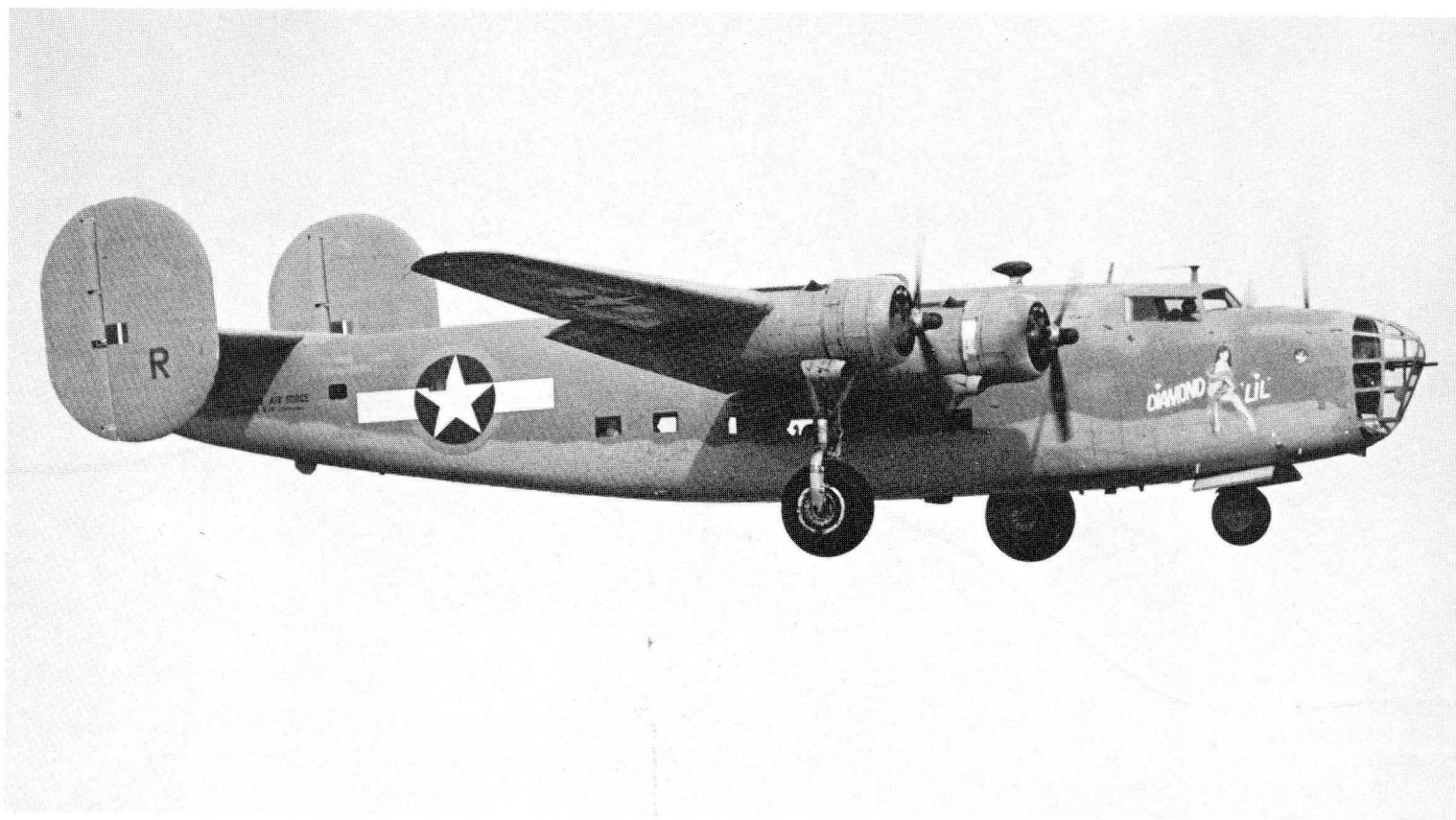


# POST REUNION TOURS TO CONFEDERATE AIR FORCE MUSEUM IN HARLINGEN, TEXAS, SOUTH PADRE ISLAND, AND MATAMOROS, MEXICO SET.

NOVEMBER 16-18



**Magic Valley Holidays** has arranged several post reunion tours down to Harlingen, Texas, and beyond. The Confederate Air Force base and museum is located at Harlingen, Texas. (Former gunnery school of WW11 where some of our members took training) The tours range in price from \$47.00 (Two nights Harlingen) to \$166.00 (two nights South Padre Island including RT air fare) per person. Please call 1-800-531-7346 (US) or 1-800-292-7272 (Texas) for information. Member *Edwin Wren Bowyer, 767 Sq.*, a resident of Harlingen, will be at the registration desk to answer any questions about the Confederate Air Force, South Padre Island, and other attractions.

The B-24 that is on display at the Confederate Air Force base in Harlingen is actually a modified LB-30 a plane ordered by the British and delivered to them in 1941. It was very similar to the model B-24A (shown on opposite page) having rounded engine nacelles as this model was not equipped with turbosuperchargers. Because of its long range capability, due to the Davis wing design, it was ideally suited to reconnaissance duties.

It is interesting to note that Consolidated pioneered the integral fuel storage design that allows fuel to be carried in the wing itself without the use of separate tanks, thereby increasing the range of the aircraft as more fuel can be stored in a given amount of space. This integral system is used today in all jetliners built by Boeing and Douglas. Members will remember however that the B-24s flown by the 461st & 484th Bomb Groups incorporated self sealing bladder tanks.

The LB-30's were extensively modified in the United Kingdom with the addition of ASV radar and an under fuselage 20MM cannon package. As AM927 it was assigned to RAF coastal command patrol. Dubbed the Liberator I by the British, hence came the name

Liberator, they were first assigned to 120 Squadron RAF Coastal Command based at Nutt's Corner, Belfast, Northern Ireland in June of 1941. With their operating range of 2400 miles, they were the first aircraft to effectively close the gap over the Atlantic shipping lanes, previously out of reach of Allied aircraft. They were very effective in reducing the German submarine menace in their patrol areas over the North Atlantic. The accompanying photo shows AM-927 after the war carrying Mexican registration number XC-CAY being previously modified to a C-87 (cargo version of the B-24). Note the solid nose as compared to the B-24D type green house in the front cover photograph, a later revision.

The photo shown above is also interesting from another aspect as it shows passenger windows installed on an aircraft with a bombardiers nose, a practice used by the Russians in post war bomber designs so that the aircraft could serve a dual role, as a passenger aircraft and as a bomber also. (Bob Waag Photo)

## PHOTO 1

**PHOTO 2** This is a Wright Field photo of a B-24A, note the similarity to the LB-30 shown on the front cover with the short stubby nose typical of early B-24s and round engine nacelles. (Bob Waag photo)

**PHOTO 3** A post war photograph taken at Los Angeles of the CAF B-24 after it was modified into a C-87 to carry both passengers and cargo. It carried the Mexican registration XC-CAY at the time this photo was taken. It was acquired by the Confederate Air Force in 1967. (Bob Waag photo)