

guard." Imagine this BOAC captain and the other airline captain holding fire bottles!

- The only navigation equipment on board was a WW II vintage low frequency radio compass (the old fixed card) and for directional control a float (whiskey) compass, coupled with the original vacuum directional gyro and vacuum gyro horizon.

- Our main problem was that the radio compass was not performing properly. It would point erratically. One time we came up on a known station and as we passed over it didn't swing, it just kept pointing down the road.

- One of the exciting things about this whole project was the reaction we received landing at each stop. People would just stare in disbelief. They were looking back over 20 or 25 years, and seeing something out of the past.

- At Tehran we were faced with a weather problem. After the second day the weather situation looked OK, so we took off and went through that pass between Russia and Iraq. The most significant part of this leg was the temperature; we had never been colder.

- Our cockpit temperature was minus 10 degrees centigrade with about a two or three knot wind which came in around the forward turret. Later we applied the chill factor and discovered we were dealing with a temp lower than—30 degrees centigrade. So it was cold over a sustained period of about four hours before we could start letting down approaching Ankara.

- The can-do attitude and other professional characteristics of the crew proved invaluable. There were times when we began to get a little demoralized when the weather was against us, maintenance breakdowns, short supplies or maintenance resources, minimal funds and time running out. To this I merely had to say, "no one asked you to come" and that usually got a laugh and we pressed on with the job.

- Our batteries were boiling on each flight giving off an offensive, toxic odor so we were glad to trade them at Athens for new ones.

- When we crossed the Mediterranean we were down on the deck quite a bit because we didn't have any deicing equipment, and no heat in the airplane. To get into weather without reliable navigation instruments was, of course, out of the question. We couldn't really file IFR honestly and maintain IFR because the radio compass was not reliable and, with the drift, using the whiskey compass only with its float errors, was just not a worthwhile endeavor.

- In most planes you fly, the yoke goes straight to the floor. In this plane it pushes back up into the instrument panel. On landing you could pull a yard of that pole out of the panel.

- There was lots of group spirit toward getting the plane back home to a museum. With so much social and political unrest in the world we found it a pleasant paradox in traveling through many cultures, religions and races to seldom hear a harsh word or see a sour face. We had wholehearted cooperation at every stop.

- From Spain we had a choice of two routes. Either England, Iceland and Greenland, but that route was very cold, the weather was bad and we had no deicing equipment; or down the west coast of Africa, to the Ascensions, east coast of South America and back up, without the bomb bay tank. This would have been about seven more flying days, taking a chance of a major breakdown, where we'd just have to leave the aircraft. With the bomb bay tank, we could go to the Azores.

- We were in Madrid about ten days, some due to weather, some waiting for the tank TWA had brought to be installed. We had no alternate, no en route stop after passing Lisbon on the way to the Azores. We had some celestial shots, showing us a little bit south of course and drift meter readings showed our ground speed to be a little slower than programmed, but no serious problems.

- About 80 miles out we received what we hoped was a reliable radio compass indication, and it was. In the Azores there was no 100-300 fuel, which was all our engines had ever been run on. We called the Pratt & Whitney people, who said they thought 110-145 fuel would be all right, with consumption rates about the same, and cylinder head temperatures up slightly.

- The Royal Canadian Mounted Police were there when we landed at Forestville, P.Q. We had a great reception. One of the men worked through the night repairing an antenna that had blown off. People helped refuel, they swept off four inches of snow that accumulated during the night, etc. It took something like 2 hours to pump 600 or 800 gallons of fuel.

- We left in a snow storm but the weather was improving south, so we flew to Quebec, Montreal, then down the Hudson River to western New York, with gradually improving weather all the way. We stayed overnight at Washington National and many pilots and airline people came out to look at the plane; one United pilot was very anxious to get into the cockpit, his dad had been a B-24 pilot.

- The Convair people had asked us to stop by Fort Worth on the way to Tucson. We did and were met there by the president of General Dynamics, Frank Davis, and news media. At a reception the F-111 and B-24 were contrasted, a span of some 25 years of aviation technology. We were there two days, and then the final leg, an uneventful flight from Fort Worth to Tucson.

- Rhodes Arnold is on the museum committee and made the original contact with the Indian government to get the B-24. He was the prime mover and contacted TWA and Pan American for their support to provide communications and maintenance facilities along the route. This was a very valuable contribution.

- Give credit also to the encouragement and can-do assistance of Maj. Gen. John R. Murphy, USAF Director of Legislative Liaison, who opened so many doors in the air staff that enabled me to get permission to land at AF bases, which in turn gave us volunteer maintenance at several bases en route.

