

COMBAT AIR MUSEUM

→ → → Plane Talk → → →

The Official Newsletter of the Combat Air Museum

December 2003 / January 2004 • Vol. 20, No. 1

“Good-Bye Old Buddy”

On October 15, 2003, CAM lost another of its founders when **Harlan Price** passed away after a yearlong bout with cancer. Harlan was 80.

Harlan Price was the consummate patriot. Next to his pride in his family, **Lucy** and sons **Skip and Craig**, Harlan felt pride about his World War II service flying a B-24 “Snooper” Liberator bomber against Japanese shipping in the South-west Pacific theater. He gave hundreds of tours through CAM to hundreds of our guests; and, he made it real for them by relating his wartime experiences to the Museum’s artifacts. The tours were what Harlan liked to do most, but he was also involved in many, many aspects of this Museum’s daily operations. He always liked to joke about getting his hands dirty while helping someone, showing which finger he may have gotten grease or oil on, then telling us to log the time that he had gotten his hands dirty. Often, when he called over to the offices, he referred to himself as the “gray-haired old goat,” always bringing a smile to whomever was on the receiving end of the call. Attending special events, he wore his “pinks” and cut a fine figure in later life while wearing that uniform.

Harlan was involved in the very beginning of the Museum, and spoke about the evening meetings in various businesses and locations around Topeka when the planning to start up an aviation museum in Topeka took place. He laughed about how the Museum did not even have a tool box when it started and reflected on how far CAM has come over the years.

Harlan always sold CAM; to anybody and everybody he was a great ambassador for the Museum. He liked this place, worked hard to improve it, and always sang its praises. What CAM stood for, Harlan stood for; patriotism, support for the United States Military services, and telling history’s stories. We shall miss those stories as we shall miss Harlan.



Harlan in his element, sharing aviation history with Museum visitors.

We are all better persons for having shared time with Harlan Price. Sir, we shall miss you much...thank you for the many memories. →

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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

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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.

Good-bye to another friend

On October 29, 2003, CAM lost long-time Museum member **Everett Worley** when he died from injuries suffered in an automobile accident. Everett was 84. He was a US Army Air Forces veteran of World War II as a gunner in Martin B-26 Marauders and a retired Santa Fe employee.

Everett, a native of Allen, Kansas, lived in Topeka since 1947. He was a member of several Veterans' organizations in both Allen and Topeka, including the VFW and American Legion.

Everett became a member of Yesterday' Air Force, Kansas Wing in 1977 and kept his membership when YAF became the Combat Air Museum. Over the years, he put many hours of work in support of the Museum's Superbatics Air Shows, helping get aircraft prepared and up to the show areas, sitting with the planes during the weekend shows, and getting them back to the Museum. When aircraft collector David Tallichet had several of his aircraft at the Museum, Everett did restoration work on Tallichet's Bf 109 Messerschmitt. Everett also performed other aircraft and hangar maintenance.

Over the past several years, health considerations for both Everett and his wife, **Lois**, prevented him from working at the Museum. But he still attended Membership Luncheons and was a big fan of the annual Celebrity Pancake Feed. Everett also made several contributions to the Museum in support of various restorations and acquisitions that are taking place. →

Visitors

During **September**

the Museum had

970 visitors

from **37** states

and

Denmark

Germany

Great Britain

During **October**

we had

804 visitors

from **40** states

and

Bulgaria

Canada

Germany

Great Britain

Netherlands

Switzerland

→ → →

December Guest Speaker

The speaker for the December Membership Luncheon will be **Chaplain (Colonel) Ronald Lee Cobb**, US Army. Chaplain Cobb spent a year on active duty as the Command Chaplain, SFOR 13 at Eagle Base, Tuzla, Bosnia-Herzegovina and just returned stateside in early October. He will speak about his experiences as Command Chaplain during the past year. →

Join the Combat Air Museum!



Big Band sounds keep dancers swinging

The fall USO Swing Dance, held on September 20, brought 206 dancers out to Hangar 602. **Ray Rathert and his Kings of Swing** provided the Big Band sounds and folks danced from about 7:30 to 10:45 p.m. Like our spring dance, the weather and temperature were cooperative and it was really a beautiful evening for a dance.

Things started a bit slow for dance volunteers, band members and attendees alike. Kansas State played a home football game that day, and the traffic on I-70 and US 24 highway from Manhattan to Topeka was somewhat maddening, but folks eventually got here and had a fine time.

Forty-one Girl Scouts from eastern Kansas attended the dance as

part of some weekend activities at the Museum. And with colleges back in session, several dancers from the Lawrence and Kansas City area were back in their period dress. All in all, we had at least three generations on the dance floor.

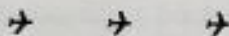
Gene Howerter, Larry McCormick and several other volunteers ran a soft drink concession stand by the cargo ramp of the Sea Stallion and had a steady business throughout the evening. Net proceeds from the dance totaled a bit over \$1200. →

New Supporters

The McMillan Family
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& Joseph
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Renewing Supporters

Ed & Marjorie Baker
Gerald Barker
Carl Caldwell
Anderson & Edith
Chandler
Donald & Olga Fluke
William Welch



December/January Calendar of Events

December

Monday, December 8 Membership Luncheon

Jean Wanner Education
Conference Center (JWECC)
11:30 a.m.

This will be a potluck luncheon.

Our guest speaker will be
**US Army Chaplain (Colonel)
Ronald Lee Cobb**

Saturday, December 13 Breakfast at CAM

"Come See the F-14 Day"
Biscuits and Gravy with
Sausage

8 a.m. - 12 p.m.

\$4 ages 12 and over

\$2 ages 6-11

Ages 5 and under free with
paying adult.

Price includes free admission
to the Museum

Christmas Day

The Museum is closed

January

New Year's Day

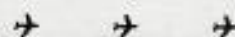
The Museum is closed

There is no Membership
Luncheon in January.

The next luncheon is

Monday, February 9th.

It will be a
potluck luncheon.



The Tomcat arrives



A major acquisition occurred October 24 when **Grumman F-14 Tomcat**, Bureau Number 161615 was flown to Forbes Field for delivery to Combat Air Museum. After several years of requests and follow up requests, particularly by Board Chairman **Dick Trupp**, CAM finally acquired an example of this famous contemporary fighter. BuNo 161615 is on loan to CAM from the National Museum of Naval Aviation in Pensacola, Florida.

Navy **Lieutenant Commander Marcell Padilla** with Navy **Commander Dave Asjes** as the Radar Intercept Officer flew BuNo 161615 in from the Naval Strike and Air Warfare Center (NSAWC), Naval Air Station, Fallon, Nevada. In a shortened version, Naval Air and Strike Warfare School is the US Navy's Top Gun school.

This two-seat supersonic (1,500 m.p.h. plus) fighter served 20 years in the US Navy. It was delivered to the Naval Plant Representative Officer in October 1983 and to its first squadron in December 1983. It flew with five more squadrons before going to NSAWC and Top Gun in November 2001.

The Tomcat is a swept-wing fighter. With wings fully extended for

slow, maneuvering flight, its span is 64 feet. For supersonic flight, the span is 38 feet. Then, for stowage aboard a carrier, its wings are put in an oversweep position with a span of 33 feet. For space conservation in our hangars, we will exhibit the plane in its oversweep configuration. Its length is 62 feet. The 33 X 62 configuration is similar in size to our F-105 Thunderchief, but the Tomcat weighs in at 40,000 pounds empty – some 11,000 pounds heavier than the Thunderchief.

Before landing, the crew did some passes in high-speed configuration, then a couple of touch and gos to burn off fuel before taxiing to Hangar 602 and shutting down. The arrival received front-page coverage in the *Topeka Capital Journal*, and both LCDR Marcel and CDR Asjes patiently answered many questions from the media, volunteers, and onlookers.

Later in the day, **Don Dawson** and **Bob Crapser** towed the Tomcat to a more secure area of Forbes Field until a demilitarization team could arrive to make the aircraft safe for exhibition. Fortunately, this team was due to arrive October 28 from Naval Station Oceana, Virginia Beach, Virginia. Don and Bob quickly came to the conclusion that we need to lengthen our tow bar, as one had to lean to the left, the other to the right with the nose of the jet in between. Turn-

ing meant one or the other ducking as the nose passed over their heads.

When the de-mil team arrived, we pulled the RU-8D and Kilroy (C-47) from 604, towed the Tomcat back down the flight line and rolled it in the hangar for the necessary work. The de-mil team consisted of four government contractors from Titan Corporation and two active duty Navy personnel.

BuNo 161615 is an F-14A series of the Tomcat with Pratt & Whitney TF30 turbofan engines. In 1979, 79 of this same make and model Tomcat and engines were sold to Iran. Shortly thereafter, the Shah of Iran was deposed and the Tomcats suddenly became potential adversaries to the United States. Although it has now been 24 years, apparently the aircraft is still considered a potential threat. Therefore, the engines were removed from 161615 for transport to Virginia Beach, where they will be crushed and ground up. We are working on a scheme to come up with appropriate plugs for the engine intakes and exhausts. For now, the airplane has two large picture windows.

The ejection seats were pulled and their rocket motors and a number of other charges called squibs removed, then the seats were reinstalled.



The cockpits were left intact, other than a few items removed before the fighter left NAS Fallon. All weapons sensors were taken off at Fallon as well, so the plane has a slicked down appearance. Hydraulics and cooling oils were drained, and avionics boxes, the weapons radar, and liquid oxygen bottles were removed for shipment back to Virginia. Several other items also covered by fuselage panels were removed. When the work was completed, the only things that looked like they were missing were the engines and their afterburner cans. The aircraft looks complete otherwise.

During the week of November 3, **Don Dawson, Bob Crapser, Dick Trupp, Martin Moyer, Amos Page and Stu Entz** respotted aircraft in Hangar 604. The result is that the Tomcat is on exhibit in 604 with only the T-33 having to go outside. The T-33 is on exhibit on the asphalt between 602 and 604.

Come out and get a close up look at an example of one of the premier fighter aircraft in the world, now on display at CAM. →

*Above: Engine shut down for the last time.
Below: LCDR Padilla, on the ladder, and
CDR Asjes later autographed the canopy
rail and dated the last flight of the Tomcat.*





Combat Air Museum celebrates the restoration of the Panther

Saturday, September 13 was a great day at the Museum when nearly 300 people attended the dedication ceremony for our restored **Grumman F9F-5 Panther**. Four former pilots of US Navy Fighter Squadron **VF-51** attended the event. These gentlemen flew Bureau Number 126226 during the Korean War when VF-51 was assigned to Carrier Air Group FIVE aboard USS **VALLEY FORGE (CVA 45)** from November 1952 to June 1953.

The pilots included **Bob Kaps** of Wellsville, Kansas, **Lee Boles** of Eugene, Oregon, **Herschel Gott** of Los Altos, California, and **Thomas Hayward** of Seattle, Washington. Also in attendance was a former member of the ship's company of **VALLEY FORGE** during that Korean cruise, **Vonley Davidson** of Abilene, Kansas. Hayward, retired four-star Admiral and former Chief of Naval Operations, was the keynote speaker for the event. CAM Chairman **Dick Trupp** was master of ceremonies.

Admiral Hayward spoke not

only about events in Korea with VF-51, but also compared today's Naval Aviation, its aircraft and capabilities with the Naval Aviation of the 1950s. After Admiral Hayward's remarks, Dick recognized each of the pilots and presented them with an artist's print of BuNo 126226. Dick also recognized the artist of the print, **Robert Jones**. Jones' artwork was used to produce the event's invitations, note cards, and the larger prints mentioned. One print was signed by each of the pilots and will be framed and placed in our art gallery.

Dick also asked all veterans in the audience to please stand, and then asked Korean War veterans in particular to stand and say what branch of service, when and where they had been in Korea. Among the several veterans who stood and responded was **Mr. Lloyd Reynolds** of Baldwin City, Kansas. Mr. Reynolds told the audience he was a member of ship's company of **VALLEY FORGE** when the first naval response to North Korea's invasion

of South Korea took place in July 1950.

After the ceremony, **Jeanne Trupp**, **Jane Weinmann**, and **Margaret Carlson** hosted a reception in the Jean Wanner Education Conference Room. The room really looked classy, decorated in a blue and gold motif, including the serving plates. Refreshments included a sheet cake with a reproduction of a photo with the restored Panther in the center. Another table held photos and memorabilia of VF-51 and USS **VALLEY FORGE** from the 1952-53 Korean deployment.

About one month prior to the ceremony, we acquired some more history about BuNo 126226. **Mr. Carroll Ferguson** of Fargo, North Dakota had heard about the Panther through various sources, and he and a friend came to the Museum to see the plane. Mr. Ferguson was a pilot of fighter squadron VF-53, a second Panther fighter squadron aboard **VALLEY FORGE** at the same time our Panther was aboard. He left us



Photo on the far left: (l - r) Dick Trupp, CAM; Bob Kaps, VF-51; Lee Boles, VF-51; Bob Schneider, RRS Aviation and CAM; Robert Jones, artist; Herschel Gott, VF-51; Thomas Hayward, VF-51.

Middle photo: Keynote speaker Admiral Thomas Hayward, retired, VF-51.

Photo above: Honored guests at the Panther dedication ceremony.

a one-page report describing a combat mission on March 5, 1953 when he was flying BuNo 126226. He told us that both VF-51 and VF-53 flew the dash 5 Panther and often flew each other's aircraft. On this particular mission, as he was landing back on the carrier, the tail hook caught the arresting cable like it was supposed to, then the hook shattered before the plane came to a stop. The Panther and Mr. Ferguson engaged (crashed into) a barrier of nylon and steel cable. This engagement ended BuNo 126266's flying for the rest of the cruise, and it was placed on the hangar deck and used for parts. Mr. Ferguson also gave a copy of his flight log and copy of his Pilot's Individual Accident and Flying Regulation Violation Record, showing the date and circumstances of the March 5 flight.

Most recently, we received a copy of a magazine photo from Lee Boles, one of the pilots at the ceremony. The photo was from a June 1977 issue of *Air Classics* magazine. It shows our Panther, BuNo

126226. The photo caption reads that the plane was sitting in *Riverview Park* in **Marshalltown, Iowa** and had been beaten up very badly by vandals. The paint scheme on the plane and its general appearance in the photos is exactly like it was when volunteer **Ralph Knehans** hauled the fuselage to Topeka from Minnesota. For years, we thought the aircraft had been exhibited in Minnesota. With this recent tidbit from Lee Boles, a bit of the Panther's history has been updated again. ➔

2003 / 2004 Calendar

December

13 - Breakfast at CAM
"Come see the F-14 Day"

2004 Events Calendar*

March

22-25 - Aviation
Education Class

April

10 - Model Contest
24 - Celebrity Pancake Feed

June

7-10 - Aviation Education Class

July

5-8 - Aviation Education Class

August

2-5 - Aviation Education Class

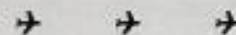
October

23 - Model Contest

December

Christmas Break - Aviation
Education Class

* Events subject to change



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Letters and mission logs from Korea

We continue a series containing letters and combat mission logs written from South Korea in 1952 during the Korean War. We began the series in the October / November 2003 issue of Plane Talk.

*Then 22-year old Second Lieutenant **John Walker Hatcher**, US Marine Corps Reserve, wrote these. He flew propeller-driven Vought Corsair fighter-bombers in Korea.*

Colonel John W. Hatcher is now retired and living in Leavenworth, Kansas and is a lifetime member of CAM.

In January 2002, he donated a copy of his "Mission Log & Letters From Korea—1952" to the Museum and recently gave us permission to reproduce his letters and mission records in Plane Talk. We reproduce it here from the original text.

Letter No. 1 [K-6]

Thursday, April 24

Dear Folks,

To make a long letter short, here goes: We left El Toro [CA] Sunday 13th, and arrived at NAS Moffett [CA] that evening. We spent that evening, the next, and the next in San Francisco (great liberty), and left NAS Alameda [CA] on the MARS [Martin JRM transport, the Navy's largest flying-boat] (Wed. evening). We arrived in Honolulu next day, and took a R5D (DC-4) to Johnson Island, then Kwajalein, then Guam. Each of those legs is about 6-7 hours. We spent the night on Guam, then arrived at Atsugi AFB Tokyo on Sat. afternoon. From there we went to Itami AFB (near Kobe) by DC-3 (R4D) that night. We spent that night and the next there at Itami (very great liberty). We spent our time mostly in Osaka and Takarazuka. Then we left for K-3 (K-means an airfield in Korea) Tues. about noon, and passed over the Korean coastline at 1415 (@:15). We soon landed at K-3, got our respective assignments, and left for our resp. fields. Kiser & I were assigned to VMF-212 [Marine fighter squadron] at K-6, which is on the Yellow Sea coast about 40 miles below Seoul. It is near P'yongt'aek, and nearer Tun'o-ri, if you're really interested. (On the Ansong-chon Estuary). We're about 60 miles South of the Bomb-line. VMF-212 is flying Corsairs [Vought F4U-5 Corsair] now, and will start getting AU-s about 1st of May. (The AU is a version of the Corsair, and will carry a 9,000 lb. External load—3 1,000 lb. Bombs, 10 5" HVARs [High-Velocity Aircraft Rockets], and fuel, etc.) However, the good thing will be that they are new; all the Corsairs that they're using in Korea now are old & tired (they've been in use since '44 or '43 by the Marines, and that is very hard use.)

I have a chance in about 2 weeks to get into VMF-312, which is operating from the USS Bataan [CVL-29, a light aircraft carrier] in the Yellow Sea—I haven't decided yet about it though. They are still using old Corsairs (same as we are now), and will continue to do so indefinitely. By the way, I tried to get into Jets (naturally), but no luck.

As you know, the JOC Fifth Air Force has command of all land-based aircraft in Korea, and consequently things are a little screwed-up, and the Marine Air Corps doesn't get any publicity. Whenever you read of the damage done on rail cuts (railroad strikes), Close Air Support, etc., by fighter-bombers of the 5th Air Force, you will know it's by the Marine planes from VMF-212 and VMF-323, the only 2 Marine land-based Corsair squadrons in Korea. You see, in Korea the Marine Corps has 5 fighter (Fighter-bomber) squadrons. Two jet squadrons (VMF-115 and 311), and an AD (Douglas Skyraider) sqdrn. at K-3, and 2 Corsair squadrons at K-6. Then I believe we have 2 helicopter squadrons, and one transport helicopter squadron (at different bases).

Well, a little about life here at K-6. We have one strip (E-W, Marston Matting [runways formed with pierced steel planking over earth]) 5,000 ft. long. We just moved in about a week ago, and things are still being completed, but it's pretty nice now. I live in a big Quonset hut with 8 other pilots of VMF-212 (including Kiser). We sleep on cots, in sleeping bags. We have our own house-boy (a Korean lad about 14-15) who sweeps up, shines our shoes, and does our laundry, etc. He is paid by the government, about \$1 a week or less. You see, over here in Korea, \$1 is worth 6,000 wan. President Sigmon Rhee only gets about \$60 a month (U.S.). A full-bird Colonel in the ROK [Republic of Korea] Army gets about \$40. You can see that their wages are considerably lower than ours. In Japan, \$1 is worth 360 yen. They have pretty good steaks, etc. over there for about 300 yen. On one of my R&Rs (Rest & Relaxation—1 week out of every 6), I'll go on a buying spree and get you all some China, silk, silver, jewelry, etc. Of course, I won't be suckered in (famous last words).

I like it here very much—the men, the flying, etc. Kiser and I are going on our first mission tomorrow, a rail cut up near Pyonyang. Of course, there will be experienced pilots leading. They don't let us lead a flight up there until we have about 20 missions, and are familiar with the area, procedures, etc. You should see all the survival gear we wear on our survival vests—compass, mirror, fishing line, rain cap, first aid kit, knife, rations, barter kit, etc. really a bunch of stuff. I'm not going to wear all

of mine, though, because it is a little heavy – it might make it harder to bail out if I had to. By the way, we haven't been losing many pilots at all, so I don't want you all to worry. It's all in the books – if I live, OK, if I don't OK – it's all in the game.

If we go down beyond the bomb-line, we should be rescued soon – they have a wonderful helicopter rescue service set up in Korea; they will get you if it is at all humanely possible. Well, I've run out of words & space.

I'll write again in a few days.

Love, Johnny

P.S. this is all written hurriedly; I've got many things to do.

Mission #1 [K-6] 27 April

Rail-cut near Yonan (BT-4500 TA)

Armament 1 1000# bomb, 6 5" HVAR

TO [take off] – 0800 BL [bomb line] 0830 Land – 0915

I was leader of 2nd section, 1st division. We pickled all 6 rockets at the first of the run, then the 1000#er at the end (no strafe). 1 run. No Flak. (Mostly a training flight). No outstanding incidents.

Letter No. 2 [K-6]

Wednesday, 30 April

Dear Folks,

Now that things have settled down and become routine, perhaps I can write a legible and intelligible letter. My last one was surely garbled and hurried.

First, you're probably interested most in the flying, and the amount of danger, etc. Well, there's nothing to it. It's just like being in the Carrizo Impact area at El Centro [CA] – the division goes in, finds the target (jinking to avoid and foul up enemy anti-aircraft batteries, which are relatively few for such a large area), and then makes a high speed run, releases all the armament, and takes off for home. That is a typical rail-cut. On Close Air Support, we work right around the bomb-line, under control of a Mosquito (Tactical Air Controller Airborne) or a FAC (Forward Air Controller – on the ground with the troops). That is more fun, because the controller can see the results of your rockets and bombs, and gives you an evaluation (%) on effectiveness & coverage. On a Flak Suppression hop, we fly to an area that has been assigned for a rail-cut, arriving (slightly) before the planes with the bombs; we have the coordinates (?) of AA guns, so we strive to drop VT (variable time) fused bombs which will get an air burst over the guns, making them stay in their holes or destroying them. Sometimes we go down and strafe, too

(4 20 mm [guns] in our wings). That's about it for the flying; there's nothing to it, and I even enjoy it. It might be a little dangerous, and so is driving a car.

I told you in the last letter about our house boy (Yang Jae Kili), and also about the Japanese people – their industriousness & honesty. I'm going to buy a good camera while I'm here and take mucho pictures – you know a picture is worth a thousand words (or is it ten thousand). I saw some beautiful places in my short stay at Itami, so on an R&R of one week, I should really get around. Many pictures and souvenirs, etc.

You know, they don't even have a PX here at K-6; they give away chewing gum, cigarettes, stationery, soap & toothpaste. If a guy needs anything else, that's tough. He has to wait until he goes on R&R (that's in Japan, you know), or get a friend going on R&R to get it. Fortunately (as you all well know), I am usually well-stocked with junk, etc. whenever I go anyplace. I have everything I need thus far.

They have a movie (open-air, in sort of a bowl dug in a hill) every night but they are usually pretty old. They had a small stage show here a few days ago – a Western Revue. Pretty corny, but the guys really appreciated the 3 gals in the show (white women, you know). The guys get pretty horny out here.

We should get a letter chain started, because it takes about 6-8 days each way for the mail, and that is pretty slow.

To sum it all up, I'm really enjoying it here; getting (starting) a sun tan, loafing a lot, reading a good bit. The things I miss (already) are women, milk, luxuries, and a good feather bed. I'll really enjoy those things when I get back about January.

Love, Johnny

P.S. I'm taking "1-a-day" vitamins.

→ → →

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Visit our website at
www.combatairmuseum.org

Come See the F-14 Day Breakfast at CAM

On Saturday, December 13, from 8 a.m. - 12 p.m., there will be a **Breakfast at CAM: Come See the F-14 Day.**

The fundraiser breakfast will consist of biscuits and gravy with sausage.

Admission costs are:

\$4 for ages 12 and up

\$2 for ages 6-11

Free for ages 5 and under.

The breakfast includes free admission to the Museum. →

Requesting auction items to raise funds for CAM

We have an opportunity to raise funds for CAM through a local auction house in northeast Topeka. **Martin Moyer** has talked with the owner/operator of the **Old Mill Auction House** in the Oakland area of Topeka about auctioning donated items from CAM supporters to raise funds for the Museum.

We have two possibilities, depending on the number of items donated. If there are enough items donated, the auction house would hold a **Benefit Auction**. If the number of donated items is not very many at one time, they can be included in the regularly scheduled auction times. **Martin and Gene Howter** are still working out details.

A very important thing to remember if you wish to donate

items for the auction is that we only want auction items, not garage sale items. We repeat: we do not want garage sale items. We will take "used but like new items." No clothes.

If you would like to donate items for the auction, please call the Museum at 862-3303 for directions and times to take the items to the Old Mill Auction House. →

Shop the Museum Gift Shop

Make the **Combat Air Museum Gift Shop** your first stop for Christmas shopping. We now have all sizes of diecast aircraft in stock, along with our many plastic aircraft models.

We stock numerous *Squadron Signal* books, autographed books by author Eric Hammel, and *Flight of the Forgotten*, a story about the B-24 crew of Topekan Jack Ketchum.

Check out our CAM sweatshirts and 16' x 29' posters of aircraft. →



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