



LOG FOR THE FLIGHT OF THE 'PIMA PAISANO'

- (1) • 3/22/69 • Group arrives. Welcome by the Indian Air Force at Poona Air Station.
 - (2) • 3/28/69 • Plane flown to Bombay and certified "airworthy" by TWA, FAA certified mechanic. Trip begins as B-24 takes-off for Karachi, Pakistan.
 - (3) • 3/30/69 • Layover in Karachi, for maintenance, completed. Take off for Tehran 1150 nautical miles North.
 - (4) • 3/30/69 • Land at Tehran, Iran, and surrounded by armed guards, by mistake.
 - (5) • 4/ 3/69 • Land Ankara for thawing, depart shortly for Athens, Greece.
 - (6) • 4/3/69 • Land in Athens, receive much needed volunteer help with repairs.
 - (7) • 4/ 5/69 • Forced by rain to land at Naples, Italy. Held over by bad weather.
 - (8) • 4/7/69 • Land in Madrid to warm reception.
 - (9) • 4/17/69 • Land at Lajes, change made in type gas to be used.
 - (10) • 4/19/69 • Flight of ten and one-half hours completed, B-24 lands at U.S.N. air station Argentia, Newfoundland.
 - (11) • 4/20/69 • Bad weather closes in, snow forces landing at tiny airfield in Forestville, Quebec.
 - (12) • 4/21/69 • Land at National Airport in D.C. Soon departs for Fort Worth, Texas
 - (13) • 4/21/69 • Land in Fort Worth to much fanfare, site where B-24 was manufactured by Convair in 1944.
 - (14) • 4/27/69 • Take-off from Fort Worth and soon land at Davis-Monthan AFB near Tucson, completing 11,000 mile journey.
- B-24 retired to Tucson Air Museum.

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vation that what they had really seen over there was a B-24. We had a nice chat about the airplane and found that both of them had flown B-24s about 25 years ago and neither had seen one since. To them it was a nostalgic experience and they were visibly excited about it.

• We were prepared to go and I was mounted up in the left seat waiting to start; they were under the number one engine. I looked out from the pilot's position and they said, "are you going to crank up?" I said yes and they said "we'll be glad to stand fire