

# WARBIRD FLYER



★★★EAA Warbirds Squadron 2 Newsletter★★★



## The B-24 Fighter Pilot

By Gene Brady

I have never met a bomber pilot who did not have a secret desire to fly a fast fighter in combat. Very, very few realized that ambition if for no other reason than they were too tall or big to comfortably fit in a P-40 or P-51 cockpit. Yes, I know that Tex Hill was over six feet tall but I also heard that the reason he shot down so many enemy planes was so that he could land and stretch his way out of that prison called a cockpit before he was stifled.

Be that as it may, Gene Brady (375th BS), dreamed his dream of fighters while lumbering along in the left seat of his B-24. One day, while in Chungking, an opportunity of sorts came his way; an L-5 was sitting on the field doing nothing. While the L-5 was far from a fighter plane (it's armament consisted of a sling shot and a BB gun) it had a single engine and was much, much smaller than Gene's 24. And so he borrowed the L-5 for a "sightseeing mission." While putt-putting along over the skies of Chungking and playing peek-a-boo with some fast-moving clouds, and eyes closed, pretending that he was on the tail of a Zero, he lost track of space and time.

Brady was over a river but, "... There was a fog on my left-fog on my right-fog behind-and fog coming down fast! No way could I make it back home- Ah ha! A nice river bend. I landed at a level spot and spend a cold night sleeping in the plane. By the way, it was practically out of gas."

He writes, "I was on the barge and took a picture but unless the military statute of limitations has expired I'm not about to confess on how I got it there." Well, since I am not subject to be court-martialed for Gene Brady's "lark," I can

tell you that he drafted 25 locals to carry the plane to the barge landing. He paid them off with a Ding Hao and an up-thumb gesture.

He tells us, "The return trip was most pleasant and I relaxed on a bamboo chair, waiving to the crowds lining the bank of the river amazed at a plane on a barge instead of in the sky. We finally go to Chungking and I had enough gas left to taxi to our field where a chicken colonel with blood in his eyes was waiting at operations to sentence the grinning first lieutenant idiot who had stolen L-5 #416873 and seemed to consider the caper one big joke. Luck was with me because there was a sudden need for a 4-engine pilot to fill out the crew of Lt. General George Stratemeyer's personal B-17. I think colonel was glad to get rid of me."

Gene would still rather have jockeyed a P-40, although, as he tells us, "the B-17 as stripped down, plush interior, bomb bay fuel tanks, galley, leather seats, no turrets, a real luxury can, compared to the B-24's, but between the two, I'll still take the Lib." He also remembers, "Later,

during 1945, I ran into the L-5 again in the Shanghai area. This time as General Stratemeyer's pilot there was no irate operations colonel to object to my using the L-5 for hunting and pure pleasure flying.

"By the way, for a change of pace, I checked out in a P-38(F-5) and flew along the Chinese coast checking out radio aids. Quite a pleasant change for a 375th Bomb Squadron, B-24 aircraft commander. ✪

*(Ed Note: Col. Eugene L. Brady, passed away peacefully with his family gathered around him at home, on the evening of 7 July 2016.)*



Wendy and Eugene Brady on Fathers Day 2016. (Wendy Brady Photo)

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★★★ Cascade Warbirds ★★★  
EAA Squadron 2 Newsletter

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## Squadron News

### A SPECIAL DAY

We're happy to report on some of our recent scholars. JONATHAN FRANTZ has successfully completed his ground school and stage tests at GALVIN FLYING and used June's good weather to get his two instructional flights completed. GABRIEL BACERDO has scheduled his ground school to start this month and hopes to complete the course and flights before school starts. Last year's ALEX JONSON was so thrilled with the program that he continued on his own and almost made it to solo before his budget ran dry. He's busy trying to earn some money and track down more scholarships so he can continue. Recent scholar CHRISTINE CHAPPELLE, who we earlier reported had completed her Private license, is now studying at MIT. She's back in town for the summer and was recently spotted at the Aluminum Overcast visit where she teamed up with Dan Barry for a ride in his L-3.



Dan Barry and Christine Chappelle preflight the L-3 (Dan Shoemaker photo)

### AWARD WINNERS

The squadron had some twenty warbirds show up for the annual Arlington Fly-In just a few days ago and many stood to be judged. We are happy to report that in the CHAMPION category, awards went to Kent Johnson for his Navion and Steve Hewitt for his C-45H. In the WORKMANSHIP category, winners included Kirstan and Victor Norris for their IAR 823 and Mike Hanten for his Bulldog T-1. These folks exemplify our mission statement – “. . . to promote the restoration, preservation, operation and public display of historically significant military aircraft.” We congratulate these members for their stewardship of these fine examples of military aviation.



CWB AWO Award Winners 2016  
(John Clark photo)

# Squadron News

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## A SPECIAL DAY

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EAA's B-17 Aluminum Overcast was here in time for D-Day and you'll read more about her visit elsewhere in this issue. But of special note is the singular flight that took off on Saturday, 11 June. Due almost entirely to the generosity of an anonymous donor, six WWII B-17 veterans were able to enjoy what became known as an Honor Flight. The donor contributed five seats and our membership another seat. We can think of no more fitting tribute to these heroes than to give them one more flight. KEITH ANDERSON and LOU STOFFER were both with the 398th BG. Keith piloted 29 missions and Lou was a flight engineer for 35 missions. WALT CREIGH and DICK NELMS, both pilots with the 447th BG, each flew 35 missions. EMERY BLANCHETTE was a ball turret gunner with the 385th BG and flew 35 missions. And ART UNRUH, author of *The Shadow Casters*, was a waist gunner in the 301st BG for 50 (count 'em – 50!) missions. It was an honor to be able to provide another ride for these vets!

## LAST ISSUE

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We're sorry to say that this is the final issue of Warbird Flyer – for those of you who have not yet remitted your 2016 dues. Check the expiration date behind your name on the envelope that brought you this newsletter – if it says DEC 2015, we sure would like to receive your renewal check in the amount of US\$20 posted to CWB, 1066 Yates Road, Oak Harbor, WA 98277. If you've been reading these newsletters and receiving our email blitzes, then you know just what good we're doing with your dues! Thanks for helping to Keep 'em Flying!

## MARSHALLERS ARE MOBILE REGALIA AND EPHEMERA

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After years of strong-arming aircraft from place to place or begging to borrow someone's tug, the marshalling crew now has their own prime mover. We thank Jon and Ann Bowman for donating a little-used tractor they had. A couple of the fellows are busy refurbishing it for use this summer, applying new paint and decals. When the job is complete, we'll share photos with everyone. Plus – there's always more when good news abounds – when we put out the call for a trailer to move this tractor from place to place, Bob Brahm responded with the indefinite loan of his rarely used utility trailer. We thank you folks for your generosity.

## NEW MEMBERS

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We welcome aboard another couple warbird fanatics (?) since our last report:

**Karyn King** of Redmond, WA, is an aerial photographer and the owner of Photos Happen (see her ad elsewhere in this issue). In the short time she's been a member, she's already made several of our events and even gotten a few rides.

**Dave Cook** of Reno, NV, says he's a warbird nut and can't hardly believe his good fortune in locating our squadron. We may not see him often in the Northwest, but he will be joining us for the Races in September.

**Rusty Herrington** hails from Statesboro, GA, and is the proud owner of two (!) L-17 Navions. He's also very active in the Southern Navion Air Group (SNAG) and with his brother and fellow member Bruce, will be joining us in Reno this September.

We're hard into the meat of the flying season and it might be time to upgrade your logo-wear and other items. We have ball caps, t-shirts, sweat shirts, 3 ½" vinyl decals, 8" vinyl decals, 3 ½" shoulder patches, lapel pins, and button-down shirts, either short- or long-sleeved. Get in touch with Fred to initiate your order. Prices are especially attractive this time of year.

## RENO TIX

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Yes, we still have Reno tix available, in Box B-40. Only \$369.90 for the week (plus \$5 postage if you want Certified mailing). The price includes seven days of Pit Passes, five days of Reserved Box seating (no seating tickets required on Monday and Tuesday), access to the four community coolers delivered daily by the Reno staff, and, if you buy two or more tickets, Reserved Parking just outside gate G1. Checks to CWB, 1066 Yates Road, Oak Harbor, WA 98277. Race dates are 14 – 18 September and, yes, the Blues will be performing this year.



## JOIN US

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If you are a guest reading this, go to [www.cascadewarbirds.org](http://www.cascadewarbirds.org) and locate our membership application. We would love to have you become a part of our team as we strive to Keep 'em Flying.

# Member Profile - Gene Brady

By Wendy Brady

Member Wendy Brady has compiled a comprehensive view of her Fathers Military Service and is sharing it with us this month.

Gene Brady's formative years were spent in Moorhead, MN. Because the quota for aviation cadet training was filled for the NW section of the US, Gene enlisted in the Army Signal Corps and took basic training at Atlantic City, NJ, where he took the entrance exams for aviation training and was accepted.

## Feb 22, 1943:

Reported to Fort Lewis then to Atlantic City, NJ for basic training & signal corps, awaiting pilot training.

## Mar/April 1943:

Biloxi, MS for radio San Antonio, TX aviation cadet Cuero, TX primary training PT-19 Greenville, TX basic training BT-13 aircraft Houston, TX C-45 training.

## Aug 1944:

Graduation as pilot and commissioned 2nd Lt. Lincoln, NE formed a B-24 bomber crew Boise, ID for combat training in B-24.

## Fall 1944:

Shipped to China via North Africa, then India to an air base in Chengtu, China. Flew missions throughout China, with most over the hump. Rank 1st Lt., he was 20 years old.

## Aug 1945:

War ended. Eugene (Gene) Brady, received the Air Medal

and the Distinguished Flying Cross for 240 hours of flying in a combat zone as member of 14th Air Force Flying Tigers, 308th Bomb Group, 375th Bomb Squadron.

## Sept 1945-Feb 1946:

Volunteered to fly Lt. Gen. George Stratemeyer's VIP B-17 as a co-pilot. This tour with the General involved flights in and out of Chungking and Shanghai. Then flew to Mitchell Air Force Base, NY where he left the B-17 crew, and entered the University of Washington as a student/reservist. Gene flew the opening scene in a B-17 Bomber in the Humphrey Bogart movie "Dead Reckoning" filmed in 1947.



Eugene Brady with the crew of the B-24 Liberator "Taylor Maid" in the CBI theater. (Wendy Brady Photo)



VIP B-17 "Flagship Stratoliner." (Dad, 4th from left). Lt. Gen Stratemeyer, first on the left. (Wendy Brady Photo)

## 1946-1950:

Flew out of McChord AF Base, WA, Boeing Field, WA and Sandpoint Naval Air Station as reservist flying the AT-6 and C-45's. Graduated from the University of Washington 1950.

## 1950:

Gene met his wife Norma at the University of Washington, they are still married to this day and have two daughters. Stationed at Hamilton AF Base, CA., 4th Air Force. 1st Lt.

## 1950-1954:

Student at Maxwell Air Force Base, AL, after graduation retained as an instructor for Squadron Officer's School.

## Summer 1954-1955:

Tour of Goose Bay, Labrador as Base Ops Officer. Flew C-47's on ski & wheel, missions to help establish the DEW

line North of Hudson Bay, Canada. Also flew Dehaviland Beaver on wheels, floats and skis. Rank: Capt.

**1955-1960:**

Assigned to Office of Secretary of the U.S. Air Force, Legislative Liaison with Congress, in the Pentagon. Rank: Major

**1960-1963:**

Assigned as Assistant Air Attache' of the American Embassy, Pretoria, South Africa. Flew the diplomatic airplane, a C-47, throughout Africa, South of the Sahara, including Madagascar, Reunion & Mauritius. Primary job was to fly the Ambassador, and to liaison with the South African Military. Rank: Major.

Gene (co-pilot) was the 2nd plane to fly over the crash site of the plane carrying Dag Hammarskjold, Secretary General of the U.N. crash location: Congo, Katanga Province.

**1963-1967:**

Returned to the Pentagon as Intelligence Officer, DIA. Flew the B-25 and an Aero Commander.

**1967-1970:**

Transferred to Alaska Air Command and Alaska NORAD Region as Assistant Chief of Staff, Intelligence. Elmendorf AFB. Anchorage, Alaska. Rank: Lt/ Col. Flew the C-47 on wheels and skis throughout the NW Territory.

**1970-1971:**

Assigned to Taegu Air Force Base, South Korea. Assigned

as Director of Operations & Base Commander. Rank: Col.

**1971-1974:**

Assigned to NORAD Headquarters as Director of Intelligence, Colorado Springs, CO. Retired after 31 years and 11 months as Full Colonel and a Command Pilot rating.



Overflight of Dag Hammarskjold's crash site in the Congo. (Wendy Brady Photo)



Diplomatic C-47 in the Congo. (Wendy Brady Photo)

**Other aircraft flown/ checked out in:**

- Taylor Craft
- Piper Cub- first soloed at Carbondale, IL, before flying military planes.
- PT-19, Fairchild AFB
- L-5, China
- P-38, China
- P-47
- C-54
- B-25
- C-123
- C-124 "Old Shaky" flew this from Goose Bay Labrador, BW8 and Thule, Greenland during the establishment of the early DEW line. (as passenger).
- C-45 Twin Engine Funk

**Gene Brady's Medals & Campaign Ribbons:**

- Distinguished Flying Cross
- Air Medal
- 3 Legion of Merit with Oak leaf Clusters
- Army Commendation Medal, Oak Leaf Clusters
- Asiatic -Pacific Medal,
- Offensive Campaign
- Korean Service Medal
- World War II Victory medal
- American Service Medal
- Foreign Medals:

- Chinese Service medal
- Honorary Pilot of Siam Air Force
- Honorary Member of the Order of Tin Hats (MOTH) ★

# Squadron Photos - B17 & Formation Clinic

By Karyn King





# CWB Support

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## Cascade Warbirds Quick Look Calendar

### July

- 3-4 Tacoma Freedom Fair and Airshow
- 7-9\* Arlington Fly-In
- 16 FHC Battle of Britain
- 16 Heritage Flt Museum Open House at BLI
- 30 FHC Skyfair @ PAE
- 29-31 Tri-City Water Follies
- 25-31 Oshkosh 2016

### August

- 5-7 Oregon Intl Air Show
- 6-7 SEAFAIR
- 12-14 Abbotsford
- 20 FHC Luftwaffe Day
- 19-20\* Heritage Flt Museum Open House at BVS "Props and Ponies"
- 20-21 Chilliwack Flight Fest
- 26-27 Madras, OR
- 27-28 JBLM Air Expo

### September

- 2-4\* Vintage Aircraft Weekend @ PAE
- 10-11 Hood River, OR
- 14-18 Reno Air Races 2016
- 17 FHC Flying Tanks Day
- 17 Heritage Flt Museum Open House at BVS
- 23-25 MCAS Miramar Airshow

\* Denotes Max Effort Event  
 See Website for Detailed List

## Check Six



Ramona Olsen and Smokey just after landing. They took off as a rain squall hit and had a bit of a bumpy ride. Ramona still loved it, and is hooked. This was only her 2nd plane ride other than a commercial airliner. (Eric Olsen Photo)