jack Bradshaw	214-987-1963	jackbshaw@sbcglobal.net
The " Flyer " Newsletter Editor	Kon Kelley	214-995-5184	konartist@verizon.net
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PX Co-Captain	Rocky Smith	214-565-8562	diverock@hotmail.com
PX Co-Captain	Alma Smith	214-284-9128	alma@b29b24px.org
Social Chairman	Open		
Tours/Ride Desk/Marketing:			
Tour Manager & Scheduling	Jon Oliver	312-925-6184	aphtwarbirds@gmail.com
Ride Desk Captain	Mary Mount	209-605-4313	mgmount@aol.com
Tour Marketing Coordinator	Kim Pardon	913-636-6250	pardonb29@gmail.com



Photo by Ryan Kelly, Reading, PA

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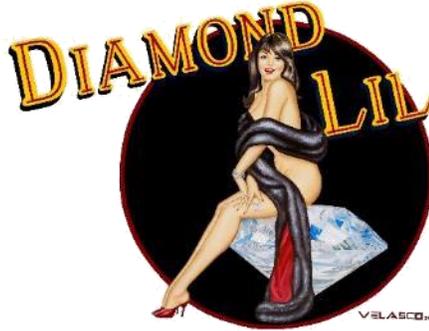


CAF AirPower History Tour

National Air Tour of Historic World War II Aircraft



"FIFI"



75th Birthday Tour



Summer Tour B, 2016

Aurora, IL ————— Jul 14-17
Dubuque, IA ————— Jul 18-20
Janesville, WI ————— Jul 22-24
Oshkosh, WI ————— Jul 25-31
Peoria, IL ————— Aug 3-7
Springfield, IL ————— Aug 10-14
Omaha, NE ————— Aug 17-21
Cheyenne, WY ————— Aug 22-25
Broomfield, CO ————— Aug 26-28
Grand Junction, CO — Aug 31 – Sep 4

Fall, 2016

Branson, MO ————— Sep 2-4
Muskogee, OK ————— Sep 10-11
Fayetteville, AR ————— Sep 22-24
Ft. Worth Alliance Air Show ————— Oct 15-16
Wings Over Dallas Air Expo ————— Oct 27-30
New Orleans/WWII Air Expo ————— Nov 4-6



*Schedule subject to change
Check www.airpowertour.org

Squadron Report

Diamond Lil is in the last phase of her major repair and annual. Per Chief Rick, the last 5% of the job takes 20% of the total work. He has promised he will have her ready in time to get crews current, checked out and off to Branson, her first stop of many tour stops. The B-24 Go Team has been working extra hard and it shows, not only in the delivery of *Lil* for flight, but in the success of the *Diamond Lil Century Club*. Not wanting to steal Toni's thunder (I will let her report on that), just let me say she is doing a terrific job



FIFI is well into the summer tour. Though we have had a stop or two that were weak, on balance we are having a very good summer. There is a lot of support out there for her. She is running well. I have been at this a long time and am always amazed at how all the many, many, little and big tasks that make for a successful tour get done for each and every stop. We are the best and, as the saying goes, if it's true, it ain't braggin.' In three weeks, *FIFI* will once again be the star of Oshkosh. Interest, as in the past, is high. We are having strong demand for rides and she will be the star of the air show on Saturday and Sunday, when the biggest crowds will be there. There isn't any warbird quite like *FIFI*.

Though Oshkosh is sure to be great, it is just one of a dozen more stops. *FIFI* heads across the Midwest, then to the west coast and back. Why does she do this? Because she can. Who else can say that? Think about it. Which warbird operator does what we do? Although our new Ops Officer is still wet behind the ears, he hasn't messed up yet.

See you on the road.

Neils Agather
Squadron Leader



Executive Officer Report

Summer tour A ended July 4 in South Bend, Indiana. The stop at South Bend was a success. The weather was great and we had four completely full ride flights as well as lots of guests for aircraft tours.

FIFI is running well and will be ready for Summer tour B which starts July 14.

Tom Travis
Executive Officer



Tom Travis and Debbie Travis King

Photo by Raymond Jeffcoat

Flight Operations Report

Bose Headsets

Bose is an outstanding sponsor for the Commemorative Air Force and has equipped the B-29 with a very fabulous set of noise-cancelling headsets throughout *FIFI* greatly improving safety and communications.

On the flight from Nashua NH to Albany NY, we had the rare pleasure of the Bose Aviation and Military Headsets Marketing Manager, Sean Siff, flying with us on *FIFI*. Attached are a few pictures from our flight. The fire department at Albany knew the Bose representative was on board and figured a water cannon welcome was in order.



Thanks Bose and Sean for your sponsorship.

Archie Taylor
B-24/B-29 Operations Officer

Training & Safety Report

A special thanks to our Squadron members who have stepped up to the plate and volunteered to participate in this summer's tour.

We have had six new Squadron volunteers thus far on the tour and have been doing a significant amount of scanner training. Cheryl Hilvert has been designated as a qualified Scanner Instructor and has been a great help with the training. Edgar Jones is now a qualified Lead Scanner. Matt Kendall, Don Boccaccio and our SIU Intern for the first part of the tour, Joshua Cargille, are all now qualified B-29 Scanners.



For those who are considering coming out to help with our aircraft on the AirPower History Tour, it is not all work. We do have some days off to relax or to visit local points of interest. We visited the New England Air Museum where Don Boccaccio gave us a personal tour of the B-29, *Jack's Hack*. We also visited the Heinz History Center in Pittsburgh which in addition to many interesting historical artifacts, has a special "Rosie the Riveter" display highlighting the significant number of women who travelled from western Pennsylvania to the Seattle area to help build B-29s during WWII.

Our tour thus far has operated safely and except for being a few hours late departing from Albany, New York, has been on schedule. However, this was a good "late" at Albany. Because of the overwhelming number of ride customers, our four scheduled weekend ride flights sold out early and to keep up with the ride demand, we had to add two more flights on Monday morning before we could depart for Pittsburgh.

Always remember; "IF THE JOB IS
DONE RIGHT, IT IS SAFE!"

John Flynn
Safety Officer

*Flight Ops Officer and B-29
Pilot, Archie Taylor, looking
over FIFI in Nashua*



Financial Report

The Summer Tour A just concluded was a big success. The team did tour stops in eight cities, plus two airshows. Ride sales were strong with a total of 32 flights. Plus we earned good appearance fees at Barksdale AFB and in St. Louis at the airshows. Gate receipts were especially strong in Birmingham, Nashua, Albany and South Bend.

We always appreciate our partner aircraft including the P-51 Gunfighter, SB2C Helldiver, and of course, the famous C-45 *Bucket of Bolts*. They make our presentation much better and add a great element to the show. Thanks guys...



Here are the financial results through the first six months of the year. So far we are at a cash flow break even. This is the time of year when we are flush with cash, so as the year progresses and we get into winter maintenance, I am expecting that we will show a loss for the year.

B-29 / B-24 Squadron & the AirPower History Tour			
For the Year to Date through June 30, 2016			
	Cash Balance at 1/1/2016	Cash Balance at 6/30/2016	Cash Gain <Loss>
Chase Bank Account	\$ 69,642	\$ 225,831	\$ 156,189
Bank Of America Account	\$ 85,355	\$ 39,514	\$ (45,842)
B-29 Aircraft Account	\$ 313,006	\$ 311,863	\$ (1,142)
B-24 Aircraft Account	\$ 98,168	\$ 65,000	\$ (33,168)
Stearman Aircraft Account	\$ 4,430	\$ 1,442	\$ (2,988)
T-6 Aircraft Account	\$ 1,476	\$ 999	\$ (477)
Cash Balance Totals	\$ 572,077	\$ 644,650	\$ 72,573
Less Invoices to pay:			
Partner aircraft ride sales		\$ 25,000	
Balance of '16 ANUAC		\$ 26,000	
B-29 Tour A Rider Fee to HQ		\$ 22,500	
Subtotal		\$ 73,500	
Adjusted Balance		\$ 571,150	\$ (927)

As always, if you have any questions, please don't hesitate to write me at gerald.oliver@yahoo.com.

Gerald Oliver
Finance Officer

PIO Report

Busy times at the B-29/B-24 Squadron office, but taking a minute to share a couple of news stories and information about the world of the tour media liaison.

The first part of Summer Tour A has been successful overall. We had a couple of slow stops, but a few really nice ones to make up for those. We do Facebook ads, newspaper ads and TV spots -- same formula everywhere. Tour stop partners willing to promote and airports with active, progressive marketing departments are also a huge asset. I have learned that good advance press is always a great sign a stop will be good. It's always difficult to assess what makes one stop better than another, I'm just happy the less successful ones are few and far between this summer.



I get a report every morning from our press release distribution service and Google alerts throughout the day alerting me to AirPower Tour news stories. The system misses a few every now and then, but I love waking up to those small success indicators. Here are a few of the stories I love from some of the Summer Tour A stops:

[Flying Legends of World War II Grace Birmingham](#)

[Hagerstown Airport Features B-29 Superfortress](#)

[Nashua NH offers a cozy fit for FIFI](#)

By the way, we had the best press turnout and best tour stop in Nashua, NH – all due to the fact Archie Taylor was one of our pilots there. (I had no idea he was so famous.) People stood in line for a couple of hours in the rain and wind for cockpit tours in the B-29. Those New Englanders are a hardy lot.

Our arrival in Aurora, Illinois on Thursday will be the first of our remaining 18 stops. I am heading out to join them in Janesville for Heavy Bomber Weekend. We have several VIPs flying with us at Oshkosh, a couple of press commitments, and also some favors to return to our sponsors. A lot of work for everyone on the crew.

I spent a couple of days on the ground with the crew in Nashua, NH. Please, when you run into any of the folks who travel with the airplane, thank them for helping keep the B-29 flying. It is hard work with many moving parts and they do a good job – all while staying cheerful throughout. I love that.



The darling of the press, Archie Taylor

Kim Pardon
PIO

DIAMOND LIL

B-24 Go Team Report

I'd like to begin with an overview of the Fall Tour that is fast approaching!

Diamond Lil will headline its own Air Power History Tour (APHT), with several other CAF aircraft beginning Labor Day weekend. Plans are for a T-6 Texan, T-34 Mentor, PT-13 Stearman on all the tour stops. Additionally, a B-25 Mitchell, TBM Avenger and P-51 Mustang will join us for Branson. *Texas Raiders* B-17 is planned for Fayetteville, AR.

Locations and dates (including transition dates) are as follows:

<i>KBBG</i>	<i>Branson, MO</i>	<i>Sept</i>	<i>2 – 6</i>
<i>KMKO</i>	<i>Muskogee, OK</i>	<i>Sept</i>	<i>9 – 12</i>
<i>KFYV</i>	<i>Fayetteville, AR</i>	<i>Sept</i>	<i>21 – 25</i>
<i>KAFW</i>	<i>Alliance Airshow</i>	<i>Oct</i>	<i>14 – 17</i>
<i>KRBD</i>	<i>Dallas Air Expo</i>	<i>Oct</i>	<i>27 – 30</i>
<i>KNEW</i>	<i>New Orleans, LA</i>	<i>Nov</i>	<i>3 – 7</i>

Flight operations will be busy during August as *Lil* takes to the sky after undergoing many improvements this past year. Test flights and crew training are the first priorities. Crews will then begin the loading process for touring.

HOT STUFF

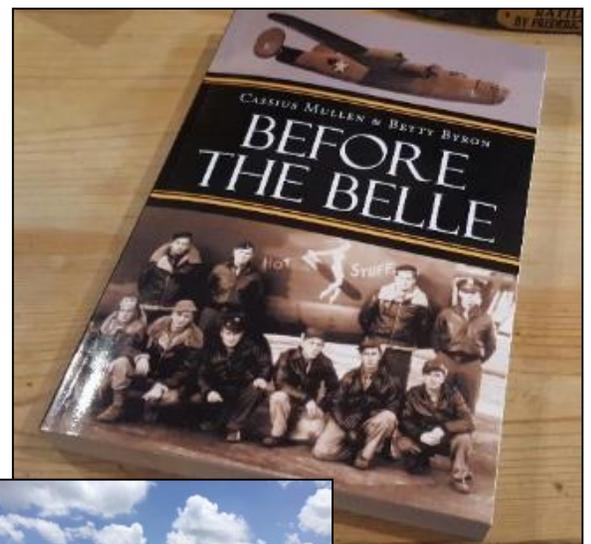
Another topic is the upcoming July 16th event for CAF Members at the Dallas Executive Airport HQ Hangar. We are very pleased to be hosting Jim Lux and his wife Nancy along with Cassius (Cash) Mullen and Betty Byron. Jim has been a tireless advocate for building a memorial to the crew of the B-24 *Hot Stuff* that crashed in Iceland in 1943. The story of this aircraft and its crew has been buried and almost lost to history. Cash and Betty were fortunate to hear a presentation by Jim and approached him about writing a book about it – the result is an outstanding book titled Before The Belle. You may recall that the May issue of *The Flyer* has a review of this book.

Those interested in the history of the B-24 Liberator will find Before The Belle to be required reading! As the title hints, the B-24 *Hot Stuff* completed 31 missions before *Memphis Belle* finished 25. There is much to learn from Jim, Cash and Betty and you will have an opportunity to buy a signed copy of the book.

HOT CAKES!

The July 16th event will start with pancakes served from 8:00 to 9:30am. This will be the 1st Pancake Breakfast for our Squadron, kicking off what is planned to be a regular or monthly event. It's been a long time coming, but it's time to get this rolling! RSVP to Toni Rabroker at rabroker@hotmail.com if you can join us for this fun event.

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



Enormous B-24 stainless steel model to be erected at crash site.

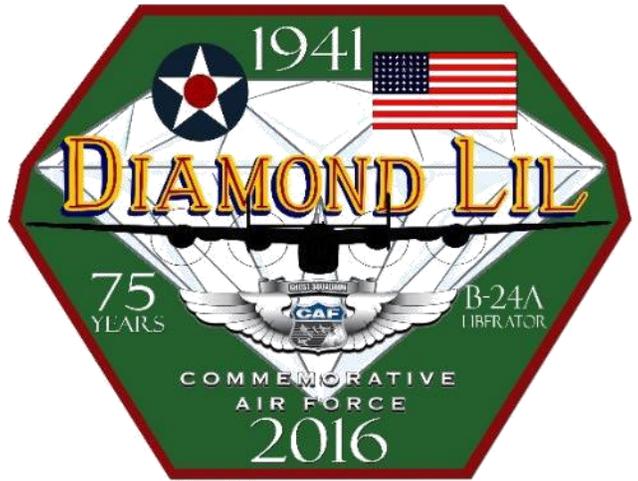


An update from Toni Rabroker Diamond Lil Century Club Chairperson

Diamond Lil Celebrates 75 Years of Flying History !!!

This year marks the 75th year of the vintage warbird, *Diamond Lil* ...and she continues to fly! She spent much of her life as a high speed transport, which allowed her to escape the chopping block in the mass scrappings following World War II.

Diamond Lil was the 25th Liberator built, the 18th production B-24. It rolled off the production line as a fully equipped combat aircraft with bomb bays and gun positions in the nose, both waists, the tail, and a belly gun behind the bomb bays. The cost of the aircraft at that time was listed as \$258,074.67.



COMMEMORATIVE AIR FORCE

Photo by Scott Slocum

DIAMOND LIL

B-24A Liberator Serial#18

STATISTICS	
Wing Span	110 ft.
Fuselage Length	66 ft. 4 in.
Height	17 ft. 11 in.
Engine	4 Pratt & Whitney R-1830 1,200 HP
Max Speed	275 mph.
Max Gross Weight	56,000 lbs.
*during wartime	65,000 lbs.
Fuel Capacity	7,300 gal.
Max Range	2,500 mi.
Bomb Load	8,000 lbs.
Fuel Burn	200 gals/hr.

The Oldest Flying B-24 Liberator

She rolled off the assembly line in May, 1941, the 25th Liberator leading the way for over 18,000 built during WWII. Her destiny would be different than others. She was damaged enroute to England and remained in the U.S. During the war, she was a transport for military and business VIPs and a test bed for future Liberator variants. The CAF acquired her in 1967 and she remains one of the rarest examples of early WWII heavy bomber manufacturing. Today, she is a time capsule for generations to visit, ride and remember the brave airmen who flew these mighty bombers into harm's way.

Follow *Diamond Lil* at www.airpowertour.org
Twitter [@CAF2924Squad](https://twitter.com/CAF2924Squad) or Facebook [B29B24Squadron](https://www.facebook.com/B29B24Squadron)

You can support the mission of *Diamond Lil* with a tax-deductible donation to the **Diamond Lil Century Club**. Visit www.DiamondLil.org for more information and special gifts available to members.

Just as an update, I want to let you know that *Lil's* maintenance is progressing and on schedule. The heavy engine work is completed and we're now in the process of putting her back together. We are looking forward to our first tour stop in Branson, Mo. on Labor Day weekend. We are working in conjunction with the Veteran's Task Force there and looking forward to an exciting airshow event. We'll also have stops in Muskogee, OK, Fayetteville, AR, before being back in the Dallas area and will be at the Alliance Airshow in October. Our wait is almost over and *Lil* will be back on tour doing what she does best -- bringing history to the American people.

We are grateful to all of you who have joined the *Diamond Lil* Century Club as a supporting member. As you can imagine, it takes an inordinate amount of financial support to keep her flying in top condition. To date, we have raised \$44K with our goal being \$100K. We know this is a challenge, but we are continuing to seek support to reach our goal. When *Diamond Lil* is able to fly and sell rides, the revenue generated still is not enough to financially support the needs of the aircraft. We still need your help! If

you have not joined the Century Club or renewed this year, for as little as \$100, or more, you can become a supporting member and help make a difference. Remember: 100% of All Donations To This Campaign Go To The Aircraft and are Tax-Deductible. Please visit www.DiamondLil.org to see the different levels of support and appreciation gifts.

Please Join Today! Help us support this National Treasure!

Toni Rabroker

Diamond Lil Century Club Chairwoman

Diamond Lil 75th Anniversary 2016 CAF AirPower History Tour



Branson, MO
Sept. 2-4



Ride on B-24 Liberator
"Diamond Lil", a B-25
Mitchell, P-51 Mustang,
TBM Avenger, and more!

B-24 Liberator Diamond Lil

Americans built 18,482 B-24 Liberators between 1940-1945, the most produced aircraft in U.S. history. Today, Diamond Lil is one of only two B-24 Liberators still flying. Built in 1941, Diamond Lil is the oldest operational World War II four-engine bomber in the world.

B-25 Mitchell Show Me



P-51 Mustang Gunfighter



TBM Avenger

Branson Airport, Branson Jet Center, 130 Wright Brothers Road, Hollister, MO 65672

Friday, Sept. 2 * 2 pm to 5 pm

Saturday and Sunday, Sept. 3-4 * 9 am to 5 pm

Ramp access: \$15 Adults / \$5 Youth age 11-17

More info and book rides at:

www.AirPowerTour.org



Member News

July, 2016

The Squadron welcomes the following new members in June/July, 2016

Max Rawlings - West Point, Utah

Patrick Glynn - Sonora, CA

Kenneth Johnson - Hagerstown, Maryland

Cheryl Travis - Dallas, Texas

John Bielamonicz - Waxahachie, Texas

Marry Carolin-Harner - Saddlebrook, Arizona

Michael Trakinat - Alexandria, Virginia

Thomas Fogarty - Palatine, Illinois

Wayne Brown - Libertyville, Illinois

Special Event: Before the Belle authors/book signing/pancake breakfast, 7/16

Squadron meetings 8/20, 9/17

CAF Air Show and Annual Meeting 10/27-30

Annual Chili Cook-off 11/19

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



Squadron member, Edgar Jones, just can't say goodbye to FIFI when his tour is over.



Squadron member, Lisa "Rosie" Foster with WASP Shutsy Reynolds, Wally Funk and Lt Col. Christine Mau at the WASP reunion in Sweetwater, TX in June.

For a Squadron shirts and gear, contact alma@B29B24px.org at the Squadron Px!

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



Find us on 

SQUADRON EVENT

Before the BELLE

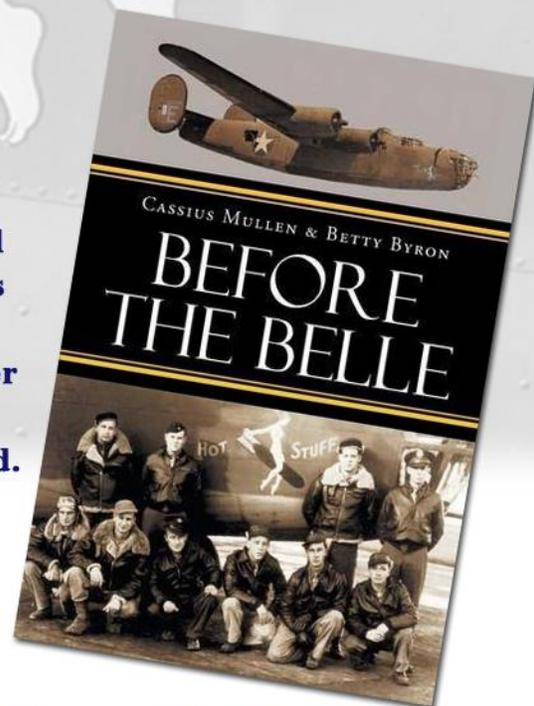
On May 3, 1943, a lone B-24 named *Hot Stuff* crashed on a mountainside in Iceland. On February 7, 1943, she and her crew had become the first 8th AF heavy bomber to complete 25 combat missions, a full 3 1/2 months before the *Memphis Belle*. *Hot Stuff* never made it home and she was lost to history...until now.

The CAF and B-29/B-24 Squadron are proud to welcome Before the Belle authors, Cassius Mullen and Betty Bryon to CAF HQ at Dallas Executive Airport for a special seminar and book-signing. Also attending is Jim Lux, the driving force behind bringing forward the story of *Hot Stuff* and Lt. General Frank Andrews, who also tragically died in the crash. Andrews was the commander of all U.S. forces in the European theater. His death reset Allied leadership for the course of the war under General Eisenhower. Jim is raising money for a memorial to the crew and passengers of *Hot Stuff* at the crash site in Iceland.

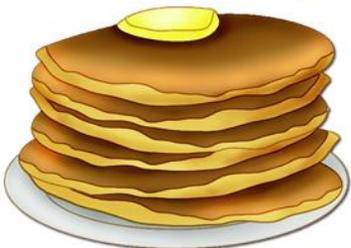
July 16, 2016

Pancakes at 8:00 a.m.
Seminar, Q&A, Book Signing at 9:30 a.m.
Books will be available for purchase

RSVP to rabroker@hotmail.com
Dallas Executive Airport
5661 Mariner Drive
Dallas, TX75237



COMMEMORATIVE
AIR FORCE





Volunteer Spotlight

Tom Ferraro

By *Konley Kelley*



Tom Ferraro was born in 1950 in Racine, WI. He grew up a happy child and was a good student in school. His life would change forever with his first after-school job. Tom, already fascinated with scale models, RC planes and anything aviation, got a job at a hobby store. The owner of the hobby store, Gary Thompson, was also a pilot. The next thing Tom knew he was learning to maintain and fly real aircraft.

In 1968, he was introduced to an American Champion Citabria, a light single engine, two seat aerobatic airplane. Tom's boss took him up and let him have some stick time on the new plane. Tom immediately began working on a pilot's license for himself earning it in 1970.



American Champion Ciabria



Steen Skybolt



Piper Pacer

He was lucky to live just 15 miles away from EAA's HQ in Oshkosh, WI. Tom went to many events and EAA AirVenture every year.

In 1971, he helped his boss build a Steen Skybolt, a tandem cockpit, two seat bi-plane. In 1972, Tom acquired a set of Skybolt plans to build one for himself. The two of them worked side-by-side in their spare time building the Skybolts in the basement of the hobby shop.

He also began attending classes at the University of Wisconsin where he majored in business. Unfortunately, career opportunities resulted in him leaving Racine to work for JC Penney in 1972. He worked for Penney's for 38 years and retired in 2010 as the Director of Store Technical Services.

Demands of the job required Tom to move six times – which meant moving his biplane in addition to all of his personal belongings. He met his wife Juli and married in 1973. He told Juli, "I come with an airplane but don't worry, it won't be my first passion." Tom lucked out. Juli was just as much in love with flying as he was. She acquired her pilot's license and they would spend their free time flying to destinations associated with fly-ins and airshows. In fact, Tom can say in his adult life he has only missed two airshows at Oshkosh – one on a day they were moving and another when the event was rained out.

A son, Jeff, was born to Tom and Juli in 1978. With a growing family, came a growing number of aircraft. They purchased and restored a basket case 1959 Piper Pacer. The 4 place Pacer was perfect for family cross-country flying. Tom is also proud to note it was an Oshkosh Lindy award winner in addition to awards and recognition at other airshows over the years.

Tom and Juli welcomed daughter, Jodi, in 1981. Jodi is a physicians assistant for a foot-ankle surgeon. Jeff is an A&M grad and chemical engineer with TI. Juli recently retired after nearly 50 years working in education including 17 years as principal of Serenity High School, a school for kids recovering from drug and alcohol dependency.



Grumman Tiger

In 1980, Tom got his A&P license and went on to get his FAA-approved Inspection Authorization. He found himself in demand helping others build and maintain aircraft.

Tom keeps several aircraft at McKinney airport. His son, Jeff, a licensed pilot, purchased a Grumman Tiger. This has been adopted as the family airplane for IFR cross country travel.

Life got really interesting for Tom in 2010. He has always been in love with the Stinson line of aircraft. Through connections, his son Jeff learned of Roy Aero, an aircraft restoration shop in Minnesota involved with several Stinson restoration projects. One of these was the “Shell/Doolittle” Stinson SR-10. This aircraft was flown by Jimmy Doolittle when he was working for Shell Oil. Over the span of two years, Doolittle made 142 flights in the bright yellow and red aircraft. The owner was hesitant to sell it. The price tag was steep but Tom and Jeff could make that work as partners in this historic airplane. The problem was the owner’s fear the aircraft would not end up in the hands of someone who would respect its history. After a several discussions, Tom and Jeff convinced him they would be the right owners/pilots for this plane.



1938 Stinson SR10 Reliant in flight. Originally purchased by Shell and flown by Jimmy Doolittle from 1938 to 1940 before he went back into military service. Aircraft has been fully restored and has been a Grand Champion award winner at multiple aviation events. The Ferraro's have owned and maintained this aircraft since 2010.



Owners Tom and Jeff in front of the Shell/Doolittle Stinson at Oshkosh during the Return of Champions in 2013

For a long time, Tom was aware of the CAF and chatted with CAF members at many airshows and events over the years. In 2013, McKinney Airport was the site selected for the first CAF Air Power History Expo in the DFW area. Tom was glad to lend his famous Doolittle Stinson to the static display of aircraft. He remembers meeting Gerald and David Oliver. He found them to be genuine and passionate about the CAF. They introduced him to other like-minded CAF members over the course of the show. He also learned of plans to relocate the national headquarters of the CAF to Dallas. For Tom, this meant a practical opportunity to lend his A&P skills and expertise to the organization – as well as participate fully as a member.



Tom's Stinson behind the McKinney Community Band at the 2013 AirPower EXPO. 17

This experience working with vintage aircraft and radial engines made him a perfect match for the maintenance needs of *Diamond Lil*. Tom met Toni and Steve Rabroker. He admired how dedicated they and others were to our rare B-24A Liberator. He also enjoys working maintenance with others who are passionate, skilled and knowledgeable about warbirds. He sees the CAF as one way he can give back to aviation what it has given him over the years. It is his calling.

Next up for Tom will be a trip with *Diamond Lil*, fresh out of restoration, on her Fall tour. Tom will be shadowing Steve Rabroker as FE.

Lastly, Tom knows he has been blessed with many opportunities to enjoy aviation but wants others to know it is not just about the airplanes. It is about the people. He can count many new friends in the CAF and is glad to be a part of our mission.



Tom working on Lil



Jeff and his wife Julie having some fun in the antique aircraft area during the vintage dress up day at Oshkosh.



Tom and Jeff pictured in the cockpit of "That's all Brother" at the CAF Oshkosh reception in 2015. He said it, "fit us both really well!"



Jeff, Jodi, Tom and Juli



Feature Story

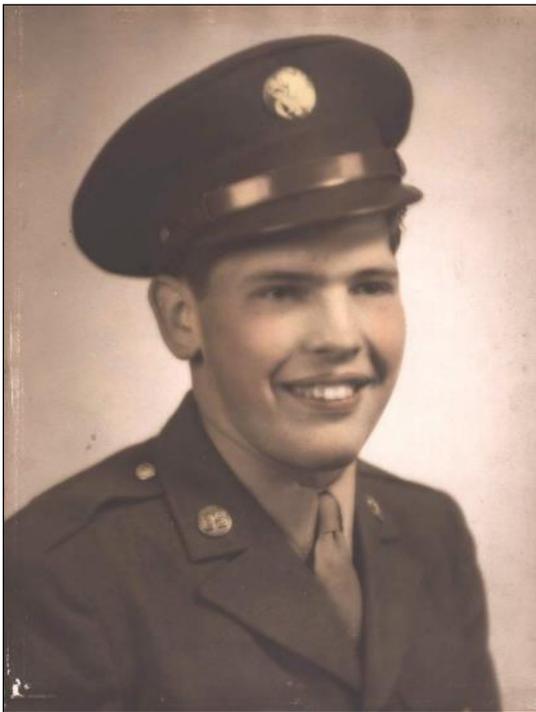
“Cpl. William Marshall”

By Konley Kelley

Cpr. William “Bill” W. Marshall from Fort Valley, GA was a B-29 radio operator based on Tinian Island in WWII. In February, 2016, he honored our crew visiting Mobile, AL with *FIFI*. Bill was joined by his sons John, David and close family friend, Tony Musick.

Bill was born on March 30, 1916 to Ben Roe and Idelle (Wooddall) Marshall, who were descendants of one of the settling families of Fort Valley, GA. The family tree includes Capt. William Wiggins, Jr. (a veteran of the Revolutionary War). Following his ancestors who served our country, Bill left for the Army Air Corps at 18 years and three months in 1943 to serve in the Army Air Corps.

Getting to Tinian was another story. He was sent to Keesler Air Force Base in Biloxi, MS, then stationed at Scott AFB, IL where he spent his weekends in St. Louis. After training, he flew east to LaGuardia, NY. From there he flew to the Bahamas, on to Lajes Field in the Azores, Portugal, then continuing on to North Africa where it took three days to cross the desert to Cairo, Egypt.



He saw the great Pyramids from the air and went on to Abadan, Iran and Karachi, India where he viewed the Taj Mahal as they flew over. From India, he boarded a ship to sail around the bottom of Australia, and final destination was Tinian North Field in the Mariana Islands.

He was assigned to the 462nd BG / 58th BW. These were the “Hellbirds” famous for the first B-29 flight overseas to England on the way to new bases in India. The 462nd were the first to fly over “The Hump” from India to forward bases in China. They were also the first to bomb Japan since the Doolittle Raid of 1942. The target was Yawata on June 15, 1944.

Bill joined the 462nd at Tinian. His flight time as a radio operator was curtailed by a sinus problem that affected his hearing and equilibrium. He tried to beat the problem by chewing gum or blowing his nose but no luck. Although he was grounded, Bill showed his value to the bomb wing as an expert in radio communications, maintenance and repair. He also dabbled in photography and his private collection of B-29 nose art photographed by him at Tinian follows this article.

Bill does not remember seeing the *Enola Gay* up close. She was fenced off and under heavy guard. He does remember the day the *USS Indianapolis* docked and off-loaded her cargo. Most of the airmen and crews on the base were unaware of the nuclear bombs on Tinian until the bombings took place.



When the Japanese surrendered, it was announced over the PA system at the base. Bill said that is the last thing you want to do when everyone around you is armed. Guns began blazing in celebration much to the group commander's dismay who kept calling for it to stop.

His journey around the world courtesy of the USAAF was complete with a trip home by boat to San Francisco, train through the southwest and back to Scott AFB in Illinois. He was then stationed closer to home at Warner Robins AFB in GA where he repaired radios for B-29s destined for Korea. He retired from the Air Force after 34 years as an electronics engineer designing ECM systems.

On Christmas Eve, 1946, Bill married Helen Barrett. They had two sons, John and David. John is a retired RN. David is a chiropractor and RN. Bill has seven grandchildren and one great-granddaughter. The entire family continues to reside in Fort Valley, GA.

Bill remembers seeing *FIFI* in the 1970s. It was a thrill to see her again in Mobile this year. Our crew listened to Bill tell stories while seated near *FIFI's* replica radio gear and HAM equipment. He could point out every button and knob and tell you its function.



Bill and his son John at our Px / ride tent in Mobile

Bill on Tinian



Bill's wife, Helen



Bill, David, Helen and John



Bill keeps a scrapbook of his pictures taken in WWII and one of his most precious mementos is a coffee table book about the 462nd "Hellbirds" with many pictures, facts and stories about this famous B-29 bomb group. He can also still send messages via morse code. Not bad for a long-retired B-29 radio operator.

Thank you Bill for your service and these never before seen pictures taken by your camera in WWII.



Bill Marshall's nose art photo collection, 462nd BG Tinian, WWII





Special Feature

Lieutenant Dan, Part IV

By Dan Owens



(Part I was in the February 2016 issue of The Flyer. Part V will be in the August issue)

Harvard, Nebraska

Dan got the 14 days of leave he was hoping for, arriving at Lincoln, NE Thursday, August 16, 1944. He slept until 9:30 the next morning then after cleaning up went to the post and checked in. After receiving his bedding he was told there would be nothing to do until Saturday morning. So he went to a movie and called home from the YMCA but his mother was not home. He says Lincoln looks like a nice town and bigger than any he's ever been stationed at. The officer's club is pretty nice but not nearly as nice as the one at Roswell A.A.F.



Dan Godsy

Dan learns that the heavy bombardment training takes about 4 months so he expects to be in the states until around the first of the year. A part of their training will be in B-17's as there are not enough B-29s yet. He and some of his pilot friends ask the colonel about the "co-pilot deal". He told them there is no co-pilot. "Two pilots, one Air Plane Commander the other 2nd in command." It amounts to the same thing but Dan writes he never did like the word co-pilot. He will get the same training as 1st pilot, but his rank will not let him command that large of a ship. He says he may get a promotion before going overseas and hopes to have a ship of his own someday. He was put on alert, so that means he will be leaving Lincoln in a few days.

On the 25th of August Dan left Lincoln for Harvard Army Air Field. After a 2 hour train ride he arrived around 8 o'clock. He got off the train and thought he would get a room in town. But after looking at the town's only hotel he decided to go to the base and sign in and get a room. This is the worse place he has been yet, but they are still building so it should get better. The food there is better than Lincoln. He hasn't seen anyone he knows but should join his crew soon. Dan is replacing a pilot in the 483rd squadron who got his hand hurt and was taken off flying status. He is now in the 505th Bomb Group 483rd Bomb Squadron.

Dan has met all the group officers but has yet to meet his crew. He has heard his Airplane Commander is a swell guy named Brown. He is a Captain. There is one thing about joining this crew that Dan doesn't like. The crew has been together for some time so Dan is behind in training and will have to work pretty hard to catch up with the rest of the group. The 505th is about half way through O.T.U. which normally lasts 4 months. After O.T.U the crew goes to a staging area where they pick up a new plane, get all their overseas equipment and then go to a P.O.E. to go overseas. He is thinking it will be at least 2 months before he goes overseas and maybe longer. It would have been longer had he been sent somewhere else. He will be doing the same thing he has been doing all along, flying and more ground school. The only difference is he will be flying with a full crew and working with the boys he will be going overseas with. Dan has 21 days leave coming but doesn't expect to get any unless they get through their training.

On Sunday August 27th Dan spent all day in the Officers Club writing letters. He's also been playing pool and ping pong. The pool table arrived just the day before. He has ground school all day Monday and starts flying Tuesday. The times for training are erratic. Sometimes you fly at night and sleep in the day and sometimes you sleep at night. At the end of his letter he wrote, "You know there is a guy over there who seems to be beating everyone in ping pong. I think I will sign off and go over there and take him"

Dan and his crew are having a time getting off the ground. Weathered in one day and had engine trouble the next. Dan got about 3 hours cockpit time in a B-29 and doesn't think it is going to be so bad. He's glad he got with the crew he did. The Aircraft Commander has more B-29 time than anyone else on the field. The navigator is a little short kid from Brooklyn, NY, the bombardier is a nice fellow and the other officer is the engineer. The radio operator is a sergeant and the oldest man on the crew. The gunners call him pop. He believes he is going to like them all. The fellow Dan is replacing on the crew got his hand mashed when the escape hatch slammed on it when he was getting out of the ship. He messed up the nerves in his hand and won't be able to fly for some time.

The next day Dan got up at 3:00 am to go to the flight line to practice high altitude bombing in a B-17. They got to 20,000 feet and lost #4 engine and had to feather the prop and land on 3 engines. One thing Dan doesn't like about Harvard is the maintenance seems to be very poor. There is always some minor thing going wrong. Dan needs 3 hours and 45 minutes to get his flying in for the month so he can get his flight pay. He was able to hitch a ride on a B-17 in the afternoon flying high altitude bomb dropping. He got 5 hours which allowed him to get his flight pay. His base pay is \$150 per month. Once he goes overseas he plans on sending that home as all he will need is his flight pay there.

The first of September '44 the training has become somewhat of a routine. Ground school and flying. Dan is scheduled for a 7 hour night navigation mission, "if we can get one of these things to stay up that long". There is an over water navigation mission planned but the pilots (co-pilots) will not go. The aircraft commanders will go and the pilots will stay and get B-29 time. Dan went to the YMCA in Hastings to practice ditching. The water there was really cold.

The wing commanders had a skeet shoot. There was more Colonels and brass than Dan has seen in a long time. His squadron team lost and had to buy the beer. Dan got gipped because his squadron had to buy the beer and he had to buy his own cokes. Dan shot 19 birds and they all had a lot of fun.

Dan came in late from a flight and had an early briefing and flight the next morning. Somehow he slept right through the briefing and had to be dragged out of bed by his bombardier. Usually there is stiff punishment for anyone missing a briefing, but the Major just told him not to let it happen again. He thinks he needs an alarm clock, but they are pretty hard to get.

The Oklahoma City Times reported an accident at Harvard that worried his parents. Dan didn't intend to tell them about it but thought he should tell them about another accident that had happened since that one. There were some P-47's that were making passes at his squadron of B-29's and some B-17's to simulate fighter attacks. They were shooting camera guns when one of the P-47's hit a B-17 and they exploded. Four men were able to get out. Dan wrote, "You are safe in a 29 though. They can't even catch us. That is quite a ship."

Dan gave a brief description of his crew to his parents. The Captain (A/C) is 26 years old and has a baby due the later part of September. It will be his first and he is hoping for a boy. The Bombardier and Navigator are Dan's age, 20, and the engineer about 22. The gunners are about the same age (?) except the left blister who is 18. The radio operator is the old man. He is a Staff Sergeant 28 and funny as heck. He will provide names and addresses later. The month of September is flying 7 hour missions practically every day with ground school and trainers on days there is rain or other scheduled training. On the 18th Dan got to fly a cross country to Oklahoma City in a three ship formation at 6,000 feet. It was the first time he had flown over Oklahoma City since he had started training. They camera bombed a target in Oklahoma City and just as they left the target their wingman lost an engine. He had to land at Tinker Field. All the time Dan was wishing it had been his airplane so he could have spent some time at home. He got to fly right over his house. His A/C has heard that there is a cross country to Cuba coming the last of the month. Dan's crew should be the first to go.

On the 27th of September Dan's crew left for a cross country to Cuba. The trip began as planned. Once out over the gulf, clear of land and any ships, they let the gunners cut loose with their guns. What a racket when all the guns are

firing at once. Dan flew all the way to Cuba then to an island about 50 miles passed Cuba to drop their bombs. He got 6 hour in actual instrument conditions. On the return just as they hit land at Mobile, AL they were told to fly to Pine Castle, FL because the weather was socked in at H.A.A.F. They landed there after 14 hours in the air.

The next morning they took off but ran into heavy thunderstorms just outside of Atlanta. Then the #4 started running rough so they decided to land there. Once on the ground they were treated like kings. There were cars to meet them and all the free food they wanted. They went to a Georgia Tech/ Clemson football game, shows in town, and the fair. It is where the Bell plant is and they got a tour of the plant that was making B-29's and stayed in the Bell Hotel. Dan noticed a little Cub parked there. He commented he would like to take a hop in it. They made arrangements for him to fly it and he took all the crew up in it one at a time. Once the engine was fixed and they were ready to head back, they got a call that their airplane was grounded until a gear retraction test could be performed. So they had to wait until a crew from Harvard came down and performed the test. They had a great time but they are all ready to get home. Dan had only one change of clothes, and had to borrow money from the Capt. The captain's son is only 6 days old, and he is worried he will be grown before he sees him.

The month of October is pretty much the same day in and day out. Ground school mixed with 7 hour missions. There was a mission to Oyster Bay to drop bombs, then out over the Gulf to shoot the guns. There is another trip to Cuba planned but a hurricane is keeping them from going. It should come up as soon as the weather clears. Once they have completed ground school, they help on the line pulling maintenance on the airplanes. It gives them a chance to learn more about the systems. There was 2 accidents with B-29's during October. One was at Barksdale and there was 12 crew lost and one at H.A.A.F in which all crew walked away. The Harvard accident was caused by trying to go around on 3 engines and full flaps. The plane just wouldn't climb.

Finally the middle of November Dan's crew makes their last flight to Cuba. The flight took 7 ½ hours. The first morning there they flew what Dan refers to as their "Lost Mission". They fly out and and get lost then the navigator has to find their way back. Dan's navigator did a fine job. They got the weekend off and while driving around Cuba they thought they got into a revolution. As it turned out the crowd was shouting "Vive La Roosevelt" celebrating Roosevelt winning the election. When they left they had to fly to Galveston to clear customs. Once they left they were in the soup all the way to Dallas. They then dropped down to 500 feet and flew the rest of the way to Harvard Army Air Field. Winter had set in and Dan almost froze when he returned.

A concern for Dan at this point is leave time or at least a 3 day pass. Once he checked about leave, he was denied. The enlisted men get leave but the officers don't. He and his crew have finished their required flying so they will just be sitting around. He will spend Thanksgiving at H.A.A.F.

Finally December 4, 1944 Dan and his crew travel to Kearney Nebraska for their final staging and to receive the B-29 they will fly overseas. They have decided to name their ship "Wallopin Wayne" after the Captain's son. It will have a kid painted in three cornered pants (?) with boxing gloves on.

Dan's parents traveled to Kearney on December 7th to see Dan before he leaves to go overseas. They stayed until Sunday the 10th and met most of Dan's crew. A/C Capt. Wayne Brown, Nav. Lt Julius Galin, Eng. Lt. Dave Sharp, Bomb. Lt. Leonard Farnung. After leaving Dan's mother wrote in her diary, "Dan sure is swell. He was smiling as far as I could see him. Hope he doesn't miss us as we do him"... "sure enjoyed the visit but it wasn't long enough".

Dan's crew finally got their B-29 that they are taking over. They made a shake down mission and Dan said those 4 fans purr like a kitten and it is fast as greased lightning. The crew is very proud of their new ship. In a few days they start their journey to the Pacific. The conclusion of Dan's story will be in the next issue.





Feature Story

Fiske Hanley II

B-29 Combat Veteran

By Rachel Cairncross



“Greetings, you have been selected to serve in the U.S. Armed Forces.” What other statement could have caused such anticipation for a young man in 1945? Today, however, almost seventy years on, sitting in the hanger of the CAF headquarters in Dallas, it is more difficult to imagine the 94 year-old man with the service cap perched smartly upon his head, as the ruddy-faced youth who eagerly signed up to serve his country so long ago.

Second Lieutenant Fiske Hanley II always had a passion for flying. As a boy growing up in Fort Worth, Texas, he spent all of the money that he could on model airplanes. After he finished high school, he attended North Texas Agricultural College (later, the University of Texas at Arlington) and graduated with an Associate’s degree in aeronautical engineering in 1940. From there, Hanley attended Texas Tech University with the view of continuing to pursue his passion by working toward a bachelor’s degree in aeronautical engineering.

Two years later, however, the draft board issued him his notice to serve in the United States Armed Forces. Signing up as an Air Force Aviation Cadet ensured that he was able to graduate with his bachelor’s degree, before leaving for three months of basic training at Boca Raton, Florida. His basic training complete, Hanley attended Yale University for six months from which he graduated with a Second Lieutenant Maintenance Officer’s commission.

After Yale, Hanley was ordered to train as a B-29 flight engineer. In 1944, the Boeing B-29 Superfortress was first introduced and seized upon by the military who prized its advanced design. The bomber’s pressurized cabin, dual-wheel tricycle landing gear, and electronic fire-control and remote-controlled machine-gun turrets ensured that it was a quantum step up from its predecessors. In addition, its range, speed, and service ceiling were higher than those of the B-17 and B-24, ensuring that the Superfortress continued in service long after the end of WWII.

Since the majority of B-29s were abroad in combat, Hanley trained aboard the smaller B-17s and B-24s. The Boeing B-17 Flying Fortress was a fast, high flying, heavy bomber with a favorable bomb load capacity. The B-17 dropped more bombs than any other plane during WWII, and, thanks to its almost legendary ability to withstand damage, was held in high esteem. Today the B-17 is recognized as a model of American air power, and a legendary symbol of its Air Force.

The Consolidated B-24 Liberator was the most-produced heavy bomber in history. The B-24 had a high cruise speed, a long range, and the ability to carry a heavy bomb load, and as such was preferred by the General Staff. More than 18,000 Liberators were built – the highest production number of any military aircraft in history. The Commemorative Air Force took possession of our B-24, *Diamond Lil*, in 1968. She was the 25th Liberator built by the US, and is now the world’s oldest WWII heavy bomber still flying.

Transitioning to the B-29s from the smaller B-17s and B-24s was a difficult experience for Hanley. The more advanced controls and instruments, as well as differences in design and engine troubles, made the position of flight engineer seem all the more challenging. At the end of his training, Hanley was assigned to the 504th Bombardment Group as a flight engineer. On 12th January, 1945, Hanley flew to Tinian Island in the Pacific onboard a new B-29 to begin strategic firebombing missions over Japan.

WWII saw this type of firebombing come into effect as it never had before. The aim of strategic bombing is to weaken the morale of enemy citizens, and diminish production in industrialized areas, while reducing their economic ability to produce wartime supplies. This is done by attacking targets, often behind enemy lines, that assist the enemy's capability to fight. These targets are often in civilian-populated areas, and result in loss of civilian life and property damage. Such attacks differ from the more traditional tactical bombings which involve hitting only the enemy's military forces.

Hanley and his crew were to fly 35 missions before they could return home. Flying bombers was a dangerous job, and few flight crews made it home intact. One of Hanley's first missions was the infamous Operation Meetinghouse carried out against Japan on 9th March 1945. The event had been predicted four years previously by General George C. Marshall who declared, "If war with the Japanese does come, we'll fight mercilessly. Flying Fortresses will be dispatched immediately to set the paper cities of Japan on fire. There won't be any hesitation about bombing civilians—it will be all-out."

In actuality, it was the Superfortresses, and not the Flying Fortresses that carried out the raid. The B-29 Superfortress was originally designed as a high-altitude strategic bomber, but variable winds at elevated altitudes, combined with cloud cover made it so that targets initially were hit only 10% of the time. A change in tactics was called for in order to ensure the success of Operation Meetinghouse. On 9th of March, the B-29s flew at 7,000ft, instead of the usual 30,000, and at night in single file, rather than in formation. In addition, the planes were stripped of nonessentials, allowing the bomb load of each plane to be doubled. The result was deadly.

That night, 334 B-29s took off for Tokyo. Nearly 280 of the bombers (including Hanley's) dropped 1,667 tons of napalm-filled incendiary bombs onto the city. It was the most destructive bombing raid in history, burning 15.8 square miles of downtown Tokyo to the ground and killing over 100,000 people, a figure greater than that achieved by either of the notorious atomic bomb drops. Hanley later recalled the incident, "Looking out of the window of the plane was like looking into what I think hell would be like... We could smell human flesh burning at 4,000 feet." (D-Days in the Pacific, Donald L. Miller).

On 27th March, 1945, Hanley and his crew flew to the Shimonoseki Strait—a strategic waterway in Western Japan—to drop mines in preparation for an invasion into Okinawa (codenamed Operation Iceberg). They had been briefed to expect minimal opposition, as the mission would take place over water, reducing the risk of attack from fighters or anti-aircraft. They did not anticipate that the Japanese had broken the American code, and as such had prior knowledge of the impending operation. Hanley's B-29 reached the strait to find major units of the Japanese navy lying in wait for the invasion.

They managed to drop 12 mines before the searchlights of the battleship Yamato—one of two of the heaviest battleships ever built—caught their B-29, and flak began bursting around them. The plane didn't stand a chance. All four engines caught fire, and Hanley watched two crew members die almost instantly trying to douse the flames. He bailed out of the doomed aircraft through the nose-wheel hatch, along with co-pilot Al Andrews, and watched from the air as the B-29 spiraled to the ground in flames.

He landed in a rice paddy, suffering from burns and 40-50 flak wounds, where he was set upon by approximately 200 men, women, and children who "proceeded to kill me" with bamboo spears and farm implements. His life was saved by a Japanese policeman who intervened and took him to the mayor's office, from where he was taken to a prison, then to the Kempitai headquarters in downtown Tokyo. The Kempitai were the military police branch of the Imperial Japanese Army from 1881-1945. They existed as a secret police akin to the Nazi's Gestapo. The Kempitai labeled Hanley a "Special Prisoner" (as opposed to a Prisoner of War) to be tried and executed for killing innocent women and children.

As a Special Prisoner, Hanley was not subject to any of the protections afforded Prisoners of War (POWs) by the Geneva Convention. For six months, he was held in a five foot by nine foot cell with eight other prisoners. The cells

were filthy and lice-ridden. The inmates were not permitted basic hygiene or medical care, in fact, Hanley's wounds were purposefully infected by medical personnel who probed them with contaminated swabs. On one occasion, he was stood before a firing squad. "I could hear them each loading a bullet into the chamber of their rifles," he said. "But they never fired. The man upstairs was watching out for me that day."

Each prisoner received only half of normal POW rations, amounting to three balls of rice a day, each the size of a golf ball. "We discussed food almost all the time. Each of us talked about our favorite food and what we'd eat first when liberated," Hanley later wrote. He and the other prisoners, especially the flight engineers who were considered by the Japanese to be the foremost authority on American plans, received regular beatings during interrogations. Of the original 64 B-29 American flight crew members, 62 disappeared. After the war, Hanley discovered that none of them had survived.

Five months after Hanley had been captured, WWII came to an end. The Kempitai prison commander ordered all of the prisoners executed, prior to his committing suicide. The order was disobeyed for fear of American retribution, and the prisoners were all transferred to Omori prison camp on the Tokyo Bay, the same prison camp featured in the movie *Unbroken*. Two weeks later, U.S. Navy sailors and Marines, led by Harold Strassen, liberated the camp. Omari was the first Japanese prison camp to be freed. "The meanest-looking Marines I've seen in my life climbed off those boats and surrounded the camp. They loaded us onto those landing craft and took us out to a beautiful hospital ship, the *SS Benevolence*, and we were in heaven. We ate till it came out of our ears." (*D-Days in the Pacific*, Donald L. Miller). Hanley was 160lbs when he was captured, and a mere 70lbs when he was freed.

Upon return to America, Hanley struggled to return to "normal" life. He suffered from post traumatic stress disorder (PTSD), not recognized at the time as a medical condition. Hanley managed to overcome it by writing down everything that had happened to him. He found a job at Convair working as a flight engineer aboard the Convair B-36 Peacemaker—the first bomber capable of delivering nuclear weapons from inside its bomb bays without aircraft modifications first having to be made. The B-36 was also able to take off from the United States and make a round trip bombing run to Europe or Russia without landing or refueling. He also trained Air Force crews aboard the Peacemaker, before moving into a job at General Dynamics for 44 years.

Today Hanley lives in Fort Worth, Texas with his family. His experiences as a Special Prisoner during WWII severely impacted his life, however, his strength of character has allowed him to make peace with his past. He has made several trips to Japan since the end of the war, and providence even allowed him to meet and befriend a Japanese WWII veteran.

On 28th April, Second Lieutenant Fiske Hanley II joined us at the Barksdale Air Force Base 2016 Air Show, where he had the opportunity to once again fly in a B-29 *FIFI*. He joined us at our headquarters in Dallas on 18th June, as a guest speaker, to tell us of his experiences as a B-29 crew member, and a survivor of one of the worst prison camps during WWII. Truly a 'National Treasure', Second Lieutenant Fiske Hanley II is a shining example of America's Greatest Generation.



Photo by Adam Glowaski



Photo by Raymond Jeffcoat



Editor's Corner

Summer modeling projects

What could be better than avoiding the brutal heat outside by scale modeling inside in the AC? Well, that is my thinking and I have finished a project and have two more on the assembly line. Grab some paint/glue and join me ☺

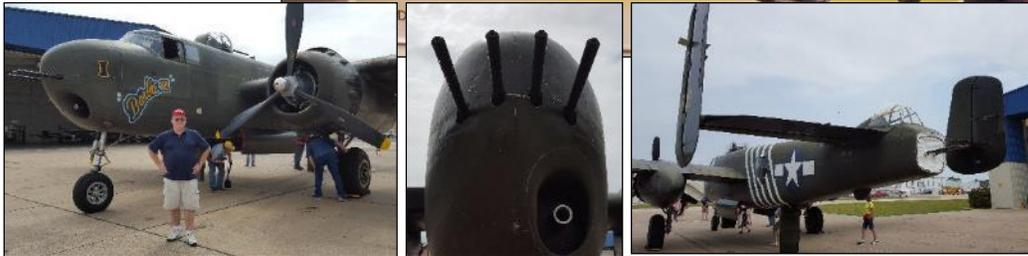
Inspired by Roy Grinnell's artwork on the cover of *P-47 Thunderbolt Combat Missions* and having learned about 1st. Lt. Oscar Perdomo's "Last Ace in a Day" mark on history, I finished my 1:48 P-47N. For more about Lt. Perdomo, see the October, 2015 issue of *The Flyer*.



The Cavanaugh Flight Museum in Addison, TX has acquired a B-25H Mitchell named *Barbie*. After finding this great deal on a scale model kit and ordering special decals, I visited CFM to get a bunch of *Barbie* reference pics.



In June, my wife chaperoned a high school group on a European tour. One of the stops was Omaha Beach. She brought home a Ziploc filled with sand. I have some 1:35 figures from the US 29th infantry division. I can't wait to get started on this diorama.



THE FLYER WANTS YOU!

You are welcome to contribute a story, photographs and artwork for this decades-old newsletter. If you are a veteran, please tell us your story. Squadron members continually meet veterans at the hangar, on tour and in everyday life – let us know their stories. We're also looking for contributors for "This Month in History" and news spotlighting our aircraft and members.

Thank you and
"Keep 'Em Flying!"

Konley Kelley
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