

COMBAT AIR MUSEUM

Plane Talk

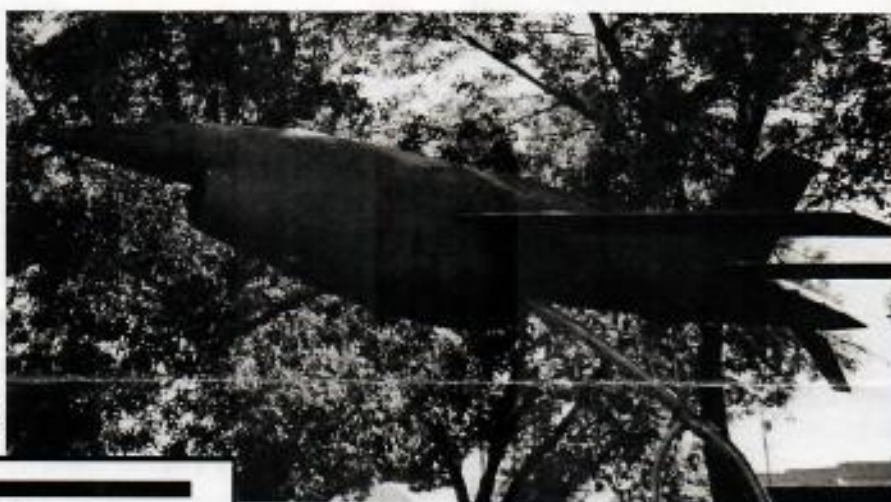
The Official Newsletter of the Combat Air Museum

August/September 2004 • Vol. 20, No.

The firebee finds a new home at the Combat Air Museum

On May 17 a crew of Museum volunteers traveled to Blair, Nebraska to pick up CAM's latest aircraft display. In truth, though, while the item of interest has the shape and all the control surfaces of a speedy little jet, it is actually a remote-controlled Ryan BQM-34A Firebee target drone.

continued on Page 2



Ryan BQM-34A Firebee target drone

WANTED

Items for CAM's Fall Auction

*Do your Spring housecleaning late
or your Fall housecleaning early.*

*We need used, but good, items in
preparation for our Fall Auction.*

*Unwanted new and never used items
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*Sellable garage-sale type items
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No clothes or tires.

*If you need your donations picked up,
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between 8 a.m. and 4:30 p.m.*

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Combat Air Museum

Forbes Field • Hangars 602 & 604

P.O. Box 19142

Topeka, KS 66619-0142

Telephone (785) 862-3303

FAX (785) 862-3304

www.combatairmuseum.org

Provided by

Rossini Management Systems, Inc.

E-mail: CAMTopeka@aol.com

Museum Curator

Danny San Romani

Office Manager

Tina Lannan

Board of Directors

Dick Trupp - *Wing Commander*

Gene Howerter - *Vice Wing Commander*

Kenneth C. Hollemon - *Secretary*

Don Dawson

Darrel Dougan

Stu Entz

Stephen Wanamaker

Newsletter Editing & Design

Toni Dixon

Dixon Communications

(785)235-1605

Museum Hours

Monday - Saturday

9 A.M. - 4:30 P.M.

Last Admission 3:30 P.M.

Sunday 10 A.M. - 4:30 P.M.

Last Admission 3:30 P.M.

Plane Talk, the official newsletter
of Combat Air Museum
of Topeka, Kansas,
is published bi monthly.

Your questions and comments
are welcomed.

Any information for **Plane Talk**
should be submitted to CAM office.

The firebee finds a new home

continued from Page 1

Dick and Jeanne Trupp travel through Blair on their way to visit relatives in Nebraska, and the Firebee was on a pole in front of an American Legion Post next to the highway. Having passed the drone a number of times over the years, Dick decided to contact the Post and see if they would consider releasing it to CAM. As it turned out, the Post is raising funds to build a Veterans memorial, and the new memorial is to go where the Firebee and a naval salute gun were on display. After a series of phone calls and letters between Dick and **George Jipp**, the Post Commander, the members of the Blair Post agreed to transfer the drone to CAM, as long as all costs associated with such a move were borne by the Museum. Through the help of Mr. Jipp, a local business offered to donate the use of its crane to remove the drone from its stand and to remove the stand from its concrete base.

Stu Entz loaned us the use of his trailer, and on a very rainy morning **Dick, Don Dawson, Martin Moyer, and Ted Nolde** departed for Blair. A week or so earlier, Dick and Martin drove to Blair to look over what tools would be needed to remove the drone from its perch and the stand from its foundation. They also carried penetrating oil to brush on fasteners and fittings to help break those loose.

Fortunately, the recovery crew drove out of the rain and had good weather to work on the drone. Removing it from its stand was pretty straightforward. The crane and its crew picked the drone from its stand and set it on a cradle on the trailer. Then they cut the studs and nuts holding the stand to its concrete base and removed it. So far, the operation had gone smoothly. Then our volunteer crew studied the drone to see how it came apart. At a length of 22 feet 11 inches and a wingspan of 12 feet 11 inches, the drone was too large to trailer in one piece—although it would have looked pretty cool going down the highway that way.

How the drone came apart was not obvious, and our crew studied the airframe assembly for a while. They removed one set of bolts with no effect. Then they got serious. Martin was on his back under the drone looking for attachments points, and Ted managed to crawl inside the drone's engine compartment (the engine is gone). As they studied the Firebee inside and out, Dick said that Martin, Don and Ted all seem to figure it out at the same time. They found two bolts and two pins that could be removed and started working on them. It soon became clear these bolt and pins held the airframe together. As the crew just about had the pins out, the fuselage shifted a bit and a pin and pin punch became jammed in one opening. That was probably just as well. As Don studied how the fuselage would eventually separate, it appeared that it may fold up as it came apart, with Ted still inside. It was also apparent that Ted was not made to fold up that way, so he removed himself from the drone. With Ted out, the pins were fully removed, and the drone's fuselage separated nicely into two sections with the wings coming off as a single unit.

A few other parts were removed so they would not be damaged in transit, and the three sections were secured to the trailer. The stand was left for another trip. With everything tied down, the crew departed Blair and got back to Topeka about 9 p.m.

On May 27 Dick, Don and **Danny San Romani** traveled back to Blair to retrieve the stand. It is now at a local business for sandblasting and painting. The drone is in hangar 604 until it can also be blasted, primed and painted back into its original color. As displayed in Blair, the drone was painted in an overall dark gray paint. This served quite well in protecting the skin of the drone but was an inaccurate color. The original international orange color is visible where the wing and fuselage sections joined, and this is the color the Firebee will be painted.

The Ryan Firebee made its debut in 1958 as a subsonic, but fast (580 mph) remote-controlled, jet-powered target drone. In improved versions, it is still in use today and can fly at speeds of mach 1.78. It can be launched from the ground or an aircraft. It has a self-contained parachute so it can be recovered, repaired, and flown again. Firebees are often intercepted and tracked with radar by fighter aircraft, but after so many missions, they are targeted and shot down.

Once the preservation and painting are complete, the Firebee will take its place on the grounds outside of Hangar 602. →

Visit our website at
www.combatairmuseum.org

August Luncheon features WWII pilot and former POW from Photo Reconnaissance Squadron

The scheduled speaker for the August Membership Luncheon is **Mr. Robert Ecklund** of Emporia, KS. Mr. Ecklund flew photo reconnaissance aircraft with the 5th Photo Reconnaissance Squadron of the 3rd Photographic Group (Reconnaissance), 12th Air Force in North Africa and Italy during World War II. He primarily flew F-5 (P-38) Lightnings, and occasionally flew a Spitfire and Mosquito. His group commander was Elliot Roosevelt, son of President Franklin Delano Roosevelt. Mr. Ecklund became a prisoner of war after his plane was hit and forced down by flak during a photo reconnaissance mission over Monte Casino, Italy.

The Membership Luncheon is Monday, August 9th and it is a potluck luncheon. →

New Supporters

Dale Anderson
Mike, Evan, & Danny Cluff
Iris Gonzalez
Andrew Huff & Tonda
McMurphy-Huff

Renewing Supporters

Rodney & Martha Duerksen
David & Ruth Houser
Ralph & Margaret Knehans
James & Ruby Leighton
Dan Pulliam

→ → →

August/September Calendar of Events

August

Monday-Thursday August 2-5
Aviation Education Class
Jean Wanner Education
Conference Center (JWECC)
9 – 11:30 a.m.

Monday, August 9

Membership Potluck Luncheon
(JWECC)
11:30 a.m.

Mr. Robert Ecklund of Emporia
is our scheduled guest speaker.
(see article)

September

There is no Membership
Luncheon in September.

The next luncheon is
Monday, October 11.

It will be a
potluck luncheon.

→ → →

Members get the inside scoop on the Forbes Field Tower

Museum member **Jim Menge** was our guest speaker at the June Membership Luncheon. Jim is the tower manager for the Forbes Field control tower. He talked about what it is like to work in his "new" digs — the current control tower began operations in August 2003. Jim also compared working conditions in the new tower with those of the former tower. He explained what he and his tower crew do during tower operations and how much and what kinds of air traffic they typically handle. Jim also spoke some about field operations in general.

Since taking the job as tower manager, Jim has worked closely with **Dick Trupp** and the Museum's Aviation Education classes. He is a guest presenter at the classes, talking about aeronautical charts and navigation, and he conducts tours of the control tower for the students. Availability of tower tours changed after the September 11, 2001 terrorists attacks in New York and Washington, DC, and the advent of terrorist threat levels, but whenever the current threat level allows, Jim has the students in the tower.

Over the past few years there has been an increase in the number of annual operations handled by the tower. Forbes has seen an increase in both military and civil air traffic, even though the commercial commuter airline at Forbes closed its operations about 18 months ago. Jim said they currently average about 125 operations a day.

A number of charter flights pass through Forbes and there is a jet charter operation out of one hangar on the field. Military operations in Bosnia, Afghanistan, and Iraq have also brought in a lot of traffic as troops and equipment depart and arrive at the Forbes terminal using C-5 Galaxy and C-17 Globemaster III cargo transports and commercial passenger airliners. This is true especially of troops from Fort Riley, KS. Those who can not be airlifted out of Manhattan, KS are bused to and from Forbes for their overseas flights.

A variety of other military flights into Forbes are either transient or training flights. Jim said there are a good amount of Navy cross-country flights coming through Forbes. T-1 Jayhawk and T-38 Talon jet

trainers from Vance AFB in Enid, OK fly to Forbes for approaches, touch and go landings, full stop landings and solo flights. Occasionally, B-2 Spirit bombers from Whiteman AFB, MO conduct touch and go landings. Tinker AFB, OK provides Air Force E-3 Sentry AWACS (Airborne Warning and Control System) and Navy E-6 Mercury TACAMO (Strategic Communications) jets based on the Boeing 707-320 airframe. Strategic reconnaissance variants of the Boeing C-135B transport from Offutt AFB, NE do approaches and touch and go landings, too. Occasionally, the back up Air Force One VC-25 practices approaches and touch and go landings at the field. Then, of course, we have the activity of the Kansas Air National Guard based at the north end of the field, and the Kansas Army National Guard based at the south end. The Air Guard produces about 15–20 per cent of the air traffic. Jim said the word is getting out about Forbes and what it can provide, and more flights are coming in. In short, Forbes is a busy field.

Jim also credited **Mr. Chris Freeman**, the owner/operator of Million Air, a Fixed Base Operator at Forbes, for bringing about some of the increased air traffic. Mr. Freeman invested a lot of money in improving and upgrading the FBO equipment and services, allowing Million Air to service a larger variety of aircraft, particularly military types. He also made major repairs, renovations and improvements to Hangar 627 and operates a charter jet service from that hangar.

We learned that Forbes Field is a divert field for Kansas City International if the weather or some other event closes that airport down. Jim also told the audience that Forbes is number 6 on the divert list for emergency landing fields for the Space Shuttle.

When questioned about the animal life on the field, Jim replied that the folks in the tower see coyotes running around all the time. There are also a number of deer, fox, raccoons, and skunks. Jim said there are something like 3,000 acres of land in the airport boundary. Then there are the birds. Sometimes there are very large numbers of birds of various kinds, both migratory and non-migratory. And this year has been

notable for the number of bird strikes by aircraft. Birds have been one reason the B-2s have not been around Forbes much this year.

Another question asked of Jim was what he liked most about the new tower. He replied, "The elevator." People climbed 64 steps to the cab of the old tower, and climb 171 steps to the cab of the new tower. Jim went into more detail about the capabilities of the new tower. He said it is essentially self-sufficient. If primary power is lost, a diesel-generator automatically starts and takes the load. It can operate the tower and all runway lights for a week on one tank of fuel. The tower's fire fighting system is built such that firefighters can connect into it to fight any fires. The radios, transmitters, recorders and other electronic equipment are built such that the consoles can be accessed from their undersides through a grated walkway. The tower cab includes a break room and electronics room, and there is a walkway around the exterior of the tower.

Currently, the tower's operating radar system is a beacon system that picks up transmitters from aircraft. But it has another radar system not yet operating that will transmit a radar signal and receive the return that is reflected from an aircraft. Forbes will activate this system once Kansas City International (KCI) gets its same radar system operating. Once the new radar is up and running, Forbes can back up low altitude flight traffic control at KCI.

When asked about the view from the new tower, Jim said it is "incredible." On the best days, they can see about 40 miles.

Tours of the tower can be arranged, but are subject to the particular terrorist threat level at any particular time. Once a threat level is set, Jim said they follow an applicable checklist and call in to the FAA regional center when that particular level is set. If the level is raised to orange, the tower goes into a lock down mode.

Based on the number and types of questions asked, it was quite apparent the audience was very of interested and curious about the new tower and its operation and capabilities, and they were very appreciative that Jim talked about Forbes Field operations in general.

We thank Jim for being our guest speaker and for all the work he does with CAM's Aviation Education program.



2004 Calendar

Events subject to change

August

2-5 - Aviation Education Class

October

23 - Hangar 602 reserved for
Air Explorer Post 8
Fund-raising Dinner

December

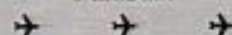
Christmas Break - Aviation
Education Class



Visitors

During **May**
the Museum had
1,398 visitors
from **41** states and
Australia
Austria
Canada
Denmark
Germany
Great Britain
Netherlands

During **June**
we had **1,210** visitors
from **40** states and
Belgium
Brazil
Canada
Germany
Great Britain
Pakistan



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Letters and mission logs from Korea

This is the sixth installment of letters and combat mission logs written from South Korea in 1952 by USMC Second Lieutenant John Walker Hatcher, who flew Corsair fighter-bombers. Times are based on a 24-hour, military clock. USS BATAAN (CVL-29) was a light aircraft carrier. The text appears as originally written.

**Mission #11 [USS Bataan] 23 May
TARCAP XC-S. of Taedong Est.
Armament -1 Napalm, 6 100# GP bombs,
6 50's**

TO - 0745 BL - 0815 Land - 0945

A 2-plane flight. (Reese) We could not find anything at the target area, so we dropped Napalm on village of Pungchon. Then we investigated 3 positions for Orlando - a British cruiser. Nothing there, so we dropped our 100#ers on a village warehouse, and strafed 4 villages and suspected gun positions.

I picked up 2 holes (.30 cal) - 1 in middle of right wing, 1 in left landing gear well. It hit a hydraulic line, and I lost all hydraulic pressure. Had to blow my gear down, and pump flaps down. 2 HOLES

**Mission #12 [USS Bataan] 24 May
RECONNAISSANCE XC Area
Armament -1 500#, 8 5" AVAR, 6 50's
TO - 1715 BL - 1745 Land - 1900**

A 4-plane recon. (Hall) We dropped napalm & 500#ers on pre-briefed target - bunkers, etc. Then we strafed and rocketed 2-3 more positions where we observed or suspected troops. Nothing outstanding.

**Mission #13 [USS Bataan] 25 May
TARCAP YB-3194 area
Armament -1 500# BOMB, 8 5" AVAR, 6
.50 cal.**

TO - 0900 BL - 0930 Land - 1140

A 2-plane flight. (Franson) Mostly support for a small landing (amphibious) in the YB area. We were controlled by "Abuse 4" (radio call of British light cruiser). We bombed unknown target, then strafed 2 ridgelines for them, rocketed another spot on the coastline, and bombed and set fire to a village. We were working close to "friendlies"; it was similar to CAS. Nothing outstanding.

**Letter No. 8 [USS Bataan]
Sunday, 25 May**

Dear Mom,

I want to find out exactly what to buy you all, so this will be a letter of details, more or less. We will be back in port in about 5 days, and I will have plenty of time, then; however, by the time you get this letter, and your

answer reaches me, we will probably be out and back in from another cruise. Anyway, let's hope it works out. We have all the time in the world, really; nine months, I guess.

The main things I can get at great savings here in Japan are china sets, silver work, and cameras. In china, I can get the regular china tea or coffee sets, or the big 93-piece set. You can write me what design you want. You can have Noritake china, Soko china, etc. Name the size you want, the brand name, and the design & pattern. As for silver, they have nice silver sets, platters, decanters, mugs, etc. Anything in that line is good work. Also they have fine offerings in carved chests, boxes, etc. (all sizes, I guess). Also, there are good buys in stones (rubies are 30 cents a carat.) Need any jade, rubies, etc? They have good Japanese and German cameras, which I can get at the PX fairly cheap, if I'm lucky.

From my letters, it may sound like I'm really piling up missions, but I'm not. I had 7 missions at K-6, but in that 7 there were 2 Close Air Support, 2 flak suppression, and 3 rail-cuts. In other words, quite an even number, but quite a variety. Here on the carrier, I've had 6 missions, including 1 CAP, 3 TARCAP, and 2 recon. We only fly 1-a-day here. At K-6, our availability (aircraft) was very poor, so that's why I only got 7 hops in 2 weeks. I guess I'm sort of "alibing", but yet I have a couple more missions than Kiser, so you can see how it goes.

This morning, I was flying support for a small amphibious landing west of Haeju - some fun. We (2 of us) strafed, bombed, and rocketed positions that were giving the "friendlies" trouble. Quite a kick! Write often.

Love, Johnny

**Letter No. 9 [USS Bataan]
Sunday, 25 May**

Dear Carolyn,

It seems that I remember vaguely a promise by my little sister to write faithfully once a week while I was overseas. So now I shall put you to the test. (My, we'll do anything to get mail over here, won't we?) Anyway, mail helps a lot.

To start from the beginning (which is where all tales should be started - witty, eh?), I (along with about 80 other pilots comprising the 20th Aviation Replacement Draft) left El Toro on April 13. All 80 pilots did not leave that day, really; they left by groups of 20 on a 2-day interval. After spending a couple of days in San Francisco, we flew by Mars to Honolulu, then by R5D to Johnson Island, Kwajalein, Guam, and Tokyo. After about 2

days in Japan, we flew to Korea, and got our respective assignments. I was assigned to VMF-212 at K-6 (a field about 50 miles south of Seoul) flying Corsairs. I was only there 2 weeks, during which time I flew only 7 missions: 2 close air support, 2 flak suppression, and 3 rail-cuts. The reason I didn't fly more was that our availability (aircraft) was very poor, we were losing quite a few planes. We lost 4 pilots during the 2 weeks I was there. Anyway, there were openings for 12 volunteers to go into a carrier-based squadron. I applied, was accepted, and went back to Japan for a week, to bounce (FCLP). Then, they brought us aboard, qualified us with 6 landings apiece, and here we are. The squadron is the famous "Checkerboard" squadron, and we are aboard CVL-29 (USS Bataan). We operate in the Yellow Sea (which you'll see, if you drag out a map, is the western boundary of Korea). We do reconnaissance hops here (in which you - (a 4-plane flight) - fly around the western part of Korea, looking for juicy targets). We bomb, rocket, and strafe anything that moves (and believe me, N. Korea is like a ghost country at times), including oxen, which are rumored to be worth 20 men. We also fly strikes on towns, and close support and gun-fire spotting for naval craft working the coast. It's a lot of fun, though dangerous at times. I got my hydraulic system shot out 2 days ago by small arms fire from the ground, (.30 cal), and had to make an emergency landing aboard the carrier. It wasn't bad, though. We only fly 1 hop a day here, and I really like the flying and excitement, etc. Of course, we're flying Corsairs here, too, but I heard via the grape-vine that my name is 1 among 5 that are on a list to go to a jet-squadron. I'm rally getting around, eh?

By the way, if the writing seems a little "wiggly", it's because the carrier is steaming into the wind about 30 knots, to recover some aircraft. My wardroom sort of vibrates when the engines turn up at high speed.

Just call me "John the Traveler" now; I can write fairly authoritatively about Japan and Korea. Maybe in another of my letters, I'll tell you about Japan. I have a lot to learn about it yet, but I mean "my impressions" of the country. A Westerner cannot really understand these people; they're strange at times.

Well, I'll close for now. Just a small note, though. Don't blab this around too much (some of this letter). Now let's see some of your penmanship. SECURITY, you know! Brotherly Love. (?)

Johnny

P.S. Say "hello" to all the girls for me. Ha.

**Mission #14 [USS Bataan] 26 May
CAP**

**Armament Rescue Kit, 6 .50 cal.
TO - 1655 Coast - 1715 Land - 1850**

A 2-plane CAP (Detmering). We accompanied a 3-plane Recon to the YB area, to attack boats and a village on an island there. We orbited the general area, while they made their attacks. Then we flew back, intercepted the other flight, and were recovered. Nothing outstanding.

**Letter No. 10 [Yokosuka,
Japan]**

Saturday, 31 May

We have finished this cruise, and are now at dock in Yokosuka (pronounced Yo-KO-ska), for refueling and repairs. The cruise was fairly quiet and fairly safe, which is what we all like to see! We lost 4 airplanes, but no pilots. Three of the airplanes were lost on hard landings—you see the planes are old and tired, and we are operating with an average (wind) of 21 knots across the deck, and our aircraft gross about 14,000+ on the landings. The handbooks say that sometimes under ideal conditions (28+ knots wind), you can land the Corsair aboard grossing 14,000 lbs. So you can see that we are operating well outside the allowable limits, especially with these old airplanes. So, 3 planes have buckled fuselages on hard lands, but I am not one of the guilty pilots (luckily). The fourth plane was shot down near Pyong-Yang by 20 and 37 mm fire, but the pilot made a dead-stick landing in a rice paddy, and our planes kept the Commies from getting to him (they were trying); he was picked up by helicopter after about 1 ½ hrs in enemy territory.

We only averaged 8 missions/pilot during the 10 days, and I only got 7. It was good flying, but on one hop I picked up 2 .30 cal bullets, one of which hit my hydraulic line in my left lg. gear well, and I lost all hydraulic fluid. I had to blow my gear down, and pump my flaps down, but I got back aboard "okay". Other than that, it was a quiet cruise. Oh, one more thing! One of the planes came back with a rocket that wouldn't fire, and it came off on the arrested landing. It exploded on the deck (the first case ever reported in carrier history) and injured 4 men. I was on the catwalk when it exploded—a large, orange ball of fire—but I ducked down fast, and escaped injury, as did most of the men. Bad Break, eh?

I mentioned in an earlier letter about shopping for you folks here, and I forgot to mention silk goods. They have a silk factory at Kyoto or Osaka, and I could get some of it fairly reasonably. However, I have not bought anything yet; I want to look around and take my time in selecting things.

I received your letter of the 22nd today, and the stamps. I only have to use stamps when we are in Japan; when we are operating I use FREE.

The clippings of the panties fad were amusing, but it seems that if they have enough energy and mischievousness to go around "swiping panties", we could find plenty for them to do over here that would be a little more useful. There seems to be a general resentment growing up towards the college boys, who seem to be loafers & slackers. Draft 'em all!

Glad to hear that you're getting some sun, Mom. It really makes a person feel better, and look much more healthy. If you can take about 1-2 hours a day, you will soon have a very good tan. I seem to be losing mine aboard ship, because we tend to stay below-decks most of the time. All we do is "sack-out", read, eat, and fly.

That dysentery (or whatever it was) really knocked me on my butt! For 6 days, I had to have a BM as soon as I ate something. It just ran right through me. Now my "stools" are finally getting solid again, thank goodness! I was really miserable. It must have been bad food or bad water; I'll be extra careful now.

The reason I'm not on Liberty now is that I have Squadron "Duty". They gave all us "new" fellows the duty in port; you might guess! It's only a 24 hr. tour, though; I'll be through tomorrow at noon. Then, Liberty!

That's all for now. I'll write again when we leave port here—five days. By the way, I must be missing some of your letters, Mom, because I have only received letters dated (approx) 22 April, 28 April, 5 May, 12 May, 22 May. How about that?

Love, Johnny

**Letter No. 11 [R&R - Japan]
Tuesday, 3 June**

Dear Mom,

I hit the jackpot today for mail: received 15 letters, 6 of which were from you, 1 from Carolyn, 1 from another girl, 1 from Geo. James, and a couple of official and business letters. It really gives one a lift to get a lot of mail; I had been feeling rather neglected what with a dribbling influx of mail occasionally. The letters from you were post-marked 7, 14, 16, 19, 21, and 24 May, so all your mail must have caught up with me now, thank goodness!

After such a sudden deluge, I probably will not be able to do justice to answering each letter, so I'll try to answer collectively.

One big item seems to be the gardening and landscaping around the premises, which is interesting, and it's good to know that you all are interested enough in the place (which Dad sort of felt was a "lemon" at one time) to

work on it, etc. It also gives you sort of a hobby, and makes good use of the time. Just be careful about overworking, and not to get too much sun at first. Also, it seems a little superfluous to labor on the river-bank; the weeds there are too active.

You don't have to worry about the contents of your letters being boring; it is nice to know what is going on at "the old home-stead", and also, any news is good news. We really enjoy getting mail here, as it is practically our only touch with the U.S. By the way, I am enclosing the clipping, [See below] to be kept there with the other clippings, etc.

I am over the illness definitely now, and almost back to normal. Thank the Lord! It was rough while it lasted.

I have been doing nothing here but shopping (very little), and sight-seeing, to a small degree. I have bought just a few knick-knacks, such as hand-painted clothes, designed small table clothes, a hand-carved letter opener of ivory (or bone), etc. No purchase of any great value yet, such as china, camera, silk jacket, etc. I can get you a nice lounging jacket and a silk satin bathrobe (with designs, etc.); just specify the color, etc. They are all a medium size, I believe. I almost bought myself a nice maroon/yellow lounging robe yesterday, but I'll look around before I buy. All of these jackets and robes cost about \$15, and are very nice and colorful.

We had 12 aircraft, 11 of which were in fair condition when we arrived here in port, but expect to have 20 or 24 a/c when we leave. We had solely F4U-4's before (6 .50's), but some of the new (?)—(overhauled, etc.) a/c will be F4U-4B's (4 20mm's). Otherwise, except for a few minor differences in the wing—folding handle and mechanism, the seat-lowering device, and the ordnance switches, the planes are the same. We're really used to the old Corsair now, and could almost (?) fly it in our sleep.

That's enough for now; and I've exhausted all of my information and gab. I'll write again in a few days. We should get a letter-chain going here, shortly. Regards to all Love,
Johnny

[Clipping from Charleston newspaper article "In Years Gone By", 10 years ago, (May 6, 1942) "John W. Hatcher, a student at Thomas Jefferson junior high school, won the state spelling championship for Southern West Virginia". →

Check out our new
webpage at
www.combatairmuseum.org

By the time you receive this edition of *Plane Talk*, the most recent edition of CAM's web page, www.combatairmuseum.org should be on the Internet. Many changes have taken place since Joe and Brenda Rossini of Rossini Management Systems, Inc. first developed the site for us. Board Member **Ken Hollemon** worked through June and early July changing the format and putting in new material. Ken had support from other members who sent him photos and written material, but he also accumulated other materials himself, and then put it all together. The new site was "proof read" by several members, and we feel it does a great job of updating who we are and what we look like today.

Along the same vein, the latest Museum brochures were put on the street June 1st. **Gene Howerter** was the prime mover on this project, with help from **Dick Trupp** and **Danny San Romani**. The three-fold brochure reflects many changes made at the Museum since the previous brochure was produced. The new edition was designed and printed by Dunwoody College of Technology in Minneapolis, MN. →

In Memoriam
Melvina Nickerson
May 29, 2004
Wakarusa, Kansas
#3259

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