

. Attached are 4 images you might want to consider for the web page. Now for some of the arcane details I've been able to uncover over the years. The first is a crash photo of Deuces Wild #26222. I sent an enlargement of the nose to Charles Orlusky whom I discovered was the artist for Deuces Wild and several other planes in the 40th. He was apparently part of the maintenance crew for Deuces. I am certain his rendition was adapted from an Esquire magazine painting from the period. A very similar image was used for a B-24 of the 733 squadron of the 446th Bomb Group that was featured in the publication WW2 Nose Art in Color by Jeffrey Ethell. The second image is the one Orlusky recreated for me in 1997. He also wrote a very colorful letter describing some of this experiences with the 40th. He said that Deuces was a special airplane because it was almost entirely hand made. Deuces was I believe the first Bell version of the B-29 to be produced and Orlusky's observation may be confirmation. The third image is from the Time/Life book Bombers Over Japan and comes from Harry Changnon's photo collection. The photo is mostly Haley's crew from Deuces. In the photo my father Raymond C. Troll sits on the cot on the far right. John Tweet the flight engineer is on the left. I also recognize Jose Morales whose face is peering up over the cots in the center of the photograph. Morales was the bombardier. He disappeared over the hump with Stockett's crew. He was replacing the Stockett's original navigator who refused to fly any more with Stockett. Others in the photo I might be able to recognize once I see my father's crew photo from Pratt Kansas again.

According to my father Deuces was being piloted by Renfro when it ran out of gas on landing. According to Orlusky its back was broken and the plane was beyond repair. Orlusky expressed bitterness. Orlusky said Renfro was trying to beat Haley's record for a gas drop in China by flying a "triangular route" and dumped Deuces in the mud alongside the runway at Chakulia. Orlusky recalls Haley had set some kind of record for a gas drop by flying a route over Japanese territory. Dad said the plane was

scheduled to be refitted for combat following Renfro's return. With the loss of Deuces Dad's crew was dispersed. This whole story of flying gas over the hump is one I find both fascinating and troubling. I have talked to several 40BG members who were very upset with their aircraft commanders for taking unwarranted risks to deliver fuel to China, in particular low level flying through the mountains. This competition led to unrest in my Dad's crew after some harrowing trips. Dad was also convinced Morales lost his life, as well as many others, to this competition. Finally, the last image is my own rendition of the "Eddie Allen". It is color pencil on black paper and was completed in 1992. Dad recalls flying one mission with the Eddie Allen. I hope all of this is useful and interesting. It is funny how compelling these little details become for me as my father ages and this period of his life fades. The website is a touchstone and I'm so happy to find that there are others who care very much to preserve the little bit of history our father's helped create.