



# THE FLYER

Commemorative Air Force  
B-29 / B-24 Squadron

## A Heart for Lil

### 2022 B-24 Ground School



None of this is possible  
without our Volunteers  
Winter 2022

Photo by  
David O'Connor





Photo by Konley Kelley

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**Al Benzing  
kicks off  
2022 B-24  
Ground  
School  
with 120  
attending**



**Volunteer(s) Spotlight:  
Burney and  
Michelle Baskett**



**Feature Story:  
Major Clyde Rees,  
FE for F-13 photo  
recon ship  
Double Exposure  
By Clayton Rees**



**Special Feature:  
Group Captain Sir Douglas Bader, Spitfires, and much more**



COMMEMORATIVE  
AIR FORCE

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

<b>Squadron Officers:</b>				
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<i>FIFI</i> Century Club Chairperson				
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Ride Desk Instructor				
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Crew Chief				





# CAF AirPower History Tour

National Air Tour of Historic World War II Aircraft



## 2022 Tour Schedule

Click on any stop below for more information

[Louisville, Kentucky](#)  
[April 22, 2022](#)

[Huntsville, Alabama](#)  
[April 27 - May 1, 2022](#)

[Columbus, Georgia](#)  
[May 4-8, 2022](#)

[Daytona Beach, Florida](#)  
[May 11-15, 2022](#)

[Augusta, Georgia](#)  
[May 25-28, 2022](#)

[Baltimore, Maryland](#)  
[May 30 - June 1, 2022](#)

[Reading, Pennsylvania](#)  
[June 3-5, 2022](#)

[Hagerstown, Maryland](#)  
[June 8-12, 2022](#)

[Dayton-Springfield, Ohio](#)  
[June 15-19, 2022](#)

[Cincinnati, Ohio](#)  
[June 22-26, 2022](#)

[Ft. Wayne, Indiana](#)  
[June 29 - July 4, 2022](#)

[Terre Haute, Indiana](#)  
[July 7-10, 2022](#)

[Chicago, Illinois](#)  
[July 13-17, 2022](#)

[Kenosha, Wisconsin](#)  
[July 20-24, 2022](#)

[Appleton, Wisconsin](#)  
[July 26-27, 2022](#)

[Rochester, Minnesota](#)  
[July 29-31, 2022](#)

[Marquette, Michigan](#)  
[August 2-3, 2022](#)

[Alpena, Michigan](#)  
[August 5-7, 2022](#)

[Midland-Bay City-Saginaw, Michigan](#)  
[August 10-14, 2022](#)

[Toledo, Ohio](#)  
[August 17-21, 2022](#)

[Mansfield, Ohio](#)  
[August 24-28, 2022](#)

[Niagara Falls, New York](#)  
[September 1-5, 2022](#)

[Portsmouth, New Hampshire](#)  
[September 8-11, 2022](#)

[Baltimore, Maryland](#)  
[\(Second Tour Stop\)](#)  
[September 13 - 14, 2022](#)

[Washington, DC](#)  
[Joint Base Andrews Airshow](#)  
[September 16-18, 2022](#)

[Lexington, Kentucky](#)  
[September 20, 2022](#)

[Evansville, Indiana](#)  
[September 22, 2022](#)

[Duncan, Oklahoma](#)  
[October 7-9, 2022](#)

[Dallas, Texas](#)  
[Wings Over Dallas Airshow](#)  
[November 11-13, 2022](#)



[www.cafB-29b24.org](http://www.cafB-29b24.org)  
972-387-2924 (Hangar)  
432-413-4100 (Ride Desk)

\*Schedule subject to change  
Check [www.airpowertour.org](http://www.airpowertour.org)





# Squadron Report

I was fortunate to attend the CAF 2022 Conference at the Henry B. Tippie National Aviation Education Center from February 18-19, 2022. The conference is an annual opportunity to meet and network with CAF staff and members from across the country, exchange ideas, and share best practices for Unit success. You also learn a lot about this vast organization we call the CAF. I used to think this conference was for the General Staff but quickly figured out it is for all of us, so make sure to think about attending next year.

On Friday night, the Victory Ball featured dinner, dancing and the Glenn Miller Orchestra. On Saturday night the CAF Hall of Fame Banquet honored three new Hall of Fame inductees. Paul Tibbets, Jr., Bill Coombes, and former B-29/B-24 Squadron Commander, Neils Agather were inducted into this distinguished group of celebrated CAF members. Neils was surrounded by his wife and kids, and his good-looking brother and sister.



In 1974, Neils joined the CAF after being introduced to the organization by his father, Vic Agather. Vic was instrumental in the early years of the CAF helping to acquire many classic aircraft including our beloved B-29 Superfortress, which bears Neils' mother's nickname *FIFI*.

The Agather family has enjoyed many memorable years going to air shows and CAF events. Along with well-deserved accolades and his many valuable contributions to the CAF, Neils has been a member for over 45 years. Congratulations, Neils Agather, on this prestigious award. The entire Agather family continues to ensure future generations will have the opportunity to get their hands on history.

If you have not had a chance to visit the Fred and Barbara Clark Telling Restoration Hangar, The James C. Ray Education Wing, The Arsenal of Democracy Hall, Brig. Gen Charles McGee and Don Hinz Theater, Victory Plaza, The Gallery, and the Victor N. Agather STEM Innovation Hangar, make sure you do on your next visit to the Henry B. Tippie NAEC.

Make sure to purchase a Victory Plaza brick today to honor a hero in your life. To find more information, email [development@cafhq.org](mailto:development@cafhq.org) or visit [www.flynaec.org/victory-plaza-brick-campaign](http://www.flynaec.org/victory-plaza-brick-campaign).

Thanks for being a member of the B-29/B-24 Squadron.

Archie Taylor  
Squadron Commander



Neils Agather and his CAF HOF citation.



# Executive Officer Report

We have just concluded a very successful B-24 ground school. The turnout was tremendous, approximately 120 attendees, far more than previous years. It was most encouraging to see the enthusiasm and commitment of the volunteers as they participated in the sessions.

In addition to B-24 specific topics, an important theme was our Squadron Safety Culture. Several other presentations strongly reinforced this important mindset, providing a solid safety foundation that all members can embrace and advance.



A few highlights - Our B-29/B-24 Squadron Operations Manual states: “We continually strive to advance our Squadron Safety Culture through training and compliance with regulations, policies and procedures which comprise our SMS.”

We have a responsibility to “Nurture this Culture” and pass it on to the newer Squadron Members. This doesn’t happen by chance! A Safety Minded Attitude is required for effective compliance. It must be nurtured with training and continual reinforcement. People want to be involved with a well-run organization – our Safety Culture is a significant reason volunteers join and fly with us.

An important premise is that while all flights seem important – when safety is in question, they are not that important! We don’t adjust minimums and erode safety margins & legalities based on perceived importance of the flight! Bottom line is, we do not have to fly when conditions are marginal.

We look forward to a great turnout for the B-29 ground school, March 12th and 13th. Our volunteers can expect excellent training opportunities and an opportunity to reconnect with friends and colleagues. Instructors have been working hard to develop course materials and training programs to prepare crews for the 2022 Tour Season.

Al Benzing  
Executive Officer



*Photo by  
Scott Slocum*



# Flight Operations Report

As our XO mentioned in his officer report we had a big turnout at our B-24 in-person ground school, it has been since February 2020 that our last one took place. Our upcoming B-29 in-person program will be the first for that aircraft since 2019. We are looking for strong attendance numbers in all training groups.

Our Stearman became operational for the 2022 season during the B-24 Ground School weekend. Even with inclement weather on Friday we were able to get one new pilot through a checkride, Jon Cyrier. Jon has owned a Stearman and toured with other groups giving Stearman rides. He is a member of the Centex Wing as well as a member of our Squadron. Let's all welcome him to the APHT this season—you can expect to see him flying our Stearman and the WASP T-6.



With the Stearman up and running now I am planning to get a few Stearman checkrides accomplished during our B-29 ground school weekend. I will prioritize those who are ready to go and live out of town.

To restate past practice, I expect those individuals wishing to tour in the Stearman to prepare themselves, at their expense, for a checkride on our aircraft. Our staff has designated our Stearman's primary mission as a ride aircraft. This limits my ability to conduct training flights for those needing to get the mandated 15-hours in type prior to flying solo. Another 60-1 requirement that can be a stumbling block is the 30 hours and 80 landings in a tailwheel airplane in the 12 months.

For those folks looking to get Stearman time, here are a couple of options. Preston Aviation in Winter Haven FL is where I conducted my original training, they are still going strong with their Stearman and J-3 Cub. Jimmy Page, one of our Stearman IPs is conducting training in the Lone Star wing Stearman at favorable rates.

For those wishing to step up into the T-6, I would strongly recommend going to see Thom Richard and taking his 10-hour T-6 course. It is not cheap, but he will show you the edges of the envelope of this aircraft and there are a few corners that will bite the uninitiated.

We are always looking for qualified pilots who are ready to step up and take on the challenge of operating these vintage aircraft out on tour. Come fly the Stearman and/or T-6 with us on tour in 2022. Who knows, after a season in the singles you could be in line for a bomber right seat.

Al Herum  
Flight Operations Officer



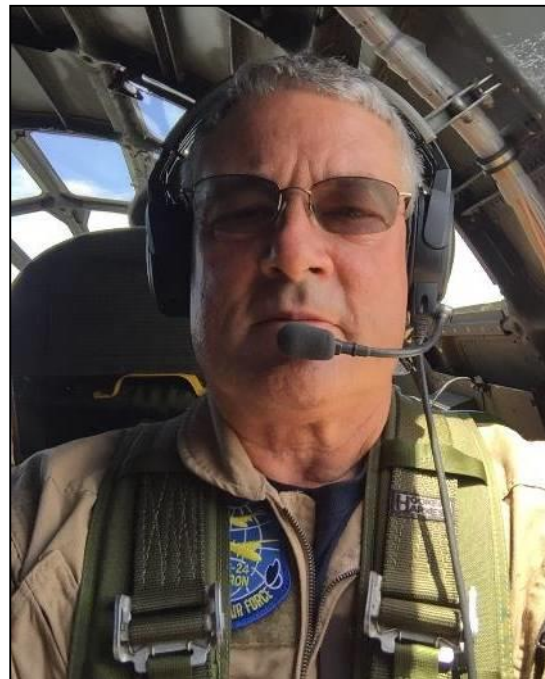
*Photo by Dylan Phelps*



# Maintenance Report

Winter Maintenance is well underway on all the Squadron Aircraft, as is the move into our new Squadron home.

The Stearman engine was removed for inspection and repair due to elevated levels of aluminum contamination in the latest oil analysis. Root cause was determined to be propeller unbalance leading to fretting of the aluminum intake ducting. The engine has been repaired by our overhauler, Radial Engine Ltd. In Guthrie OK. Thanks to the crew at Radial Engines and our maintenance team for having the Stearman ready for training flights after B-24 ground school. Inspections on both *FIFI* and *LIL* are proceeding well. Oil analysis, Oil filter and screen inspection and Compression tests indicate both our Girl's engines are in great shape, requiring little more than routine maintenance.



The cause of *FIFI*'s engine failure at Lincoln last summer was determined to be the result of undetected hydraulic lock, most like occurring during an engine start due to an accumulation of oil in an intake pipe being drawn into the cylinder. Corrective action to prevent this from occurring in the future is installation of intake drains on the lower cylinders of both *FIFI* and *LIL*'s engines.

The overhaul of *FIFI*'s failed engine has been completed by Anderson Airmotive along with completion of our spare engine for *LIL*. Both engines will be prepared for quick engine change once winter maintenance on *FIFI* and *LIL* is complete. We have also contracted the overhaul of a spare engine for the Stearman that will be ready mid-September.

As always, none of this would be possible without our Squadron volunteers some of whom are camping out to help make it happen. Thanks to all for your invaluable support and assistance.

Phil Pedron  
B-29/B-24 Maintenance Officer



# Training & Safety Report

Training and Safety Officer report follows;

We had a very successful B-24 Ground School and are looking forward to a Great B-29 follow up. Great efforts are being made to include scanner and Instructor certifications and training records as required by us as a Squadron, the CAF HQ and the FAA. This is the path forward in this time of heightened oversight and is of course the only way to run a professional operation. It is great to see the scanner end of our operation getting the same attention to detail that our pilots and maintenance personnel "enjoy". The bottom line is that unless you have successfully completed this years Ground School and are fully qualified and fully documented, you will not be able to crew on our aircraft.



I am asking all Instructors to bring their Log Books to the B-29 Ground School so I can sign them off if they have not been signed off by a present or former Training and Safety Officer; John Flynn, Steve Rabroker or Myself. This is required by our own Squadron Documents. Good news is that if you took the 60-1 and 6802 tests for the B-24 Ground School you don't need to do it again for the B-29 GS. Also if and only if you are a Scanner or Scanner Trainee please put my email address [stuwatkins45@gmail.com](mailto:stuwatkins45@gmail.com) on the tests and not Al Herum's (where it says put in the Operations Officers e-mail). This will save Al from having to resend to me anyway as I am the one who records and files your Completion Certificate.

Break Break, a final separate thought I'd like to share: Thank you all who serve in Crew positions as you have committed to put the safety of our passengers above your own in the unlikely event of an emergency. Thank you for that commitment and as always; SCANNERS Watch your ENGINES...

Stu Watkins  
Safety Officer



Photo by David O'Connor



# Development Report

I still remember exactly where I was when I got the call from Carolyn, coordinator for the warbird event at our local airport. “Good news, David, we have a seat for you on *Devil Dog* for the media flight tomorrow.” Despite a lifelong love for everything mechanical, I had only recently found out about warbirds that were actually flying, and not gathering dust in museums. And now I was going to fly in one of them. The ride in the CAF B-25/PBJ *Devil Dog* was unlike anything I imagined and I was immediately hooked for life!

Several months later, I found myself sitting in *Diamond Lil*, and next to me was ‘Jack’, a robust-looking retired gentleman in an old flight suit. “So, what’s your connection to *Diamond Lil*,” I asked. Before I knew it, I was sitting spell-bound listening as he told me about volunteering for the RAF to fly Spitfires before America was in the fight, then joining the USAAC to fly Mustangs, Hurricanes, and every other fighter type in the ETO. He was shipping out to the South Pacific when the bomb dropped and the war was over.

Suddenly the boring pages of my High School history books, complete with grainy black and white photographs, became a startling reality. Here was a guy who had flown for the Allies from literally the start to the finish of WWII, and he was sitting next to me on a WWII bomber. I had not imagined that something so new and undiscovered could come across my path and provide such a level of enjoyment, comradery, and purpose.

My wife, Francine, and I had spent 30 years with a medical nonprofit – Mercy Ships. Aside from raising three kids all over the world, our jobs focused on marketing and fundraising. When it came time to move on, we opened our own company providing marketing and fundraising services for nonprofits. In the warbird community, it started with the Kickstarter for *That’s All, Brother* and went on to the WASP program and 12 Planes of Christmas. Engine replacements for *Diamond Lil* and the Centex *Yellow Rose* (B-25) soon followed. Outside of the CAF, we worked with the D-Day Squadron and published the photo journal for the airborne activities commemorating the 75<sup>th</sup> anniversary of D-Day, *A Fortress With No Roof*.

I hope to be able to bring the same level of enthusiasm and effectiveness to the squadron’s activities as our team has brought to numerous other nonprofit endeavors and historical initiatives. Thank you for the confidence you have put in this role and we hope that even as the Squadron leads the CAF in many facets, effective fundraising will also become one of our hallmarks.

Blue Skies,

David O’Connor  
Development Officer



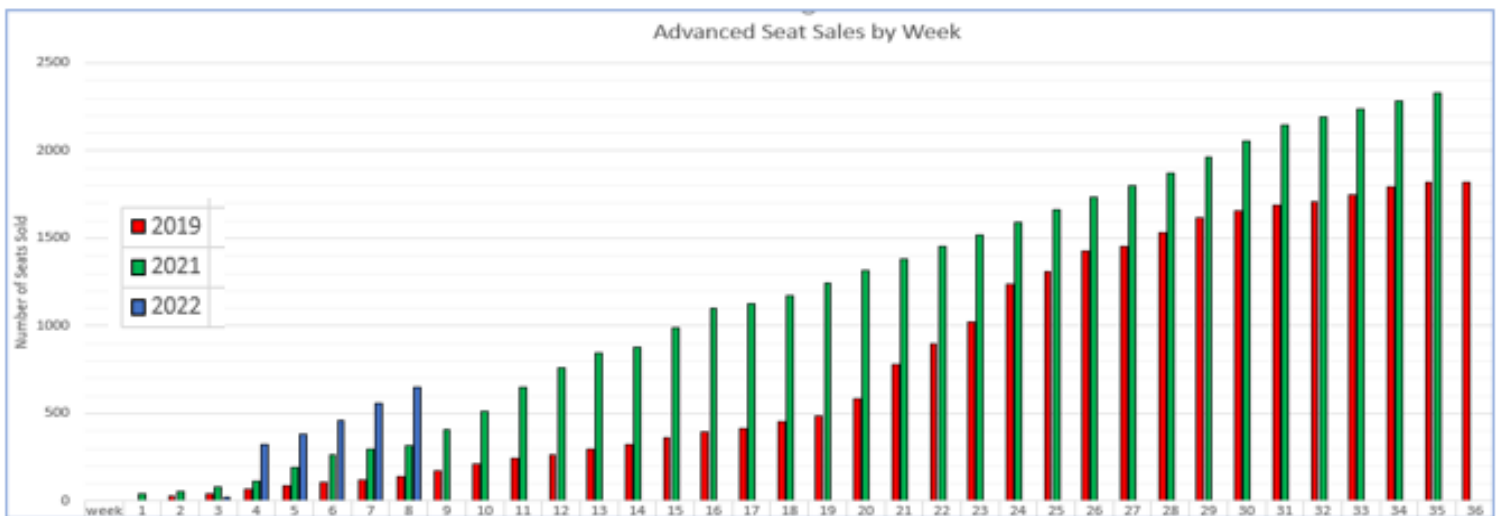
David with TAB and the Liberty Jump Team at D-Day 75<sup>th</sup> Anniversary

# PIO Report

The winter doldrums are passing, and spring will soon be upon us. The in-person B-24 Ground School was a rousing success in our squadron's new, and permanent, home. What a pleasure it was to see everyone again! B-29 Ground School is coming up soon. Be sure to sign up! The airplane's are wrapping up their winter maintenance cycle and are in tip-top shape. Soon there will be the sound of engine runs and the excitement of maintenance flights and training flights. Summer is Coming!

The tour schedule for 2022 is pretty much all locked in and posted on our website at <https://www.airpowersquadron.org/> I've been reaching out to all of our partners on the ground, and they are as excited as we are to have us visit. Check your schedules now and make your plans to join us on the tour circuit.

Our FaceBook ad campaigns are up and running, and to date we have already sold 650+ seats, more than twice what we did last year at this time! Summer is Coming!



Let's get excited!  
And be safe and be careful out there!

Jacques Robitaille  
Public Information Officer



Jacques and Patti Robitaille at 2022 B-24 Ground School  
Photo by Steve Thompson



# Finance Report

Hello everyone -

It was great to see many of you at B-24 Ground School, and I'm looking forward to the B-29 sessions coming up. We'll again be doing Ride Desk training, and I would love to hear from any of you who are considering joining the Tour as Ride Desk Helpers. It's a great way to get involved and support the mission of the Squadron.

I wanted to update you on our full results for 2021. Here is the trend over the last three years for key metrics and the breakdown of where our revenue comes from. Ride and total income exceeded 2019, with a strong net profit to help cover our expenses until touring resumes.



## 2021 Financial Summary \$000s

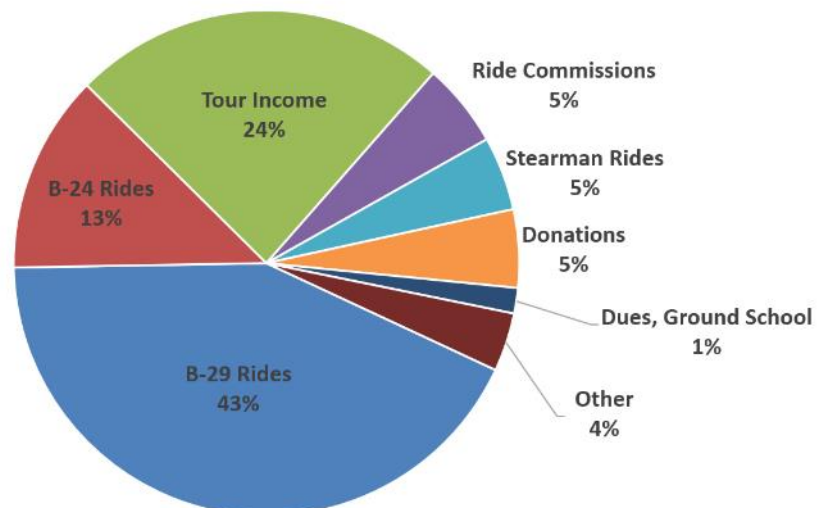
	2019	2020	2021
Rides	1,134	124	1,227
Tour Income	480	106	443
Donations	49	159	92
Other Revenue	<u>149</u>	<u>69</u>	<u>80</u>
Total Revenue	1,812	458	1,842
Expenses	<u>1,693</u>	<u>783</u>	<u>1,417</u>
Net Profit	120	(325)	425

I'm thrilled that Jeremy Ott has joined us as our Squadron Administrator. He is quickly getting up to speed in his new role and is going to be a great asset to the Squadron and the Finance function.

Thanks for all you do to support the Squadron!

Curtis Limerick  
Finance Officer

## 2021 Revenue By Source



# Adjutant Report

Hello. For those of you who do not know me, my name is Pam Pedron and I have been a member of this wonderful organization since 2015. I am proud and honored to serve as your new Squadron Adjutant. I would like to thank Andrea Hanson and Toni Rabroker for their assistance with acclimating me to my new role. They both remain an invaluable resource to the Squadron.

We currently have approximately 300 colonels on the Squadron roster with approximately 186 renewals and 16 new members.

Please welcome our new B29/B24 Squadron members:

Doug Crumrine, *Granbury, Tx*

Samual Noble, *Joint Base Andrews, MD*

Mary Markert, *Littleton, CO*

John Eghert, *Sandy, UT*

Daniel Dolenar, *Medicine Park, OK*

Jon Hullsiek, *Liverpool, NY*

Zelda Weathers, *Talada, OK*

Robert Carlisle, *Autryville, NC*

Kim Beveridge, *Cleburne, TX*

Stanley Olson, *Hesperia, CA*

Bruce Haskin, *Normandy Park, WA*

John Cyrier, *Lockhart, TX*

Brian Sell, *McKinney, TX*

Kevin Brown, *Duncanville, TX*

Robert Oakes, *Ft Worth, TX*

George Cost, *Jacksonville, FL*

We launched the 2022 Tour Season with “in-person” B-24 ground school. In attendance for initial and recurrent training were 15 Flight Engineers, 48 Scanners/ Ride Desk/ Tour Leaders, and 45 Pilots. Special thanks to all who composed and presented in such a professional, educational, and entertaining manner.

Registration for B-29 Ground School, scheduled for March 12-13, 2022, is open for registration. To register please visit the Squadron website at [www.caf29b24.org](http://www.caf29b24.org) So far, we have registered 63 attendees.

The 2022 tour planning is well underway. Please keep in mind your CAF national membership must be current to attend Ground School and your squadron membership must be up to date to participate as a crew tour member. There is much to do so please join us and once again get involved! Please contact me if you have any questions or need assistance on how to get connected. Pam Pedron 940-453-6878 [pjpedron@centurylink.net](mailto:pjpedron@centurylink.net)

Pam Pedron  
Adjutant



Photo by Dave Wilson



# Education Report

## What are things worth?

We all believe our warbirds are priceless. CAF Airbase Georgia's P-51D Mustang "Red Nose" was purchased in 1957 by the CAF for \$2,500.00. But, if you had to put a price on her, it'd be well over \$2M today.



But most of us don't have a P-51 Mustang parked in our driveway. Even so, most of us do collect stuff. What is that stuff worth? Can you put a price on it?

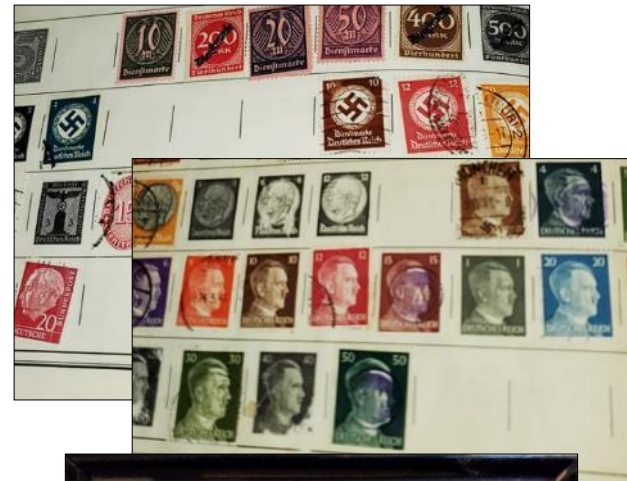
A few months ago, my Dad mailed my great-Aunt Lena's stamp collection to my daughter Katie and son-in-law, Micah. He didn't know its value but said it might pay for the baby nursery (whoops...no one is ready for that yet Grandpa). There were over 500 well-organized stamps in an album. The oldest dated back to 1851. The stamps were from all over the world, some with profiles of historic figures like Hitler and Gandhi. It is not hard to identify the origins of a stamp because...there is an app for that. What we didn't know was the real value of the collection.

The kids found an appraiser approved by the American Stamp Association. Although the album was impressive, the things that make stamps rare like mistakes, rim patterns, postmarks, etc. were just not inside. He showed them stamps he had that were the same. The kids accepted \$40.00 for the collection and saved some as gifts for family members.

## Pop Culture

Everyone collects things and we love pop culture. My wife is a fan of I LOVE LUCY and collects trinkets inspired by the show. We have two cats named "Fred" and "Ethel." My Dad is a 49ers fan and sent some of his memorabilia to my son including a few photos signed by Joe Montana. We think the signed picture of him playing QB for Notre Dame could be of real interest to a fan and collector.

When I was a kid, I read comic books. My Dad just sent me two of those comics he saved, The Six Million Dollar Man #1 (1976) and Firestorm the Nuclear Man #1 (1978). Both retailed for 30 cents. Well, Steve Austin does a little better than Firestorm in 2022 on the open market. Of course, the condition of the comic is the main appraisal factor. Most bidding and comic value research listed the \$6M Man starting at around \$80.00 and Firestorm at about \$60.00.



*My stamp gift from the kids honoring the US Army*



*I enjoyed re-reading these over 45 years later. Thanks Dad.*



I am a big sci-fi movie fan and love my action figures. When we lived in LA in the 1990s, my wife Whitney worked at Paramount Pictures. STAR TREK THE NEXT GENERATION and the STAR TREK movies generated millions in merchandising. Whit worked in international merchandising before transferring to publicity. Maybe you aren't surprised some studio executives don't even watch their own shows. At a meeting, one of them said they could print STAR TREK on dog poop (well the other word) and it would sell. Whit said they should print it on Targ poop. Thanks to me she knew a Klingon dog was called a Targ. Anyway, I have a few boxes of STAR TREK action figures, phasers, starships, trading cards and books at the house and, of course, a Klingon dictionary. Some of it goes on the Christmas tree every year.

In LA, I worked at the American Film Institute. Both Whit and I were advised never to ask for celebrity autographs on the studio lot or the campus. I broke that rule when John Lassiter, founder of Pixar and creator of TOY STORY, screened the film on our campus. I asked him to sign a "Buzz Lightyear" poster on the back of his car.

Sometimes you get really lucky. Whit and I went to the launch of the book Cowboy Love Poetry: Verse from the Heart of the West. Several beloved western TV and movie stars did readings and signed our copy including Johnny Crawford THE RIFLEMAN, Will Hutchins SUGARFOOT, and John Agar, a familiar face in many of John Wayne's westerns. Definitely get this book to share with your significant other.



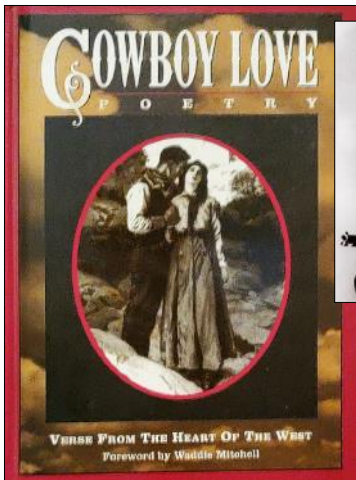
*Just some of my Star Trek things*



*John Lassiter*



*Buzz Lightyear in TOY STORY (1995)*



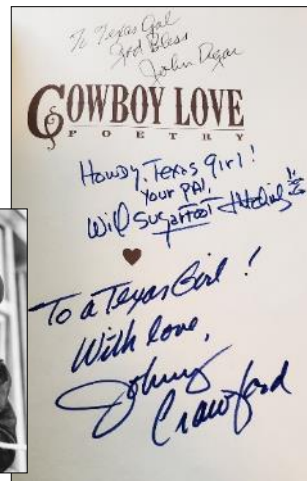
*John Agar*



*Will Hutchins*



*Johnny Crawford*



*My son Kurtis and actor Michael Rooker aka "Yandu"*

These days, people pay big money to meet and get autographs from celebrities at conventions like Comic-Con. Some attendees go to extremes to make costumes to cosplay their fantasy heroes. A few years ago we went to a convention in Dallas and met Michael Rooker. He was in the hot zombie show THE WALKING DEAD and played "Yandu" in GUARDIANS OF THE GALAXY. I paid \$40.00 to take a picture with my phone of Rooker and my son. Rooker's character "Yandu" is blue in the movie so I did some Photoshop tweaking on the picture.

Some things you buy on a whim. We were big fans of THE APPRENTICE. I have a Donald Trump talking doll mint-in-the-box. It stays "You're fired" among other things. It has "hugely" gone up in value ☺



*"You're fired"*



## Military

Here is where we probably have a lot in common. How many photos and books do you have signed by true-life heroes you've met at airshows or events? I have many and always have books with me when I am at CAF events. In my favorite B-29 book, I've asked veterans to sign in the chapter corresponding to their position (gunner, radio operator, pilot, flight engineer, bombardier, etc.)

Being a scale modeler, I've made models and asked veterans to sign them. Captain Jerry Yellin signed his P-51D *DORRIE R*. Our dear friend, 1<sup>st</sup> Lt. Charles Chauncey signed his B-29 *GOIN JESSIE*. Col. Joe McPhail, a Corsair ace, once signed a model for me and was at WOD 2021. Don't miss an opportunity to get the signature of this WWII/Korean War pilot at the next show.

A few years ago when I learned Col. Dick Cole would be at a Squadron event, I did not have time to make two B-25 models. I got a second kit and painted the right wing of both kits. Dick generously signed both model wings. I finished one model and gave it to my friend Al Benzing. The second model is waiting in my stash to be built.

About a month ago, we lost Brigadier General Charles McGee of the Tuskegee Airmen. At an event, he once generously signed a "Rise Above" P-51 hat for me. Blue Skies General.



Captain Jerry Yellin and a model of his P-51D Mustang *DORRIE R*



1st. Lt. Charles Chauncey signing a model of his B-29 *GOIN JESSIE*



Brigadier General Charles McGee with me at DEA

Last summer, Squadron member, Gene Dickinson volunteered at the American Aces Fighter Reunion in Fort Worth, Texas. 100 year-old P-51 Mustang pilot and triple ace, Col. Bud Anderson was scheduled to attend.



Col. Dick Cole with my daughter Katie at a CAF event in 2015. B-25 wings and model signed by Col. Cole.



I didn't have Bud Anderson's book so I printed a label for *Old Crow Whiskey* and gave it to Gene. Bud signed it and it will make an awesome base for my upcoming P-51D *Old Crow* model project.



Col. Joe McPhail at WOD 2021 and a signed model of a Korean War F4U-4 Marine Corsair





So what makes a keepsake in your collection priceless? It can be very personal. My best friend in the CAF was Ken Kovar. Ken passed away in September, 2018. We shared a love for the CAF, airshows and scale modeling. Something Ken made for me was a base for my model of Major Bong's P-38 Lightning. Priceless.

The summer of 2016, Whitney had an opportunity to chaperone a high school class on a trip to Europe. The tour included locales in France including Normandy and Omaha Beach. Whitney found out she could collect some sand from Omaha Beach. When she came home, she gave me a Ziploc bag with the sand inside.

This inspired me to make a diorama of the 29<sup>th</sup> Infantry Division, part of the first wave at Omaha Beach on D-Day, June 6, 1944. I acquired a model kit with 1:35 figures and put my vision of the diorama together. The diorama has sand from Omaha Beach sprinkled on top.

My friend Dan King, spotlighted in the last Flyer, has been to Iwo Jima more than a dozen times. I told Dan about my Omaha Beach diorama. He mailed me sand he collected from the beaches of Iwo Jima for my next diorama. I've got my Marines and amphibious tank kit. When I am ready to sprinkle Iwo Jima sand on the top, I am sure I will be in tears. Priceless.



*P-38 Model with base made by Ken Kovar*



*1:35 D-Day  
Omaha Beach diorama  
and sacred sand*



*Tom Bailey and his special sword*

In 2017, we had a “show n’ tell” event at a Squadron meeting. The artifacts and memorabilia on display were awesome. Many of our members have collected rare and fascinating items from their travels, military service, and family members who served in the military. You can see a photo gallery of the “show n’ tell” items in the March 2017 issue of The Flyer. We have to do this again soon.

The idea for this event came from an interview with member Tom Bailey. In Tom’s possession is a WWII Japanese officer’s sword. There are swords like this in private collections and museums so it may not be unique. It is the story of this sword that makes it priceless. An article about this special sword is on page 21 of the February, 2017 issue of The Flyer.

## February 2017 Flyer

[https://www.cafb29b24.org/files/ugd/65f239\\_ba85f5643af54f8b9356fd6e95706c41.pdf](https://www.cafb29b24.org/files/ugd/65f239_ba85f5643af54f8b9356fd6e95706c41.pdf)

I know our man-caves or she-sheds may be overflowing with collectibles. We may get a little grief for it, too. I say do what makes you happy. If it connects you to the past, a family member, and someone you admire from WWII, let it be a reminder you can see every day. I connect to history by making scale and 3D models. I have quite an unbuilt model kit stash but that is OK. I’ll make as many as I can and enjoy making models for my friends.

If you have a very special artifact in your collection, let me know at [konartist@verizon.net](mailto:konartist@verizon.net). If there is a story behind it, would you consider sharing it with the Squadron? Keep ‘Em Flying and Keep Collecting!





# Member News

## Winter 2022



## 2022 Member Meetings

In January, our Squadron members meeting was joined by CAF CEO Hank Coates and the CAF Board of Directors for lunch at our new hangar home at DEA.

Watch for announcements for new meeting programming and dates in 2022. Contact [konartist@verizon.net](mailto:konartist@verizon.net) if you have an idea for a meeting topic or speaker.

Konley Kelley  
Education Officer

**SAVE THE DATE**  
**Squadron Meeting**  
**April 16, 2022**

**SPECIAL GUEST:**  
**Ann Pellegrino**

Ann is the first to fly around the world on the Earhart Trail in a Lockheed 10 Electra, find Howland Island, the flight-planned destination of Amelia, drop a wreath there on the morning of July 2, 1967, the 30<sup>th</sup> anniversary of her trying to find the island, and return to California, thus completing her flight.

More details coming soon!



Ann Pellegrino waves from her 1937 Model 10 Lockheed Electra

**Congratulations to Squadron member John Schauer for retiring after a 50 year career as an Aircraft Mechanic**



John retired from AA on January 13th, 2022, he worked there for 36 years. John started out at DFW as a mechanic, then he worked at AFW as a mechanic, crew chief, and inspector. When they closed AFW (2013) he moved next door to TAESL as an inspector (joint venture between Rolls Royce and AA). When they closed TAESL (2016), he moved to DWH (Delta West Hangar) at DFW, and was a mechanic.



Best wishes to **Andrea Hanson** who left the Squadron at the end of 2021. Welcome aboard **Jeremy Ott** as our new Squadron Administrative and Marketing Manager. You can find Jeremy's contact info in the Squadron Officer and Staff Directory



<https://www.slideshare.net/konman/great-expectations-apht-2022-final>

Phil Webb's excellent presentation on the CAF's mission - who we are and what we do - can be accessed by clicking on this title slide.

## WINTER MAINTENANCE

Rick Garvis  
B-29/B-24 Mx  
972-380-8800  
[rgarvis@cafhq.org](mailto:rgarvis@cafhq.org)



**HELP NEEDED**  
Mechanics  
General Maintenance  
Help around the hangar



# Registration is Open B-29 Ground School March 12-13, 2022 REGISTRATION OPEN



## Aircraft Training:

B-29, PT-13, T-6, T-34, and T-28  
(L-26 planned for Friday Mar 11)

## Dates:

Saturday and Sunday  
March 12-13, 2022

## Location:

Dallas Executive Airport  
B29/B24 Squadron Hangar  
5661 Mariner Dr.  
Dallas TX 75237

## Cost:

\$79.00

## Schedule

Saturday, March 12, 2022

7:30am: Check-In begins

8:00am: Training begins for all participants at the B29/B24 Squadron Hangar, located on CAF HQ grounds.

After a catered lunch, Scanner training will continue at the B-29 (located in the Agather Hangar) while pilots and FEs will remain at the B29/B24 Squadron Hangar.

Sunday, March 13, 2022

Scanner training continues in the Agather hangar. Ground school for the PT-13, T-6, T-34, and T-28 takes place Sunday at the B29/B24 Squadron Hangar.

## TRAINING MANUALS:

All crewmembers must have read their respective manuals prior to attending Ground School. Pilots and Flight Engineers should be intimately familiar with all normal and emergency procedures on all aircraft they fly.

All B-29 Manuals and Checklists, the B-29 Scanner Manual, and the Squadron Operations Manual are available for download at our squadron website: [www.cafb29b24.org](http://www.cafb29b24.org). Use the members only tab, enter password (superfortress), select Squadron Documents, select Squadron Manuals, then select desired folder

## MEMBERSHIP:

All participants must be current CAF Colonels in good standing.

You do not need to be a B-29/B-24 Squadron member to attend Ground School.

However, if you plan to tour with the Squadron and fly Squadron aircraft, you will need to be a B-29/B-24 Squadron member. This means you must be current with your national dues (\$200) and Squadron dues (\$75). You can sign up and/or renew your memberships online via the [Squadron website](http://Squadron website). All questions regarding membership should be directed to Pam Pedron at [pjpedron@centurylink.net](mailto:pjpedron@centurylink.net)

## *The Journey to the Black Hat*



## \*\*\* HOT ITEM \*\*\*

All Pilots and Flight Engineers must go to the [CAF Operations](http://CAF Operations) website and complete CAF 60-1 and SMS training. B-29 Pilots, Flight Engineers, and Scanners must also complete the Exemption 6802 training module. All Flight Engineers, Mechanics, or Hangar helpers must complete the CAF 66-1 training module.

All PT-13, T-6, T-34, and T-28 Pilots must be present for all B-29 CRM and Operations training, as it fulfills part of the mandatory requirements for your aircraft. **Everyone, please be prepared to complete an Operations Manual test** as part of our Ground School. It will be an open book test. Have a printed or electronic copy of the Ops Manual in your possession at arrival.

***Deadline to Register is Saturday, March 5, 2022***





# CREW CHIEF'S CORNER

From Senior Crew Chief Rick Garvis, here's a look at the work that went into building and equipping the Squadron's new home across from the NAEC and CAF National Airbase at Dallas Executive Airport.



















# CREW CHIEF'S CORNER

Rick Garvis' spectacular shot through *FIFI's* nose at the recent CAF Victory Ball



# Commemorative Air Force

## B-29/B-24 Squadron PX

TO ORDER,  
COPY THIS LINK INTO YOUR  
BROWSER:

[bit.ly/2Nxy1tU](https://rockysmithproductions.printavo.com/merch/2021-ground-school-virtual-px)

OR HIT THIS LINK

[https://rockysmithproductions.printavo.com/  
merch/2021-ground-school-virtual-px](https://rockysmithproductions.printavo.com/merch/2021-ground-school-virtual-px)



### PRE-ORDER OPTIONS

Choose Men or Ladies Styles

Sizes: S - 3X

All items embroidered with your selected Squadron logo on Left Chest

Ladies Performance Polo \$54\*

Men's Performance Polo \$54\*

Ladies Twill Uniform Shirt (Short or Long) – \$40

Men's Twill Uniform Shirt (Short or Long) – \$40

Ladies Softshell Jacket – \$55\*

Men's Softshell Jacket – \$55\*

Quarter Zip Fleece – \$45

Hats @ \$25\*

Commemorative Air Force

B-29 FIFI

Flight Jacket - \$100\*

*Stand out by personalizing (right chest) your shirt for \$15 extra  
(You must indicate the desired text and color of thread)*



Performance Shirts

Men

Ladies



Ladies  
Long Sleeve

Men  
Long Sleeve

Twill Uniform Shirts

Short Sleeve

Short Sleeve



Men Softshell Jacket



Sweatshirt



Quarter Zip Fleece



Ladies Softshell Jacket





# Photo Album

## 2022 B-24 Ground School

### February 12-13, 2022

Photos by David O' Connor, Konley Kelley, Jeremy Ott, Ross Martin, and Steve Thompson

**2022 B-24 Ground School** was a joint effort and huge success. Special thanks goes to:

**Al Herum** (Al didn't have presentation, but made up the course list and ensured it got done).

**Phil Webb** gave an inspiring presentation on our Squadron Mission and why we do what we do (link in Member News).

**Randall Haskin**, a new B-24 PIC provided an excellent '1st person account' of an F-15 Mission, highlighting the CRM aspects involved. Randall also had 3 B-24 specific presentations - 2 on Systems and 1 on Regulations/Limitations.

**Neil Broussard** presented two sessions on Human Factors related to last year's tour.

**Joe St Clair** did a presentation on Airshow flying, and he did the PT-13 (Stearman) Systems and Operations presentations.

**Jeremy Lashbrook** (also a B-24 and a T-6 PIC, and Stearman IP) presented the T-6 Systems and Operations.

**Al Benzing** presented Squadron Safety Culture, and What's new for 2022.

**Mike Laney** provided Wt & Balance Training for the FE's.

**Todd Erskine** ran the Tour Leader Ground School.

**Curtis Limerick, Pam Pedron** and **Jeremy Ott** coordinated the Ride Desk Ground School.







## 2022 B-24 Ground School Scanner Training

**Stu Watkins**

Safety Officer/Scanner  
Training Coordinator

**Burney Baskett**

Deputy Safety and Training  
Officer

Station #1

Interior Forward Bomb Bay  
and Aft Certification

**Ron Barrett**

Station #2

Headset Certification

**Bud Calley**

Station #3

Chocks-Tow Bar - Pogo  
Certification

**Rudy Vander Upwich**

Station #4

Long Line Certification

**Ron Walston**

Station #5

Departure - Opening  
Checklist Certification

**Rick Stransky**

Station #6

Crew Manifest Certification

**Steve Shapiro**

Station #7

Ride Flight Loading -  
Rotation Certification

**Cheryl Hilvert**

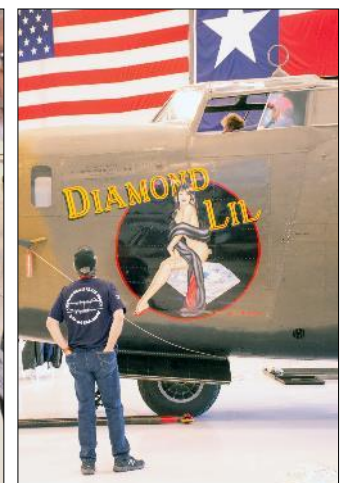
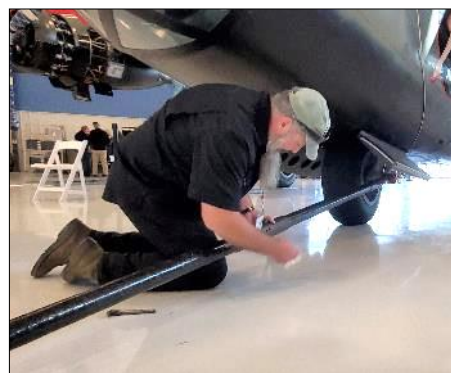
*Thank you trainers!*

## Photo Album

# 2022 B-24 Ground School

# In the Hangar – Scanner Training

Photos by David O' Connor, Konley Kelley, Jeremy Ott, Ross Martin, and Steve Thompson







## Volunteer(s) Spotlight Burney and Michelle Baskett

Our Squadron is made up of some great folks with diverse and interesting backgrounds. One really neat thing about our volunteerism is seeing couples in our ranks right alongside us. I've done a lot of volunteer spotlights and one of my regrets has been interviewing the guy and not the girl among these great couples. Two years ago in the Jan/Feb 2019 Flyer, we highlighted **11 AirPower Couples** in our Squadron. It is a great piece and fun to learn how these couples met, what they love about the CAF, and what they enjoy most doing together in our Squadron. You can see that piece on page 22 at this link:

### Jan/Feb 2019 Flyer

[https://www.cafb29b24.org/files/ugd/65f239\\_26875979a53345c4b2b6a8be7f3cd9ea.pdf](https://www.cafb29b24.org/files/ugd/65f239_26875979a53345c4b2b6a8be7f3cd9ea.pdf)

Burney and Michelle Baskett are one of our AirPower couples and are inseparable at CAF events, on the road with the bombers, and doing some unique WWII-inspired activities we are going to learn about. So in this volunteer spotlight you get a "two-fer." Let's learn more about the Basketts.

Michelle, is the eldest child of David and Jo Ann Russell. She and her brother, David, were raised in Oklahoma. Her dad was an oil industry truck driver for Imperial Mud Company, and later, he worked as a roughneck. Jo Ann was a cosmetologist and owned her own salon. They lived in close proximity to her grandparents in Francis, a town in rural Oklahoma. Michelle attended Byng ISD in Byng, OK and Sam Houston High School in Arlington, TX.

In junior high, she was in the marching band and played flute. Throughout school, she was an avid reader favoring the subjects of English and History. Several generations of her family served/serve in the military. Michelle's grandfather was a US Army MP stationed in Hawaii in WWII. She remembers seeing his WWII gear and hearing him talk about cutting a banana tree to lean into their hut so they had easy access to fresh bananas. Her father, stationed in Germany, was a US Army Private from 1959-1962.

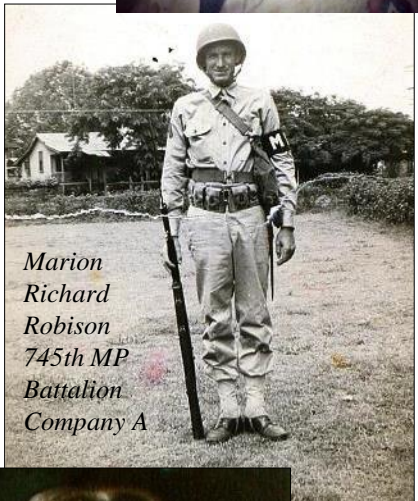
After moving to Arlington, Texas, Michelle worked at Piggly Wiggly while completing high school. Looking back, she appreciates the work ethic of the store owner and the model he set for others. He was a former Marine and treated his employees fairly while bringing structure to the work environment. Michelle respected his approach. After high school, Michelle attended Ogle School of Hair Design in Arlington, TX. Her first cosmetology job was at First Dimension Salon. She credits the school and the work experience with helping her build interpersonal skills.



See tribute to AirPower Couples of the CAF  
B-29/B-24 Squadron, Jan/Feb 2019 Flyer Issue



*Michelle's  
Dad in his  
Army uniform*



*Marion  
Richard  
Robison  
745th MP  
Battalion  
Company A*



*Michelle HS yearbook picture*

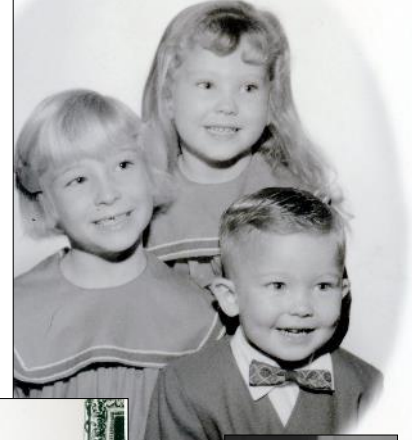


Later, she worked at an international aerospace tubing distributor that supplied military contractors, General Dynamics, Vought, Lockheed, and other smaller aircraft companies. Michelle prepared the QA test reports that accompanied the shipments. She still remembers watching in shock the Space Shuttle Challenger Disaster unfold live with her fellow co-workers.

One night, a friend invited Michelle to go with her to the Fort Worth Stock Show. Her friend wanted to meet some cowboys. What Michelle didn't know was she was going to meet a firefighter instead and one she'd be giving free haircuts to for the rest of her life.

Burney's family history dates back to the 1840s in Texas. His grandparents are from Ellis and Hill Counties. Burney's dad, Burl, was born in Fisk and raised in the town of Covington in Hill County. His mom, Gail, is from Hillsboro. After high school, Burl joined the Navy and served two years in the Philippines. He left the Navy and reenlisted in the Air Force and went full career. While based at Altus AFB in OK in 1962, Burl and Gail welcomed Burney to the family. He has two older sisters, Molly and Nona. His father's duties meant packing up and moving several times until Burney's kindergarten year when his dad was sent overseas at the height of the Vietnam War. The family settled in Burleson, TX and lived close to both sets of grandparents.

*Nona, Molly, and Burney (1965)*



Burl did a several tours in Thailand working on electrical systems in F-105 Thunderchiefs. After 20 years in the USAF, Burl retired and the family remained in Burleson where Burney attended high school. Burney played football, ran track, was in debate, and served as class president. He loved history and enjoyed talking to his dad's older brother who was a B-24 crew chief in WWII based in Libya and Italy with the 15<sup>th</sup> AF/451<sup>st</sup> BG/725<sup>th</sup> SQ. His uncle went on to work for General Dynamics in Fort Worth. Burney's grandfather was in an artillery unit in the Texas National Guard unit that became the 36<sup>th</sup> Infantry Division (The Arrowheads) and saw action overseas in WWI. Burney excelled in his studies and scored very high on the Armed Services Vocational Aptitude Battery (ASVAB) test, which caught the attention of recruiters. Although he was interested in serving in the Air Force, he recalls a Navy recruiter working hard to convince him his future was in nuclear submarines.



*Burney salute!*



It was 1980 and the world was generally at peace. He decided he wasn't sure if a military career was for him after all so he enrolled at South West Texas State in San Marcos, TX as a computer science major. While home for Christmas, a friend suggested he take a test with the Arlington Fire Department. 1,500 hopefuls took the test for 25 available slots. Burney's scores put him 3<sup>rd</sup> or 4<sup>th</sup> highest on the list. He dropped out of South West Texas State and became a firefighter, a career that would last him 40 years. (Burney later finished his degree in Fire Administration)



*Burney with the Arlington Fire Department (1983)*



*Burl in Thailand (1965)*

Burney and Michelle met at a bar during the Fort Worth Stock Show in January, 1984. He had been a fireman for three years. Michelle's family home in Arlington was about 100 ft. from Fire Station 6 where Burney was stationed. They dated on and off for four years joining other firefighters and couples for social functions, parties and trips.



*Burney and Michelle in Rusk, TX (1985)*



They traveled, went snow skiing and visited Texas historical sites like the the San Jacinto Memorial and the Alamo, and Harlingen for AirSho.

The dangers of Burney's job were brought home when he fell through the roof battling a house fire, dislocated his shoulder, and burned away much of his hair. A few years later he was injured again when he broke his elbow at a fire.



*Burney Baskett, Arlington FD (1997)*



*Engagement picture*



On June 19, 1988, he asked Michelle to marry him and they wed on September 23, 1988. Burney's great aunt's long time preacher presided over the ceremony and used his vestments (or stole) to literally "tie the knot" with their hands.

Just before they married, he bought 35 acres in Hill County between Osceola and Woodbury, as Burney said, "in the middle of nowhere" where they settled down. They raised cows, horses, and grew their own fruits and vegetables in a garden.

Two daughters were born, "Pilar" (31 years old) and "Connally" (29 years old). Pilar is the name of John Wayne's wife and the character in several Hemingway novels (Burney's favorite author). Connally was named after a former governor of Texas. They resisted family pleas to name a daughter "Easter."

Michelle went back to school to become a cosmetology instructor. This gave her the freedom to train others on a more flexible schedule so she could be with her daughters. Of all the dangers associated with firefighting, Burney's closest call came at home. He was hitting golf balls on his property when one of the balls ricocheted off a railroad tie and hit him in the eye socket. Michelle rushed him to the hospital and they were able to save his eye.

The Basketts took many family trips camping, skiing, river rafting, and a memorable trip to see their daughters perform with their high school band in Carnegie Hall. Pilar played trumpet and Connally played trombone. Pilar earned her Masters in Library Sciences and works at the University of North Texas.



*Burney, Michelle  
Pilar, Connally*



*New Mexico Ski Trip (1997)*





*Burney, Connally,  
Pilar, and Michelle*

*South Padre FD*



*Mother's Day gift for  
Michelle's Mom*



Connally attended Sam Houston State University and studied computer animation. With jobs scarce in this field, she became a veterinarian technician and loves working with animals. She does graphics on the side including work for Rocky and Alma.

Burney's interest in the CAF started when he and his dad went to see air shows in Harlingen in the 1970s. He earned his pilot's license while he was at the Arlington FD and became part owner of a Piper Cherokee, which he later bought outright. After 25 years in Arlington, Burney took a job as chief with the South Padre Island, TX FD. He moved the family and airplane to the south Texas coast.

Michelle returned to college at TSTC-Harlingen where she completed an AAS in Health Information Technology. On one occasion she led a group of high schoolers on a campus tour including the aircraft technology program, which she found as fascinating as her visitors.

By this time, the CAF had moved to Midland but some of the founders remained in the Brownsville, TX Rio Grand Valley wing. Burney and Michelle both got involved and volunteered at the Air Fiesta show. But, after eight years in South Padre, they decided to move to Rowlett, TX to be closer to parents who needed family nearby because of health issues. Burney took a job as an Assistant Fire Chief in Rowlett.

It didn't take long to discover the B-29 and B-24 were in Dallas, so they came to a Squadron meeting and joined up. After attending B-29 Ground School in 2015, Burney completed his training and toured with *FIFI* including the Canada trip in 2018. Michelle became involved with ride desk and both began working *Wings Over Dallas* and other CAF tour stops and events. When tours resumed in 2021, Burney and Michelle worked a leg of the Summer 2021 tour and particularly enjoyed the tour stops in Reading, PA and Niagara Falls, NY. The show and crowds were awesome.

They observed memorable moments in the Summer 2021 tour like the rapport B-24 pilot, Kathy Royer had with women who came out to stops. David Menno visited the aircraft to celebrate a special moment in his life and then joined up and is training to be a Scanner. Tour leaders and veterans like Jacques Robitaille and Stu Watkins, well-versed in the aircraft histories, deftly worked with the media and kept the crowds informed and educated. Michelle enjoyed working with Ride Desk Captain, Patti Robitaille and the opportunity to meet so many riders and warbird enthusiasts.



*Burney with FIFI  
Canada crew*



*Michelle taking  
a T-6 ride*



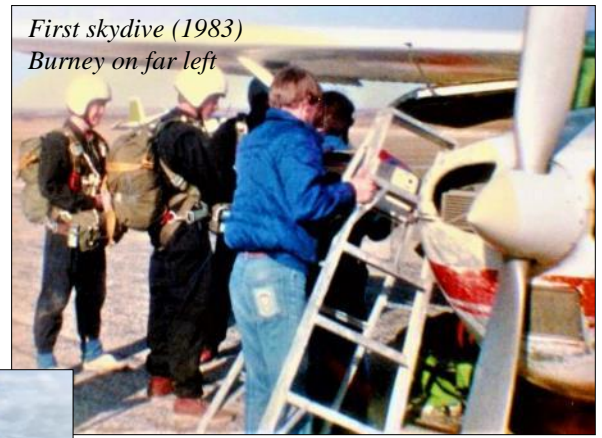
Burney started jumping out of planes in his early days as a firefighter. When he learned of the *Liberty Jump Team (LJT)*, he signed up in 2017. Fellow Squadron member Stu Watkins is also on LJT. He and Michelle were honored to join living history 101<sup>st</sup> Airborne reenactors in LJT for a trip to Normandy and the 75<sup>th</sup> anniversary of D-Day. During the 75<sup>th</sup> anniversary ceremonies, Burney made several jumps with LJT into the actual drop zones used on D-Day with Michelle waiting on the ground. Burney also had, as he calls it, “the great privilege” to make several jumps out of the CAF’s *That’s All Brother*.

They were struck by how gracious and friendly the French people were and their depth of knowledge about WWII, D-Day, and the liberation of Europe. Even the smallest towns and villages had memorials to the heroes of D-Day. Every village held celebrations tied to the anniversary and they learned these are annual events. It is still hard for them to put into words how proud they felt representing America and our allies who bravely came from the air and sea to defeat the Germany and free France.

Like many of us, the Basketts also feel the people make the CAF experience special. They enjoy sharing the history of the aircraft and lessons of WWII with the fan base that follow the aircraft and see us at tour stops. Michelle knows she is often the first to meet and last to see visitors at the Ride Desk so customer service skills are essential to the role she maintains working with riders and the public on tour.

Best of all, they get to do it together. The CAF offers them a way to spend time together doing something fun, exciting, and meaningful. Burney and Michelle, thank you for your time and generosity as Squadron volunteers.

*Editors’s Note:* It shouldn’t be a surprise that Burney’s interest in WWII history is equal to his interest in Texas history. Late February/early March marks the anniversary of the Battle of the Alamo in 1836. Burney is currently posting factoids/art about the battle on social media. He is also a gifted scale modeler, which has connected us via the **Squadron Modeling Club**. I was blown away by a model he just finished of *That’s All Brother* depicting the *Liberty Jump Team* in action. He replicated a photo of he and other team members the moment they jumped. Take it from a lifelong modeler, there are some techniques in this build that are very creative including the props and simulated flight. Keep ‘em Modeling Burney!



First skydive (1983)  
Burney on far left



D-Day 75<sup>th</sup> Anniversary  
Normandy



Normandy 2019



Burney’s C-47 model *That’s All Brother*



Real shot and  
Model re-creation







## Book Review

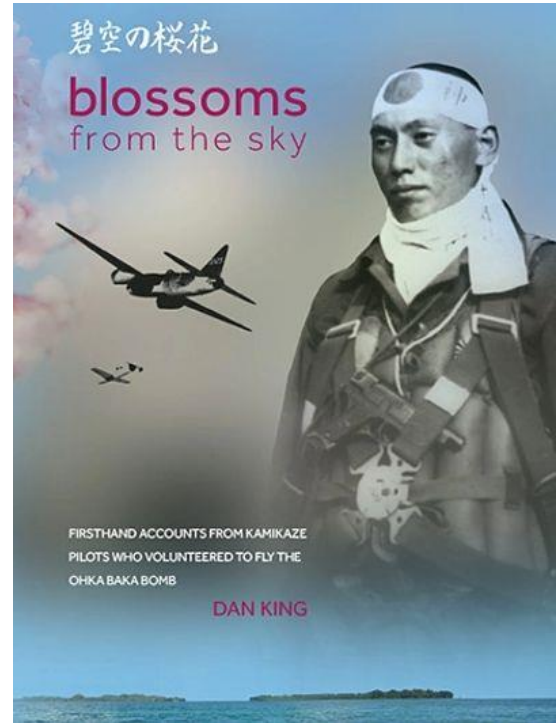
# **Blossoms in the Sky**

**by author Dan King**  
*Reviewed by Al Benzing*

### Blossoms from the Sky

*Firsthand accounts from Kamikaze pilot who volunteered to fly the Ohka Baka Bomb.* Copyright 2021, By Dan King

This is a remarkable book! An impressive amount of work was required to tell these pilots' individual stories in much detail. The final product is so valuable, because it's rare to find first party sources, and impressive because it organizes so much challenging material into an excellent historical documentary, with photos and design diagrams. Tracking specific pilots to specific flights and targets is a mind-boggling undertaking – I am glad Dan King made the immense efforts required.



A point to address up-front: Telling a story from the point of view of 'the enemy', especially when devastatingly savage behavior was commonplace, is a tough sell. Whether it is Pearl Harbor, the Bataan Death March, POW starvation and torture or Kamikazes, there is no reservoir of good will to be found. Yet, when a War ends, the reality of dealing with the aftermath begins. In the case of Germany and Japan, the US and Allies conducted War Crime Trials, then began moving on to rebuild the cities and societies.

My personal experience was to be stationed in Japan in 1971 – 25 years after the end of WWII – where I found the Japanese to be very friendly toward Americans. My initial feelings were confused, wondering how I 'should' react. How do you interact with those whose recent generation murdered American's and Allies? I took my cue from those before me – who set foot in Japan (or German) immediately after the War. The changes happened rapidly, especially in Japan, as the Korean War began in 1950. Soon, there was a need for American Bases in Japan to fight another enemy, which accelerated the normalization of American/Japanese relations. In the 1990's I was again in Japan, as an Airline Pilot. The attitudes were a bit different, but still no obvious vestiges of the heinous behaviors during the war.

As in my reading of the books on (and by) Adolf Galland, the Luftwaffe General, I wanted to learn what their lives were like, what challenges they faced and their outlook on the war as it inevitably waned, then was totally lost for them.

In Blossoms from the Sky, it was interesting to read what the new Japanese recruits faced during their introduction into the Military. In spite of an abusive training culture and chaotic wartime disruptions, comradeship developed and the new pilots were ready to fight for their Emperor.

It is fundamental to know (if not understand) the mindset of the Kamikaze pilots. Military leaders played to their heritage of Samurai, with the resolve of Loyalty and Obedience even unto Death. Self-Sacrifice, and Death before Dishonor. This was enough to induce many to volunteer even when a new 'secret and dangerous mission' was presented, flying a dangerous weapon in to battle, with no hope of survival.

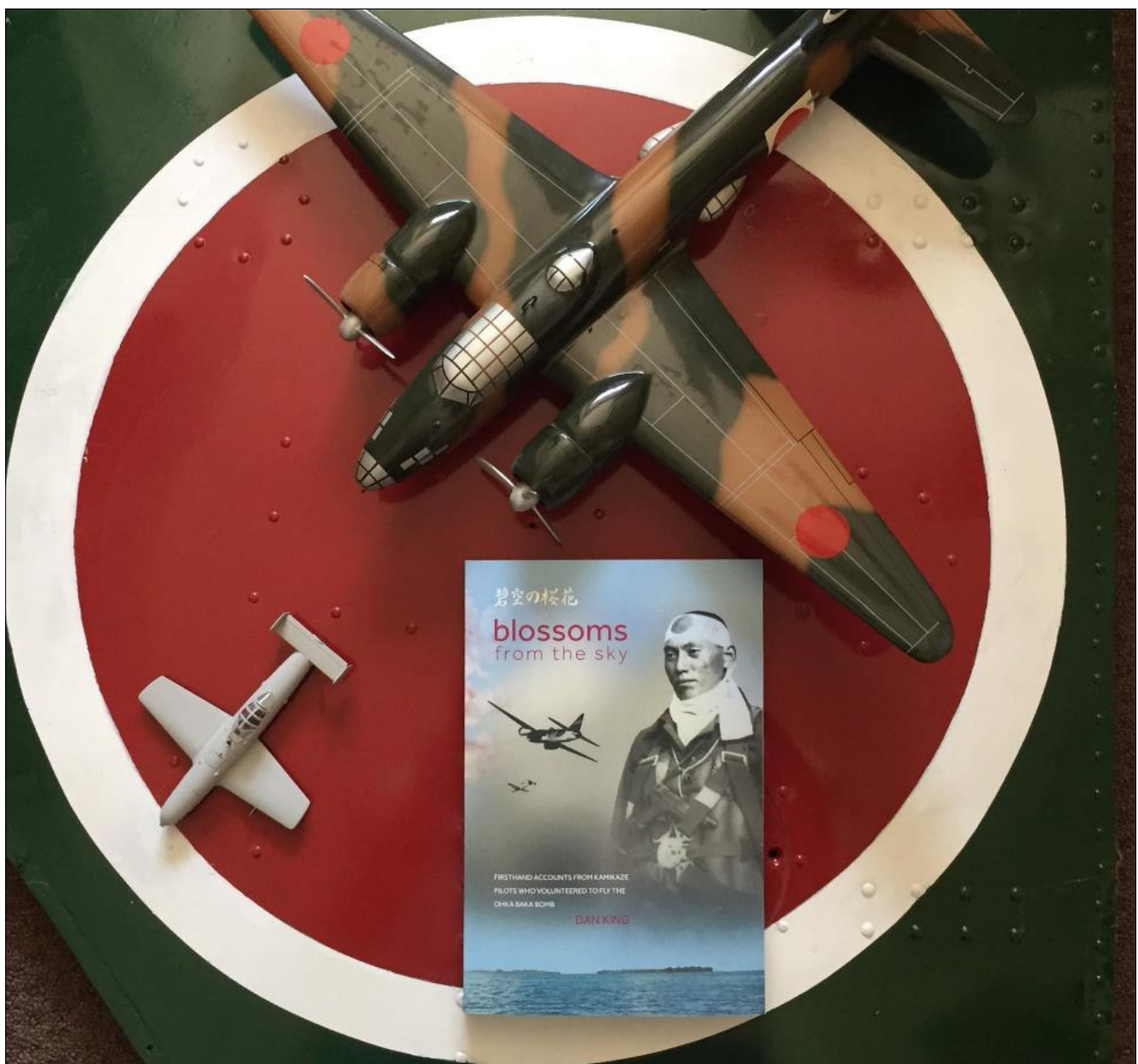
We usually think of Kamikaze in a simple, deadly manner – Suicide pilots deliberately crashing airplanes into US ships to kill as many Americans as possible. That was indeed their mission, but some were chosen to train and fly the Ohka Baka Bomb.



The Baku Rocket Bombs were a special and very deadly form of Kamikaze, due to their high rate of speed and massive explosive force. The other side of the coin was that the Ohka's required transport to very near the target slung under the belly of an overloaded twin engine 'Betty' bomber – and a crew very exposed to US fighters. This turned out to be a frustrating and dangerous project to develop and carry out.

This was late in the War, with US forces hurtling toward the Japanese mainland. B-29 missions were devastating airfields and manufacturing, bringing constant disruption to Kamikaze missions. In many cases, a trained and highly respected 'Baku' pilot was relegated to flying an obsolete Zero to his obliteration.

Due primarily to the chaos in Japan as the War finally ended, with dropping the Atomic bombs, some of the intended Kamikaze pilots never flew their mission of death. They have provided many stories within this story, which makes for an very interesting read. Any student of WWII in the Pacific will find this a fascinating book.







# Special Feature

## Group Captain Sir Douglas Bader

### The Man, the Model, the Pub, the Plane

*By Konley Kelley*

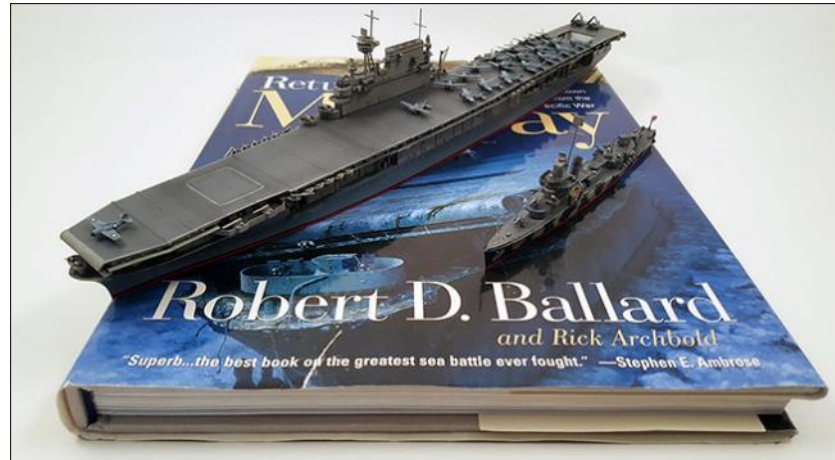


I'm always thinking about creative ways to display scale models. One of these ideas is simply called "Model and a Book." For example, I've put 1:700 scale models of the *USS Yorktown* and *USS Hammann* on a book about the Battle of Midway. The P-38F *Lightning Glacier Girl* used to sit on a book about her discovery under the ice in Greenland. Now she sits on a fake glacier I made from styrofoam. The *USS Arizona* and a Japanese Val sit atop a book about Pearl Harbor.

Now I am on a mission to put figures of WWII's greatest Aces and the aircraft they are associated with atop their autobiographies or books written about them by others aka biographies. I've put Pappy Boyington (F4U Corsair), Saburo Sakai (Zero), and Joe Foss (Wildcat) atop their autobiographies. I have a nice figure of Richard Bong and his P-38 *Lightning Marge* made but am looking for a good biography for the base. In the future, I will be adding Bud Anderson (P-51), Gabby Gabreski (P-47), Adolph Galland (ME-109) and Walter Nowotny (ME-262) to "Model and a Book."

I bought a great 1:48 figure kit of RAF Ace Group Captain Sir Douglas Bader and found a biography about him written by Robert Jackson. Local stores like Hobby Lobby and Hobby Town carry the inexpensive Revell 1:48 Spitfire model kit with decals for Douglas Bader. If you can't find it at one of these stores, it is easy to find for sale online.

I made the Bader figure and it turned out great. I then simultaneously made two of the Bader Spitfires. They went together great. One is for my collection, the other I made for Raul, a friend of my parents and neighbor in the little central California coastal town of Cambria.



*Dr. Robert Ballard's book about Midway and discovery of the wreckage of the USS Yorktown*



*David Hayes' book about the Lost Squadron and Glacier Girl discovery*



*Glacier Girl with fake glacier*



*Pappy's autobiography (1958)*



*Sakai's autobiography (1957)*



*1:48 Bader figure by Legend Productions*



*Bader on a Book*

*Why Raul?*



Several years ago I was home visiting and my dad took me to Raul's house. Raul lived in London for many years before retiring on the California coast. He decided to bring a little bit of London back with him. Raul built a replica English Pub in his house.

I had a pint or two of Guinness in Raul's pub and admired all the furnishings, artwork, fun decor, and cool knick-knacks. What a cool idea. After you see more of these pictures at the end of the article I can just imagine some of you drawing up plans and heading to Home Depot.

Sometime later I was visiting with my friends, Roy and Irene Grinnell. Roy is the Official Artist of the *American Fighter Aces Association* and generally known as the "Artist of the Aces." His work is in museums and collections worldwide including the our new CAF museum now open in Dallas, Texas. I had the honor of knowing Roy for many years before he passed away in September, 2019. Squadron member Gene Dickinson and I keep in touch with his wife Irene. She is keeping his artistry and legacy alive. You can see Roy's extensive portfolio at [www.roygrinnell.com](http://www.roygrinnell.com) Consider buying a print from Irene. As she loves to say, "Aviation art doesn't have to match your sofa."

When I visited with Roy and Irene several years ago and showed them a few shots in my phone of Raul's pub, they were both so impressed. They wanted to do something special for Raul and mailed some of Roy's best *Battle of Britain* art to him complete with full details on history of the artwork. As a well-known artist, Roy had the distinct honor to interview many of the Aces he painted and collaborated with them about the scene and moment in time to depict. He had to get it exactly right down to the finest detail.

Joe Foss, for example, told Roy to remove the gunsight from his Wildcat. Foss didn't use a gunsight. He told Roy when the enemy aircraft filled his forward canopy view, he fired.

When the tube of art arrived in CA, my parents took it to Raul. He was floored by the artwork and generosity of the Grinnells.

My dad told me the one thing Raul's pub was missing was a Spitfire model. He knew his modeling-nerd son could deliver on that. So, he sent me the Revell kit not knowing I already had a model kit AND made a model of Bader's Spitfire a long time ago. What can I say? I like Spitfires.

With Covid-19 restrictions lifting, we planned a trip to CA for Christmas in 2021. I needed a scale modeling project to occupy my time so I decided to build two new Spitfires and personally deliver one to Raul.



Raul in his pub several years ago (more pictures at the end of the article)



*Achtung Spitfire!* By Roy Grinnell



*The Struggle Begins,* By Roy Grinnell



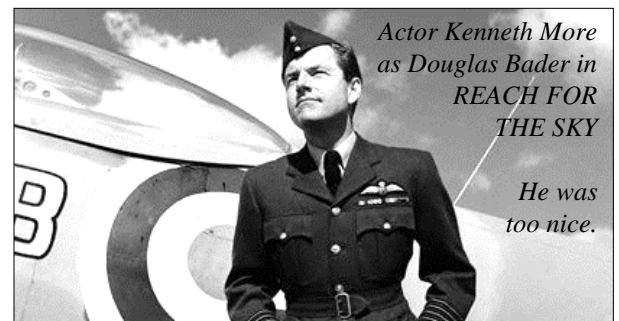
I've written articles about numerous WWII Aces in past Flyers. Why not write a feature article about Douglas Bader? So I read his autobiography and watched a few documentaries. It was here I made a major discovery. I've been pronouncing his name BADE-r for ages. His name is pronounced BAD-er...like Bad Dog. Now I know!

I also learned of a biographical film about Douglas Bader called REACH FOR THE SKY (1956) based on the book by WWII Australian fighter pilot and POW, Paul Brickhill. Brickhill also wrote the books, The Great Escape and Dam Busters.

REACH FOR THE SKY stars one of my favorite English actors, Kenneth More. More starred in my #1 war film, SINK THE BISMARCK (1960). This film is free to watch on YouTube. I also found REACH FOR THE SKY free on YouTube but the quality is not as good. I found it for \$3.99 on Prime and invited a friend over for dinner and a WWII movie. REACH FOR THE SKY is a great film. I love reading IMDB facts about movies and Bader was a consultant for the film. In the end, he didn't like it claiming it didn't match his personality. Bader was known for using a lot of "colorful" language and that just wasn't possible in a film in the 1950s. I found a very funny editorial piece about Douglas Bader that highlights this bad habit of his and assume there might be some truth to this story. Pardon me if you find this offensive. The bad words are bleeped out ☺



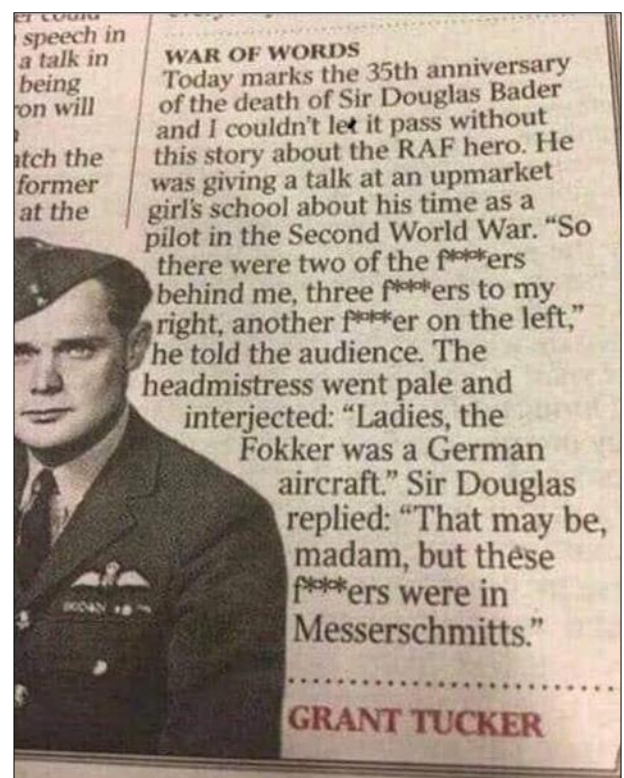
So here I am making my Bader Spitfire models, I've read the biography, and watched REACH FOR THE SKY. Then, the December 2021 CAF Dispatch comes out with stories about WWII heroes including an excellent article by author Anne Constantin Birge about Captain Sir Douglas Steurt Bader! And, it is really good! Her article references his ties to the CAF, which were forged when the CAF provided planes and pilots for the shooting of the film THE BATTLE OF BRITAIN (1969). Bader was made an honorary member of the CAF and the Douglas Bader CAF wing was formed which lasted for several years before dying out. As of 2020, there is now a new CAF UK Wing.



CAF Dispatch December 2021 issue (page 14)  
[http://viewer.zmags.com/publication/5ee99a6d?mc\\_cid=59233ecaf6&mc\\_id=86f96cd98a#/5ee99a6d/1](http://viewer.zmags.com/publication/5ee99a6d?mc_cid=59233ecaf6&mc_id=86f96cd98a#/5ee99a6d/1)

There is also an article in the December 2021 CAF Dispatch issue about Joe Foss by Ms. Birge, but I can claim mine came out first in The Flyer ☺ My Joe Foss article is in the Oct/Nov 2018 Flyer if you are interested. Coincidentally, Roy Grinnell painted the cover for the first printing of Joe Foss' autobiography.

So there is not much more I can say about Douglas Bader than can be found in Anne's terrific article in the December 2021 CAF Dispatch, various books written about him, the movie REACH FOR THE SKY, the internet, and scale model box tops. If you didn't get your copy of the Dispatch, a brief bio on the legendary RAF Ace Douglas Bader follows on the next page.





## A very brief bio of Douglas Bader.

In 1931, Douglas Bader lost both of his legs after crashing while doing low-flying aerobatics. One leg was amputated just above the knee and the other just below. He was told he would never fly again. When war broke out with Germany he successfully lobbied to rejoin the RAF wearing prosthetic legs and in two years was Squadron leader. He is credited with 22 aerial victories in Hurricanes and Spitfires. He inspired his men and an entire nation during the Battle of Britain. He was allowed to put his initials "D B" on his aircraft. In 1941, he was shot down over France and captured. Germany's Fighter-General, Adolph Galland asked to meet with him and, because he lost a prosthetic leg bailing out, German authorities agreed to give safe passage to a British plane to drop a new leg over Bader's POW camp. After getting fitted with his new leg, he made multiple escape attempts resulting in him being transferred to Colditz Castle, where he had no chance of escape. After the war, he had a successful career with Shell Oil, continued flying, and became an exceptional golfer with a 6 handicap. In recognition of his years of advocacy for people with disabilities, he was knighted Sir Douglas Robert Stuart Baker in 1976 for his "service to the disabled." Adolph Galland remained friends with Bader for 40 years. Douglas Bader died in 1982.



*Bader at Colditz Castle top and right  
and walking with General Adolph Galland below*



© Getty Images

*Bader and Lady  
Bader with his  
Knight Bachelor  
medal after  
knighthood.*



*Flying for  
Shell Oil  
and on the  
golf course*



But what about Raul? I finished the Spitfire for Raul before our trip. I left a few parts unglued that would have snapped off if packed in my suitcase. The model made it to Cambria, CA like a champ. I glued on the remaining parts and my parents contacted Raul. He is 90 years old and understandably very concerned about Covid-19. We couldn't have a drink together in his pub on this trip. I met him in his driveway and presented him with the model. He and his wife took pictures of the model in Raul's pub. It looks great with Raul's décor and Roy's art on display.



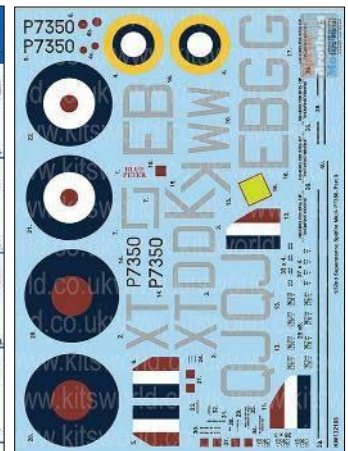
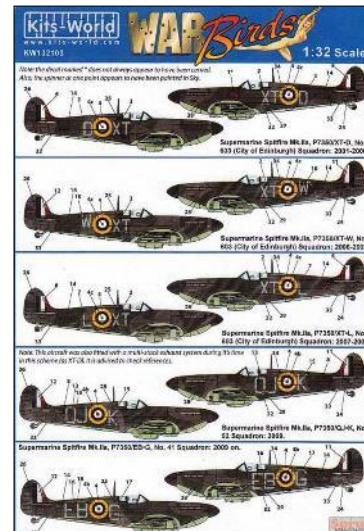
**P.S.** When I got home from CA, I spotted a Revell 1:32 Spitfire model kit in my stash. I still had my Spitfire paint out, so I made an even bigger Spitfire. The kit was old and the decals were crap, so the internet to the rescue. An outfit called Kits-World makes decals for Spitfire kits this size including Spitfire Mk.IIa. P7350.



P7350 is the oldest airworthy Spitfire and a Battle of Britain veteran. As you can see in the decal set, she has changed markings many times in accordance with film projects and special flights to honor surviving RAF aces. It is hard to believe she was almost scrapped after being shot down in October 1940. I found four minutes of her flying not too long ago on YouTube. Enlarge your screen and crank it up. Spitfire MKII P7350 QJ-K in the air is the best thing you'll see all day.

<https://youtu.be/geQJHwgU9LY?t=2>

Today P7350 is operated by the RAF Battle of Britain Memorial flight and kept at RAF Coningsby in Lincolnshire.



P7350. Lotsa choices.





# Feature Story

## Major Clyde Rees

### F-13/B-29 *Double Exposure*

#### 3<sup>rd</sup> PRS 313 BG

*By Clayton Rees*



It's easy to see history for what it is today, between YouTube and videogames, we find ourselves rewriting a forgotten past and the men and women who were the legacy of WWII.

It is our place to remember those people and the sacrifice they made to end the heartache war brings to each person who suffered through love and loss.

This story is about the F-13/B-29 *Double Exposure* and three missions I know very well.

My uncle was Clyde Kendall Rees from Bedford Co, Flat Creek, in Southern Tennessee. As most were struggling with the effects of the depression, his family had a farm and was able to provide for themselves when so many could not. His life in the military started thanks to his knowledge of engines and an assignment with the Mighty 8th AF. Clyde's service started on July 5th, 1940 at Maxwell field. From there, he was sent to Gunter Field and on to Chanute Field where he became an instructor.

This assignment kept him out of the European conflict. When the war in the Pacific started with the bombing of Pearl Harbor, he remained an instructor until the introduction of a new, long range heavy load bomber.

He was assigned to the 20th AF and under the command of General Curtis Lemay and General Hap Arnold, where he learned the process and instruction of its new aircraft, the B-29 Superfortress.

From there, he was assigned to the 2nd group and went to 3rd recon school where his skills as a photographer led him to his role on the aircraft known as *Double Exposure* 42-24877. Clyde joked saying, "I didn't see how it would fly with so many holes in the fuselage!" He and several others were flown by C-54s to meet the plane. He said when flew over the Golden Gate Bridge, they knew the aircraft and crew may not make it back.

Three things he discussed with me were: 1) The lack of power in the introductory engines, killing Eddie Allen, one of Boeing's most famous test pilots. As many as 22 engine design changes were made because of this problem. 2) Problems with lift and dynamic stability without flaps extended under load. 3) The effects the jet stream had on the drift or aero push. When B-29s were caught in the jet stream, several were forced to ditch due to fuel exhaustion. The airstrip on Iwo Jima played a major role in saving many men and aircraft.

Major General Curtis Lemay addressed these issues and the proper changes were made. In the 1949 edition of [Air Transportation](#), (First Print), pages 40- 58 he addressed the problems and recommended guidelines for safe air travel and the jet stream issue.

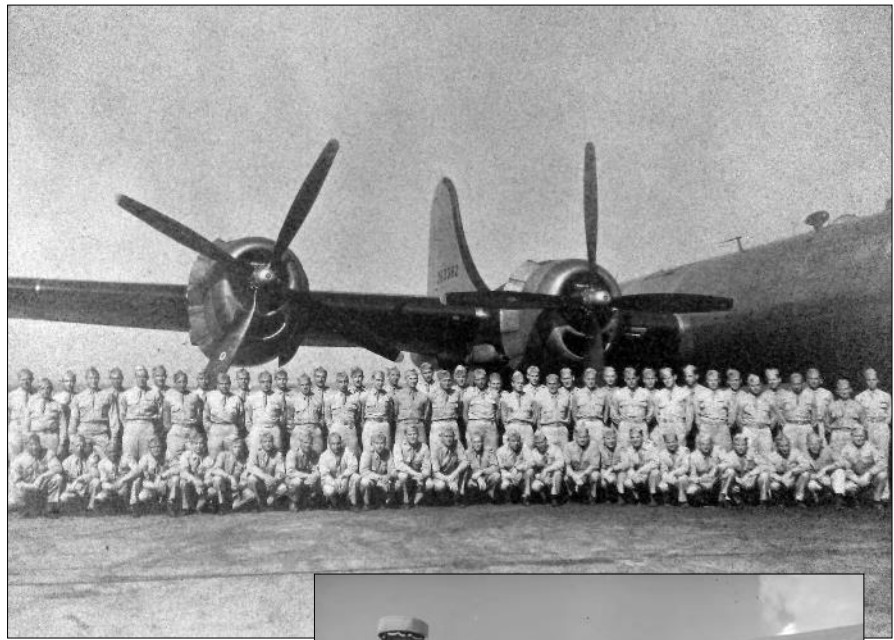


*Clyde Rees FE and photographer aboard Double Exposure*





Clyde was with the 20th Air Force, 313 BG, 3rd-prs. He was an engineer and photographer on the aircraft known as *Double Exposure*. He was very proud to serve with the 313th bomber group and 3rd photo recon. They logged 20 photo missions and took ground fire twice. Their aircraft was one specially modified with camera doors running the length and belly of the aircraft. As you know, the Hiroshima and Nagasaki missions were flown by a very select group of men and machines. They were based on Guam, North Field, Tinian, and Saipan. There was a first B-29 named *Double Exposure* 42-93855 with the 1st Photo Recon SQ. The pilot, Nunzio Lazzaro and Clyde talked often. You can find this B-29s history in the SWICK crash reports.



3rd Photo Recon graduation

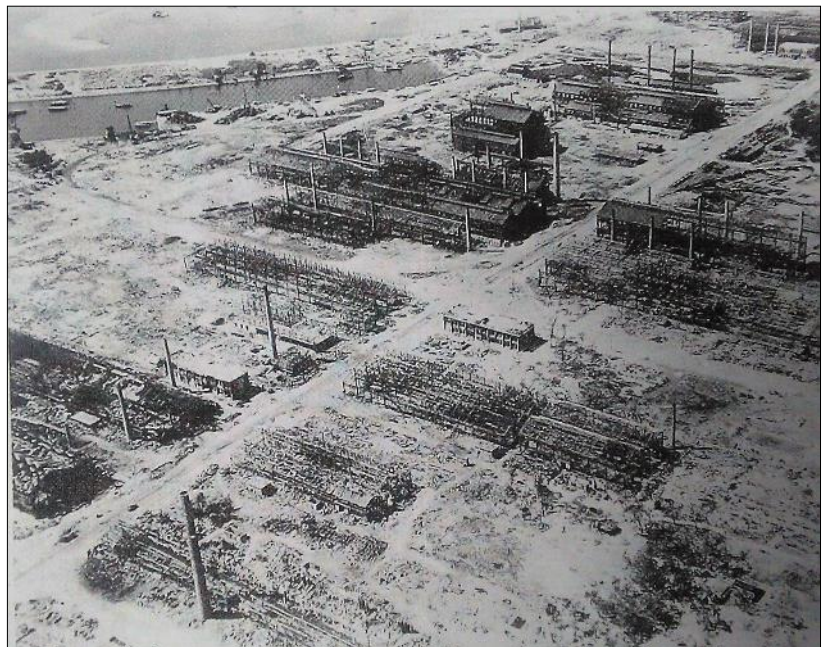
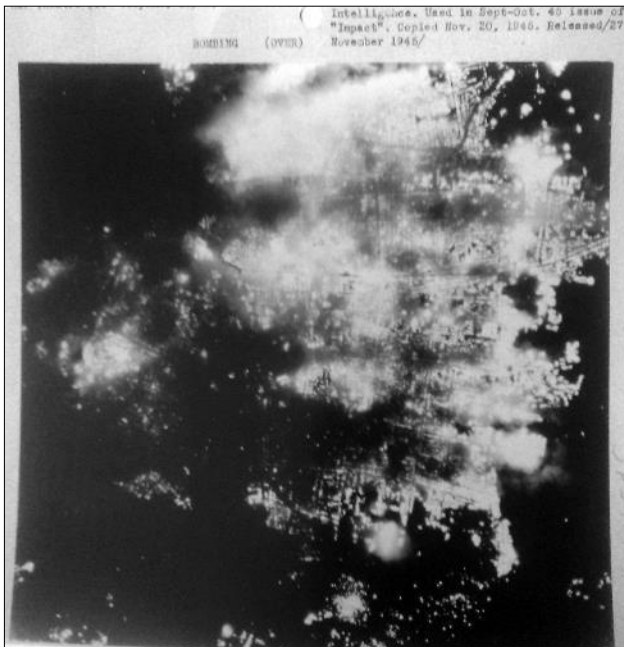
Early into their missions, they learned a lone B-29 did not pose a threat to Japan. Most of their missions were solo operations. My uncle told me they never saw a Zero but knew they were out there. His B-29 did have engine trouble and once accomplished a photo mission on only three engines.

Along with the atomic missions conducted by the 509th and 3rd PRS known as *Operation Silverplate*, he also flew the photograph missions for the 313th along with the 314th which included the docks, fuel yard, steel mill, aircraft factories and the Imperial Palace Tokyo firebombing - both pre and post photograph missions.

One thing he told me was even though they were in non-combat roles, there were missions which he didn't think he'd return. One of these was with the 313th BG and 314th BG and the first major firebombing mission known as *Operation Meetinghouse*.



Devastation from Tokyo firebombing



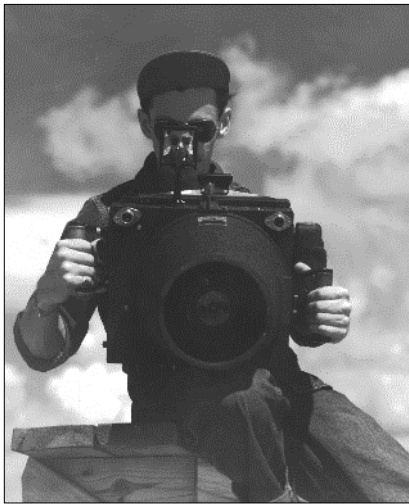


On March 9th, aircraft from the 313th and 314th loaded with HE headed for Tokyo. As they flew into the thermal updrafts caused by the intense fire and heat, it lifted the aircraft up and, upon exit of the thermal, the aircraft fell an estimated 300-500 ft.

Needless to say, it affected the cameras and caused damage to the instruments in several aircraft. In his letter home, Clyde remarked “someone dropped a match on Tokyo!”

This was confirmed by the navigator Lew Parry with the (Lucas Crew/ K-42) 314th BG. Their aircraft was in the pathfinder/ bombing role. Lew said a kamikaze aircraft aimed for their B-29, missing it and ramming the third aircraft on the Osaka mission. The wounded B-29 spun in and the crew was KIA.

*Double Exposure* moved to Saipan when the island was secure. Clyde told me he felt safer in the sky than on the ground.



After action reports – bombing assessments

Until my Uncle’s death, he still had issues with vehicle back fire or fire crackers that reminded him of .50 cal guns. When I flew with him, it was evident he had touched the Face of God finding his peace in the sky.

They were escorted by F4U Corsairs on day missions and P-61 Black Widows at night. They would be in the pattern trying to land and the Seabees, “The Can Do Boys,” would be out repairing the runway from a Japanese bombing raid.



F4U Corsairs on Iwo Jima



P-61 Black Widow

	Date	Target	Altitude	Bomb Ton- age	Our A/C Lost	En-emy A/C Lost	Results:
41	5-16-17	South Nagoya	9,240 to 10,200	319	0	0	Night incendiary strike with 35 A/C on the target bombing by radar. No strike photos available but many large fires were observed in vital target area. Approximately 92 searchlights were encountered in the vicinity of Nagoya. No escort.
42	5-19	Hancomatsu	13,370 to 24,900	126.5	0	0	Twenty-two A/C bombed target by radar. Results unobserved. Photos record only clouds. P-51 escort lasted for 10 minutes due to weather.
43	5-23-24	South Tokyo	11,300 to 11,900	276.4	0	0	No Photos taken but crews on 35 A/C over target observed many large fires and heavy smoke in target area. Seven fighter attacks with six A/C battle damaged. Many S/L and automatic weapons fire encountered. No escort.
44	5-25-26	Palace area Tokyo	10,400 to 11,900	232.75	1	0	Night incendiary raid with 30 A/C on target. Bombs saturated target area. Glow from fires observed 230 miles from Tokyo. Strike photos show many large fires converging into one huge conflagration. Many S/L and automatic weapons. No fighter attacks. No escort.
45	5-29	Yokohama urban area.	18,500 to 20,400	194.4	0	1 Dam.	Strike photos show many fires and large volume of smoke. Damage assessment gives 6.9 square miles target destroyed. Twelve of the 34 A/C over the target received battle damage from flak and five fighter attacks. No escort.
46	6-1	Osaka urban area.	19,300 to 19,800	192.65	2	1 Des. 2 Dam.	Thirty-two A/C on target destroying 3.43 square miles in vital area with smoke arising to 17,000 feet from dock area. Twenty-two fighter attacks and flak resulted in 16 casualties and one damaged A/C. No escort.
47	6-5	Kobe urban area.	14,500 to 16,500	199.4	0	7 Des. 5 Prob. 4 Dam.	Hundreds of fires started destroying 4.3 square miles of city. Thirty-one A/C over the target received 33 fighter attacks and heavy flak resulting in battle damage to 22 of our A/C. No escort.
48	6-7	Osaka urban area.	20,400 to 21,980	154.35	0	0	P-51's escorted 24 A/C over target on radar run. 10/10 cloud coverage but photos taken later show 3.4 square miles target area destroyed. No attacks.
49	6-10	Hitachi Engineering Works.	19,600 to 20,100	203	0	0	All bombs hit in the target which was borne out by strike photos showing an unusually good bomb pattern. Over 50% destruction estimated. P-51's escorted 29 A/C on this mission. Two half-hearted fighter attacks.
50	6-15	Osaka-Amagasaki	16,300 to 24,500	282.5	0	0	Unusually rough weather forced 36 A/C to bomb by radar through 10/10 cloud coverage, laying waste to 2.71 square miles in target area. No fighter attacks and very little flak. No escort.



The B-29s on the ground with *Double Exposure* were *Tokyo Rose*, *Under Exposed*, *Snooping Kid*, *Dark Slide* and *Joltin Josie*. In addition to these B-29s, there others with the 509th composite group including *Top Secret*, *Strange Cargo*, *Bockscar*, *Straight Flush*, *Next Objective*, *The Great Artiste* and *Enola Gay*. A total of 15 aircraft with the 509th and 2-3 PRS aircraft were there.

They were an extremely elite group of aviators. The P-61s that escorted their group were named, *Sleepy Time Gal*, *The Virgin Widow*, *Nighty Mission*, *Moon Happy* and *Hussy*.

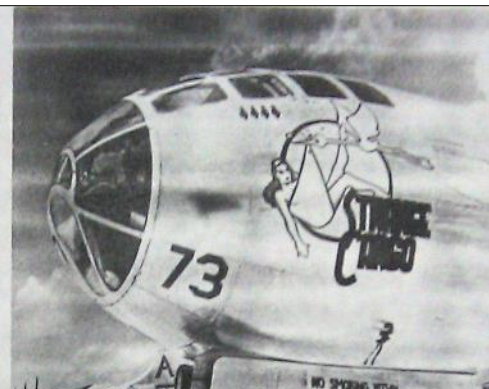
*Straight Flush*, *Enola Gay* and *Double Exposure* were used in the Hiroshima and Nagasaki missions. I am honored to still be in contact with the families of the crews who flew these aircraft. One contact is with a member of the 73rd. He and his crew installed the cameras and bomb sites on the B-29s.

It was a lottery that determined the photo recon aircraft to fly the Hiroshima mission. Due to engine problems on the first recon aircraft, *Double Exposure* took its place. Now you know how their aircraft flew this mission.

Clyde had a full crew but the photo navigator was sent to a different aircraft. This meant the photographer became the photo navigator. The position of the FE station allowed pilot Thomas Kendell to take over and Clyde started the cameras. He was told to "start taking pictures and don't stop" as they approached the city of Hiroshima. Over the target, their altitude was 31,000 ft. Clyde said the smoke from the blast was as high as 38,000 ft. They were given direct orders to fly a 10 mile radius.



The noses of six 509th B-29s are shown on this page beginning with "72", TOP SECRET, 44-27302.



Aircraft "73" was STRANGE CARGO, 44-27300. Note "72" in background with "A" on vertical tail.



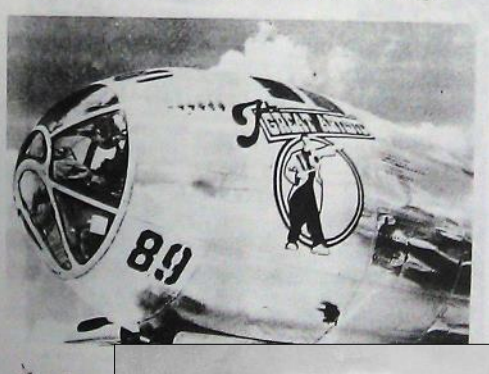
Aircraft "77", BOCKSCAR, 44-27297, was the Superfort that dropped second atomic bomb, on Nagasaki.



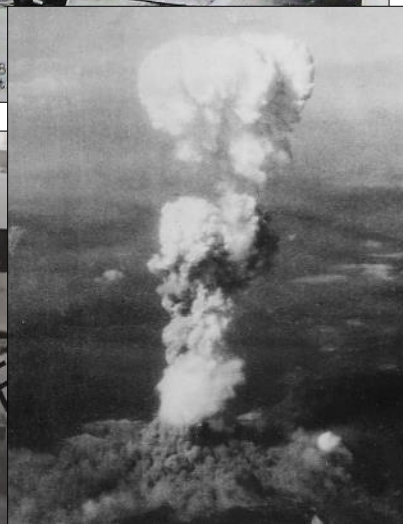
With six missions to its credit, aircraft "85" carried the name STRAIGHT FLUSH. Serial was 44-27301.



NEXT OBJECTIVE was aircraft "86" 44-27299. Tail in background is that of aircraft "73".



Aircraft "89" photos on t



Hiroshima mushroom cloud



As you know, *Double Exposure* was the 7<sup>th</sup> B-29 in line. After the mission, passing over the coast of Japan, he told me the Guppies, Dumbos, Super Dumbos, rescue ships and submarines were there waiting along with fighter escort.

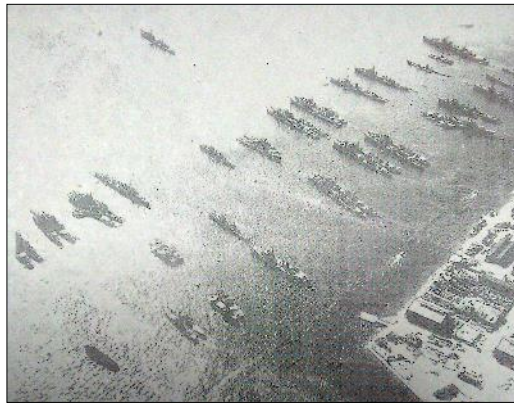
After landing, military police surrounded them and they were not allowed to exit the aircraft. Clyde thought “I had no idea what we had done” as they stayed aboard the plane as ordered. He asked Kendell if he was in trouble and he had no idea. He said *Double Exposure* was separated from the other aircraft and men in suits arrived holding boxes as they examined the plane. His uncle said the boxes were clicking like crazy. It turns out the men were scientists from Dr. Oppenheimer’s group. When they determined the aircraft was safe, the cameras and film were offloaded and sent to a photo processing station. Clyde’s crew was ordered not to talk to anyone and each of them was debriefed. They stayed with the aircraft while the ground crew serviced it.

Not knowing what Japan would do next, a second mission was planned. Six aircraft flew the Nagasaki mission. *Double Exposure* was to stay with the second group due to the success of the first mission. As you know, *Bockscar* became the second B-29 to drop an atomic bomb. Not until they completed the Nagasaki mission did they learn the immense explosions were from atomic bombs dropped on these cities. Almost all of the information and photos are still classified from those missions.

Clyde had a color camera on board and that film was also taken. He was able to get the only known color photo of *Double Exposure* along with one color photo of the Tokyo firebombing. Some of the sophisticated cameras on board were over five feet tall.

For *Operation Crossroads*, the nuclear weapon tests conducted at Bikini Atoll in 1946, some the B-29s used were F-13s with the 509th, and there is a photograph of the F-13s and the cameras used in those test.

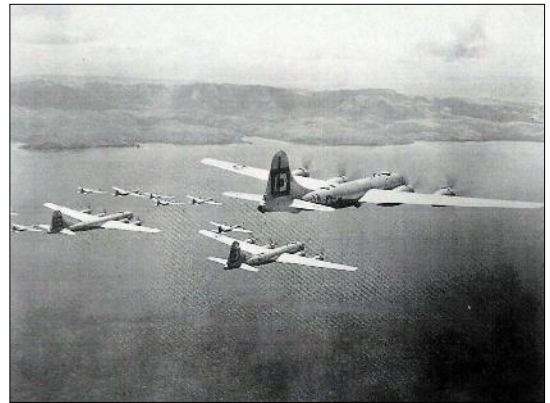
*Double Exposure* flew in the Show of Force flyover on VJ Day, but due to two sick crew members on a different 3<sup>rd</sup> PRS aircraft, one being the FE, Clyde was asked to fly in a different recon aircraft. “It was the biggest thing I ever saw.” Clyde said when they flew over the *USS Missouri*.



He was moved to a newsreel aircraft and, during the flyover, the cameraman nearly fell out the door. If it weren’t for two fast-acting crew being there, Clyde said it would have been a bad day for him. After flying over the harbor, they buzzed the *Imperial Palace* and landed.



*Show of Force flyover 9/2/45*



*Imperial Palace*

When they stopped in Iwo Jima to top off their fuel, someone told Clyde over 1,000 battle-weary aircraft were being left on the islands. Realizing what they had been through, they were overcome with emotion. They finally were going home! He fondly remembers his trip back and flying over the US coastline.



Later in life, one of his proudest moments was flying with *FIFI*. No, not aboard her, but beside her taking aerial photographs. We have those photos. He has visited three of the old friends he flew with that are now in museums, *Enola Gay*, *Bockscar*, and *Straight Flush*.

Another of his favorite moments was going to Cordele, GA and spending time with the F-13/B-29 on display. Little did I know both my uncle and I would be able to get in that aircraft. The memories of *FIFI* and the B-29 in Cordele are reasons why I have found myself pursuing history and the quest to preserve the aircraft there. It is a rare one! It has both battle and weather recon history. Footage of this aircraft was found by a researcher with Warner-Robbins in footage from Critical Past

I now know after a long battle to get it saved, people started to listen. I am so thankful that Warner-Robbins and Mr. Arthur Sullivan and staff stepped up. It is a pretty cool achievement.



F-13/B-29 in Cordele, GA

My uncle loved aviation and flew whenever he could. I absolutely cherish the time I spent with him flying. He was so proud of his Cessna 150. He would faithfully maintain it and pull the wings off for annual inspection time and pulled it home. Recently, while I was at Bomar Field in Shelbyville, I saw his old airplane being worked on by Mac Air. It was a chance meeting that brought back so many great memories. When we flew, my uncle taught me so many things about engines and airframes that are so useful for an era slowly fading way.



Uncle Clyde and his Cessna 150

Once a month, "The Bomber Boys" would meet at the airport in Shelbyville, TN. I grew up with Curtis Lemay's pilot, a man who flew for the Mighty 8<sup>th</sup> AF and then flew C-47s in the Pacific. Some of the group came over with Wernher von Braun and the rocket program. Today, several of those systems came from Peenemunde. The group included a pilot who in WWII coordinated crews whose mission was to find downed Japanese aircraft. They would take the aircraft wreckage to Hanger 6 in Australia, and study them for technology that might benefit the allies in WWII.

So many veterans are here who were on the ground and sea, including the Bomar family for which the airfield still carries their name. Many relocated here during the build-up at Arnold Center AFB William Northern field here in Tullahoma, home of Tullahoma Aviation and the *Beechcraft Heritage Museum*. The War Hangar was recently restored. It was used by the USAAC for B-24 training. Others here are family members of photographers aboard the *USS Missouri* and air war on Port Moresby, PNG.

Of all the History I have found, it was a single photograph that has taken me on an incredible journey and the discoveries along the way. Currently, I have been in the archives at Tennessee Tech where recently (19 months ago) I was able to locate the documented aviation history of WWII. It is a massive case. To this date (6 years) I have self-funded and kept all my research quite. Now, I am reaching out to you for help. Sometimes I wonder if a B-29 would be cheaper!



The collections I have obtained have only been seen by Dr. Harry Friedman with the *Memphis Belle Foundation* and a Mighty 8th Board Member. As of today, I have obtained the entire library of the RAF/ 8th AF in Europe. There is so much more to be gotten but I need support from you.

**Research, Preservation and Restoration** is absolutely the key. I have one restoration project near to my heart, a Douglas DC-3 and an upcoming event for the *Vanderbilt Lifelight Dedication*. This is in honor of a dear friend, Mr. Roy "Airplane" Smith. It is going to be good!

I have reached out to your colleague, Konley Kelley in the CAF B-29/B-24 Squadron for help to get this to the next level. I am ready to support the CAF in its role to uncover rare collections like this and save a vanishing piece of history. I do have a game plan and hopefully it can happen. By the way, Tullahoma runway 6-24 is 5,500 ft. So, if any of you are in the area and you think you might have rudder flutter, stop in.

Help me keep my uncle's legacy alive along with so many now no longer with us. So many men and women gave the ultimate sacrifice so we can be free. By helping me, their memory won't die.

May God Bless the CAF and what it represents, each of you who suit up, boot up, and gear up, on the ground, air and oceans, and May God Bless this Great Country, The United States of America.

Respectfully,

Clayton "Reesmore" Rees  
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# Editor's Corner

76 covers

Thank you Leslie  
Garvis for the design

## My last Flyer as Editor

This is my last issue of The Flyer in the editor's chair. After 76 issues, it is time to hang-up my keyboard and let someone with fresh ideas take over. My good friend and Squadron member, Ross Martin is the new Flyer editor. He is smart, creative, and very digital-savvy. I will keep writing and chasing down stories for The Flyer and The Dispatch.

As the Squadron Education Officer, I also hope to devote more time on projects to connect to warbird enthusiast and young people. This is an area we could always use your help. Please contact me using the info below and let's talk.

As a Squadron members, I encourage you to look at the Flyers stored in the archive on our website. There are issues back to 2008 around the time *FIFI* had her engine upgrades and began flying again. You'll see Officer Reports documenting these efforts and extraordinary work of our volunteers to get *FIFI* flying and launch the **AirPower History Tour**. I hope to get with Neils and CAF HQ to locate more Flyers going back several decades so we can scan and upload them to the archive on our website. The Flyer is the story of our Squadron.

So do I have a favorite story? Prior to the Spring 2014 tour, a HAM radio was installed in *FIFI* (KM4RC call sign). One of our members, Mike Schmidt or Don Kirby, connected with Don Horsfall Heywood in Florida. Don's father, Lt. Don Horsfall, was a B-29 pilot/AC in WWII. Lt. Horsfall was tragically killed on his 5<sup>th</sup> mission. The article has a link to newsreel footage that briefly shows Lt. Horsfall and his crew meeting General Hap Arnold in Washington D.C. prior to flying their B-29 to a new base in Saipan. In a second video link, Don's son found raw footage of this meeting including audio. It is the only time he has heard his father's voice as Lt. Horsfall proudly introduces his crew to the General. I get choked up every time I read this story and watch the videos. Link below.

### July 2014 Flyer

[https://www.cafb29b24.org/files/ugd/65f239\\_178baa57688746e29e50648d2654f0e1.pdf](https://www.cafb29b24.org/files/ugd/65f239_178baa57688746e29e50648d2654f0e1.pdf)

This B-29 crew is a potent reminder of why we do what we do. Lest we forget.  
Thank you for the privilege of being caretaker for The Flyer for the last 10 years.

## 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!"

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*Photo by Troy Molko*



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